Investigation of Transverse Cracking on Michigan PCC Pavements over Open-Graded Drainage Courses

Final Report (Appendices)

Submitted to the
Michigan Department of Transportation

Department of Civil and Environmental Engineering
The University of Michigan
College of Engineering

Ann Arbor, MI 48109-2125

TESTING AND RESEARCH SECTION
CONSTRUCTION AND TECHNOLOGY DIVISION
RESEARCH PROJECT - RC-1401

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Appendix A. OGDC Sections in Michigan

This appendix lists in tabular form all pavement sections that have been built on open graded drainage courses in Michigan between 1980 and 1995. Included here are control section and job numbers for the various projects as well as route, location and direction information, and pavement age, length, thickness, and joint spacing. Also listed are the OGDC gradations used.

In this appendix, sections are listed by district. Within each district, the projects are listed by control section number in ascending order.

DATABASE OF OPEN GRADED DRAINAGE COURSE PROJECTS

PROJECT DESCRIPTION

CONTROL SECTION	PROJECT NUMBER	ROUTE	LOCATION	MILE POST				DATE SURFACE COMPLETED	PAVEMENT THICKNESS (IN)	JOINT SPACING (FT)	GRADATION SERIES
				POB	POE	Total Miles	Dir.				
DISTRICT 3											
53021	53032-13718	US-10/US-31	W OF US-31 SOUTH TO E OF BRYE RD	2.293	2.316	0.023		Aug-90	8		
				0.000	2.152	2.152		Aug-90	8		
53032		US10		0.000	0.061	0.061	EB	90			
				0.061	0.083	0.022	EB	90			
				0.083	0.190	0.107	EB	90			
53032		US31		1.300	1.870	0.570	NB	90			
			DISTRICT #3 TOTAL			2.935					
DISTRICT 5											
19022	34044-24664	I-96	W OF SUNFIELD RD TO 0.3 MI E OF CLINTON/IONIA CO LINE EB	0.000	0.328	0.328		Nov-86	9	41	34G, 5G?
19034		US27		0.000	0.982	0.982	NB	95			
				0.982	9.982	9.000	NB	95			
				0.000	0.982	0.982	SB	95			
				0.982	9.982	9.000	SB	95			
19041		I69BL(LANSING)		0.491	1.162	0.671	NB	87			
				0.459	1.130	0.671	SB	87			
19042	19042-24681	I-69	N OF CLARK RD TO W OF CHANDLER RD	0.000	1.889	1.889	EB	Jun-87	9	41	3G
				0.000	1.961	1.961	WB		9		
19042	19042-24680	I-69	W OF CHANDLER RD TO E OF WEBSTER RD	1.889	4.454	2.565	EB	Nov-86	9	41	3G
				1.961	4.532	2.571	WB				
19042	19042-02233	I-69	E OF WEBSTER RD TO N OF PEACOCK RD	4.454	8.052	3.598	EB	Aug-87	9	41	3G
				4.532	8.118	3.586	WB				
19042	76024-01978	I-69	W OF PEACOCK RD TO E OF SHAFTSBURG RD	8.052	8.894	0.842	EB	Jul-91		41	3G(MI)
				8.118	9.056	0.938	WB				
19043	19043-18357	I-69	I-69, I-96 TURNING RDWYS NW OF LANSING	0.000	2.340	2.340		Jul-85	9	41	8G
19043	19043-18832	I-69	GRAND RIVER AVE TO AIRPORT RD	0.994	4.683	3.689	EB	Jul-85	9	41	34G
				1.300	5.008	3.708	WB				
19043		I69		0.306	0.342	0.036	NB	85			
				0.342	8.064	7.722	NB	85			
				0.000	8.083	8.083	SB	85			
34043	34043-24862	I-96	1.0 MI W OF CO LINE TO JORDAN LAKE REST AREA	0.000	7.111	7.111		Sep-87		41	8G
34043	34043-24663	I-96	JORDAN LAKE REST AREA TO M-66	7.111	12.031	4.920	EB	Nov-86	9	41	34G
				7.111	12.031	4.920	WB	Oct-86			
34044	34043-24663	I-96	JORDAN LAKE REST AREA TO M-66	0.000	0.514	0.514	EB	Nov-86	9	41	34G
				0.000	2.880	2.880	WB	Oct-86			
34044	34044-24664	I-96	W OF SUNFIELD RD TO 0.3 MI E OF CLINTON/IONIA CO LINE EB	3.376	13.554	10.178	EB	Nov-86	9	41	34G, 5G?
				8.329	13.544	5.215	WB				
41024	41024-26759	I-96	W OF WITNEYVILLE RD TO N OF E CO LINE	4.015	11.451	7.436		Sep-88	9	41	34G, 8G
41024	34043-24862	I-96	1.0 MI W OF CO LINE TO JORDAN LAKE REST AREA	11.451	12.433	0.982		Sep-87		41	8G
41031		M37		6.421	8.601	2.180	NB	95			
				8.601	8.630	0.029	NB	95			
				6.421	8.601	2.180	SB	95			
				8.601	8.630	0.029	SB	95			
70023		I196BL(HOLLAND)		4.560	5.033	0.473	EB	94			
			DISTRICT #5 TOTAL			113.88					
DISTRICT 6											
25031		US23		0.000	5.450	5.450	NB	93			
				5.450	5.900	0.450	NB	93			
				5.900	12.315	6.415	NB	92			
				5.900	12.437	6.537	SB	92			
25031	25031-30798	US-23	S OF THOMPSON RD TO I-75			0.000	SB	Jul-92	10	27	5G
						0.000	NB	Aug-92			
44044	44044-18804	I-69	E OF BALDWIN RD TO W OF WILDER RD	0.000	3.668	3.668	EB	1984	9	41	8G
				0.000	3.672	3.672	WB				
44044	44044-18805	I-69	W OF WILDER RD TO W OF LAKE GEORGE RD	3.668	7.115	3.447	EB	1984	9	41	8G, 34G
				3.672	7.110	3.438	WB				
44044	44044-18807	I-69	W OF LAKE GEORGE RD TO 1650' E OF NEWARK RD	7.115	9.401	2.286	EB	1984	9	41	8G
				7.110	9.416	2.306	WB				
44044	44044-18808	I-69	E OF NEWARK RD TO W OF M-53	9.401	12.736	3.335	EB	1984	9	41	8G, 34G
				9.416	12.707	3.291	WB				
44044	44044-20821	I-69	W OF M-53 TO COX-DOTY DRAIN	12.736	17.612	4.876	EB	Aug-83	9	41	8G
				12.707	17.583	4.876	WB				
73111	73112-24182	I-75	@ THE ZILWAUKEE BRIDGE APPROACHES	8.398	9.023	0.625		Oct-89			
73112	73112-24182	I-75	@ THE ZILWAUKEE BRIDGE APPROACHES	0.000	2.174	2.174		Oct-89			
76012		M52		1.038	2.202	1.164	NB	87			
76023	76024-27898	I-69	E OF SHAFTSBURG RD TO W OF CHURCH RD	0.000	1.413	1.413	EB	Oct-90	9	41	3G(MI)
				0.000	1.234	1.234	WB	Jul-90			
76024	76024-01978	I-69	W OF PEACOCK RD TO E OF SHAFTSBURG RD	0.000	3.827	3.827	EB	Jul-91		41	3G(MI)
				0.000	3.648	3.648	WB				
76024	76024-27898	I-69	E OF SHAFTSBURG RD TO W OF CHURCH RD	3.827	8.044	4.217	EB	Oct-90	9	41	3G(MI)
				3.648	8.044	4.396	WB	Jul-90			
77024	44044-20821	I-69	W OF M-53 TO COX-DOTY DRAIN	0.000	5.831	5.831		Aug-83	9	41	8G
			DISTRICT #6 TOTAL			82.576					
DISTRICT 7											
11014	11014-24790	I-94 WB	@ THE NEW BUFFALO WEIGH STATION			0.000		May-88	9		5G
11015	11015-29580	I-94	W OF I-94 BL NE'LY TO THE ST. JOSEPH RIVER	19.400	23.431	4.031		Apr-95	11.5	27	
11016	11015-29580	I-94	W OF I-94 BL NE'LY TO THE ST. JOSEPH RIVER	0.000	0.500	0.500		Apr-95	11.5	27	
11017		I94		0.137	1.015	0.878	EB	95			
				1.015	5.875	4.860	EB	95			
				5.875	6.604	0.729	EB	94			
				1.015	5.875	4.860	WB	95			
				5.875	6.604	0.729	WB	94			
11018		I94		0.000	2.038	2.038	EB	94			
				0.000	2.038	2.038	WB	94			
11057		US31		0.171	2.944	2.773	NB	87			
				2.944	5.369	2.425	NB	93			
				5.369	9.083	3.714	NB	93			
				9.083	9.260	0.177	NB	92			
				9.260	12.167	2.907	NB	93			

APPENDIX A

OGDC Sections in Michigan

Quantity	From US Customary	To Metric	Multiply by
Length	mile	km	1.609344
	foot	m	0.304800
	inch	mm	25.400000
	yard	m	0.914400
Area	square yard	m^2	0.836127
	square foot	m^2	0.092903
	acre	ha (10,000 $m^{2)}$	0.404687
	square mile	km^2	2.590000
Volume	cubic yard	m^3	0.764555
	fluid once	ml	29.573530
	gallon	l	3.785412
	cubic foot	m^3	0.028317
Mass	pound	kg	0.453592
	ounce	g	28.349520
	ton (2000 lbs)	kg	907.184700
	ton (2000 lbs)	metric ton	0.907184
Force	pound	N	4.448222
	ton (2000 lbs)	kN	8.896443
	pounds per cubic foot	kg/m^3	16.018460
	pounds per square inch	kPa	6.89757
	pounds per square inch	10^{-3}	6.894757
Velocity	miles per hour	km/h	1.609344
Temperature	°F	°C	(°F-32)/1.8

Conversion Factors from "Metric in Transportation - A basic Handbook" MDOT 1995

PROJECT DESCRIPTION												
CONTROL SECTION	PROJECT NUMBER	ROUTE	LOCATION	MILE POST				DATE SURFACE COMPLETED	PAVEMENT THICKNESS (IN)	JOINT SPACING (FT)	GRADATION SERIES
				POB	POE	Total Miles	Dir.				
11057		US31		12.167	12.210	0.043	NB	92			
11057	11057-16847	US-31	US-12 TO WALTON RD	0.171	3.452	3.281	NB	May-87	9	41	8G, 34G
				0.171	3.429	3.258	SB				
11057	11057-27897	US-31	S OF WALTON RD TO S OF MATTHEW RD			0.000		Aug-92	8 1/2	41	3G(MI)
11057	11057-29510	US-31	S OF MATTHEW RD TO N OF LAKE CHAPIN RD			0.000		Aug-92	8 1/2	41	3G(MI)
11057	11057-29513	US-31	N OF LAKE CHAPIN RD TO EXIST US-31			0.000		Aug-92	8 1/2	41	3G(MI)
13082	13082-28211	I-94	E OF M-66 TO W OF 11 MILE RD	0.570	5.181	4.611	EB	Sep-90	11	27	3G (M1)
				0.570	5.181	4.611	WB	Oct-90			
13082	13082-24914	I-94	E OF 11 MILE RD TO E OF OLD US-27	6.354	11.599	5.245		Nov-86	9	41	8G
13082		I94		0.598	5.175	4.577	EB	90			
				6.394	11.599	5.205	EB	86			
				0.598	5.175	4.577	WB	90			
				6.394	11.599	5.205	WB	86			
13083		I94		0.000	0.551	0.551	EB	86			
				0.551	5.995	5.444	EB	88			
				6.000	12.219	6.219	EB	86			
				12.219	13.509	1.290	EB	91			
				0.000	0.551	0.551	WB	86			
				0.551	5.995	5.444	WB	88			
				6.000	12.219	6.219	WB	86			
				12.219	13.509	1.290	WB	91			
13083	13082-24914	I-94	E OF 11 MILE RD TO E OF OLD US-27	0.000	0.551	0.551		Nov-86	9	41	8G
13083	13083-24251	I-94	E OF OLD US-27 TO E OF 22 1/2 MILE RD	0.551	5.995	5.444	EB	Jun-88	10	41	8G
				0.551	5.995	5.444	WB	Sep-88			
13083	13083-20992	I-94	W OF 24 MILE RD TO W OF 29 MI RD	6.786	12.5	5.714		Nov-85	10	41	8G
13083	13083-21029	I-94	@ 28 MILE RD			0.000		Jun-86	10	41	8G, 34G, SOME 5G
13083	38102-29508	I-94	W OF 29 MILE RD TO E OF MICHIGAN AVE	12.5	13.509	1.009		Jun-91	11	27	5G
39022	39022-20736	I-94	W OF MILLER ST TO E OF MICHIGAN AVE			0.000	EB	1985	9	41	34G
39022		I94		4.015	8.337	4.322	EB	86			
				8.690	11.503	2.813	EB	86			
				4.015	11.503	7.488	WB	86			
39024		I94		0.000	0.604	0.604	EB	87			
				0.604	4.242	3.638	EB	90			
39024	80024-24755	I-94	W OF THE S BRANCH OF PAW PAW RIVER TO FIRST ST	0.000	0.604	0.604	EB	Oct-87	10	41	8G, 34G
				0.000	0.604	0.604	WB	Apr-88			
39025		I94		0.000	1.112	1.112	EB	86			
				1.112	4.357	3.245	EB	83			
				0.000	1.112	1.112	WB	86			
				1.112	4.357	3.245	WB	83			
80023		I94		2.273	3.674	1.401	EB	94			
				3.674	3.694	0.020	EB	94			
				3.694	12.632	8.938	EB	84			
				2.273	3.674	1.401	WB	95			
				3.674	3.694	0.020	WB	95			
				3.694	12.632	8.938	WB	84			
80023	80023-20993	I-94	E OF HARTFORD RD TO W OF M-51			0.000		1984	10	41	34G
80023	80024-24754	I-94	W OF M-51 TO E OF M-40	12.650	13.490	0.840		Nov-86	10	41	8G, 34G
80024	80024-24754	I-94	W OF M-51 TO E OF M-40	0.000	5.157	5.157	EB	Nov-86	10	41	8G, 34G
				0.000	3.150	3.150	WB				
80024	80024-24755	I-94	W OF THE S BRANCH OF PAW PAW RIVER TO FIRST ST	5.157	10.555	5.398	EB	Oct-87	10	41	8G, 34G
				3.150	8.736	5.586	WB	Apr-88			
			DISTRICT #7 TOTAL			103.347					
DISTRICT 8											
23051		M50		0.553	0.984	0.431	EB	92			
23063		I69		0.000	12.099	12.099	NB	92			
				0.000	12.099	12.099	SB	91			
23063	23063-21823	I-69	N OF ISLAND HWY TO S OF SHANCE HWY			0.000		Nov-91	9	27	3G (M1)
23063	23063-21824	I-69	S OF SHANCE HWY TO W OF NIXON RD			0.000		Aug-92	9	27	3G (M1)
23063	23063-21825	I-69	W OF NIXON RD TO N OF DAVIS HWY			0.000		Aug-92	9	27	3G (M1)
23063	23063-21826	I-69	N OF DAVIS HWY TO N OF MT. HOPE HWY			0.000		Jul-92	9	27	3G (M1)
38102	38102-29508	I-94	W OF 29 MILE RD TO E OF MICHIGAN AVE	0.000	5.044	5.044		Jun-91	11	27	5G
47065	47065-28214	I-96	W OF M-59 TO E OF CHILSON RD			0.000		Sep-92	10	41	5G
47065	47065-28216	I-96	FROM DORR RD ELY TO E OF SPENCER RD			0.000					
47065		I96		9.230	11.417	2.187	EB	93			
				11.417	14.100	2.683	EB	93			
				14.100	14.331	0.231	EB	93			
				9.230	11.417	2.187	WB	93			
				11.417	13.591	2.174	WB	93			
				13.591	14.100	0.509	WB	93			
58034		US23		0.000	6.670	6.670	NB	93			
				6.021	10.000	3.979	NB	95			
				0.000	6.670	6.670	SB	92			
58034	58034-32750	US-23	STATE LINE TO N OF US-223			0.000	SB	Nov-92	10.5	27	5G
						0.000	NB	1993			
58151	58151-25556	I-75 NB	STATE LINE TO N OF LUNA PIER RD	0.000	6.242	6.242	NB	Oct-87	11	41	5G
58151	58151-21908	I-75 NB	LUNA PIER RD TO DUNBAR RD	6.242	12.302	6.060	NB	1984	11	41	5G
58151	58151-26762	I-75 SB	OHIO STATE LINE TO S OF DUNBAR RD	0.000	12.302	12.302	SB	Oct-88	11	41	5G
58151	58151-27927	I-75	S OF DUNBAR RD TO I-275	12.302	15.256	2.954	NB	Jul-89	11	27	5G
				12.302	15.256	2.954	SB	Oct-89	11	27	5G
58152	58151-27927	I-75	S OF DUNBAR RD TO I-275	0.000	4.877	4.877	NB	Jul-89	11	27	5G
				0.000	4.877	4.877	SB	Oct-89	11	27	5G
58152	58152-28352	I-75	I-275 TO WAYNE-MONROE CO LINE	4.877	11.550	6.673	NB	Sep-90	11 & 12	27	3G
						0.000	SB	Jul-90			
81041	81041-23075	I-94	W OF HARRIS RD TO W OF RAWSONVILLE RD	0.000	2.037	2.037		Jun-88	11	41	3G
81041	81041-23076	US-12 EB	HARRIS ST TO DORSET ST			0.000		May-89	9	41	
81041		I94		2.050	2.192	0.142	EB	87			
81063		I94		3.349	3.616	0.267	EB	89			
			DISTRICT #8 TOTAL			106.348					
DISTRICT 9											
50011		M53		5.287	6.095	0.808	NB	90			
50011	50011-25657	M-53	S OF 15 MILE RD TO N OF 18 MILE RD	7.100	10.500	3.400		Oct-89	10		

PROJECT DESCRIPTION											
CONTROL SECTION	PROJECT NUMBER	ROUTE	LOCATION	MILE POST				DATE SURFACE COMPLETED	PAVEMENT THICKNESS (IN)	JOINT SPACING (FT)	GRADATION SERIES
				POB	POE	Total Miles	Dir.				
50013		M53		8.027	8.067	0.040	NB	88			
50015	50015-05668	M-53	27 MILE RD TO 34 MILE RD			0.000		Dec-90	9.25	41	3G
50015		M53		0.000	2.460	2.460	NB	90			
				2.460	5.060	2.600	NB	91			
				5.060	7.594	2.534	NB	91			
50023		M59		1.769	2.003	0.234	WB	94			
63043	63043-26069	M-59	W OF CLINTON RIVER TO E OF AUBURN RD			0.000		Sep-92	10		
63082	63082-27366	M-10 SB	BECK RD TO I-696 &			0.000					
			ROUGE RIVER TO EB I-696			0.000					
63101	63101-24020	I-696	I-275 TO FRANKLIN RD	1.000	7.700	6.700	EB	Jul-89	10		5G
						0.000	WB	Sep-89			
63102	63102-24021	I-696	FRANKLIN RD TO W OF LAHSER	0.000	1.085	1.085		Nov-89			5G
63102	63102-24673	I-696	W OF LAHSER TO ARLINGTON RD	1.085	1.686	0.601		Jul-87	11		34G?
63102	63102-23425	I-696	MEADOLARK ST TO W OF EVERGREEN			0.000		1988	11		
63102	63102-24674	I-696	W OF ARLINGTON DR TO W OF EVERGREEN RD			0.000		Oct-88	11		
63102	63102-21958	I-696	W OF EVERGREEN RD TO E OF SOUTHFIELD RD	2.150	3.324	1.174		Aug-89	11		
63102	63102-21959	I-696	E OF SOUTHFIELD RD TO MEADOWOOD ST	3.324	3.972	0.648		Nov-89	11		5G
63102	63102-21960	I-696	MEADOWOOD ST TO E OF FAIRFAX ST	3.972	4.431	0.459		Aug-89	11		
63102	63102-21961	I-696	W OF FAIRFAX ST TO W OF GARDNER ST	4.431	5.283	0.852		Dec-89	11		5G
63102	63102-21859	I-696	W OF GARDNER ST TO E OF MANISTEE ST	5.283	6.442	1.159		Nov-87	11		5G
63102	63102-19805	I-696	MANISTEE ST TO RIDGE RD	6.442	7.496	1.054		Nov-88	11		5G
63102	63102-19806	I-696	RIDGE RD TO MAIN ST	7.496	7.723	0.227		Nov-89	11		
63102	63102-19807	I-696	MAIN ST TO MOHAWK-BERMUDA ST	7.723	8.188	0.465		Aug-87	11		5G
63102	63102-19166	I-696	LONGFELLOW ST TO I-75	8.188	9.010	0.822		Nov-85	11		
63102		I696		1.085	1.490	0.405	EB	89			
				1.490	1.732	0.242	EB	89			
				1.732	2.150	0.418	EB	89			
				1.085	1.490	0.405	WB	89			
				1.490	1.732	0.242	WB	89			
				1.732	2.150	0.418	WB	89			
63103	63102-19166	I-696	LONGFELLOW ST TO I-75	0.000	0.270	0.270		Nov-85	11		
63192	63192-29947	M-5	I-275,I-696,I-96 TO 12 MILE RD			0.000		ACTIVE			
77023	77023-21586	I-69	M-19 TO EXIST M-21	0.000	0.466	0.466		Oct-84	9		8G, SOME
77023		I69		0.466	10.620	10.154	EB	84			
				0.466	10.535	10.069	WB	84			
77024		I69		0.000	11.550	11.550	EB	84			
				0.000	11.550	11.550	WB	84			
77024	77024-17988	I-69	COX-DOTY DRAIN TO M-19	5.831	11.469	5.638		Aug-84			CLASS II
77024	77023-21586	I-69	M-19 TO EXIST M-21	11.469	11.550	0.081		Oct-84	9		8G, SOME
82021	82021-32147	I-94 WB	W OF RAWSONVILLE RD TO W OF HANNAN RD	0.000	6.080	6.080		Sep-91	11	27	5G (CONC)
82021	82021-32148	I-94 EB	W OF RAWSONVILLE RD TO W OF SHOOK RD			0.000					
82021		I94		0.000	6.135	6.135	EB	92			
				6.035	6.135	0.100	WB	92			
82022		I94		0.000	0.782	0.782	EB	92			
				3.470	6.180	2.710	EB	94			
				4.333	4.350	0.017	WB	94			
				10.376	10.536	0.160	WB	82			
82022	82022-18880	I-94	STATE RD TO OUTER DRIVE	2.141	3.258	1.117		1986	10		5G
82022	82022-19465	I-94	PELHAM ST TO ECORSE CREEK	11.100	12.400	1.300		Dec-85			
82061	82061-03091	US-12	HANNAN RD TO W OF C&O RR			0.000		Sep-88	9		CLASS II
82061	82061-26349	US-12	I-275 TO HANNAN RD			0.000		Sep-88	9		34G
82061		US12		5.688	7.834	2.146	WB	89			
				8.983	10.915	1.932	WB	80			
82062		US12		0.766	0.777	0.011	EB	87			
				0.777	0.873	0.096	EB	87			
				0.873	0.928	0.055	EB	87			
				0.928	1.552	0.624	EB	87			
				1.552	1.568	0.016	EB	87			
				1.568	1.679	0.111	EB	87			
				1.679	1.890	0.211	EB	87			
82062	82062-21241	US-12	MOULIN ST TO E OF BRADY ST	0.805	2.320	1.515		Jul-86	9		
82111	82111-24863	M-10	S OF FORT ST TO S OF CASS ST			0.000		Jul-88	10		34G OR 5G
82111	82112-24850	M-10	MEYERS TO I-75	0.000	1.509	1.509		Dec-85			5G, 34G
82111		M10		0.000	1.521	1.521	NB	87			
				2.295	2.820	0.525	NB	88			
				0.000	1.493	1.493	SB	87			
				2.301	2.824	0.523	SB	89			
82112		M10		3.397	5.324	1.927	NB	87			
				5.324	5.913	0.589	NB	87			
				5.913	9.739	3.826	NB	87			
				3.397	9.739	6.342	SB	87			
82112	82112-24850	M-10	MEYERS TO I-75	2.688	9.739	7.051		Dec-85			5G, 34G
82191	82191-06747	I-75	RAMPS @ WEST RD INTERCHANGE	4.500	5.500	1.000		May-88	11		5G, 34G
82191	82191-20733	I-75	WOODRUFF RD TO SIBLEY RD	0.000	6.993	6.993	NB	Dec-84			
				0.000	7.099	7.099	SB				
82191	82191-29673	I-75	S OF SIBLEY RD TO GODDARD RD	7.270	11.730	4.460	NB	Aug-91	11	27	5G (CONC)
						0.000	SB	Nov-91			
82192		M39		2.141	2.193	0.052	NB	87			
				2.193	2.320	0.127	NB	87			
				2.320	2.392	0.072	NB	87			
				2.392	2.739	0.347	NB	87			
				2.739	3.258	0.519	NB	87			
				2.141	2.193	0.052	SB	87			
				2.193	2.320	0.127	SB	87			
				2.320	2.392	0.072	SB	87			
				2.392	2.739	0.347	SB	87			
				2.739	3.258	0.519	SB	87			
				0.162	3.155	2.993	NB	90			
82251	82251-30613	I-75	I-375 NLY TO WARREN	0.000	1.400	1.400		Mar-93	11	27	
DISTRICT #9 TOTAL						155.833					
STATE TOTAL						645.12					

APPENDIX B

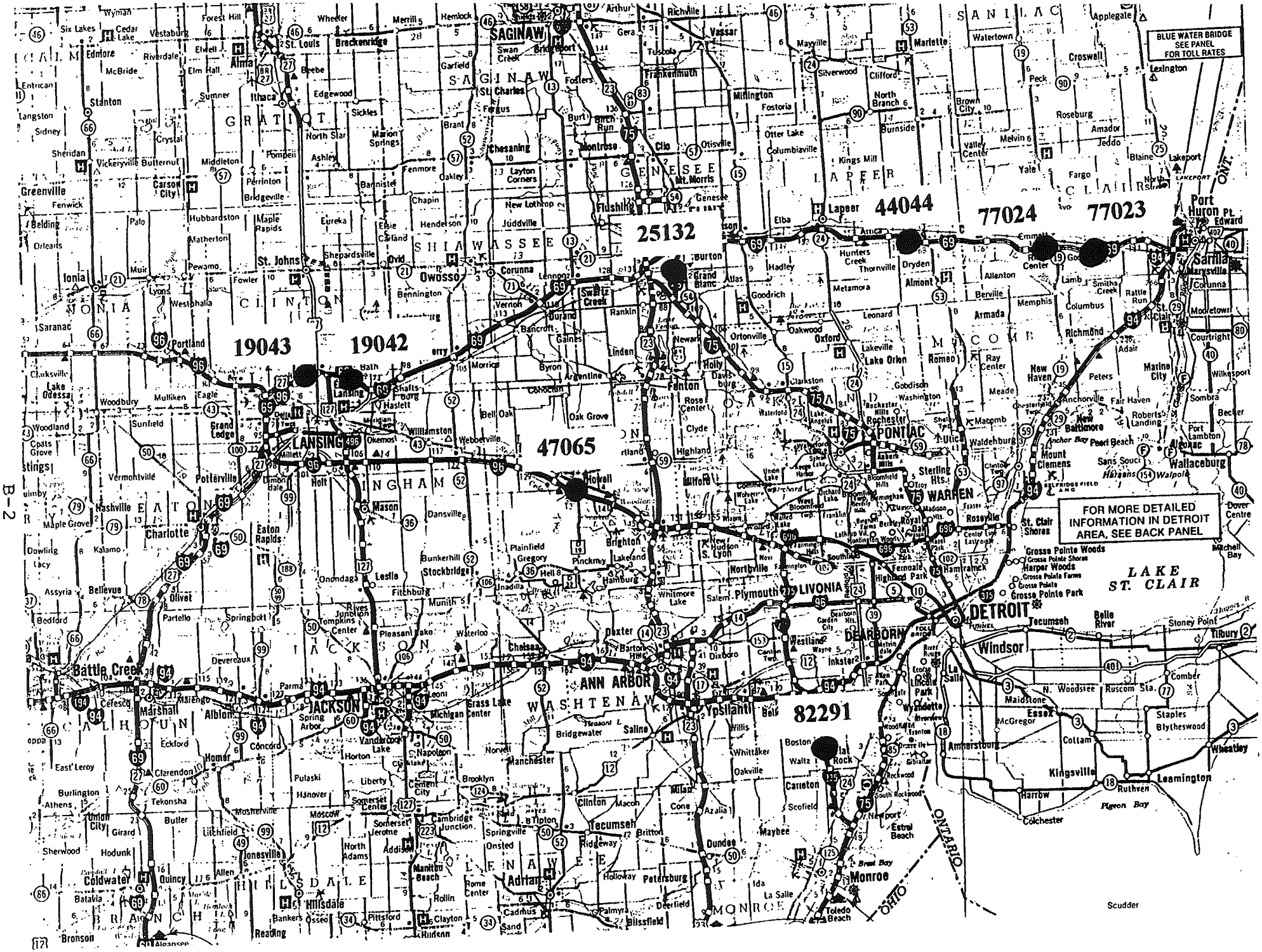
Section Summaries and Control Section Logs

Appendix B. Section Summaries and Control Section Logs

The purpose of this appendix is to give the reader a quick overview of all test sections associated with this project. The appendix begins with two overview maps of the site locations around Michigan, followed by a brief summary of each section tested, including a control section log, a pavement system profile, and a two page section summary.

The summary sheet for each section contains information such as site location, age, construction conditions, testing information, observed distresses, and material properties.

In this appendix, as in all of the appendices, the sites are listed in increasing numerical order by control section number and job number.


BLUE WATER BRIDGE
SEE PANEL
FOR TOLL RATES
FOR MORE DETAILED
INFORMATION IN DETROIT
AREA, SEE BACK PANEL
25132
44044
77024
77023
19043
19042
47065
82291
SAGINAW
LANSING
PONTIAC
DETROIT
ANN ARBOR
JACKSON
Battle Creek
Port Huron
Sarnia
Windsor
LAKE ST. CLAIR
ONTARIO
OHIO

B-2

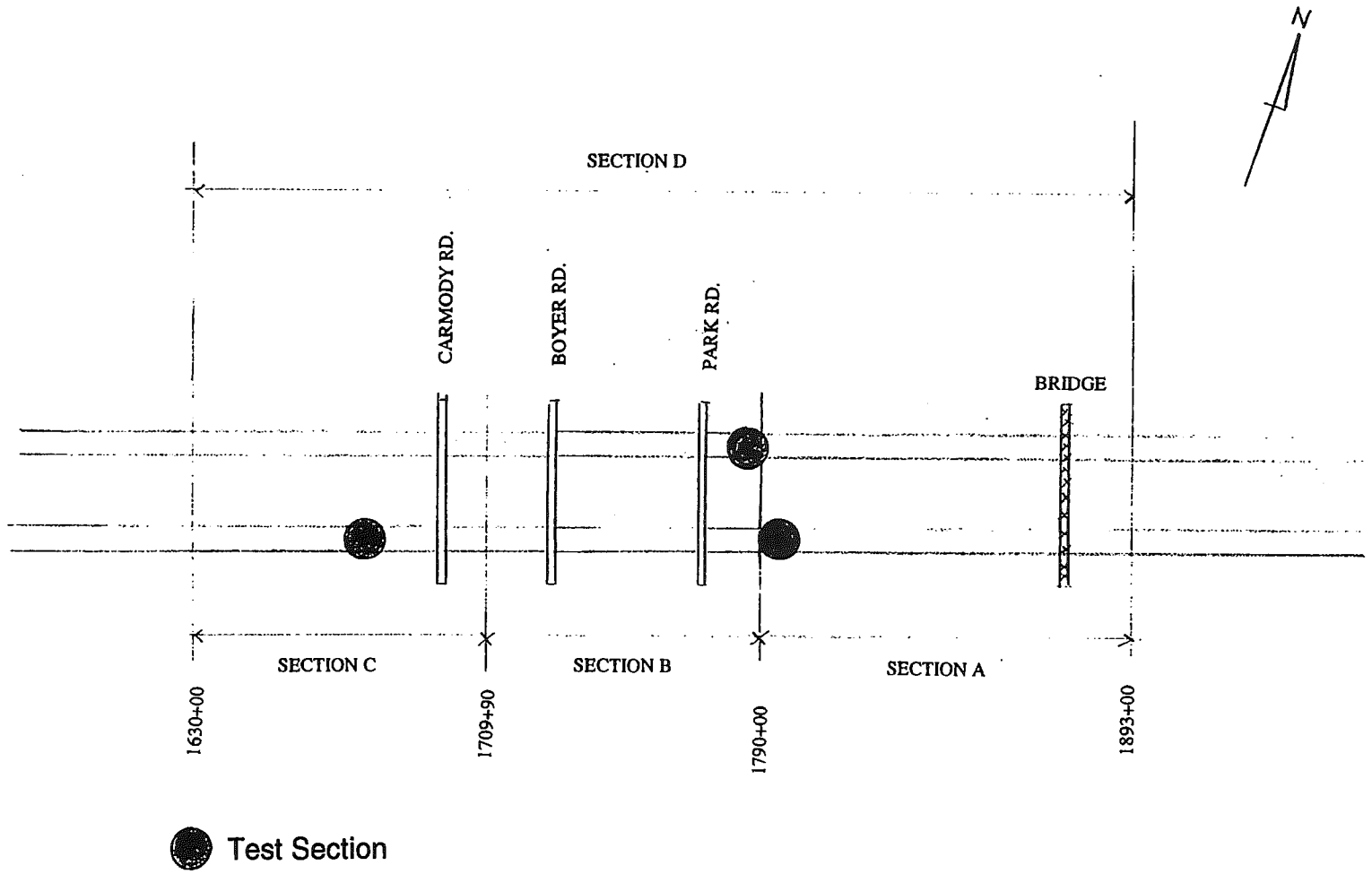
STATE TREE
White Pine

RICAL MARKERS

your Michigan travels into interesting y lessons by reading the more than 1,100 ical markers at registered sites across the . Since 1955, the Michigan Historical mission and the Bureau of History, gan Department of State, have erected markers to commemorate Michigan's se history. Historical events such as the al of the British and French and early gan industries such as mining, lumbering agriculture are chronicled. You'll find ers noting the growth of the state's ational institutions, the history of important ings like the newly restored State Capitol, liographies on adventurous Michiganians as early aviatrix Harriet Quimby of water. Markers can be found along gan's scenic highways, in roadside parks n villages and urban centers. They are d by private donations.

de to the markers and their locations may urchased from the Bureau of History, gan Department of State, 1-800/366-3703.

I-94 11017-32516A



SECTION OVERVIEW

CSN/JN: 11017-32516A (Section A)

Site Information:

Job Location:	I-94, East Bound, Near Park Road Overpass
Total lane ESAL's/Year:	406,500

Construction Information:

Date Constructed:	August, 1995
Contractor:	Interstate Highway Construction
Slab Length:	16 ft (14 ft widened truck lane)
Pavement System:	
Concrete	12 in
Base	4 in OGDC
Subbase	Class II Sand
Placing Temperature:	
Concrete	85 F
Air	High 86 F and low 60 F
Intermediate Shoulder Joints?	NO
Other:	Asphalt Shoulders, Filter seperator between base and subbase

Testing Information

Date Tested:	4/23/97
Stations Tested:	1790+09.5 to 1795+08
Job Miles Tested:	3.924 to 4.019
Weather Conditions:	Mostly Sunny
Air Temperature:	50 to 60 F
Field Testing :	
Pavement System:	FWD - morning, afternoon; Distress Survey; Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase; DCP
Laboratory Testing:	
Concrete:	Compressive Strength; Split Tensile Strength; Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase Loss on Wash - subbase

Field Observations

Distress Noted:	High distress for age of section, 11 of 31 slabs have full width cracks, beginnings of spalling, some longitudinal cracks, numerous partial width transverse cracks near longitudinal joints, small amount of plastic shrinkage cracking observed
Drainage System:	Drains were clear and working. Water was seen flowing from outlets after coring
Other:	

System Performance

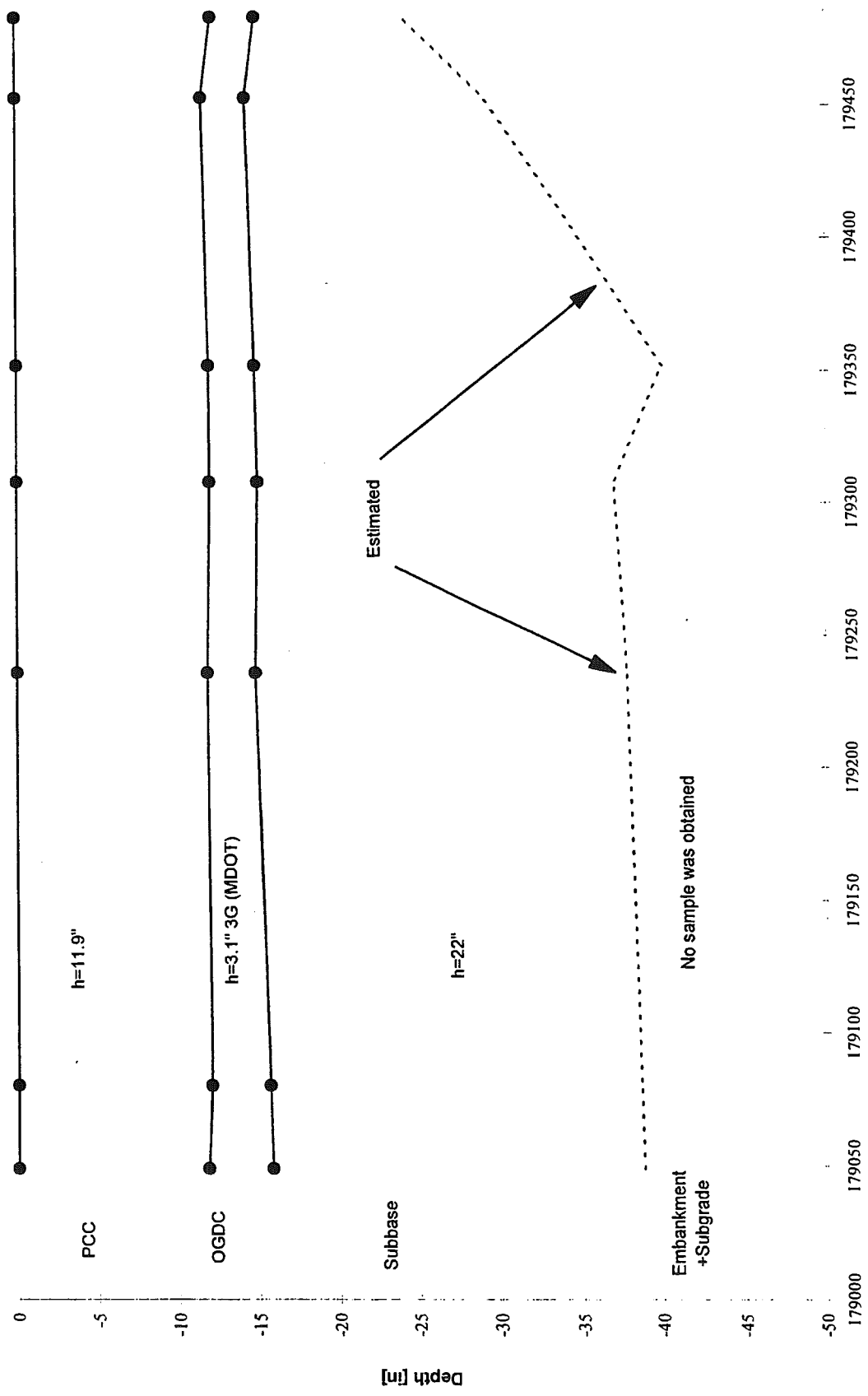
Distresses:	
PMS:	N/A
RQI:	N/A
FWD:	N/A

Concrete Properties

Avg. Thickness:	11.9 in
Avg. Compressive Strength:	6520 psi
Avg. Split Tensile Strength:	640 psi
Avg. Elastic Modulus:	4.64E+06 psi

Foundation

Gradation:	
Base:	3G crushed lime stone
Subbase:	Class II sand
Filter Criteria	Not met, subgrade samples were unattainable
DCP	
Base:	10 - 24 mm/blow
Subbase:	5 - 10 mm/blow
Other	


I-94 11017-32516A (Section A) Profile
PCC
h=11.9"
OGDC
h=3.1" 3G (MDOT)
Subbase
h=22"
Embankment
+Subgrade
No sample was obtained
Estimated
Depth [in]
Station Location [ft]
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
-50
179000
179050
179100
179150
179200
179250
179300
179350
179400
179450
179500

SECTION OVERVIEW

CSN/JN: 11017-32516A (Section C)

Site Information:

Job Location:	I-94, East Bound, West of Carmody Road Overpass
Total lane ESAL's/Year:	406,500

Construction Information:

Date Constructed:	September, 1995
Contractor:	Interstate Highway Construction
Slab Length:	15, 16, 17 ft variable (14 ft widened truck lane)
Pavement System:	
Concrete	12 in
Base	4 in OGDC, specified 3G crushed limestone
Subbase	
Placing Temperature:	
Concrete	81 F
Air	High 87 F and low 43 F
Intermediate Shoulder Joints?	NO
Other:	Asphalt shoulders, Filter seperator between base and subbase

Testing Information

Date Tested:	4/30/97
Stations Tested:	1682+62 to 1690+15
Job Miles Tested:	1.889 to 2.032
Weather Conditions:	Partly Cloudy
Air Temperature:	45 to 50 F
Field Testing :	
Pavement System:	FWD - morning, afternoon; Distress Survey; Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase; DCP
Laboratory Testing:	
Concrete:	Compressive Strength; Split Tensile Strength; Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase Loss on Wash - subbase

Field Observations

Distress Noted:	Low to Moderate distress for age of section, 2 of 47 slabs have full width cracks, low to moderate spalling, numerous partial width cracks extending from longitudinal joint
Drainage System:	
Other:	

System Performance

Distresses:	
PMS:	N/A
RQI:	N/A
FWD:	Low load transfer efficiency at cracks and joints

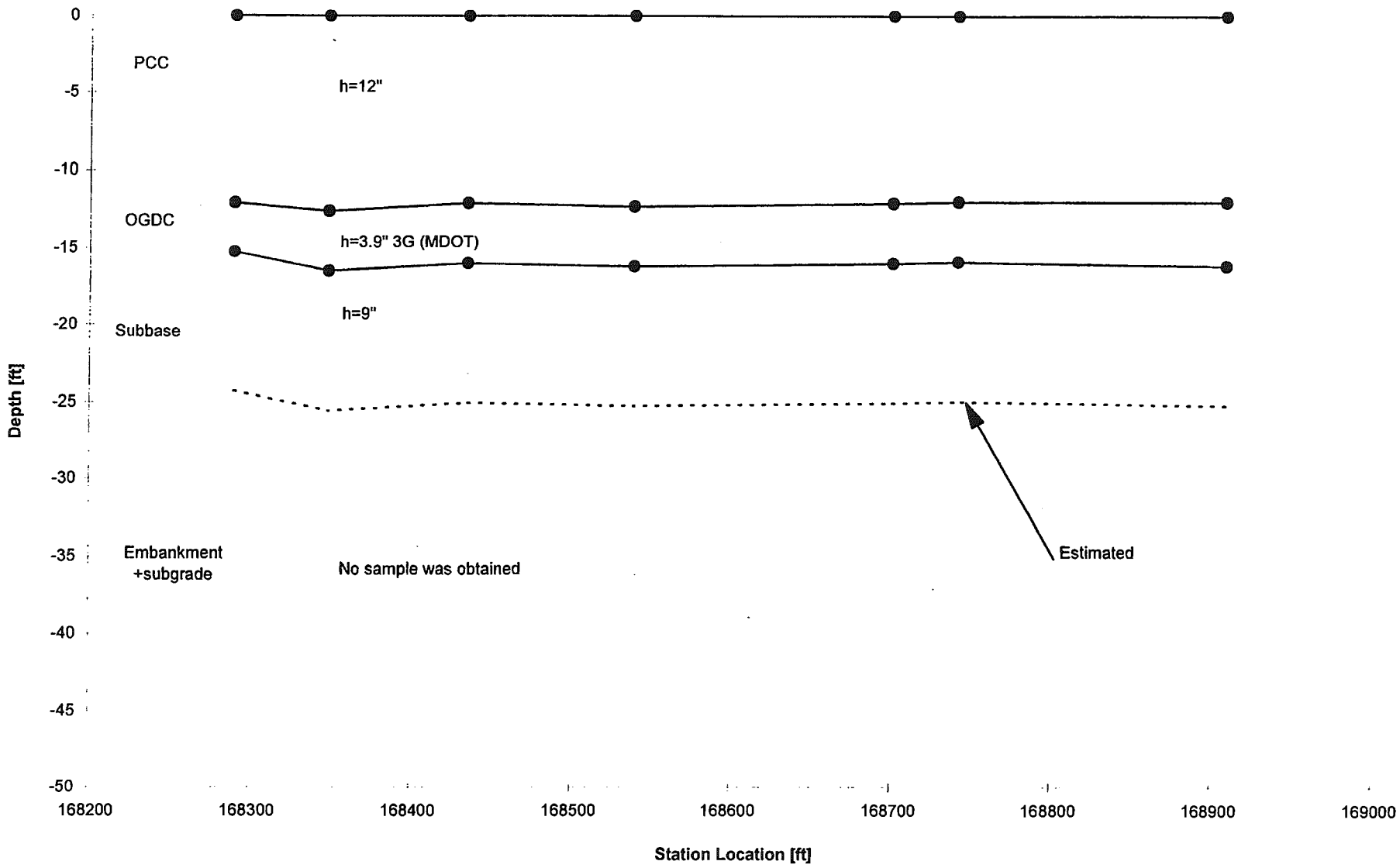
Concrete Properties

Average Thickness:	11.8 in.
Avg. Compressive Strength:	7030 psi
Avg. Split Tensile Strength:	580 psi
Avg. Elastic Modulus:	4.30E+06 psi

Foundation

Gradation:	
Base	Measured 4 in.
Subbase:	Measured 9 in.
Filter Criteria	Not met, subgrade samples were unattainable
DCP	
Base:	10 - 23 mm/blow
Subbase:	3 - 5 mm/blow
Other	

I-94 11017-32516A (Section C) EB Profile



SECTION OVERVIEW

CSN/JN: 11017-32516A (Section D)

Site Information:

Job Location:	I-94, Westbound, East of Park Road Overpass
Total lane ESAL's/Year:	406,500

Construction Information:

Date Constructed:	May, 1996
Contractor:	Interstate Highway Construction
Slab Length:	15 ft. (14 widened truck lane)
Pavement System:	
Concrete	12 in.
Base	4 in. OGDC specified 3G
Subbase	Class II Sand
Placing Temperature:	
Concrete	75 F
Air	High 80 F and low 40 F
Intermediate Shoulder Joints?	NO
Other:	Asphalt Shoulders

Testing Information

Date Tested:	5/29/97
Stations Tested:	1793+08 to 1782+98
Job Miles Tested:	3.981 to 3.791
Weather Conditions:	Mostly Cloudy
Air Temperature:	45 to 50 F
Field Testing :	
Pavement System:	FWD - morning, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	Low distress, minor spalling at some joints, longitudinal cracks present near longitudinal joint
Drainage System:	
Other:	Joints saw-cut to 2.5 in depth

System Performance

Distresses:	
PMS:	N/A
RQI:	N/A
FWD:	

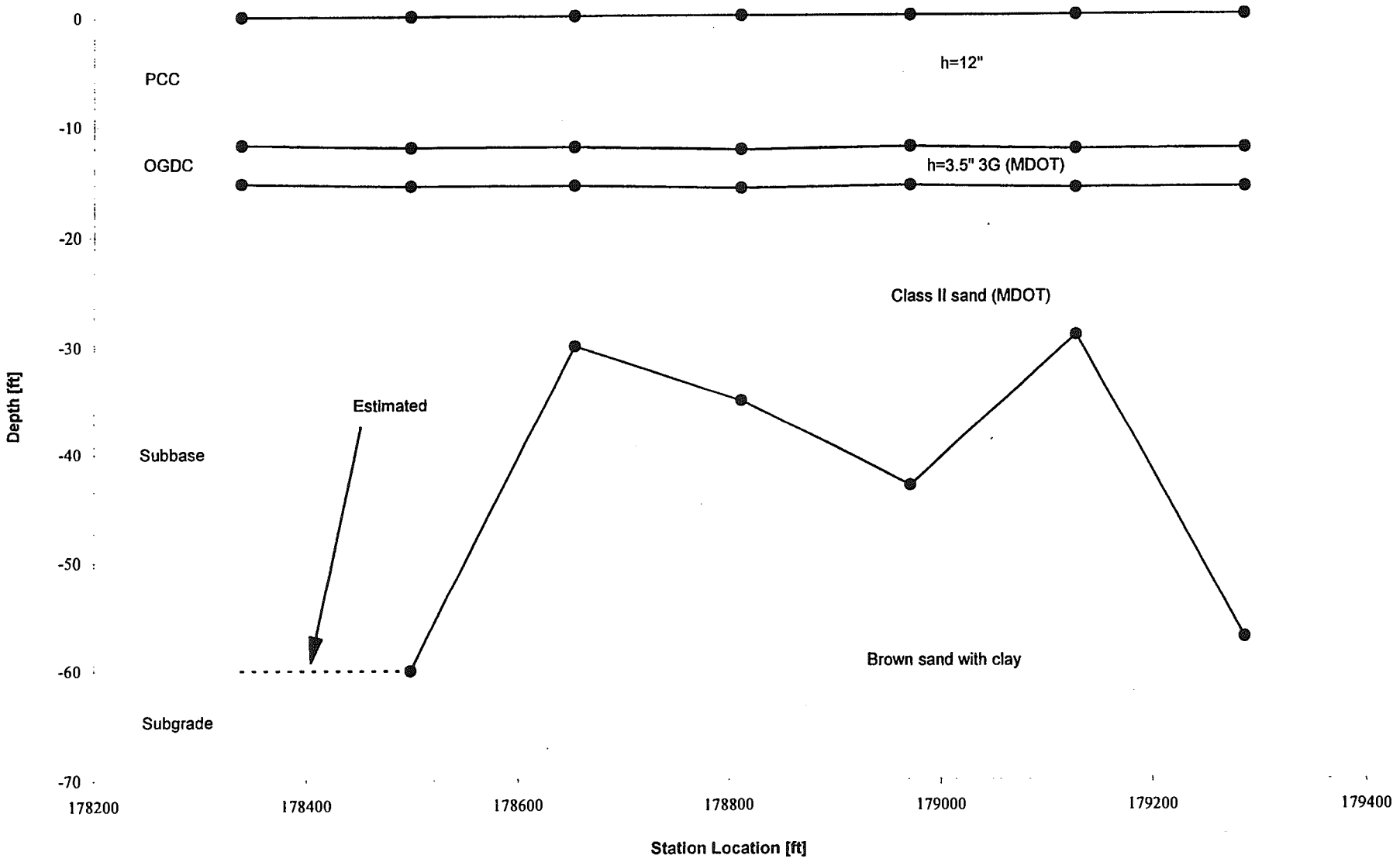
Concrete Properties

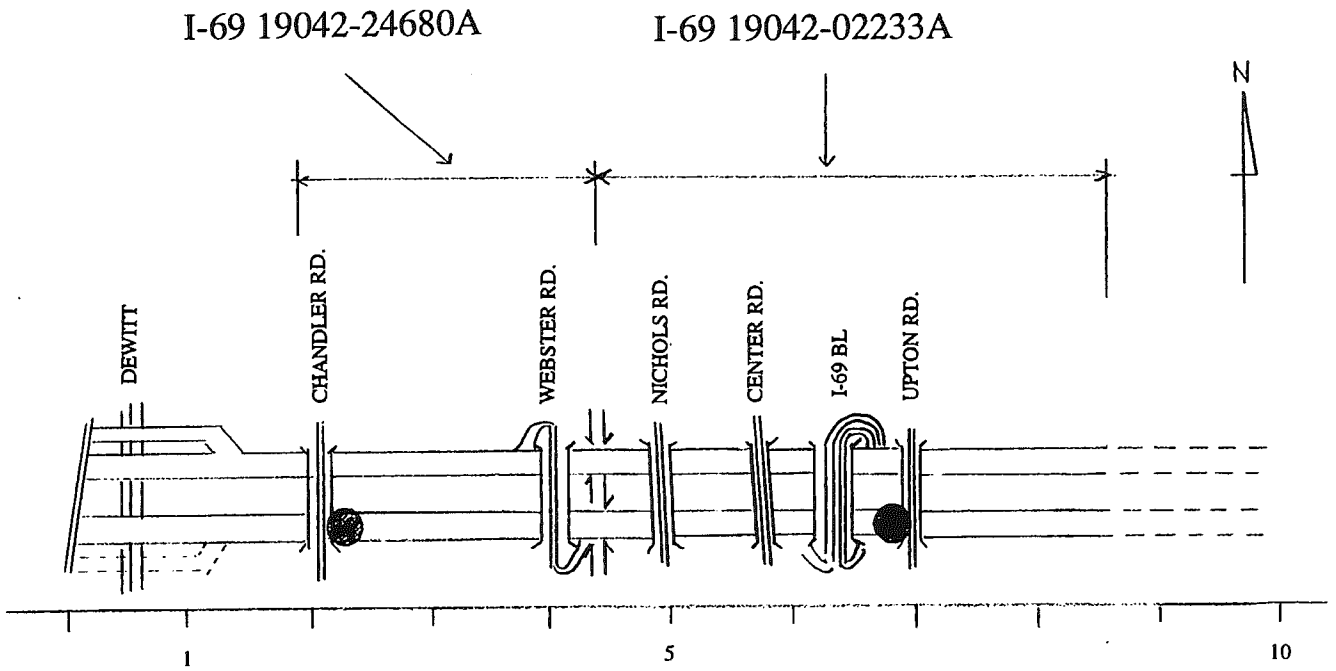
Average Thickness:	12.0 in.
Avg. Compressive Strength:	5690 psi
Avg. Split Tensile Strength:	555 psi
Avg. Elastic Modulus:	4.84E+06 psi

Foundation

Gradation:	
Base	Measured thickness 3-4 in.
Subbase:	Measured thickness 29-45 in.
Filter Criteria	Not met
DCP	
Base:	18 - 25 mm/blow
Subbase:	4 - 6 mm/blow
Other	.

I-94 11017-32516A (Section D) WB Profile





Test Section

SECTION OVERVIEW

CSN/JN: 19042-24680A (Section B)

Site Information:

Job Location:	I -69, East Bound, East of Chandler Road
Total lane ESAL's/Year:	406,500

Construction Information:

Date Constructed:	September, 1986
Contractor:	Tony Angelo
Slab Length:	41 ft.
Pavement System:	
Concrete	9 in.
Base	4 in. OGDC, specified ????
Subbase	8 in, specified ???
Placing Temperature:	
Concrete	68 F
Air	77 F
Intermediate Shoulder Joints?	NO
Other:	1 ft. embankment beneath subbase cut to fill section expansion joints spaced at 328 ft.

Testing Information

Date Tested:	8/14/96
Stations Tested:	275+00 to 281+72
Mileposts Tested:	2.077 to 2.204
Weather Conditions:	Cloudy in the morning, sunny at mid-day
Air Temperature:	65 - 95 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	Minor transverse cracking, minor spalling Few very thin transverse cracks initiated in outer wheel path Network of very small shrinkage cracks detected
Drainage System:	Drain outlets spaced at 500 ft.
Other:	Joint sealants in poor condition Tining of surface was very rough

System Performance

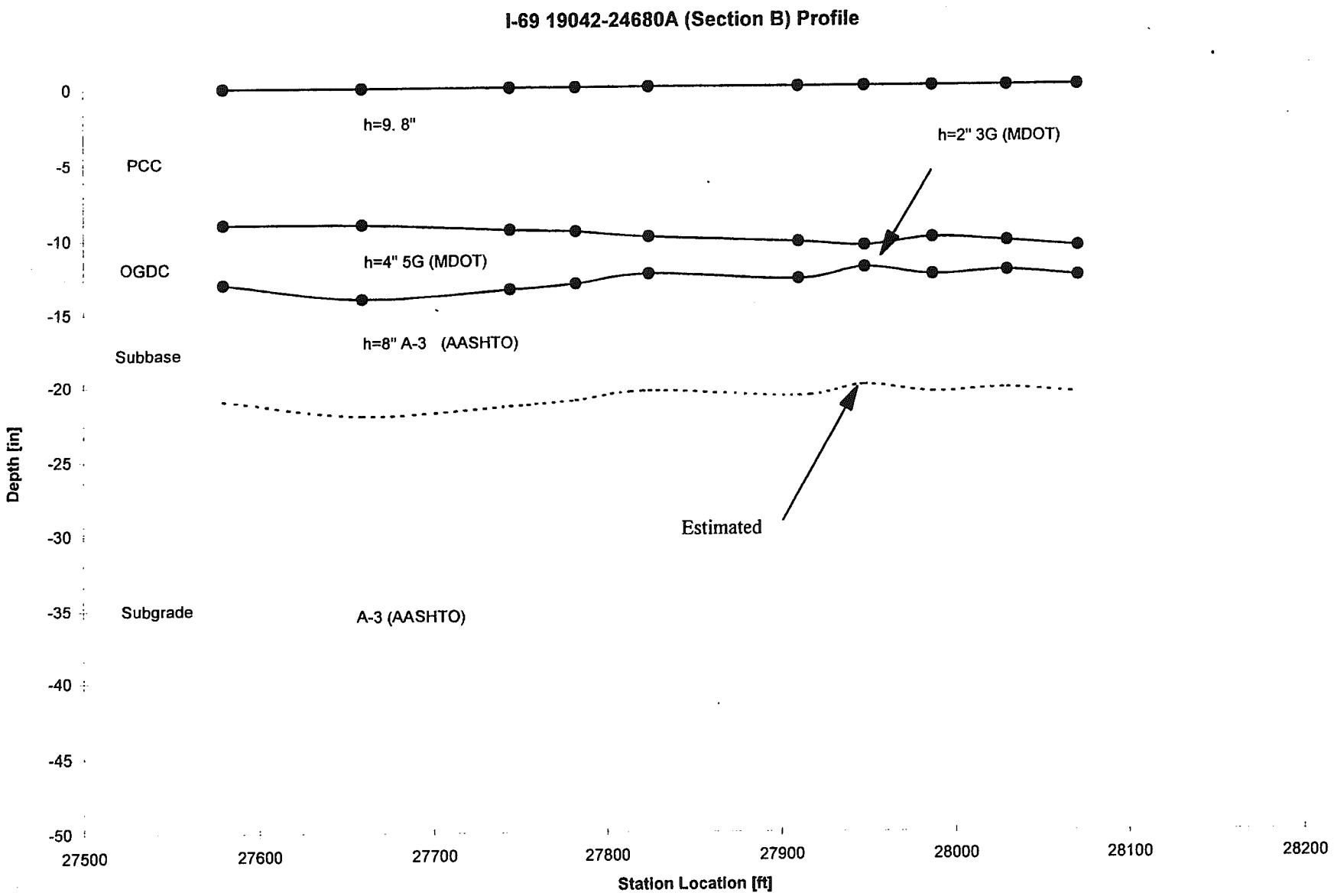
Distresses:	
PMS:	Entire CSN = 0.4 Job tested = 0.328
RQI:	1995 average = 52.074 Average growth = 0.02536
FWD:	High load transfer efficiency at joints and cracks High composite subgrade reaction calculated High corner deflections, low midslab deflections

Concrete Properties

Avg. Compressive Strength:	6360 psi
Avg. Split Tensile Strength:	600 psi
Avg. Elastic Modulus:	4.60E+06 psi
Other:	Concrete thickness increases as base gradation changes

Foundation

Gradation:	
Base	OGDC Crushed Stone varies from 5G to 3G classification thickness varies from 4 to 2 in as gradation gets coarser
Subbase:	1 ft thick
Filter Criteria	Core M1 to M5 meet criteria and M6 to M10 do not
DCP	
Base:	3 - 6 mm/blow (large diameter DCP)
Subbase:	1 - 2 mm/blow (large diameter DCP)
Other:	Subgrade light brown silty clay with trace gravel Near bridge, embankment sand changes color indicating different origin


I-69 19042-24680A (Section B) Profile
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
-50
Depth [in]
PCC
h=9. 8"
h=2" 3G (MDOT)
OGDC
h=4" 5G (MDOT)
Subbase
h=8" A-3 (AASHTO)
Estimated
Subgrade
A-3 (AASHTO)
27500
27600
27700
27800
27900
28000
28100
28200
Station Location [ft]

SECTION OVERVIEW

CSN/JN: 19042-02233A (Section C)

Site Information:

Job Location:	I-69, East Bound, East of Upton Road
Total lane ESAL's/Year:	455,300

Construction Information:

Date Constructed:	August,1987
Contractor:	Holloway/Denton
Slab Length:	41 ft.
Pavement System:	
Concrete	9 in.
Base	4 in. OGDC specified 3G
Subbase	Specified 8 in.
Placing Temperature:	
Concrete	86 F
Air	81 F
Intermediate Shoulder Joints?	NO
Other:	1 ft embankment below subbase Cut Section

Testing Information

Date Tested:	8/7/96
Stations Tested:	527+20 to 533+00
Job Miles Tested:	6.863 to 6.973
Weather Conditions:	Hot and Sunny
Air Temperature:	70-105 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	1-3 Transverse cracks per slab
	Some cracks propagate into shoulder
	Minor spalling at transverse cracks.
	Joints are in good conditions
Drainage System:	Drain outlets spaced at every 500 ft.
	At station 527+50 drain was 1/2 clogged
	At station 532+50 drain was in good condition
	Swamp plants partly cover drains in ditch
Other:	

System Performance

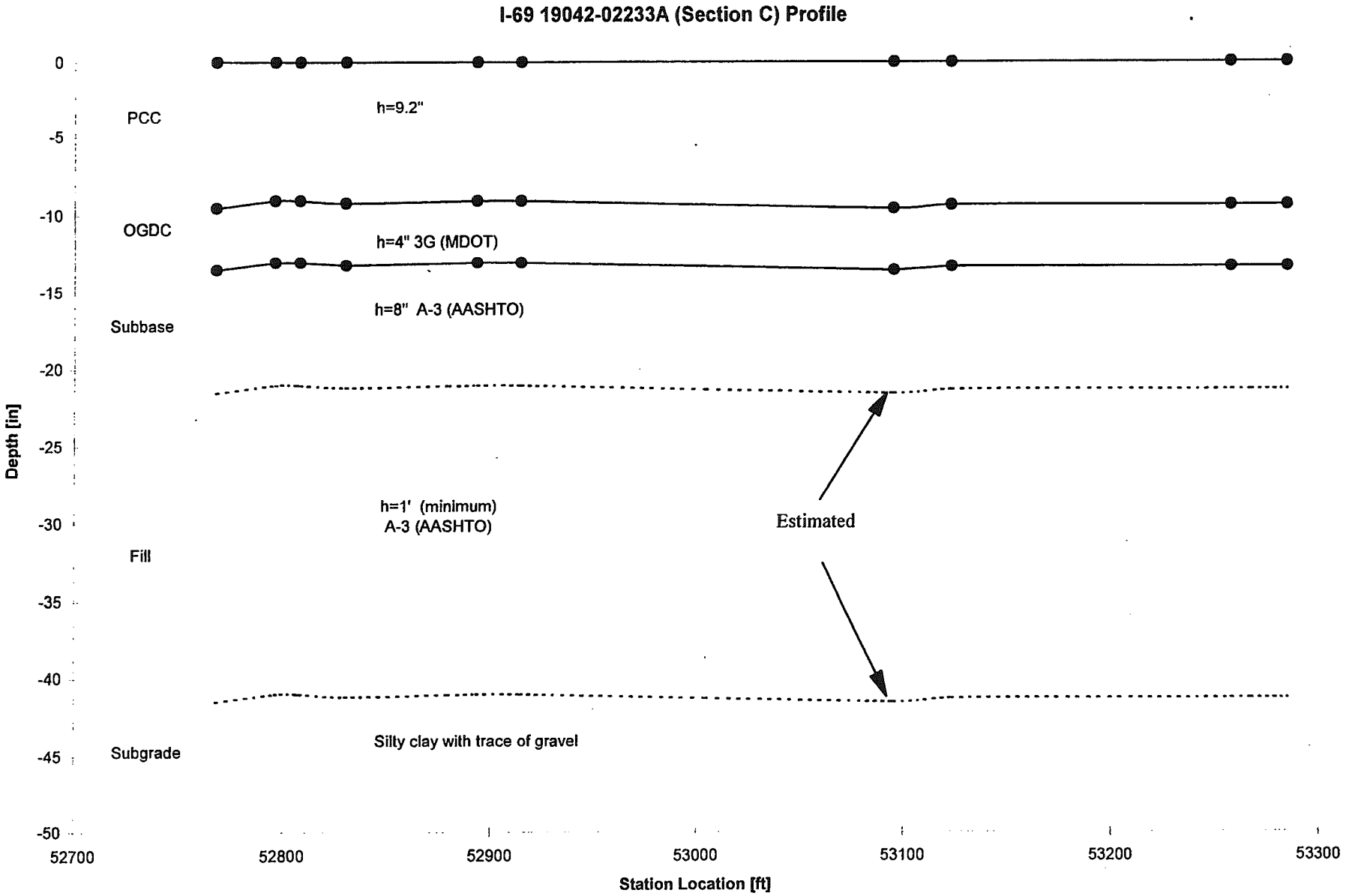
Distresses:	Minor distress level - transverse cracking + minor spalling
PMS:	Entire CSN = 0.4 Job tested = 0.472
RQI:	1995 average = 53.429 Average growth = 0.05636
FWD	

Concrete Properties

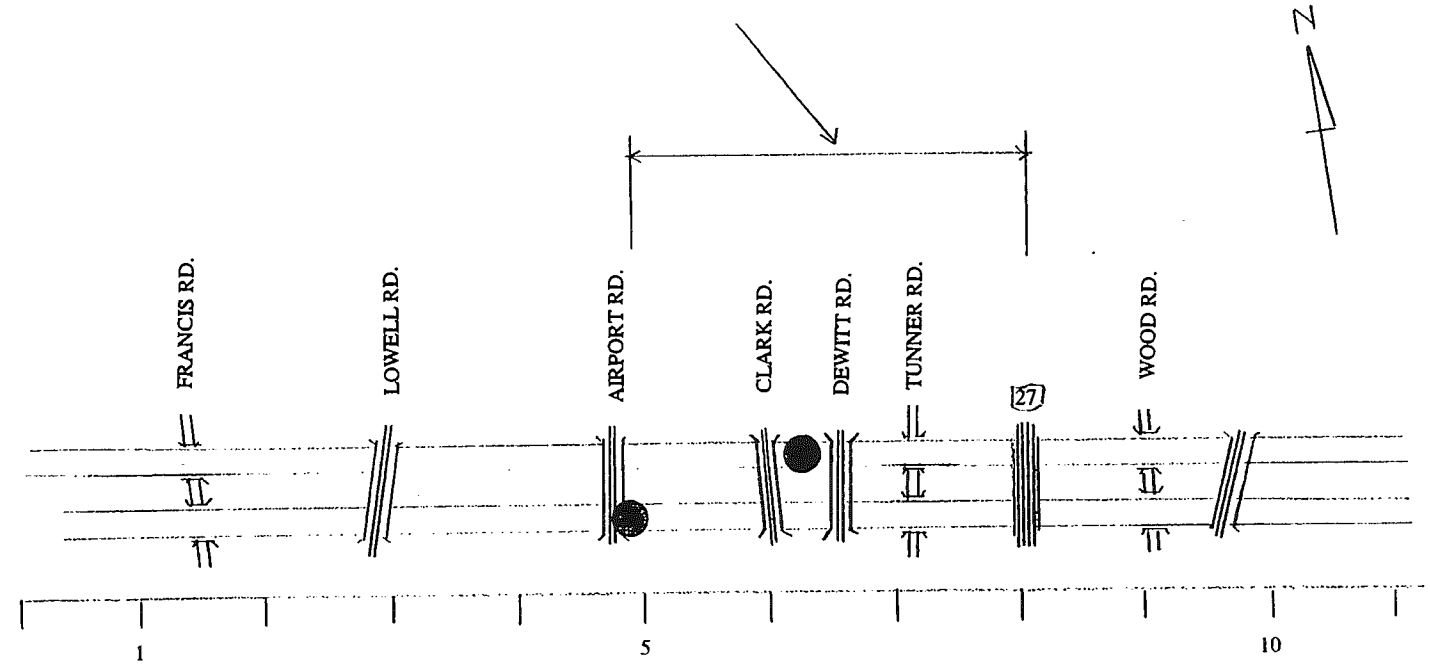
Avg. Compressive Strength:	6600 psi
Avg. Split Tensile Strength:	660 psi
Avg. Elastic Modulus:	4.73E+06 psi

Foundation

Gradation:	
Base	Classifies as 3G
Subbase:	Sand
Filter Criteria	Criteria is met on one out of the five core holes
DCP	
Base:	6 - 11 mm/blow
Subbase:	2 - 3 mm/blow
Other	Base thickness varies slightly
	Subbase + embankment approx. 2 ft thick.


I-69 19042-02233A (Section C) Profile
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
-50
Depth [in]
PCC
h=9.2"
OGDC
h=4" 3G (MDOT)
Subbase
h=8" A-3 (AASHTO)
h=1' (minimum)
A-3 (AASHTO)
Fill
Estimated
Silty clay with trace of gravel
Subgrade
52700
52800
52900
53000
53100
53200
53300
Station Location [ft]

I-69 19043-02234A



Test Section

SECTION OVERVIEW

CSN/JN: 19043-02234 EB

Site Information:

Job Location:	I69, East Bound, Between Airport and Clark Road
Total lane ESAL's/Year:	374,000

Construction Information:

Date Constructed:	
Contractor:	M & B
Slab Length:	41 ft
Pavement System:	
Concrete	9 in
Base	4 in DGBC
Subbase	8 in
Placing Temperature:	
Concrete	53 F
Air	45 F
Intermediate Shoulder Joints?	YES
Other:	1 ft embankment below subbase

Testing Information

Date Tested:	8/15/96
Stations Tested (metric):	136+98 to 138+97
Miles Tested:	4.943 to 4.980
Weather Conditions:	Cloudy in morning, sunny at mid-day
Air Temperature:	60-80 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:
Drainage System:
Other:

System Performance

Distresses:
PMS: Entire CSN = 4.6 Job tested = 1.32
RQI: 1995 average = 54.4 Average growth = 0.02379
FWD

Concrete Properties

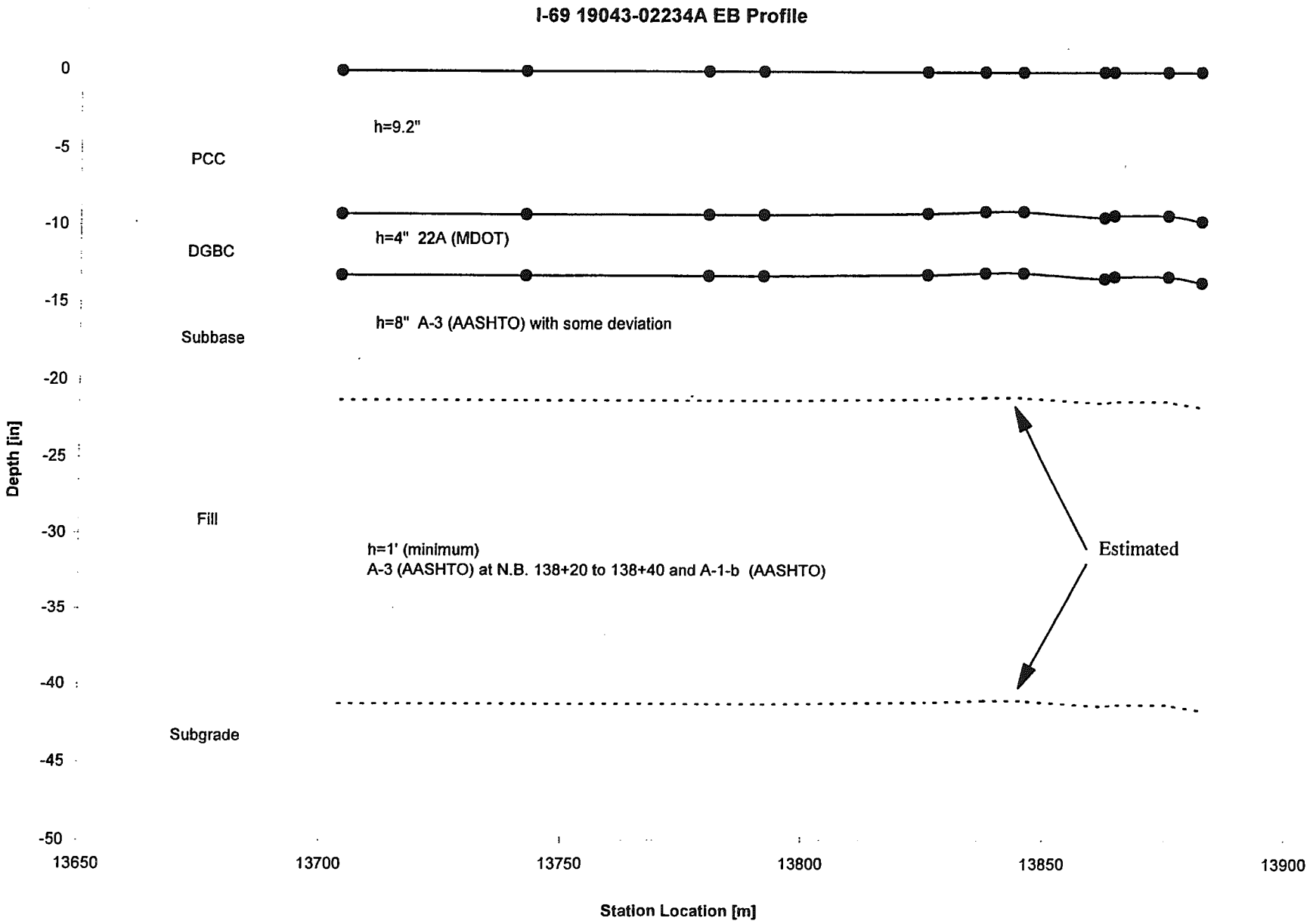
Avg. Compressive Strength: 7110 psi
Avg. Split Tensile Strength: 550 psi
Avg. Elastic Modulus: 5.23E+06 psi

Foundation

Gradation:
- Base: Measured 4 in 22A
- Subbase: Measured 8 in. with some deviations

Filter Criteria: Criteria is met
DCP
- Base: 2 - 4 mm/blow (large diameter DCP)
- Subbase: 1 - 2 mm/blow (large diameter DCP)

Other


I-69 19043-02234A EB Profile
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
-50
Depth [in]
PCC
DGBC
Subbase
Fill
Subgrade
h=9.2"
h=4" 22A (MDOT)
h=8" A-3 (AASHTO) with some deviation
h=1' (minimum)
A-3 (AASHTO) at N.B. 138+20 to 138+40 and A-1-b (AASHTO)
Estimated
13650
13700
13750
13800
13850
13900
Station Location [m]

SECTION OVERVIEW

CSN/JN: 19043-02234A WB

Site Information:

Job Location:	I-69, West Bound, between Dewitt and Clark Road
Total lane ESAL's/Year:	374,000

Construction Information:

Date Constructed:	
Contractor:	M & B
Slab Length:	41 ft
Pavement System:	
Concrete	9 in
Base	4 in DGBC
Subbase	8 in
Placing Temperature:	
Concrete	52 F
Air	43 F
Intermediate Shoulder Joints?	YES
Other:	1 ft embankment beneath subbase

Testing Information

Date Tested:	10/2/96
Stations Tested (metric):	150+82 to 147+80
Miles Tested:	
Weather Conditions:	Cloudy in Morning, Sunny at mid-day
Air Temperature:	35-65 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	Very Low level of Transverse cracking Transverse cracks initiated at intermediate shoulder joints Not all intermediate joints had transverse cracks # and width of cracks decreased going west Joints in good condition
Drainage System:	
Other:	

System Performance

Distresses:	
PMS:	Entire CSN = 3.3 Job tested = 4.22
RQI:	1995 average = 53.1667 Average growth = 0.02542
FWD	Fair load transfer efficiency at joints Good load transfer efficiency at transverse cracks Low composite subgrade reaction K

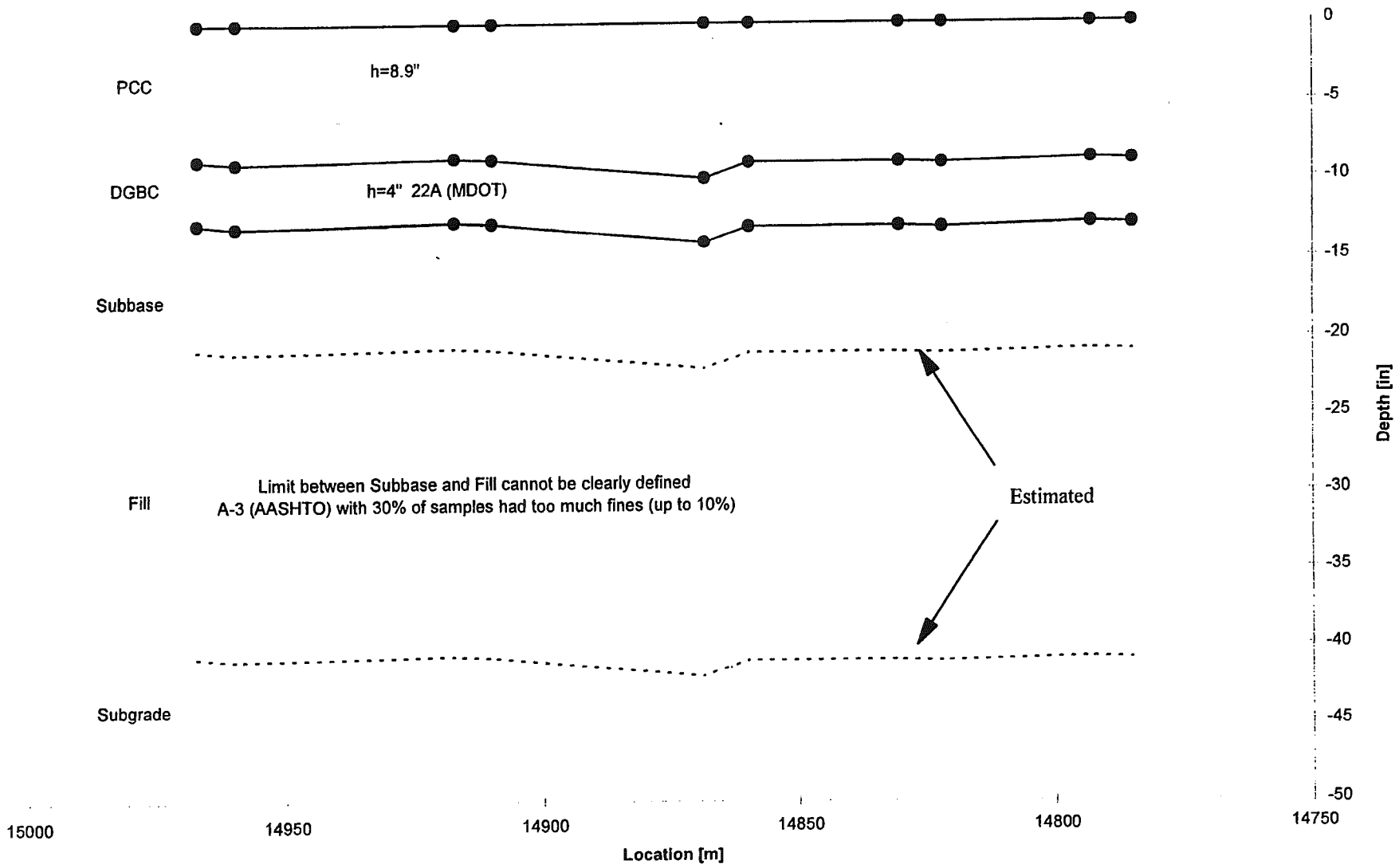
Concrete Properties

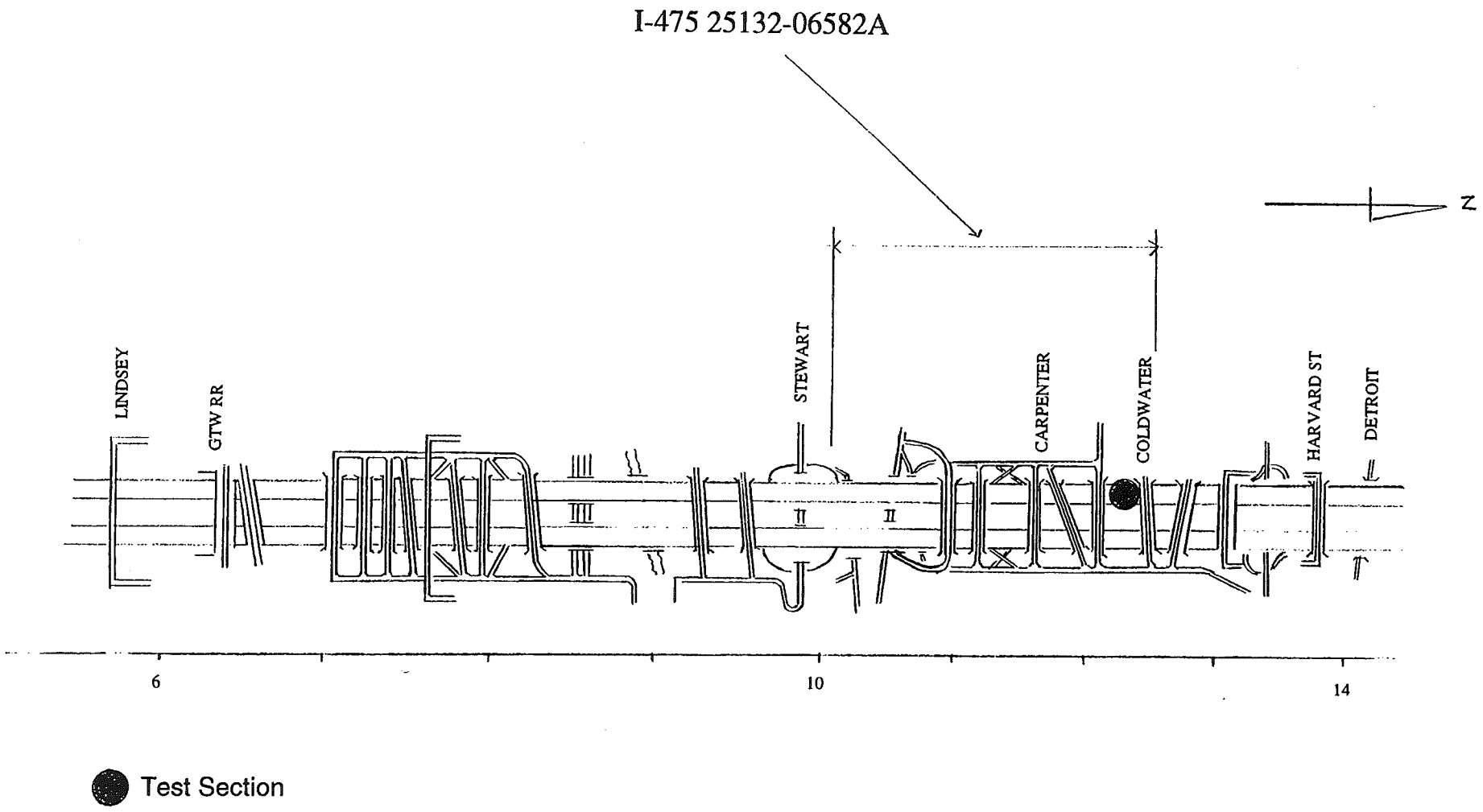
Avg. Thickness:	8.9 in
Avg. Compressive Strength:	6720 psi
Avg. Split Tensile Strength:	590 psi
Avg. Elastic Modulus:	5.49E+06 psi

Foundation

Gradation:	
Base	Measured 4 in. 22A
Subbase:	Measured 8 in.
Filter Criteria	No samples (for subbase)
DCP	
Base:	4 - 10 mm/blow
Subbase:	2 - 3 mm/blow
Other	.

I-69 19043-02234A WB Profile




I-475 25132-06582A
N
LINDSEY
GTW RR
STEWART
CARPENTER
COLDWATER
HARVARD ST
DETROIT
6
10
14
Test Section

SECTION OVERVIEW

CSN/JN: 25132-06582A

Site Information:

Job Location:	I-475, South Bound, South of Coldwater Road Overpass
Total lane ESAL's/Year:	316,200

Construction Information:

Date Constructed:	1981
Contractor:	
Slab Length:	44 ft.
Pavement System:	
Concrete	9 in
Base	4 in DGBC
Subbase	
Placing Temperature:	
Concrete	
Air	
Intermediate Shoulder	
Joints?	YES
Other:	Sewers for Drainage

Testing Information

Date Tested:	6/26/97
Stations Tested:	660+30 to 649+97
Mileposts Tested:	
Weather Conditions:	Mostly Sunny
Air Temperature:	80 to 85 F
Field Testing :	
Pavement System:	FWD - morning, afternoon, Distress Survey, Drainage Survey, Faultmeter
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - base, subbase, subgrade

Field Observations

Distress Noted:	Moderate Distress. Sympathy cracks from shoulder joints, transverse cracks initiated by sewer grates, moderate spalling, some faulting, Joints are in good condition
Drainage System:	Sewer system provides drainage, sewers every 300 ft.
Other:	

System Performance

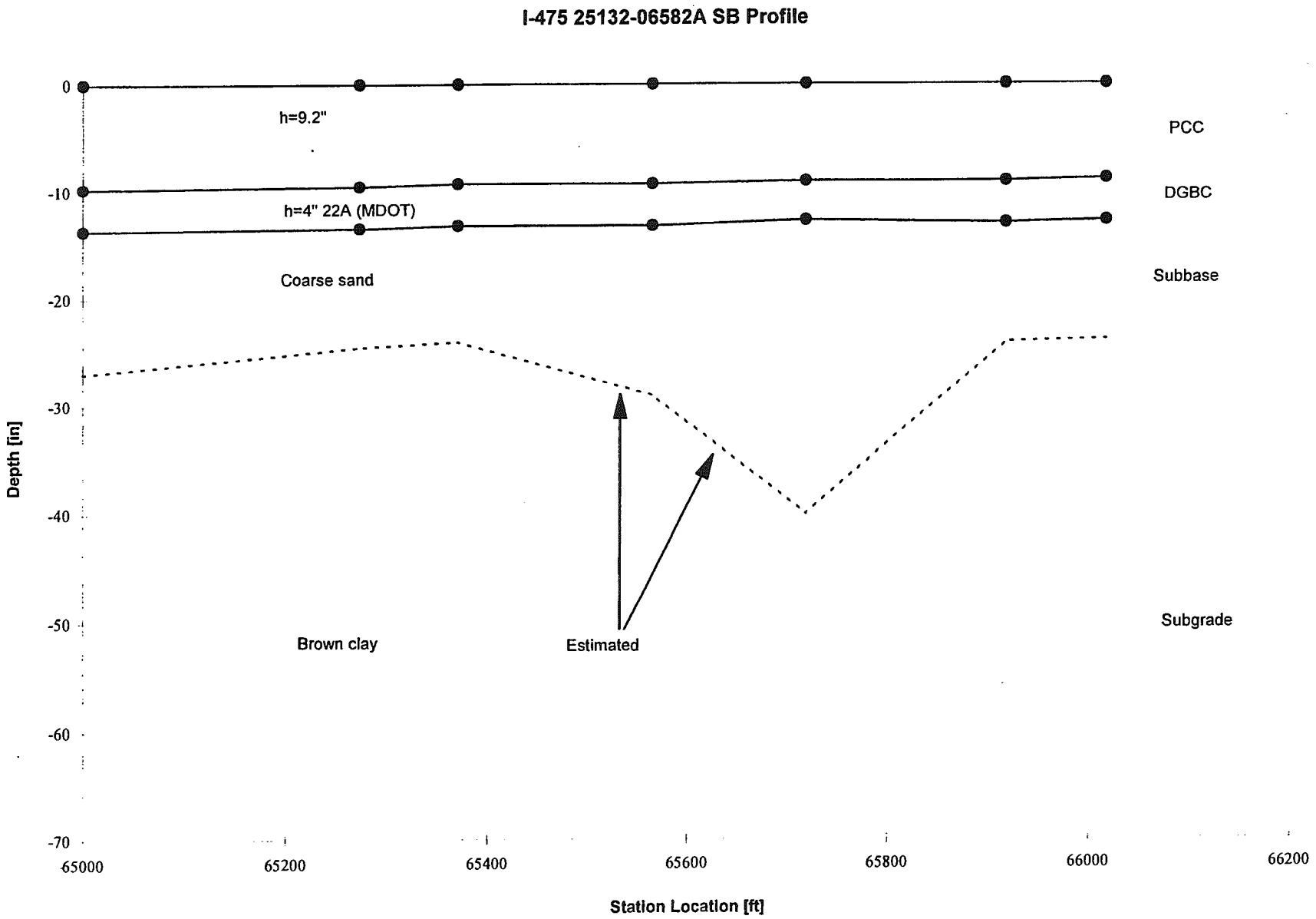
Distresses:	
PMS:	Entire CSN = 11.2 Job tested = 3.16
RQI:	1995 average = 55.88 Average growth = 0.01181
FWD	Good load transfer at joints and cracks

Concrete Properties

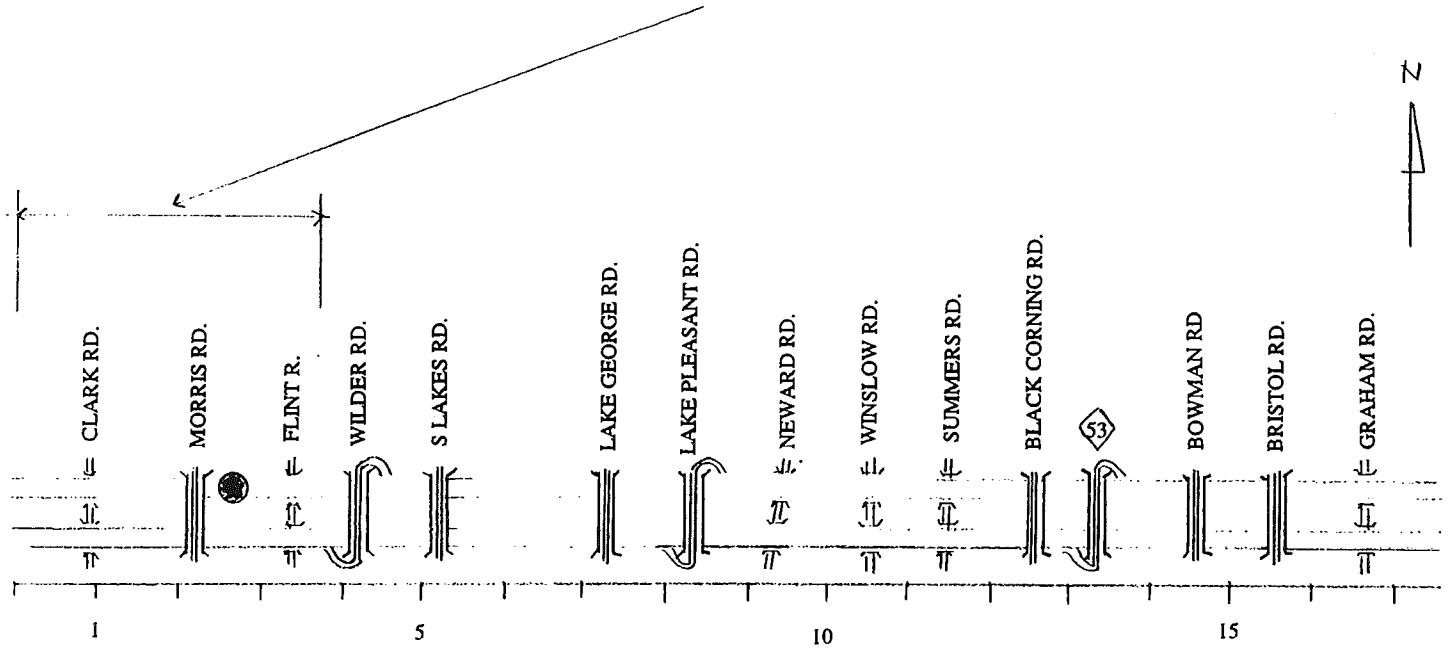
Avg. Compressive Strength:	5670 psi
Avg. Split Tensile Strength:	680 psi
Avg. Elastic Modulus:	5.69E+06 psi

Foundation

Gradation:	
Base	Measured 4 in. 22A
Subbase:	Measured 10 in.
Filter Criteria	Criteria is met
DCP	
Base:	7 - 12 mm/blow
Subbase:	4 - 7 mm/blow
Other	.


I-475 25132-06582A SB Profile
0
-10
-20
-30
-40
-50
-60
-70
h=9.2"
h=4" 22A (MDOT)
Coarse sand
Brown clay
Estimated
PCC
DGBC
Subbase
Subgrade
Depth [in]
65000
65200
65400
65600
65800
66000
66200
Station Location [ft]

I-69 44044-18804A



● Test Section

SECTION OVERVIEW

CSN/JN: 44044-18804A

Site Information:

Job Location:	I-69, West Bound, Between Morris Road and Clark Road
Total lane ESAL's/Year:	243,900

Construction Information:

Date Constructed:	September, 1984
Contractor:	Denton Construction
Slab Length:	41 ft
Pavement System:	
Concrete	9 in
Base	4 in OGDC
Subbase	8 in
Placing Temperature:	
Concrete	71 F
Air	69 F
Intermediate Shoulder Joints?	YES
Other:	1 ft embankment beneath subbase

Testing Information

Date Tested:	7/23/96
Stations Tested:	671+70 to 666+04
Miles Tested:	1.732 to 1.839
Weather Conditions:	Warm and Sunny
Air Temperature:	60 - 95 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted: High Distress Level, transverse cracking, spalling, and some faulting
Transverse cracks propagate from shoulder joints
Decreasing spalling and avg. crack width going west
Faulting of 0.25 in at station 669+00
Joints in good condition

Drainage System:

Other:

System Performance

Distresses:

PMS: Entire CSN = 2.6 Job tested = 0.883

RQI: 1995 average = 50.83 Average growth = 0.07307

FWD Good load transfer efficiency of joints.
Low composite subgrade reaction K

Concrete Properties

Avg. Compressive Strength: 7450 psi

Avg. Split Tensile Strength: 555 psi

Avg. Elastic Modulus: 4.72E+06 psi

Foundation

Gradation:

Base Measured 4 in. 3G

Subbase: Measured 8 in. sand

Filter Criteria Not met

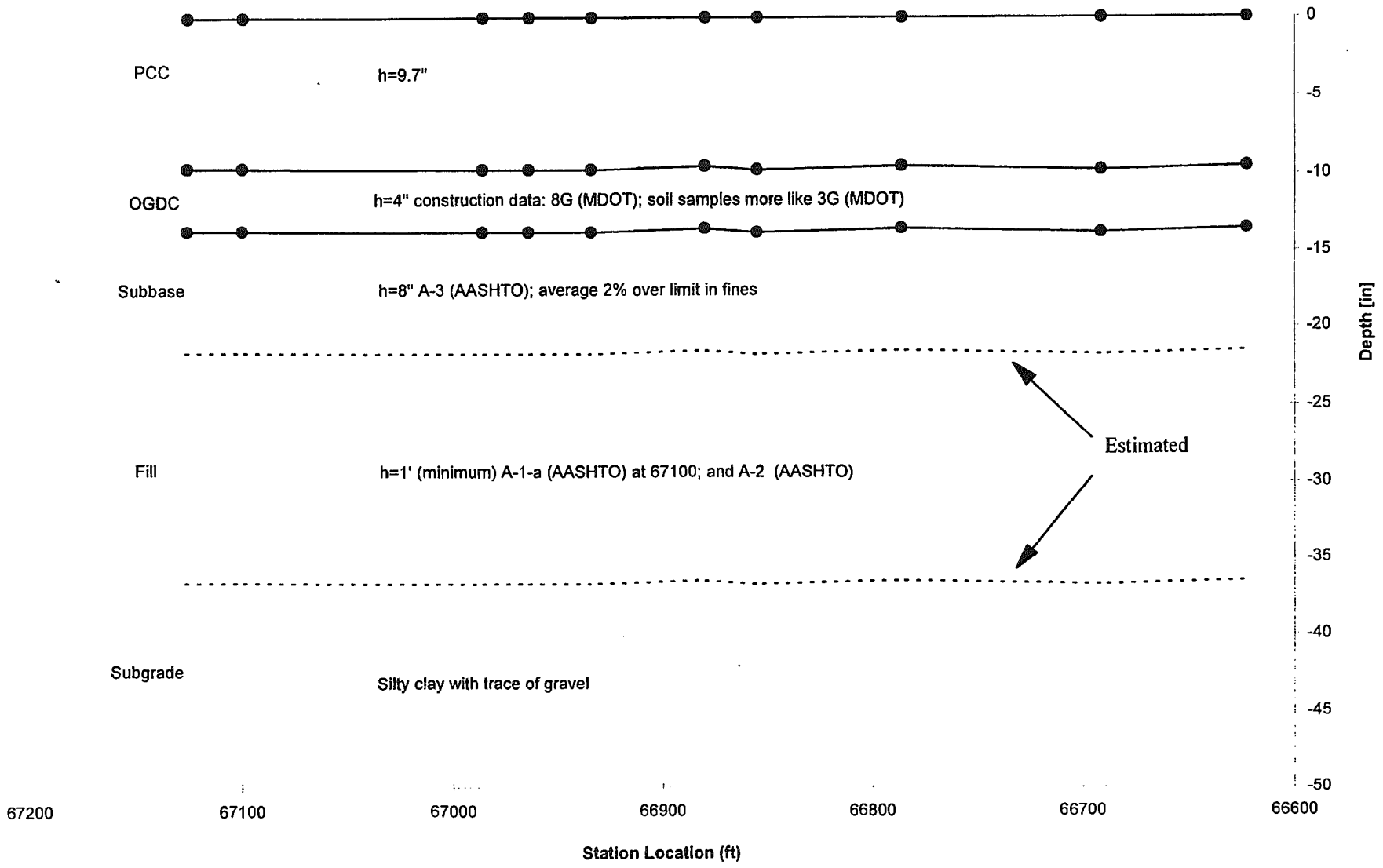
DCP

Base: 9 - 25 mm/blow

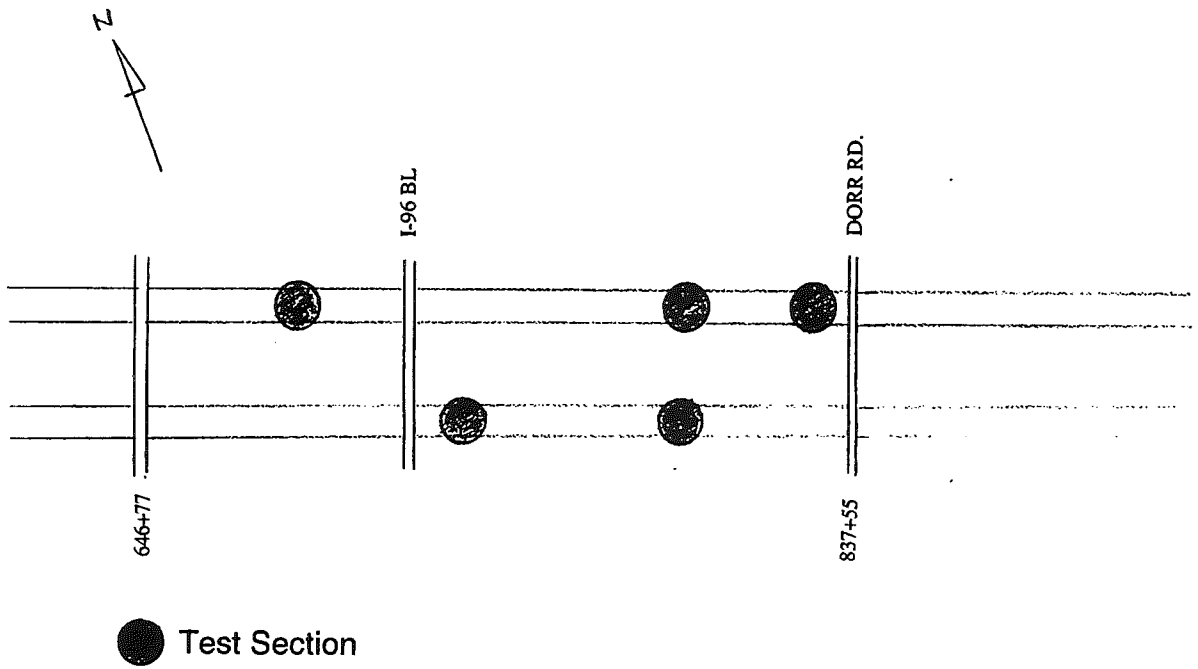
Subbase: 3 - 5 mm/blow

Other

I-69 44044-18804A WB Profile



I-96 47065-28215A



SECTION OVERVIEW

CSN/JN: 47065-28215A

Site Information:

Job Location:	I-96 East Bound and West Bound
Total lane ESAL's/Year:	657,700

Construction Information:

Date Constructed:	Westbound, Fast lane and Shoulder, 4/30/97 to 5/14/97 Eastbound, Fast Lane and Shoulder, 7/14/97 to 7/21/97
Contractor:	Interstate Highway Construction
Slab Length:	15 ft.
Pavement System:	
Concrete	10 in.
Base	4 in OGDC
Subbase	10 in Granular
Placing Temperature:	
Concrete	
Air	
Intermediate Shoulder Joints?	NO
Other:	3 in aggregate seperator specified 22A below base.

Testing Information

Date Tested:	WB 6/3/97, EB 7/31/97
Stations Tested:	Westbound 680+00 to 686+00 3G Slag Westbound 785+55 to 796+00 350 AA Limestone Westbound 820+65 to 829+84 350 AA Slag Eastbound 728+00 to 733+66 3G Slag Eastbound 784+88 to 795+07 3G Limestone
Weather Conditions:	Mostly Sunny
Air Temperature:	80-85 F
Field Testing :	
Pavement System:	FWD - morning, afternoon; Distress Survey
Concrete*(EB only)*:	Concrete Coring
Foundation*(EB only)*:	Soil Sampling - base, subbase, subgrade, DCP
Laboratory Testing*(EB only)*:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	None
Drainage System:	
Other:	

System Performance

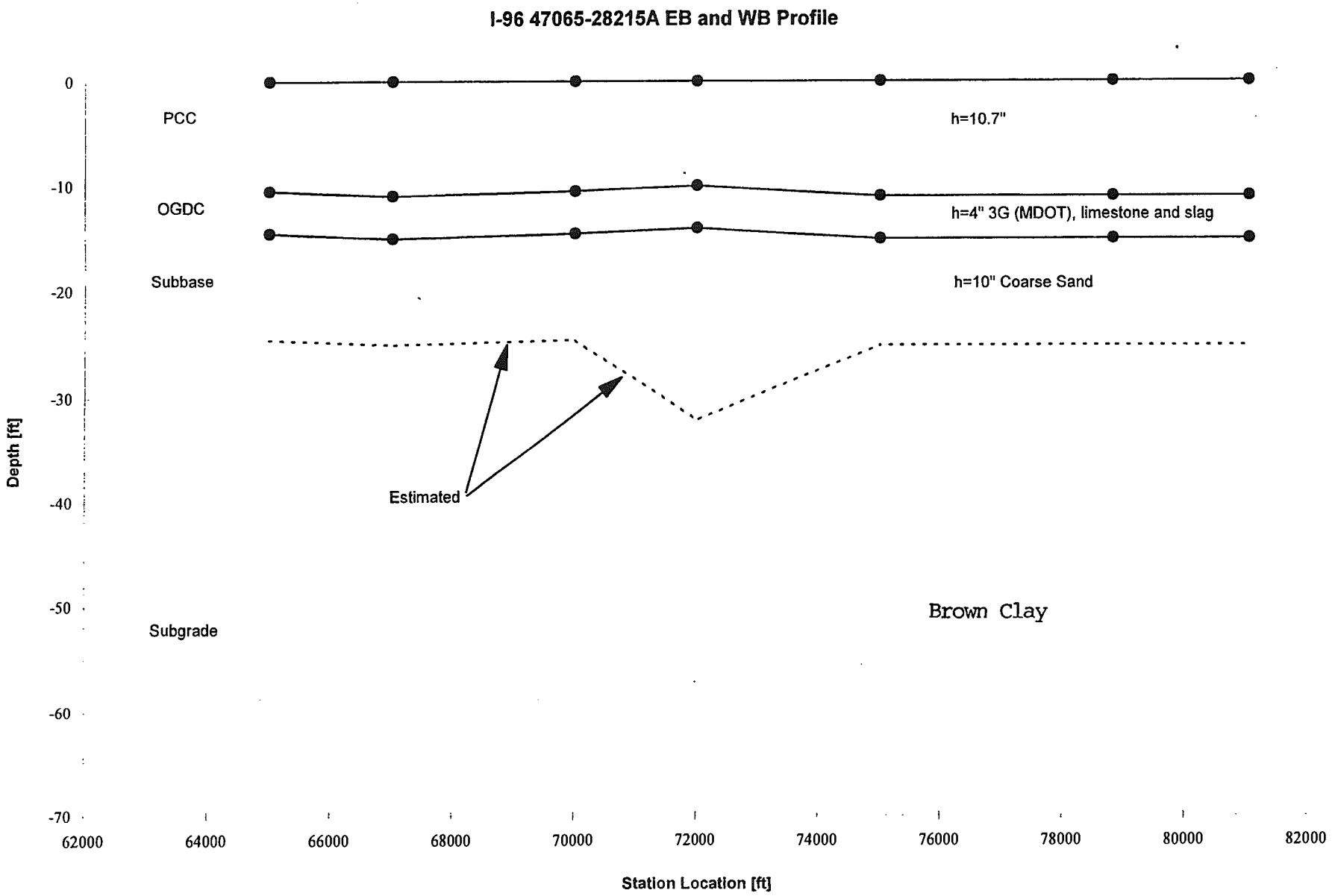
Distresses:	
PMS:	N/A
RQI:	N/A
FWD:	

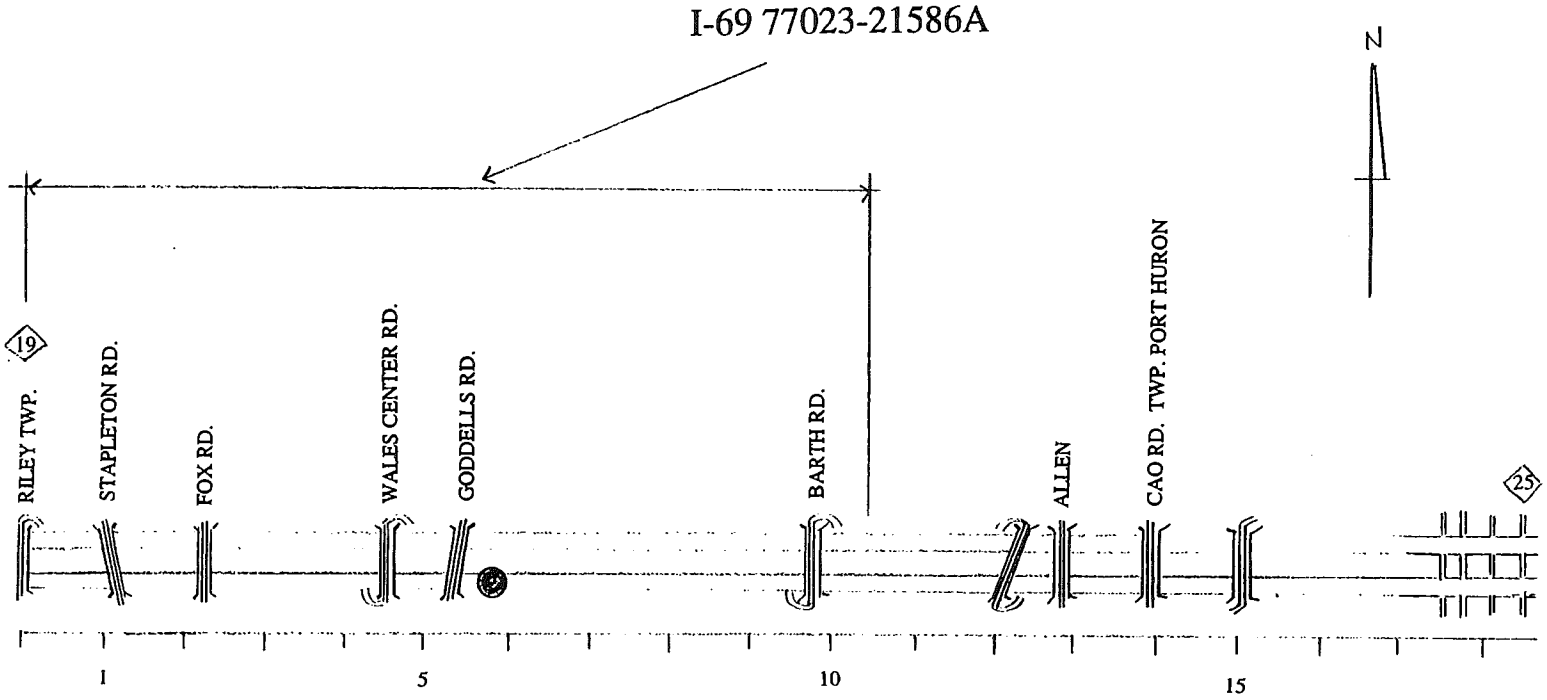
Concrete Properties

Avg. Compressive Strength:	4370 psi
Avg. Split Tensile Strength:	570 psi
Avg. Elastic Modulus:	3.51E+06 psi

Foundation

Gradation:	
Base	Measured 4 in. 3G linestone and slag
Subbase:	Measured 10 in. coarse sand subbase
Filter Criteria	
DCP	
Base:	12 - 24 mm/blow
Subbase:	4 - 7 mm/blow
Other	


I-96 47065-28215A EB and WB Profile
0
-10
-20
-30
-40
-50
-60
-70
Depth [ft]
PCC
h=10.7"
OGDC
h=4" 3G (MDOT), limestone and slag
Subbase
h=10" Coarse Sand
Estimated
Subgrade
Brown Clay
62000
64000
66000
68000
70000
72000
74000
76000
78000
80000
82000
Station Location [ft]



Test Section

SECTION OVERVIEW

CSN/JN: 77023-21586A

Site Information:

Job Location:	I-69, East Bound, East of Goodells Road Overpass
Total lane ESAL's/Year:	178,900

Construction Information:

Date Constructed:	1984
Slab Length:	41 ft
Pavement System:	
Concrete	9 in
Base	4 in OGDC, specified 8G
Subbase	
Placing Temperature:	
Concrete	
Air	
Intermediate Shoulder	
Joints?	YES
Other:	

Testing Information

Date Tested:	7/2/97
Stations Tested:	1819+87 to 1835+03
Mileposts Tested:	
Weather Conditions:	Foggy and Overcast in the Morning, Clear in the Afternoon
Air Temperature:	65-90 F
Field Testing :	
Pavement System:	FWD - morning, afternoon, Distress Survey, Drainage Survey, Faultmeter
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	Severe transverse cracking, faulting and spalling for first 1/3 of section. Slight improvement in performance in second 2/3 of section
Drainage System:	Drain outlets severely clogged with sand
Other:	Cold patching is wearing off cracks, Joints are in good condition

System Performance

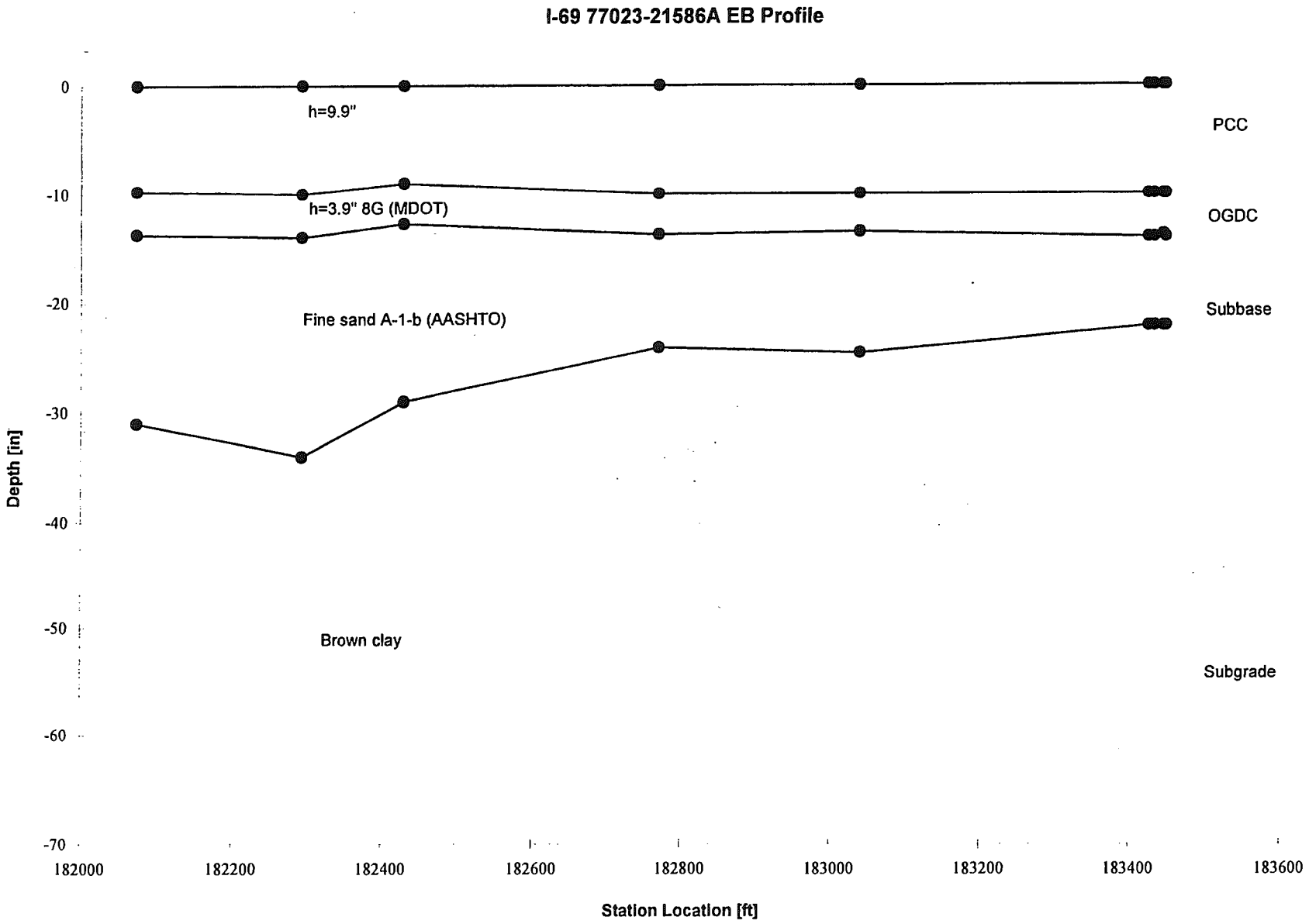
Distresses:	
PMS:	Entire CSN = 8.1 Job tested = 3.96
RQI:	N/A
FWD	Low load transfer at joints and cracks

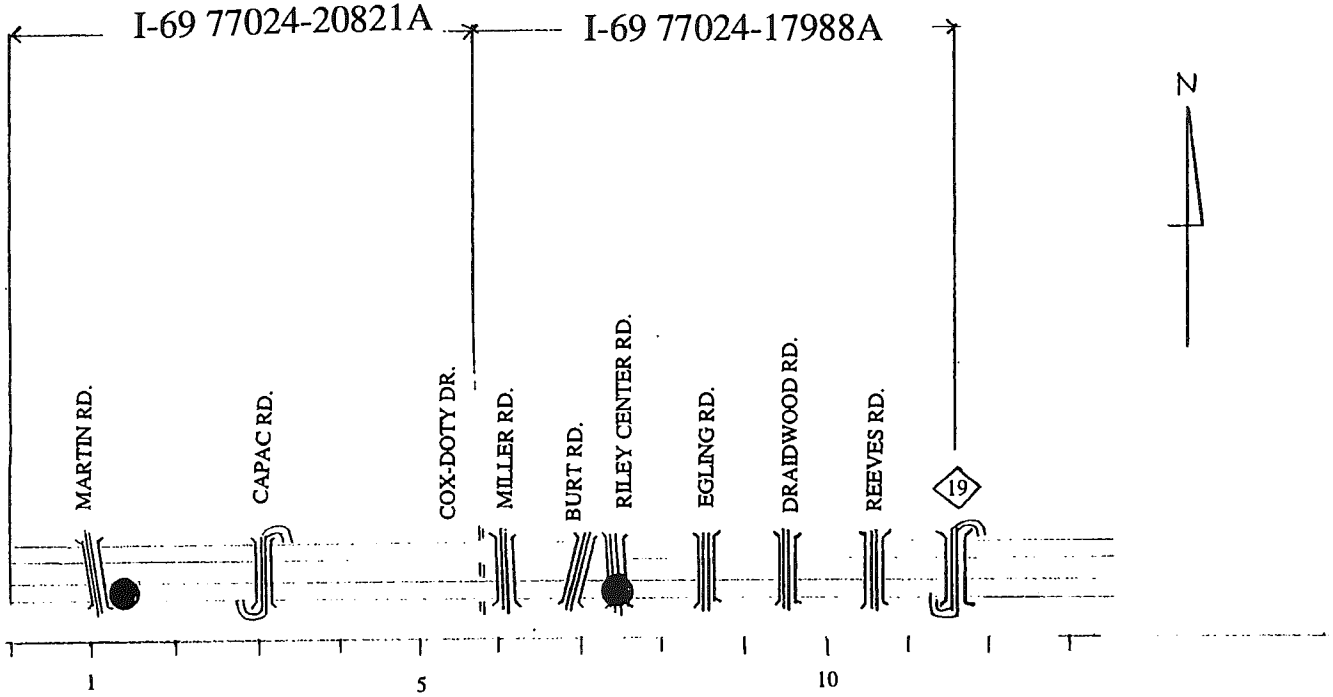
Concrete Properties

Avg. Compressive Strength:	7070 psi
Avg. Split Tensile Strength:	725 psi
Avg. Elastic Modulus:	5.34E+06 psi

Foundation

Gradation:	
Base.	Measured 3.9 in. most closely fits 3G
Subbase:	Measured 10-13 in.
Filter Criteria	Not met
DCP	
Base:	16 - 25 mm/blow
Subbase:	8 - 14 mm/blow
Other	


I-69 77023-21586A EB Profile
0
-10
-20
-30
-40
-50
-60
-70
Depth [in]
h=9.9"
h=3.9" 8G (MDOT)
Fine sand A-1-b (AASHTO)
Brown clay
PCC
OGDC
Subbase
Subgrade
182000
182200
182400
182600
182800
183000
183200
183400
183600
Station Location [ft]



Test Section

SECTION OVERVIEW

CSN/JN: 77024-20821A (Section A)

Site Information:

Job Location:	I-69, East Bound, Between Martin Road and Exit 176
Total lane ESAL's/Year:	178,900

Construction Information:

Date Constructed:	July, 1983
Contractor:	Denton Construction
Slab Length:	41 ft
Pavement System:	
Concrete	Specified 9 in.
Base	Specified 4 in.
Subbase	Specified 8 in.
Placing Temperature:	
Concrete	82 F
Air	75 F
Intermediate Shoulder Joints?	YES
Other:	Lowland swampy area, cut to fill section

Testing Information

Date Tested:	10/17/96
Stations Tested:	83+50 to 90+00
Miles Tested:	1.312 to 1.430
Weather Conditions:	Partly Sunny
Air Temperature:	50 to 70 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	Very high distress, transverse cracking, spalling and faulting
	Transverse cracks initiated from intermediate shoulder joints
Drainage System:	Drain outlets spaced at 500 ft
	Drains in shoulder were 1/2 clogged with standing water
	Drains in median were 1/2 clogged, but no standing water
	Drains in shoulder were covered by vegetation
Other:	Joints in good condition.
	Severe faulting coincides with heavy spalling at cracks
	Silt pockets found in subgrade near areas of high faulting

System Performance

Distresses:		
PMS:	Entire CSN = 1.9	Job tested = 0.448
RQI:	1995 average = 53.33	Average growth = 0.0488
FWD:	Low corner deflections	
	Low load transfer efficiency at transverse cracks and joints	

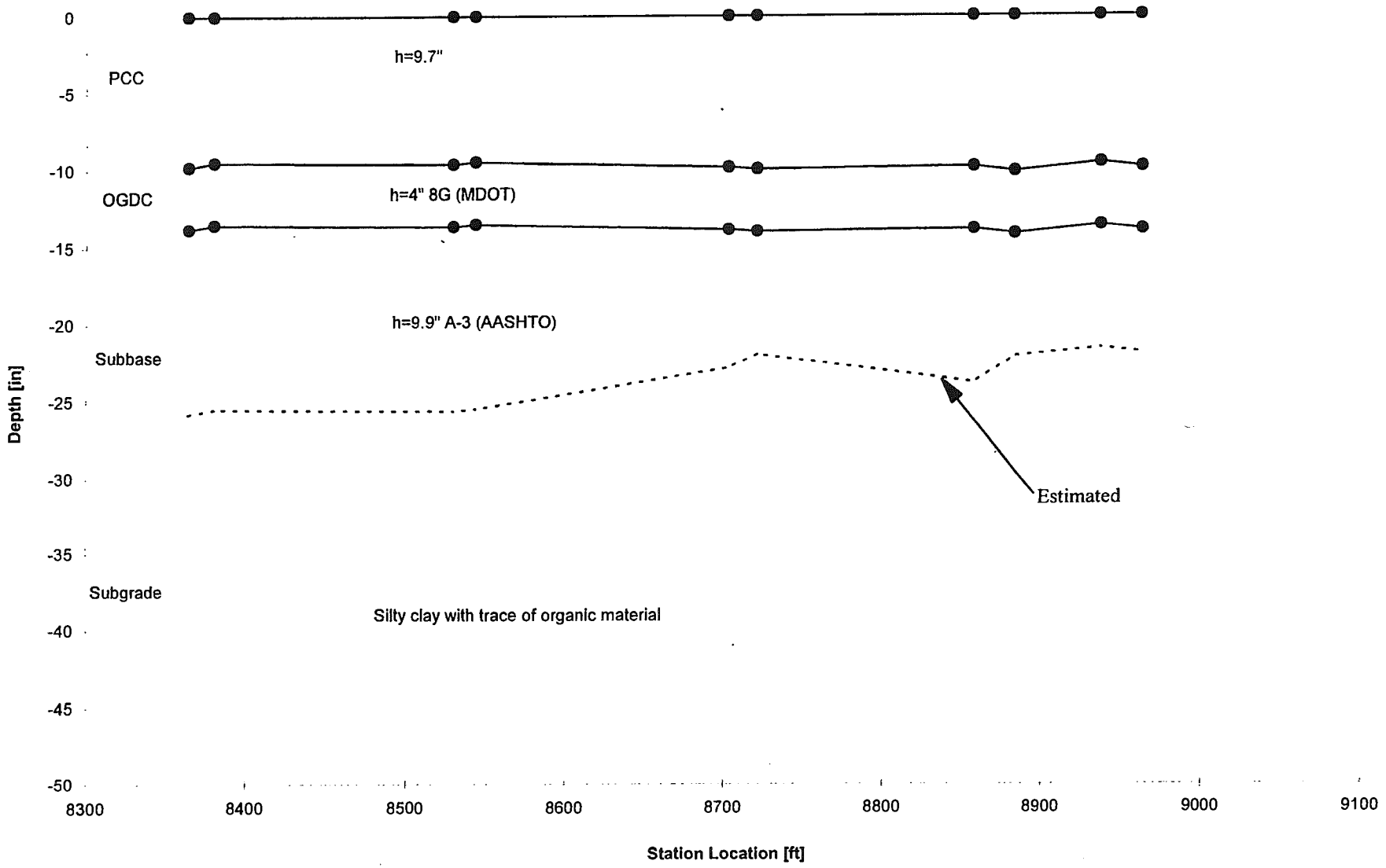
Concrete Properties

Avg. Compressive Strength:	6640 psi
Avg. Split Tensile Strength:	725 psi
Avg. Elastic Modulus:	5.63E+06 psi

Foundation

Gradation:	
Base	Measured 4 in. 8G as specified
Subbase:	Measured 9.9 in
Filter Criteria	Subgrade is too fine for filter criteria
DCP	Very low throughout job
Base:	18 - 25 mm/blow
Subbase:	9 - 38 mm/blow
Other	Very high moisture content in base and subbase.
	Very stiff clay subgrade

I-69 77024-20821A (Section A) Profile



SECTION OVERVIEW

CSN/JN: 77024-17988A (Section B)

Site Information:

Job Location:	I-69 East Bound, Between Cox-Doty Drain and M19
Total lane ESAL's/Year:	195,100

Construction Information:

Date Constructed:	June, 1984
Contractor:	John Carlo
Slab Length:	41 ft.
Pavement System:	
Concrete	Specified 9 in.
Base	Specified 4 in. OGDC 8G classification
Subbase	Specified 8 in.
Placing Temperature:	
Concrete	75 F
Air	70 F
Intermediate Shoulder Joints?	YES
Other:	

Testing Information

Date Tested:	10/29/96
Stations Tested:	408+06 to 418+29
Mileposts Tested:	7.452 to 7.646
Weather Conditions:	Windy and Showers, Rain the night before
Air Temperature:	40 to 50 F
Field Testing :	
Pavement System:	FWD - morning, noon, afternoon, Distress Survey, Drainage Survey
Concrete:	Concrete Coring
Foundation:	Soil Sampling - base, subbase, embankment/subgrade, DCP
Laboratory Testing:	
Concrete:	Compressive Strength, Split Tensile Strength, Elastic Modulus
Foundation:	Sieve Analysis - gradation of base, subbase, subgrade Loss on Wash - subbase, subgrade

Field Observations

Distress Noted:	Transverse cracking at shoulder joints. Low to moderate spalling
Drainage System:	Pea stone edge drain located beneath shoulder
Other:	Very wet in ditches and low lying areas Joints in good condition

System Performance

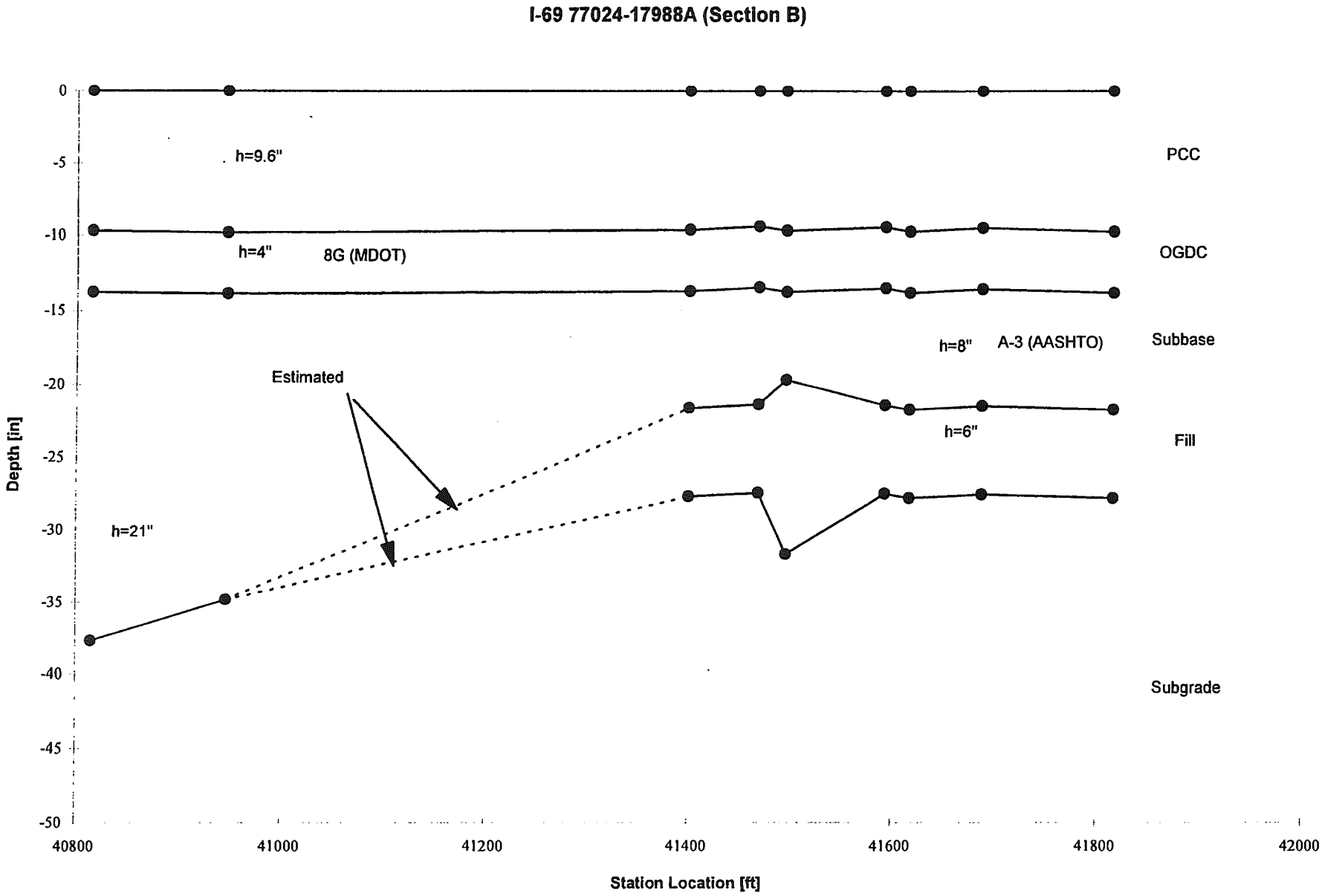
Distresses:	
PMS:	Entire CSN = 1.9 Job tested = 3.25
RQI:	1995 average = 55.897 Average growth = 0.0351
FWD:	Good load transfer efficiency at cracks and joints

Concrete Properties

Avg. Compressive Strength:	5960 psi
Avg. Split Tensile Strength:	610 psi
Avg. Elastic Modulus:	4.46E+06 psi

Foundation

Gradation:	
Base	Measured 4 in. 8G as specified, high fines content passing #200 sieve
Subbase:	Measured 8-21 in.
Filter Criteria	Not met
DCP	
Base:	19 - 26 mm/blow
Subbase:	3 - 15 mm/blow
Other	


I-69 77024-17988A (Section B)
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
-50
Depth [in]
h=9.6"
PCC
h=4"
8G (MDOT)
OGDC
h=8"
A-3 (AASHTO)
Subbase
Estimated
h=6"
Fill
h=21"
Subgrade
40800
41000
41200
41400
41600
41800
42000
Station Location [ft]

I-275 82291-37305A
520+64
568+83
1015+90
WILL CARLETON DR
WILLOW RD.
SOUTH HURON RD.
HURON RIVER DR
SIBLEY RD.
WABASH RD.
EUREKA RD.
PENNSYLVANIA RD.
N
Test Section

SECTION OVERVIEW

CSN/JN: 82291-37305A

Site Information:

Job Location:	I-275, North Bound,
Total lane ESAL's/Year:	392,100

Construction Information:

Date Constructed:	July and August 1997
Contractor:	Interstate Highway Construction
Slab Length:	27 ft
Pavement System:	
Concrete	Specified 11 in.
Base	Specified 4 in. 350AA crushed limestone
Subbase	Specified 10 in. sand
Placing Temperature:	
Concrete	
Air	
Intermediate Shoulder	
Joints?	No
Other:	- 4 in. separator between base and subbase - Three lanes - Between Will Carleton and Williw Road approx. 2-3 in.
of	old slag base course was left in place and new base was placed on top of this

Testing Information

Date Tested:	8/7/97 (FWD)
Stations Tested:	572+08 to 577+72
Mileposts Tested:	
Weather Conditions:	Mostly sunny
Air Temperature:	90 F to 95 F
Field Testing :	
Pavement System:	FWD - morning, noon, and afternoon
Concrete:	
Foundation:	
Laboratory Testing:	
Concrete:	
Foundation:	

Field Observations

Distress Noted:	N/A
Drainage System:	N/A
Other:	N/A

System Performance

Distresses:	
PMS:	N/A
RQI:	N/A
FWD:	N/A

Concrete Properties

Avg. Compressive Strength:	N/A
Avg. Split Tensile Strength:	N/A
Avg. Elastic Modulus:	N/A

Foundation

Gradation:	
Base	N/A
Subbase:	N/A
Filter Criteria	N/A
DCP	
Base:	10 - 24 mm/blow
Subbase:	5 - 10 mm/blow
Other	.

APPENDIX C

Pavement Distress

Appendix C. Observed Pavement Distress

This appendix quantifies the distresses observed on site for each test section included in this study. At the site, distress surveys were conducted containing information on transverse cracks, spalling, visual faulting and drain conditions. Based on these observations, the level of distress has been evaluated.

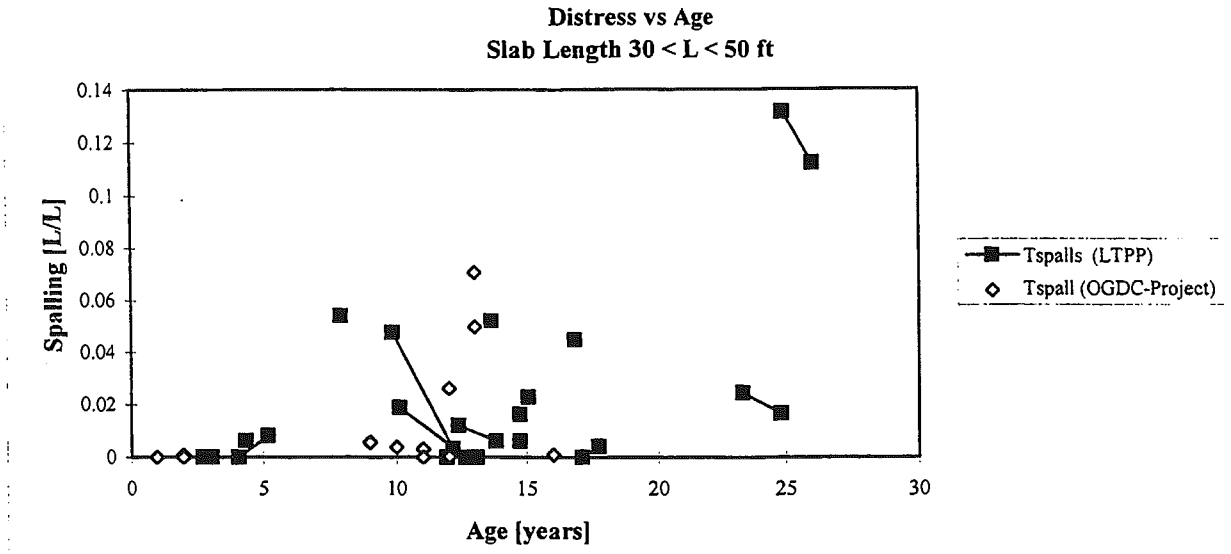
A crack was identified as a transverse crack if it is longer than 4 ft, and spaced more than 4 ft from another crack. The crack widths associated with the transverse cracks were measured using a Crack Comparator Card. The measured crack width was taken as the average of two measurements (e.g. the crack width at outer wheel path and at slab centerline). Spalling was measured as the length of spall; volume estimates were made and can be found on accompaning distress surveys. Faulting was measured using a faultmeter at 2 test sections, however the severity of faulting was estimated for all test sections.

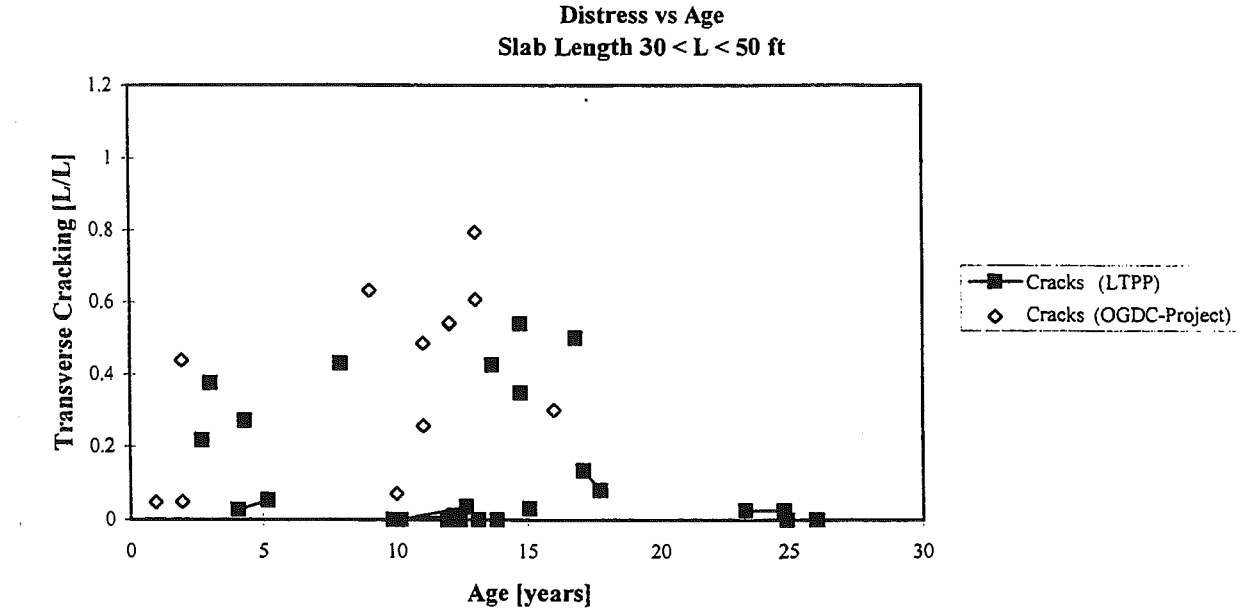
For each test section a table can be found listing each slab, and any distresses associated with it. Shown in the table for each slab is the station number at the midslab; the length of spalling; number of cracks; the total length of cracking in feet; average crack width in the slab; accumulated faulting; number of faults (1 joint is considered with each slab, as are the cracks); and finally the average fault per slab.

In addition, each table quantifies transverse cracking as sum of crack length divided by job length (L/L). This is also done for spalling. These calculations are performed so that the sections may be compared with similar sections in the SHRP LTPP database .

Distress for OGDC Project

Test Section	Age	Spalling L/L	Transverse Cracking L/L	Faulting per 500 ft ave fault [mm]
19042-02233A Sec C	9	0.0056	0.6328	
19042-24680A Sec B	10	0.0038	0.0714	
19043-02234A EB	11	0.0031	0.4854	
19043-02234A WB	11	0.0000	0.2570	
44044-18804A	12	0.0262	0.5396	
77024-20821A Sec A	13	0.0708	0.6074	
77024-17988A Sec B	12	0.0004	0.5424	
25132-06582A	16	0.0010	0.3009	-0.04
77023-21586A	13	> 0.0500	0.7941	-1.21
11017-32516A Sec A	2	0.0007	0.4379	
11017-32516A Sec C	2	0.0000	0.0485	-0.32
11017-32516A Sec D	1	0.0000	0.0475	


Distress vs Age
Slab Length 30 < L < 50 ft
Spalling [L/L]
0.14
0.12
0.1
0.08
0.06
0.04
0.02
0
0
5
10
15
20
25
30
Age [years]
Tspalls (LTPP)
Tspall (OGDC-Project)


Distress vs Age
Slab Length 30 < L < 50 ft
Transverse Cracking [L/L]
1.2
1
0.8
0.6
0.4
0.2
0
0
5
10
15
20
25
30
Age [years]
Cracks (LTPP)
Cracks (OGDC-Project)

11017-32516A Section A

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	179017	0	0	0	0.00
2	179033	0	0	0	0.00
3	179049	0	1	3	0.08
4	179065	0	2	4	0.08
5	179081	4	1	3	0.08
6	179098	0	1	1	0.08
7	179116	0	1	14	0.35
8	179132	0	1	14	0.30
9	179148	0	1	14	0.35
10	179164	0	1	14	0.35
11	179180	0	1	14	0.00
12	179196	0	2	4.5	0.08
13	179212	0	1	14	0.30
14	179228	0	1	14	0.30
15	179244	0	1	14	0.30
16	179260	0	1	14	0.40
17	179276	0	2	4	0.09
18	179292	0	1	2	0.08
19	179308	0	1	14	0.20
20	179324	0	1	14	0.25
21	179340	0	2	3	0.08
22	179356	0	3	9	0.08
23	179372	0	1	3	0.08
24	179388	0	4	8	0.09
25	179404	0	1	2.5	0.08
26	179420	0	2	4	0.10
27	179436	0	2	4.5	0.13
28	179452	0	1	1	0.15
29	179468	0	2	4	0.09
30	179484	0	1	1	0.10
31	179500	0	1	3	0.08
	Total length 499 ft	L/L = 0.0007		L/L = 0.4379	

11017-32516A Section C

Slab	Station number	Spalling	Transverse Cracking			Faulting		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]	Sum of Faults per Slab [mm]	Number of faulted locations	Average fault [mm]
1	168270	0	1	0	0.08	-0.300	1	-0.300
2	168286	0	1	0	0.08	-0.800	1	-0.800
3	168303	0	1	0	0.08	-0.500	1	-0.500
4	168220	0	1	0	0.08	-0.400	1	-0.400
5	168336	0	1	0	0.08	-0.400	1	-0.400
6	168351	0	1	0	0.08	-0.350	1	-0.350
7	165368	0	1	0	0.08	-0.400	1	-0.400
8	168384	0	1	0	0.08	-0.400	1	-0.400
9	168399	0	1	0	0.08	-0.400	1	-0.400
10	168416	0	1	0	0.08	-0.300	1	-0.300
11	168432	0	1	0	0.08	-0.100	1	-0.100
12	168447	0	1	0	0.08	-0.300	1	-0.300
13	168464	0	1	0	0.08	-0.500	1	-0.500
14	168480	0	1	0	0.08	-0.800	1	-0.800
15	168494	0	1	0	0.08	0.000	1	0.000
16	168511	0	1	0	0.10	-0.400	1	-0.400
17	168527	0	0	0	0.00	-0.400	1	-0.400
18	168542	0	0	0	0.00	-0.400	1	-0.400
19	168559	0	0	0	0.00	-0.200	1	-0.200
20	168575	0	0	0	0.00	-0.200	1	-0.200
21	168590	0	0	0	0.00	-0.500	1	-0.500
22	168606	0	1	0	0.08	-0.500	1	-0.500
23	168622	0	1	0	0.08	-0.400	1	-0.400
24	168637	0	1	0	0.08	-0.500	1	-0.500
25	168654	0	1	0	0.10	-0.600	1	-0.600
26	168670	0	1	0	0.08	-0.300	1	-0.300
27	168685	0	1	0	0.08	-0.400	1	-0.400
28	168703	0	1	0	0.08	-0.200	1	-0.200
29	168719	0	1	0	0.10	-0.200	1	-0.200
30	168734	0	1	0	0.08	-0.200	1	-0.200
31	168751	0	1	14	0.60	-1.000	2	-0.500
32	168767	0	1	0	0.08	-0.300	1	-0.300
33	168782	0	0	0	0.00	-0.400	1	-0.400
34	168800	0	1	0	0.08	-0.500	1	-0.500
35	168816	0	1	7	0.08	-0.300	1	-0.300
36	168832	0	1	0	0.08	-0.400	1	-0.400
37	168848	0	1	14	0.33	-0.800	2	-0.400
38	168864	0	0	0	0.00	0.000	1	0.000
39	168879	0	0	0	0.00	-0.300	1	-0.300
40	168895	0	1	0	0.10	-0.300	1	-0.300
41	168911	0	1	0	0.08	-0.400	1	-0.400
42	168926	0	1	0	0.10	0.000	1	0.000
43	168943	0	1	0	0.08	-0.100	1	-0.100
44	168959	0	1	0	0.10	-0.500	1	-0.500
45	168974	0	1	0	0.08	1.300	1	1.300
46	168991	0	1	14	0.55	-0.300	2	-0.150
47	169007	0	1	0	0.08	-0.450	1	-0.450
	Total length 753 ft	L/L =0.0000		L/L = 0.0485		Fault per 500 feet: -10.69 mm		

11017-32516A Section D

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	179300	0	2	32	0.25
2	179285	0	1	16	0.35
3	179169	0	0	0	0.00
4	179153	0	0	0	0.00
5	179137	0	0	0	0.00
6	179121	0	0	0	0.00
7	179105	0	0	0	0.00
8	179089	0	0	0	0.00
9	179073	0	0	0	0.00
10	179057	0	0	0	0.00
11	179041	0	0	0	0.00
12	179025	0	0	0	0.00
13	179009	0	0	0	0.00
14	178993	0	0	0	0.00
15	178977	0	0	0	0.00
16	178961	0	0	0	0.00
17	178945	0	0	0	0.00
18	178929	0	0	0	0.00
19	178913	0	0	0	0.00
20	178897	0	0	0	0.00
21	178881	0	0	0	0.00
22	178865	0	0	0	0.00
23	178849	0	0	0	0.00
24	178833	0	0	0	0.00
25	178817	0	0	0	0.00
26	178801	0	0	0	0.00
27	178785	0	0	0	0.00
28	178769	0	0	0	0.00
29	178753	0	0	0	0.00
30	178737	0	0	0	0.00
31	178721	0	0	0	0.00
32	178705	0	0	0	0.00
33	178689	0	0	0	0.00
34	178673	0	0	0	0.00
35	178657	0	0	0	0.00
36	178641	0	0	0	0.00
37	178625	0	0	0	0.00
38	178609	0	0	0	0.00
39	178593	0	0	0	0.00
40	178577	0	0	0	0.00
41	178561	0	0	0	0.00
42	178545	0	0	0	0.00
43	178529	0	0	0	0.00
44	178513	0	0	0	0.00
45	178497	0	0	0	0.00
46	178481	0	0	0	0.00
47	178465	0	0	0	0.00
48	178449	0	0	0	0.00
49	178433	0	0	0	0.00
50	178417	0	0	0	0.00
51	178401	0	0	0	0.00
52	178385	0	0	0	0.00
53	178369	0	0	0	0.00
54	178353	0	0	0	0.00
55	178337	0	0	0	0.00
56	178321	0	0	0	0.00
57	178305	0	0	0	0.00
58	178289	0	0	0	0.00
59	178273	0	0	0	0.00
60	178257	0	0	0	0.00
61	178241	0	0	0	0.00
62	178225	0	0	0	0.00
63	178209	0	0	0	0.00
64	178193	0	0	0	0.00
	Total length 1010 ft	L/L =0.0000		L/L = 0.0475	

19042-24680A Section B

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	27540	0	0	0	0.00
2	27580	0	0	0	0.00
3	27620	0	0	0	0.00
4	27660	0	0	0	0.00
5	27700	0	0	0	0.00
6	27740	0	0	0	0.00
7	27780	0	1	6	0.15
8	27820	2	0	0	0.00
9	27865	15	0	0	0.00
10	27910	0	0	0	0.00
11	27950	0	0	0	0.00
12	27990	0	0	0	0.00
13	28035	2	1	6	0.10
14	28070	0	0	0	0.00
15	28110	12	2	24	0.20
16	28150	0	1	12	0.30
	Total length 672 ft	L/L = 0.0038		L/L = 0.0714	

19042-02233A Section C

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	52740	5	2	24	0.55
2	52780	7	3	36	0.47
3	52820	0	3	36	0.40
4	52860	0	3	30	0.40
5	52900	5	5	45	0.27
6	52940	0	3	27	0.33
7	53070	0	3	36	0.40
8	53110	0	3	36	0.42
9	53150	0	3	28	0.27
10	53190	22	3	36	0.40
11	53230	0	1	9	0.30
12	53270	0	2	24	0.33
	Total length 580 ft	L/L = 0.0056		L/L = 0.6328	

19043-02234A WB

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	14976	0	1	12	0.25
2	14964.5	0	2	18	0.20
3	14951	0	2	15	0.09
4	14939	0	2	18	0.23
5	14926	0	0	0	0.00
6	14914	0	2	21	0.20
7	14900	0	0	0	0.00
8	14890	0	0	0	0.00
9	14877.5	0	2	18	0.23
10	14864	0	2	24	0.29
11	14851	0	1	12	0.33
12	14840	0	2	18	0.13
13	14826	0	1	12	0.33
14	14815	0	0	0	0.00
15	14802	0	0	0	0.00
16	14790	0	2	15	0.23
	Total length 712 ft	L/L = 0.0000		L/L = 0.2570	

19043-02234A EB

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	13705.5	3	2	24	0.30
2	13717	10	2	24	0.50
3	13731	10	2	24	0.55
4	13742	0	2	24	0.50
5	13755	0	2	18	0.34
6	13767	0	2	18	0.24
7	13780	0	2	15	0.29
8	13792	0	2	24	0.32
9	13804	0	1	12	0.33
10	13816	1	2	24	0.40
11	13830	0	2	24	0.37
12	13841.5	0	2	24	0.28
13	13854	0	2	18	0.20
14	13866	0	1	12	0.50
15	13878	0	1	12	0.30
16	13891	0	2	18	0.19
	Total length 649 ft	L/L = 0.0031		L/L = 0.4854	

25132-06582A

Slab	Station number	Spalling	Transverse Cracking			Faulting		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]	Sum of Faults per Slab [mm]	Number of faulted locations	Average fault [mm]
1	66012	0	1	12	0.50	0.800	2	0.400
2	65971	0	1	12	0.65	0.800	2	0.400
3	65927	0	1	12	0.90	0.075	1	0.075
4	65882	0	2	24	0.60	0.700	3	0.233
5	65828	18	1	12	0.60	0.070	2	0.035
6	65794	0	1	12	0.50	-3.400	2	-1.700
7	65751	0	1	12	0.40	-1.550	2	-0.775
8	65706	0	1	12	0.00	-1.400	2	-0.700
9	65662	0	1	12	0.50	0.300	2	0.150
10	65615	0	1	12	0.50	0.050	2	0.025
11	65575	0	1	12	0.65	-0.250	2	-0.125
12	65531	0	1	12	0.80	0.800	2	0.400
13	65490	0	1	12	0.50	-0.800	2	-0.400
14	65446	0	1	12	0.50	0.850	2	0.425
15	65402	0	1	12	0.80	-1.200	2	-0.600
16	65358	0	1	12	0.60	0.250	2	0.125
17	65313	0	0	12	0.00	0.350	1	0.350
18	65280	0	1	12	0.00	-0.500	2	-0.250
19	65235	0	2	24	0.50	-0.500	2	-0.250
20	65191	0	1	12	0.50	1.300	2	0.650
21	65147	0	1	12	0.70	-0.450	2	-0.225
22	65105	0	0	12	0.00	0.300	1	0.300
23	65061	0	1	12	0.70	0.500	2	0.250
24	65019	0	1	12	0.25	0.650	2	0.325
	Total length 1037 ft	L/L = 0.0000		L/L = 0.3007		Fault per 500 feet: -1.087		

44044-18804A

Slab	Station number	Spalling	Transverse Cracking		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	66625	0	1	12	0.40
2	66665	0	2	24	0.25
3	66705	2	2	24	0.24
4	66745	0	2	24	0.40
5	66785	0	2	24	0.50
6	66825	4	2	24	0.50
7	66865	4	2	24	0.50
8	66905	42	2	24	0.70
9	66945	25	1	12	1.00
10	66985	4	1	12	0.60
12	67025	4	2	24	0.55
13	67065	36	2	24	0.50
14	67105	0	2	24	0.45
15	67145	54	2	24	0.55
	Total length 556 ft	L/L = 0.0262		L/L = 0.5396	

77023-21586A

Slab	Station number	Spalling	Transverse Cracking			Faulting		
#	at midslab [ft]	Length [in]	Number of Cracks	Crack Length [ft]	Average Crack Width [mm]	Sum of Faults per Slab [mm]	Number of faulted locations	Average fault [mm]
1	182007		4	48	0.30	-5.200	3	-1.733
2	182048		3	36	0.63	-2.900	3	-0.967
3	182088		5	52	0.50	-10.000	3	-3.333
4	192128		4	48	0.48	-4.230	2	-2.115
5	182170		3	36	0.67	-1.700	4	-0.425
6	182211		3	36	0.53	0.225	3	0.075
7	182251		2	24	0.25	-8.525	3	-2.842
8	182292		3	36	0.53	-3.250	3	-1.083
9	182333		4	48	0.40	-9.000	4	-2.250
10	182375		3	36	0.53	-7.175	3	-2.392
11	182415		3	36	0.47	-3.070	3	-1.023
12	182454		4	48	0.30	-6.050	3	-2.017
13	182497		2	24	0.53	-4.500	3	-1.500
14	182537		2	24	0.60	0.375	3	0.125
15	182578		2	24	0.50	-0.775	2	-0.388
16	182620		3	36	0.37	0.225	2	0.113
17	182660		2	24	0.40	-3.500	3	-1.167
18	182700		2	24	0.40	-5.450	2	-2.725
19	182741		2	24	0.25	-1.875	2	-0.938
20	182783		3	36	0.37	-0.400	1	-0.400
21	182825		2	24	0.40	0.500	3	0.167
22	182565		2	24	0.23	0.375	3	0.125
23	182906		2	24	0.25	-42.214		-1.213
24	182948		2	24	0.55	0.650	2	0.325
25	182990		3	36	0.20			
26	183030		2	24	0.35			
27	183071		2	24	0.25			
28	183113		2	24	0.60			
29	183153		3	36	0.30			
30	183194		3	36	0.17			
31	183235		2	24	0.20			
32	183276		3	36	0.29			
33	183317		2	24	0.25			
34	183357		2	24	0.22			
35	183398		3	36	0.22			
36	183441		4	48	0.25			
37	183486		3	36	0.27			
	Total length 1516 ft	L/L >= 0.05		L/L = 0.7942		Fault per 500 feet:		

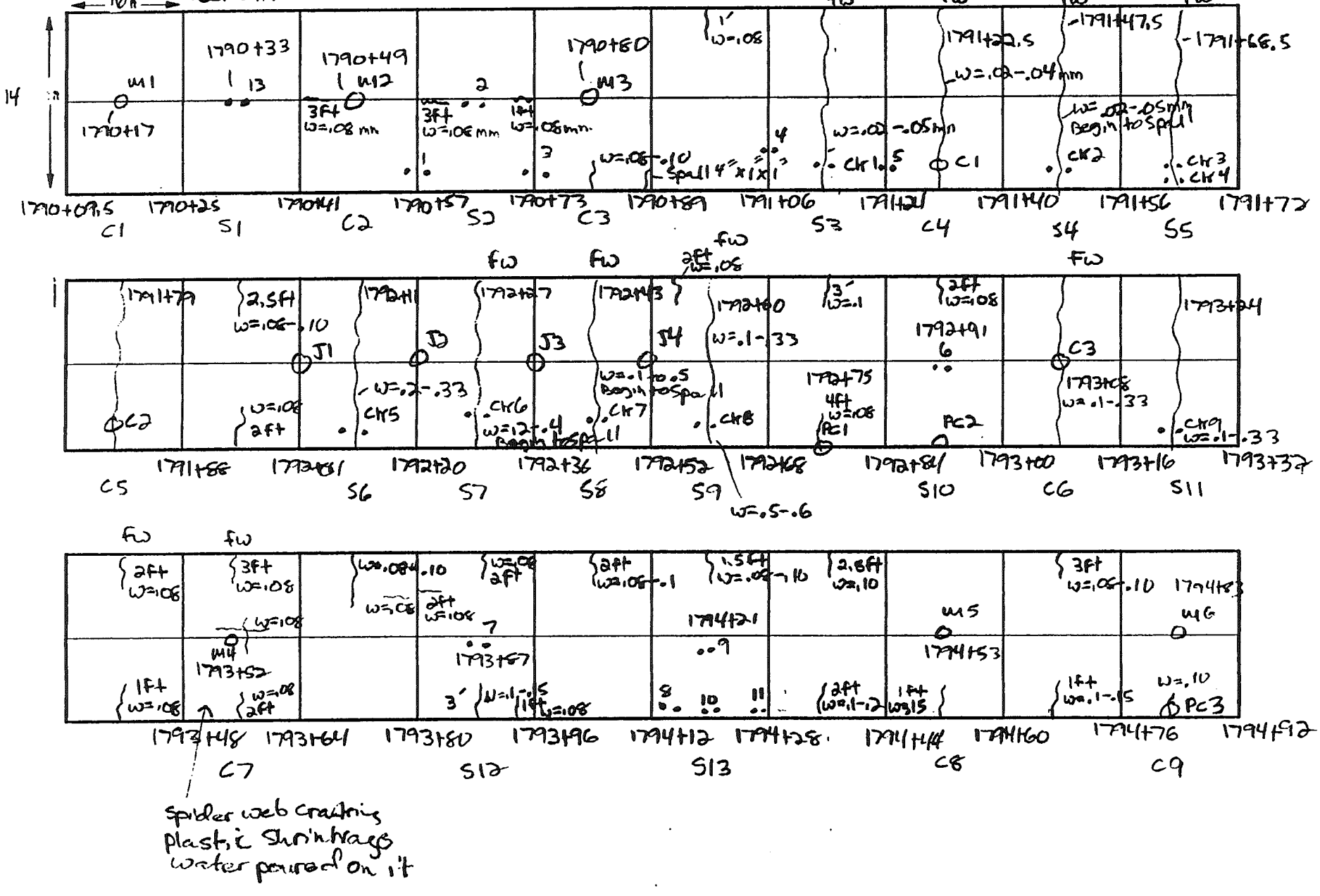
77024-20821A Section A

Slab #	Station number at midslab [ft]	Spalling Length [in]	Transverse Cracking		
			Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	8380	12	2	24	0.55
2	8420	0	2	24	0.38
3	8460	16	2	24	0.50
4	8500	1	2	24	0.45
5	8544	76	2	24	0.80
6	8585	144	2	24	1.00
7	8625	0	2	24	0.38
8	8665	2	2	24	0.55
9	8705	1	2	24	0.55
10	8750	0	2	24	0.40
11	8790	12	1	12	0.50
12	8830	0	2	24	0.50
13	8870	73	2	24	1.00
14	8910	144	3	36	0.87
15	8950	73	3	36	0.53
16	8990	0	2	24	0.33
	Total length 652 ft	L/L = 0.0708		L/L = 0.6074	

77024-17988(A) Section B

Slab #	Station number at midslab [ft]	Spalling Length [in]	Transverse Cracking		
			Number of Cracks	Crack Length [ft]	Average Crack Width [mm]
1	40830	0	2	24	0.33
2	40867	0	2	24	0.21
3	40908	0	1	12	0.10
4	40949	0	2	18	0.19
5	41362	0	2	24	0.30
6	41400	3	2	24	0.35
7	41440	0	2	20	0.24
8	41481	0	2	24	0.18
9	41524	0	3	30	0.21
10	41565	0	2	24	0.23
11	41606	0	2	18	0.12
12	41645	0	2	18	0.15
13	41688	0	2	24	0.15
14	41728	0	2	24	0.33
15	41757	0	0	0	0.00
16	41812	0	1	12	0.08
	Total length 590 ft	L/L = 0.0004		L/L = 0.5424	

Project # 11017-32516 A Direction EB Survey Date 4-23-97 Geometry 16ft Joint Spacing Beginning Station 1790 + 09.5
Section A Surveyed By AD Slab Thickness 12" Ending Station 1795 + 08



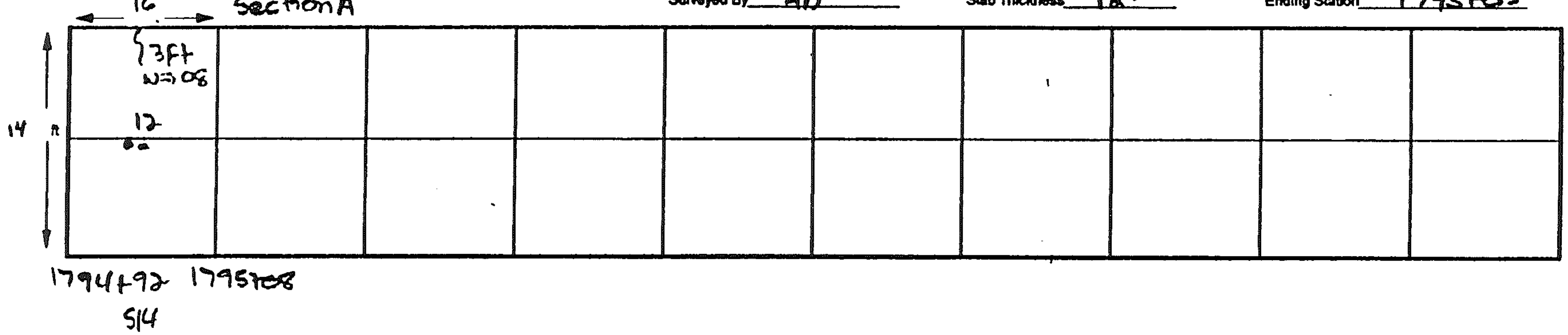
Project # 11017-32516A Section A

Direction EB

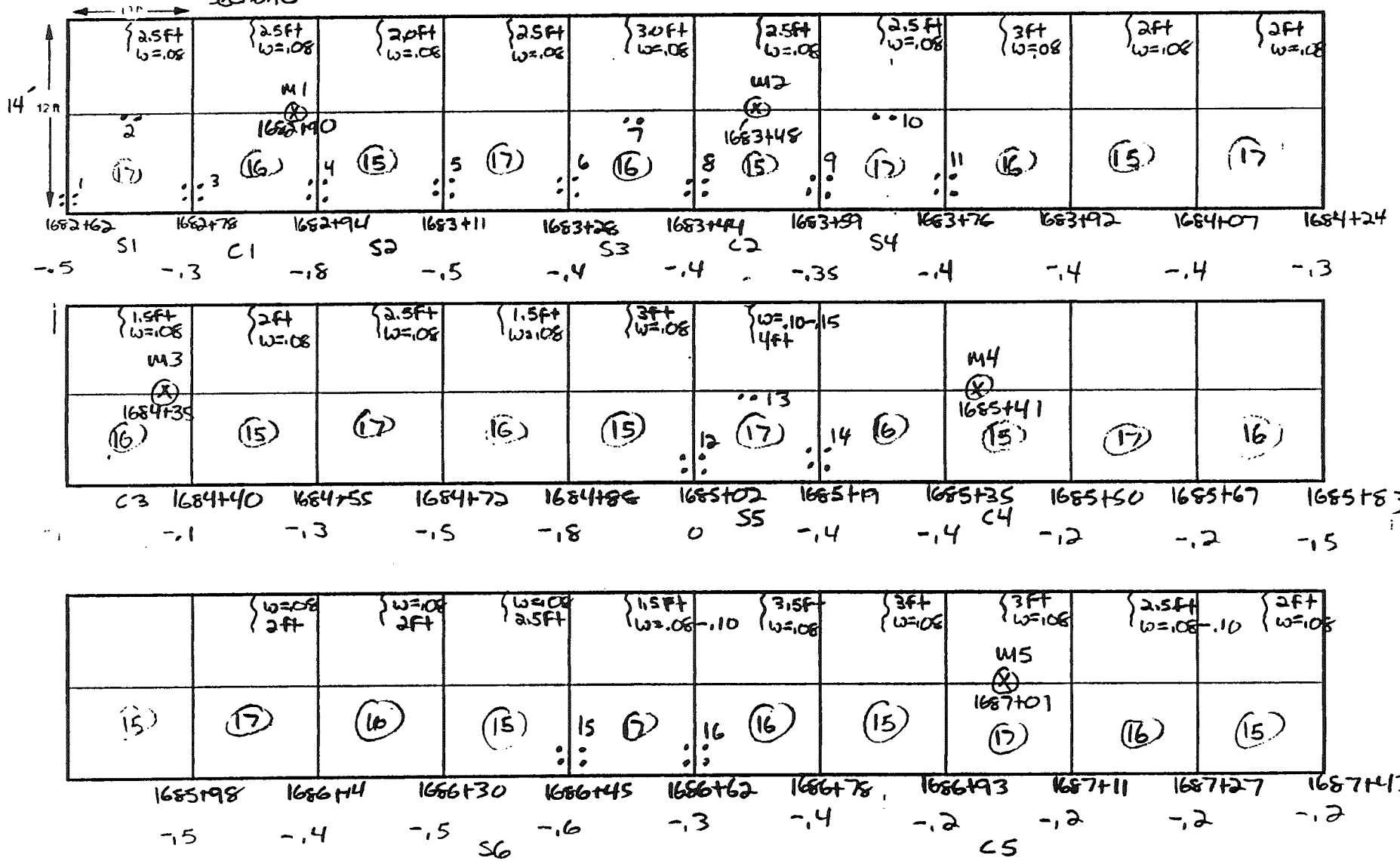
Survey Date 4-23-97
Surveyed By AD

Geometry 16 ft Joint Spacing
Slab Thickness 12"

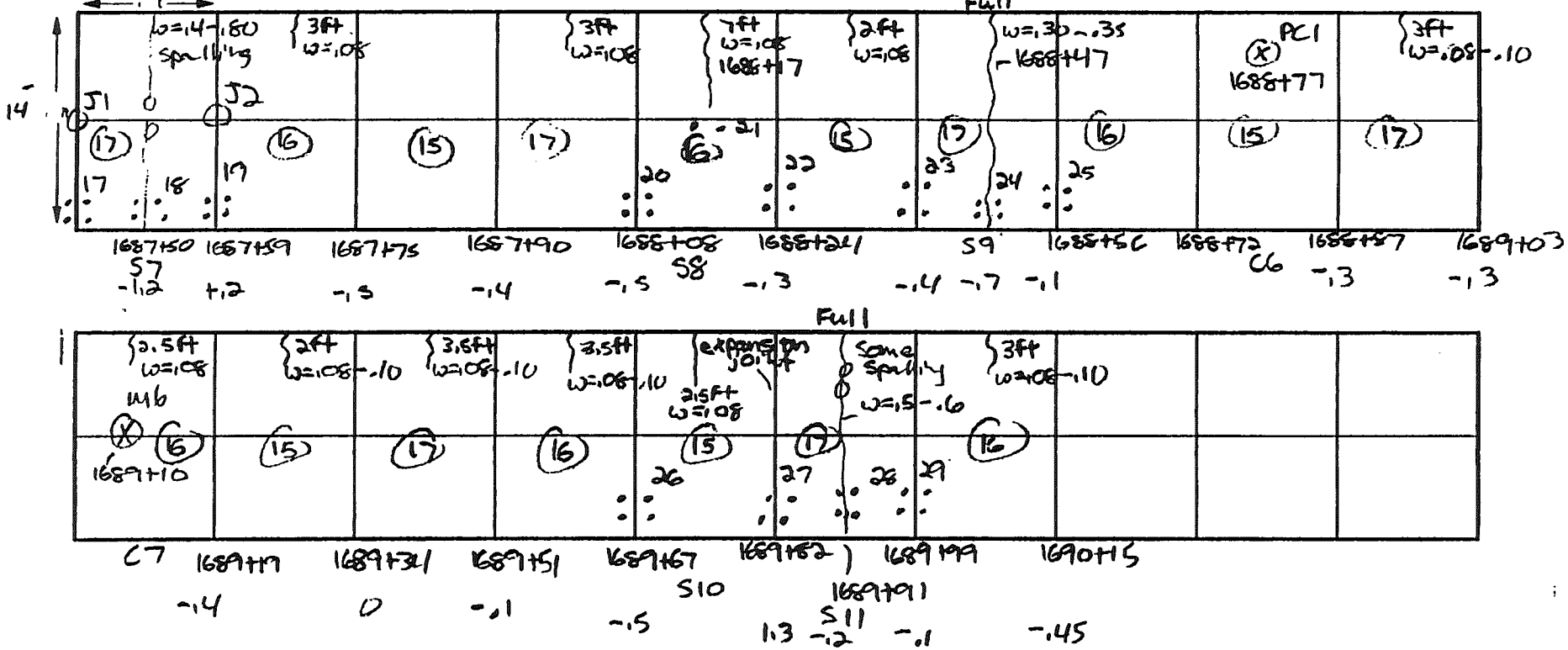
Beginning Station 1790+07.5
Ending Station 1795+08



Project # 11017-32516A Direction EB Survey Date 4-30-97 Geometry 15, 16, 17 Ft Joint Sp. Beginning Station 1682+62
Section C Surveyed By AD Slab Thickness 12 Ending Station 1690+15

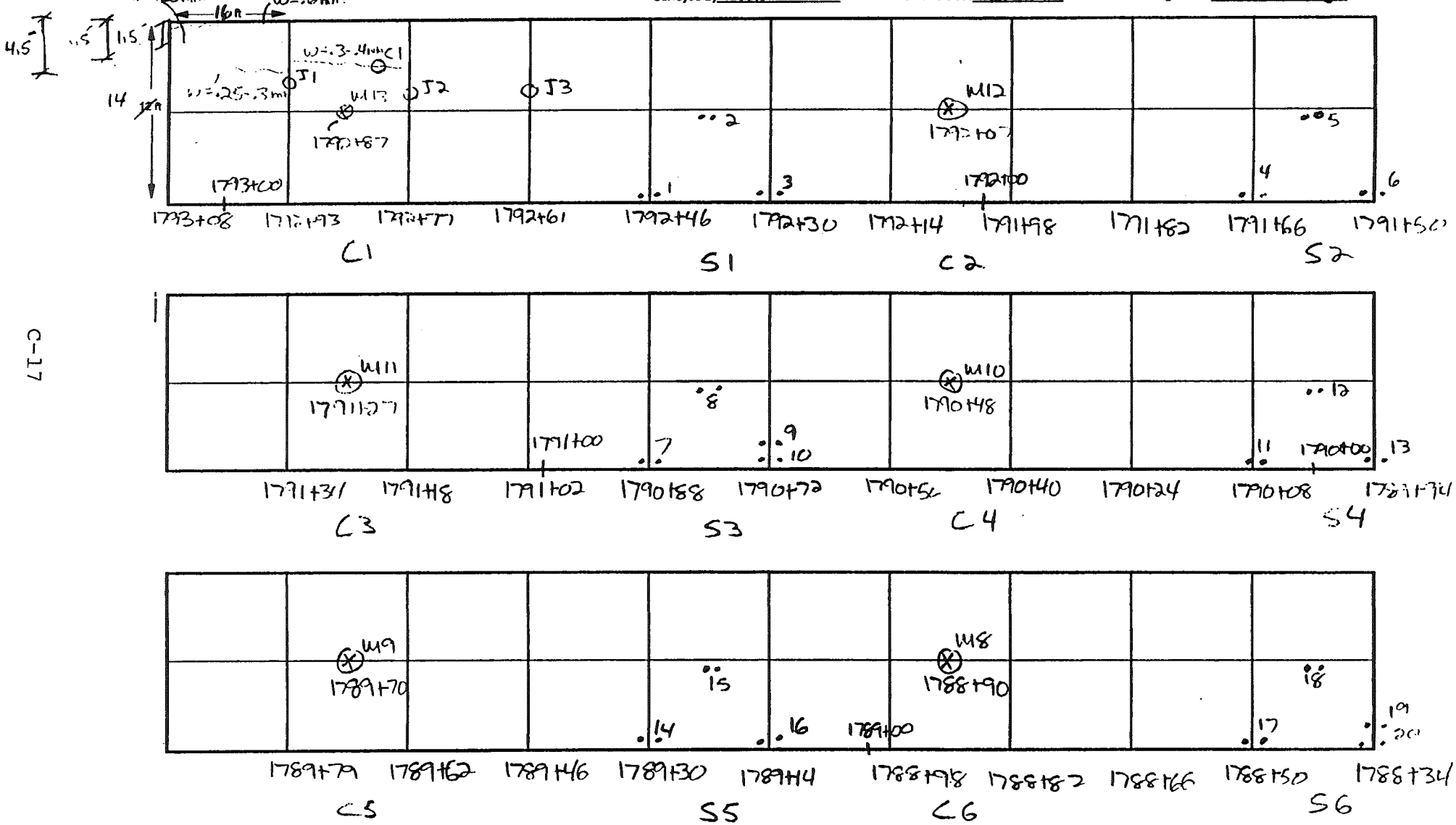


Project # 11017-32516A Section C Direction EB Survey Date 4-30-97 Surveyed By AD Geometry 15, 16, 17 joint sp. Slab Thickness 12" Beginning Station 1682+62 Ending Station 1690+15



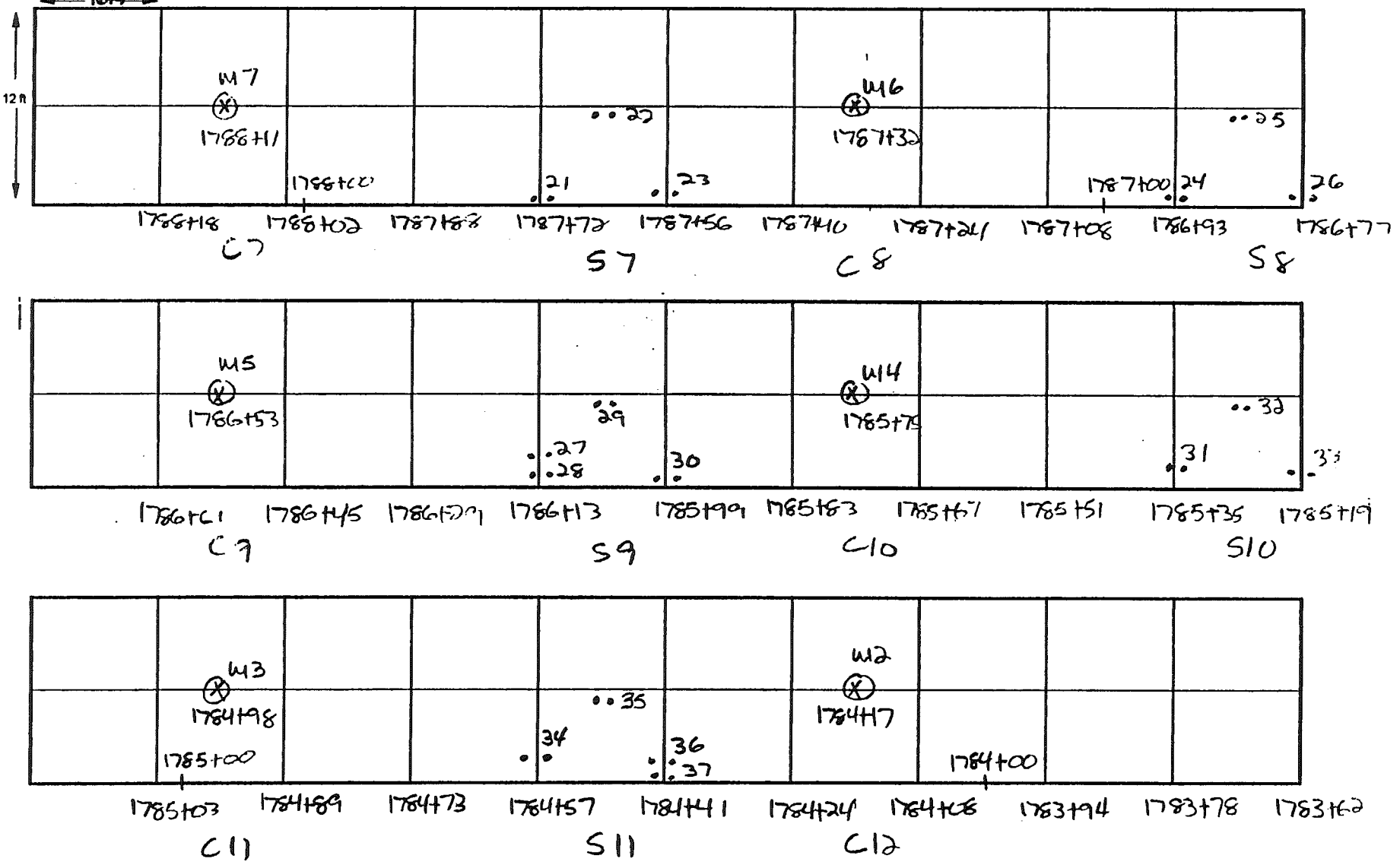
Section D

Project # 11017-32516A Direction WB Survey Date 5-28-97 Surveyed By AD Geometry 16 ft. JS Stab Thickness 12" Beginning Station 1793+08 Ending Station 1782+98



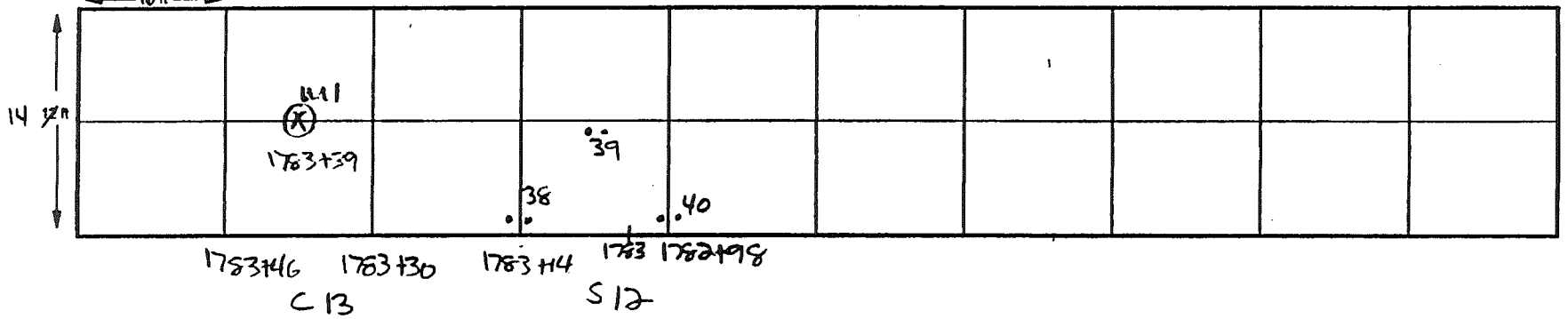
Section D

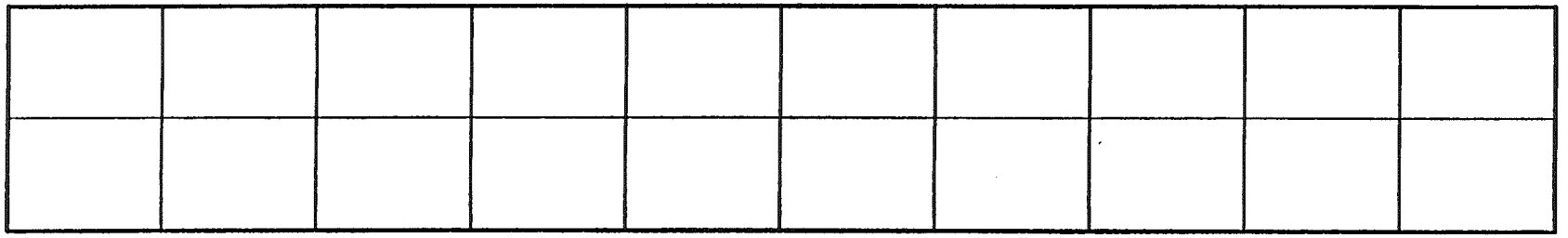
Project # 11017-32516A Direction WB Survey Date 5-28-97 Surveyed By AD Geometry 16 ft JTS. Slab Thickness 12" Beginning Station 1793+08 Ending Station 1782+98

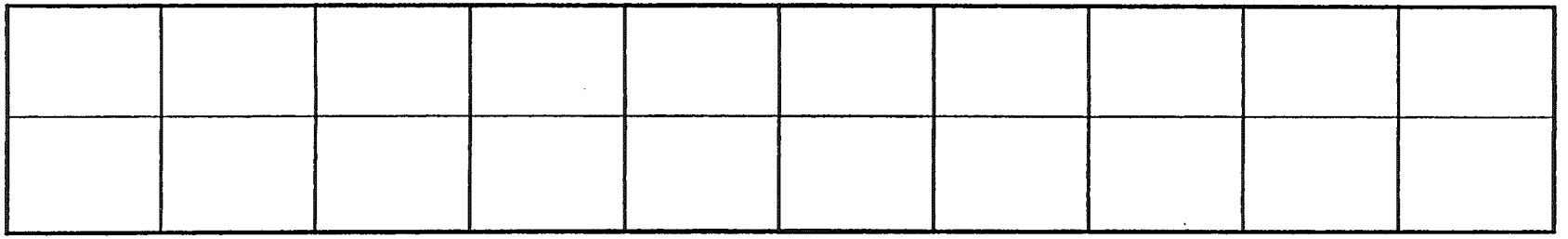


Section D

Project # 11017-32516A Direction WB Survey Date 5-28-97 Surveyed By AD Geometry 16ft JS Slab Thickness 12" Beginning Station 1793+06 Ending Station 1782+98

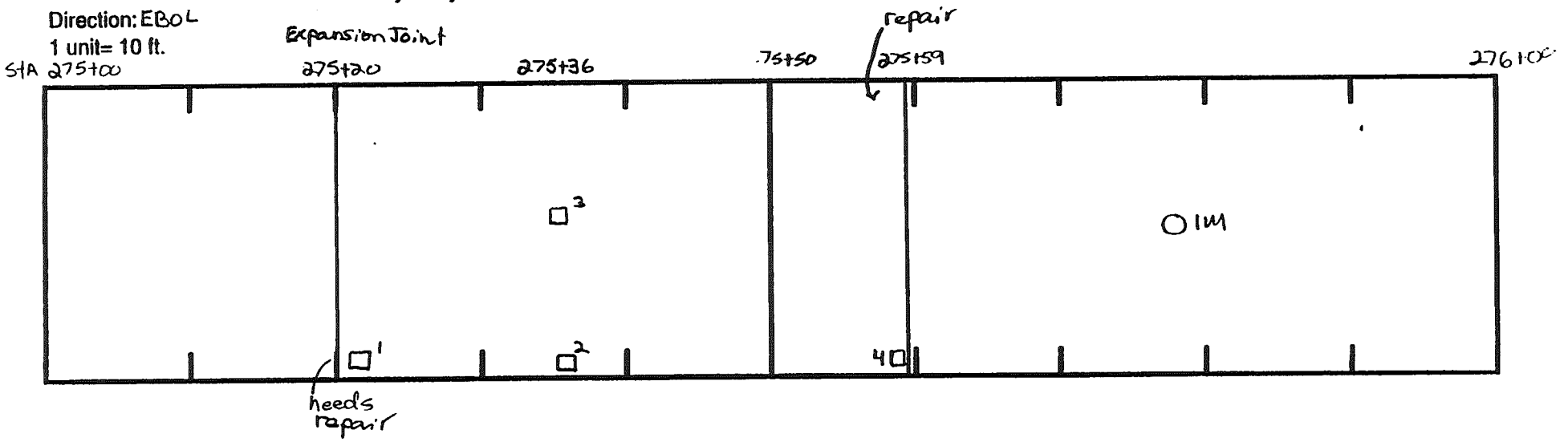


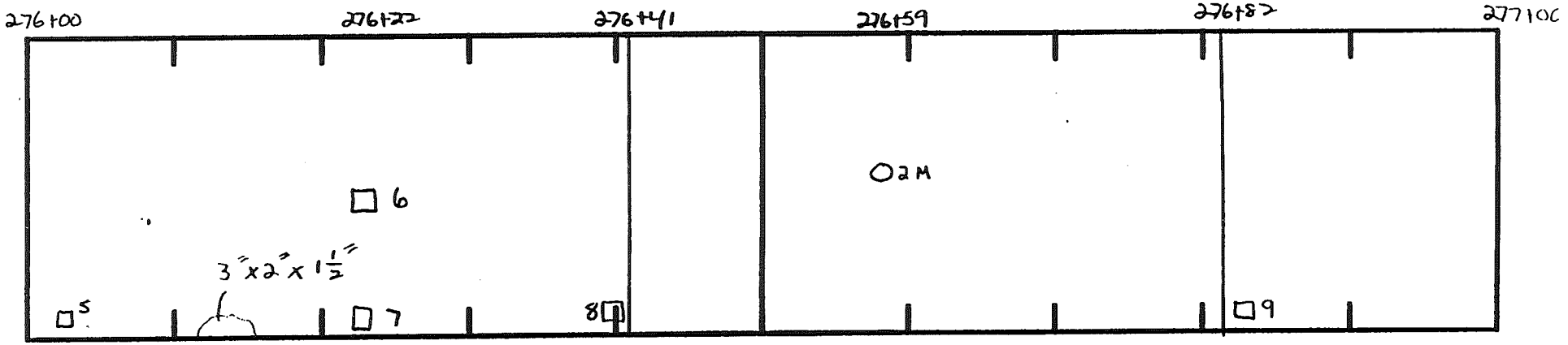




Project # P042(B)-2468.0A Survey Date: 8-13-96 Beginning Station: 275+00 Weather:
Surveyed By: ET End Station: 277+00 Comments:

Direction: EBOL
1 unit= 10 ft.

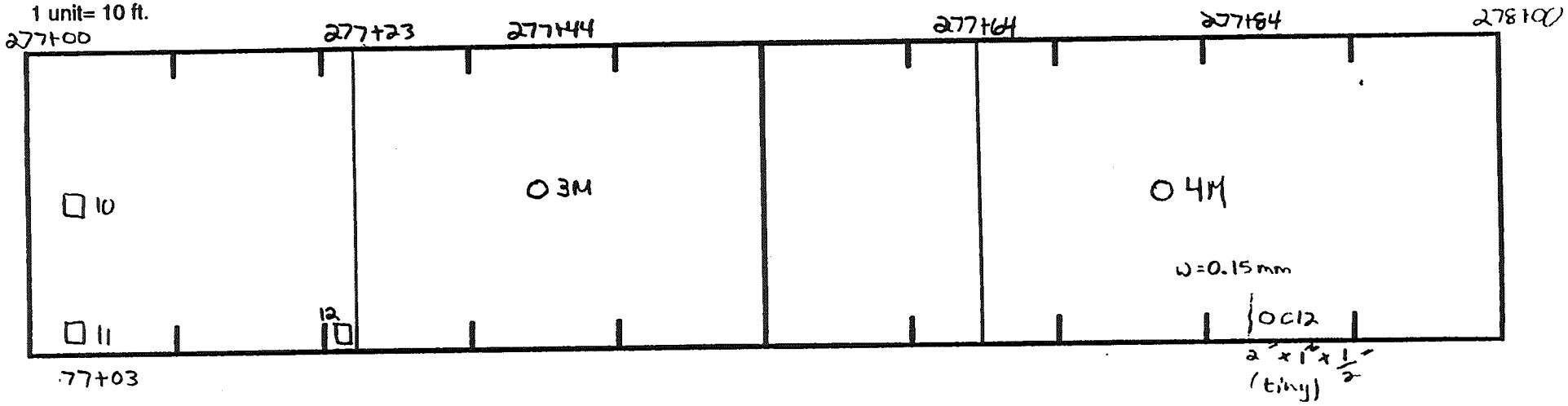


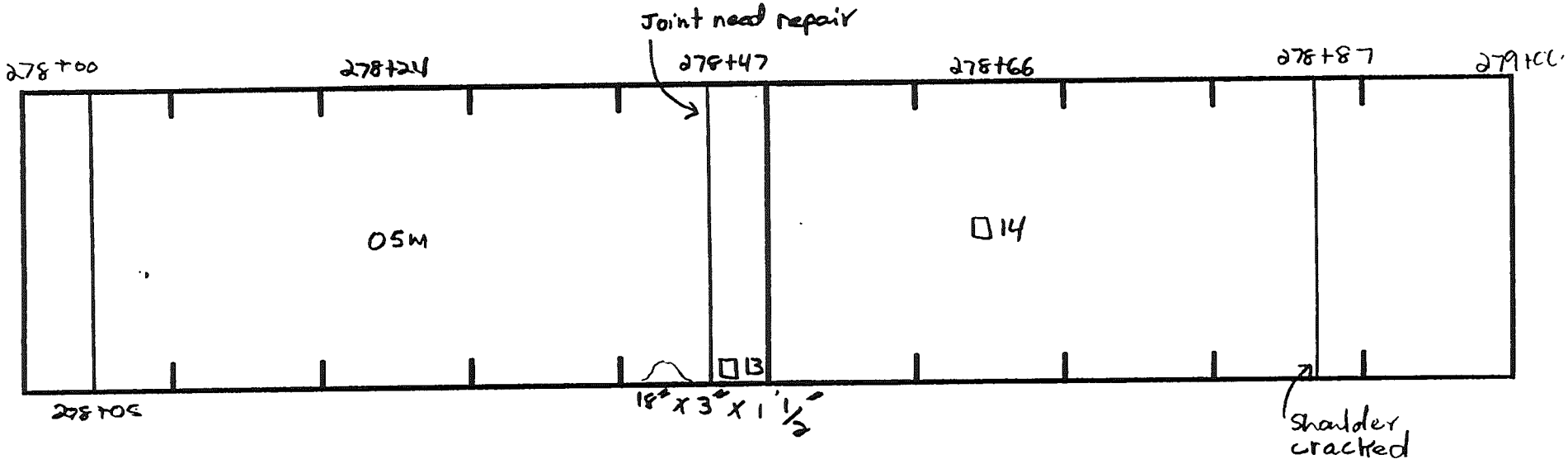


C-20

Project # 19042(B)-24660A **Survey Date:** 8-13-96 **Beginning Station:** 277+00 **Weather:**
Surveyed By: EJ **End Station:** 279+00 **Comments:**

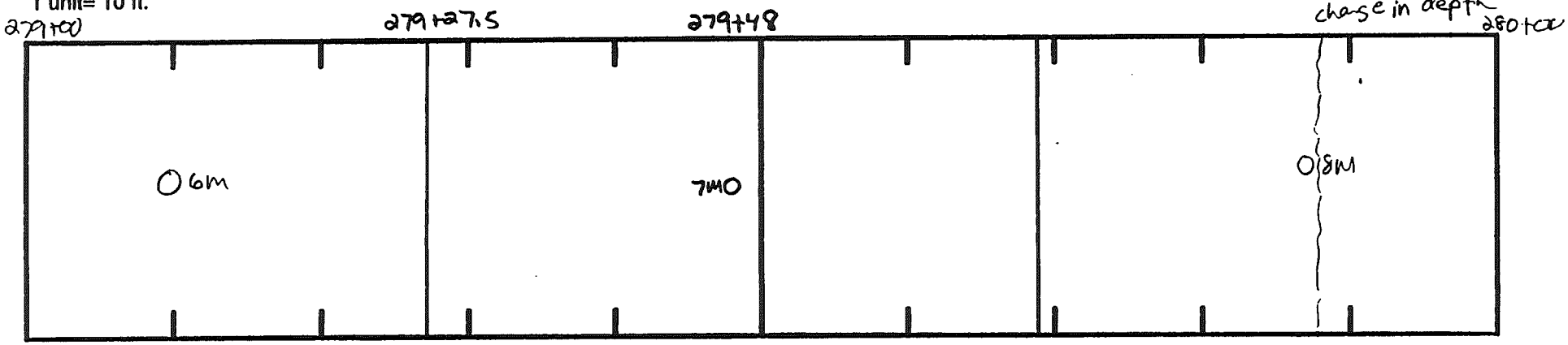
Direction: EBOL
1 unit= 10 ft.



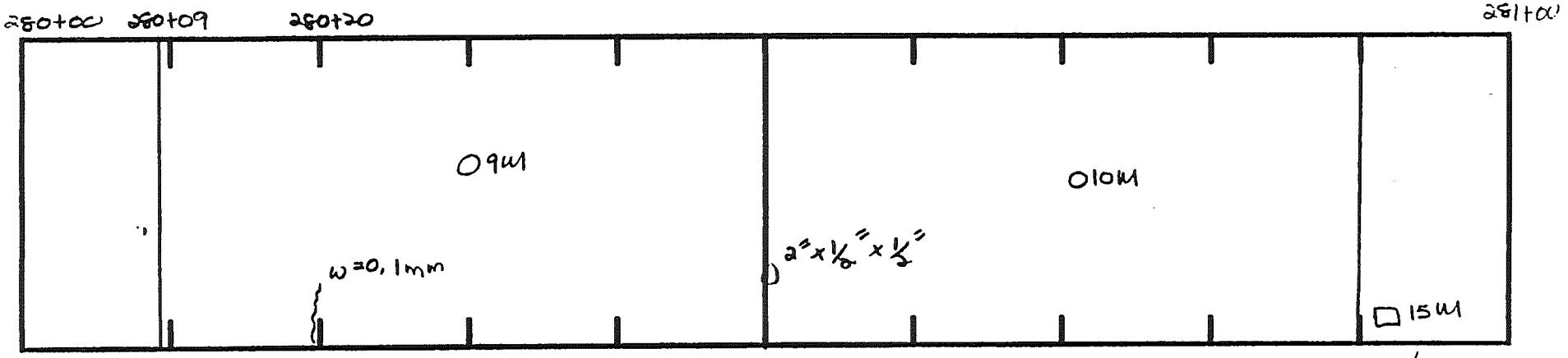


Project # 19042(B)-24680A Survey Date: 6-13-96 Beginning Station: 279+00 Weather:
Surveyed By: EJ End Station: 281+00 Comments:

Direction: EBOL
1 unit= 10 ft.

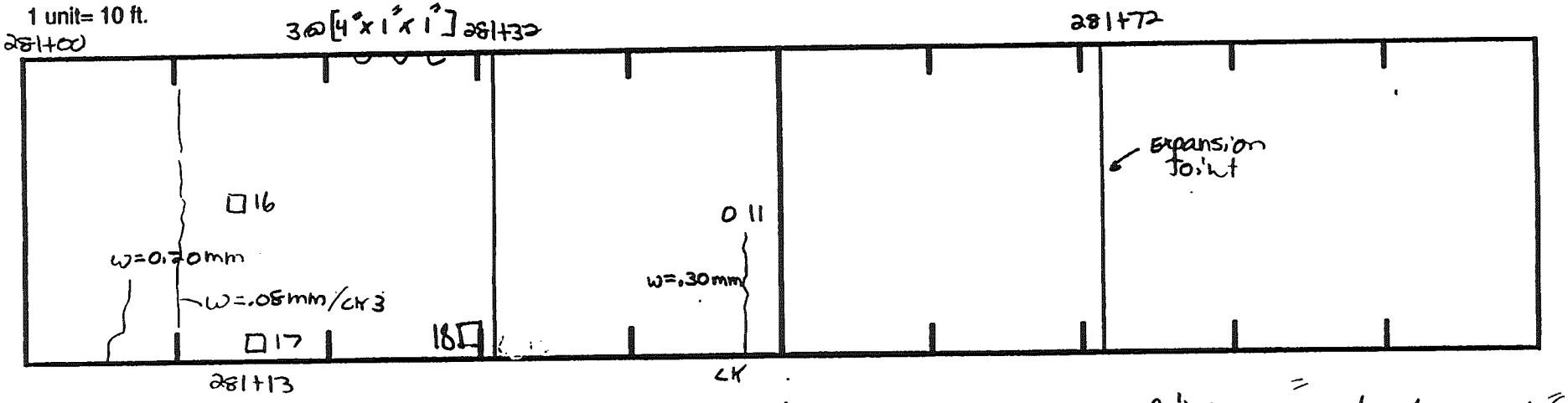


C hole in shoulder
20" x 15" x 3"

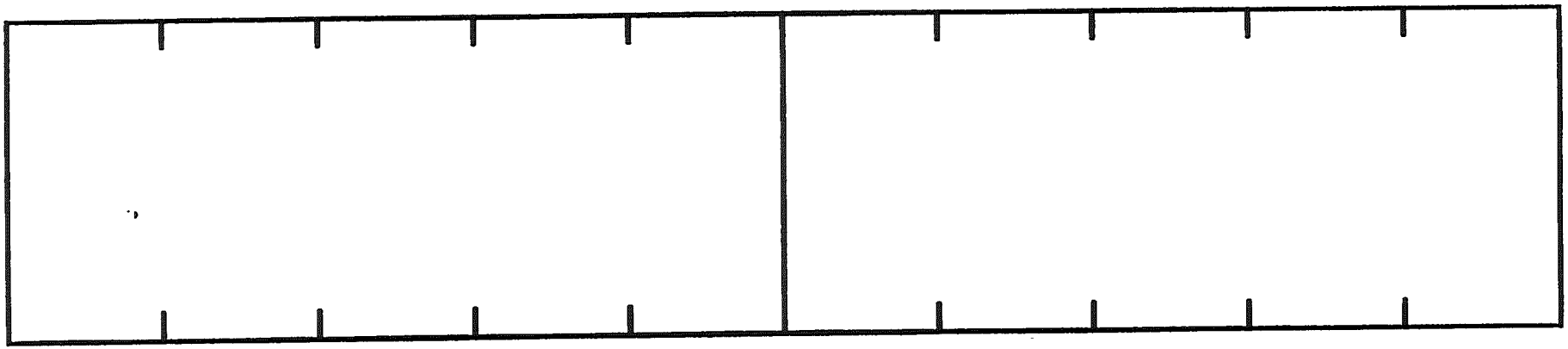


Project # P042(8)-246E0A Survey Date: 8-13-96 Beginning Station: 281+00 Weather:
Surveyed By: EJ End Station: 281+72 Comments:

Direction: EBOL
1 unit= 10 ft.

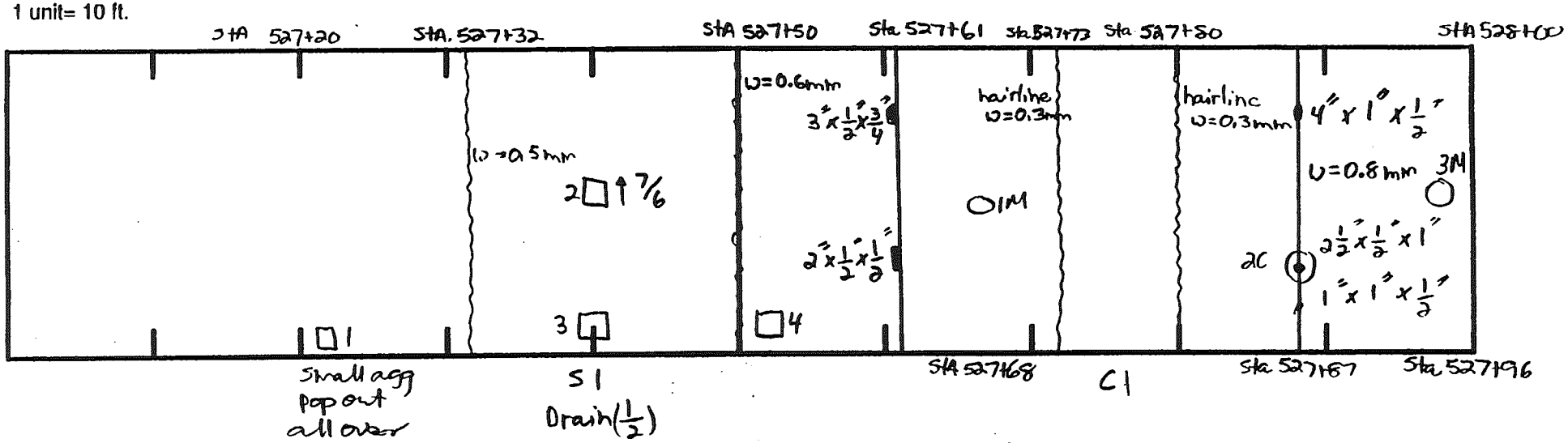


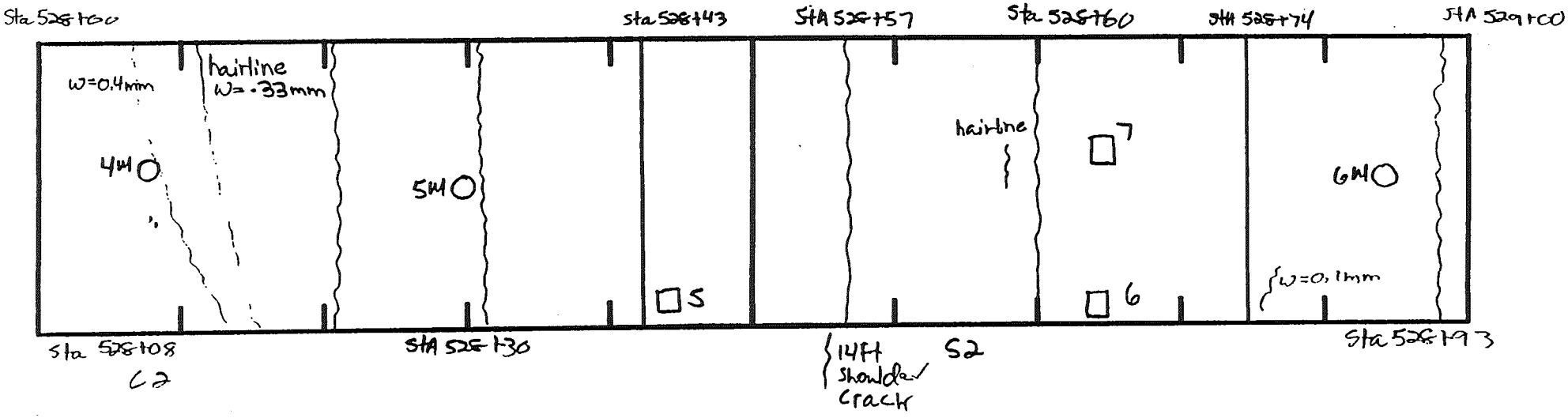
many transverse joints are in poor condition - Sealant popout from Thermal Expansion. Overall 3-6 popouts per slab



Project # 19042(C)-02233A **Survey Date:** 7-8-96 **Beginning Station:** 527+20 **Weather:**
Surveyed By: EJ **End Station:** 529+00 **Comments:**

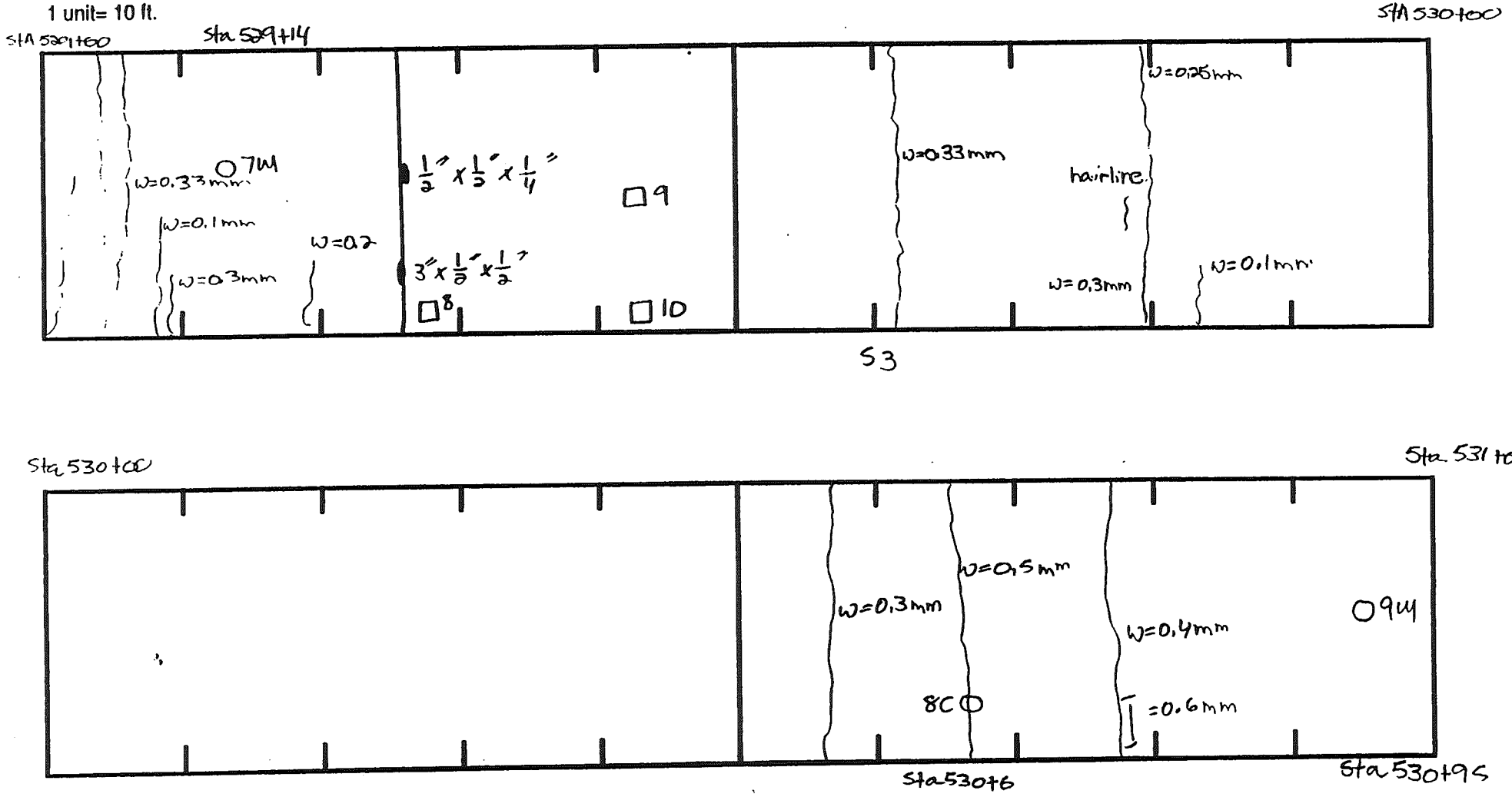
Direction: EBOL
1 unit= 10 ft.





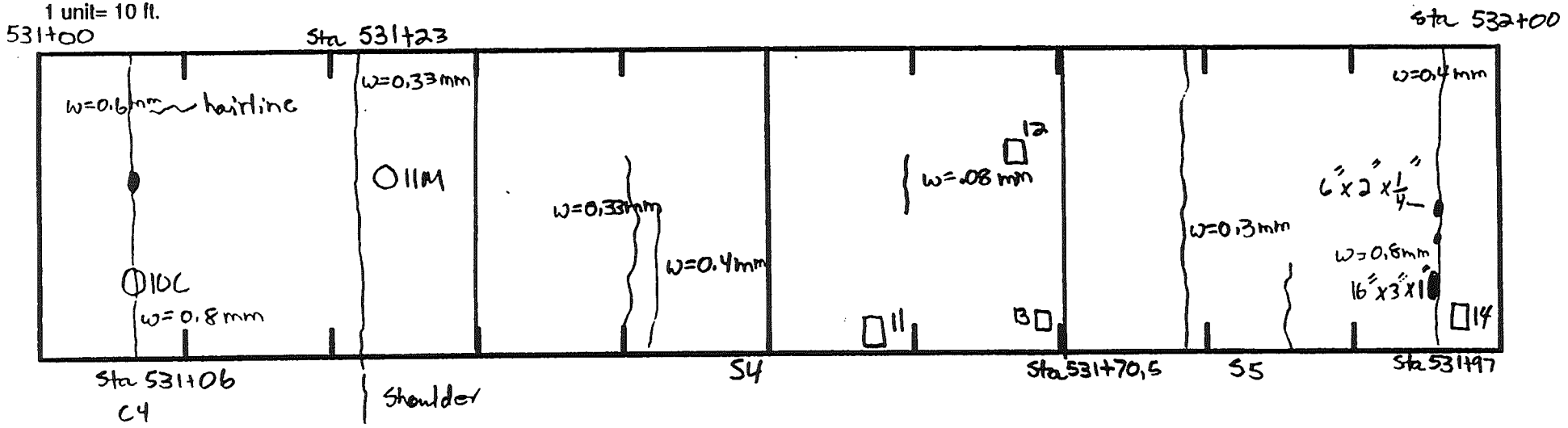
Project # NH42(C)-02233A **Survey Date:** 7-8-96 **Beginning Station:** 529+00 **Weather:**
Surveyed By: EJ **End Station:** 531+00 **Comments:**

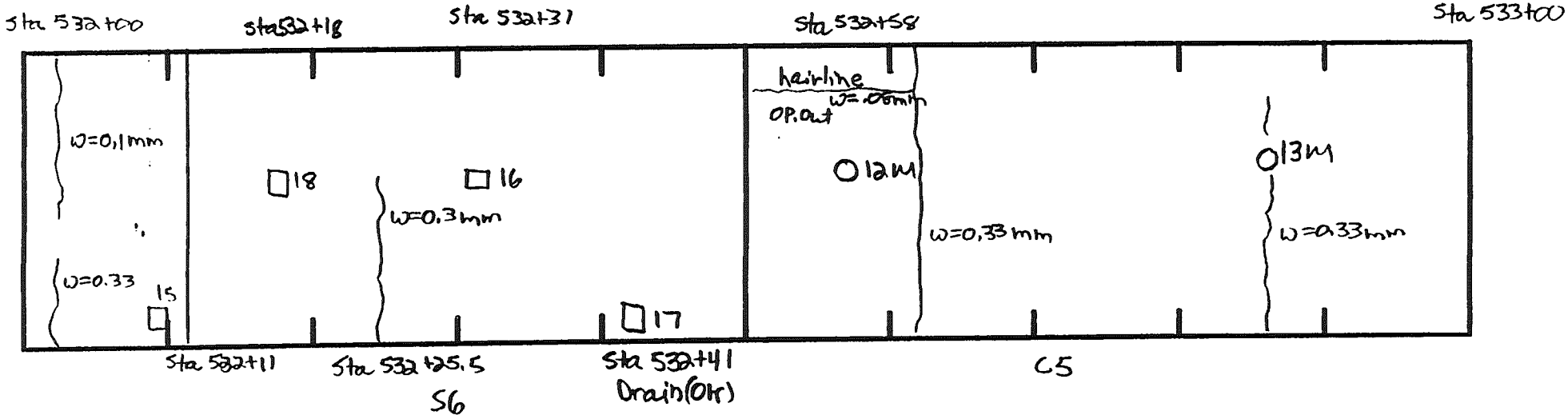
Direction:
1 unit= 10 ft.



Project # 19042(C)-02233A Survey Date: 7-8-96 Beginning Station: 531+00 Weather:
Surveyed By: ES End Station: 533+00 Comments:

Direction: EBOL
1 unit= 10 ft.



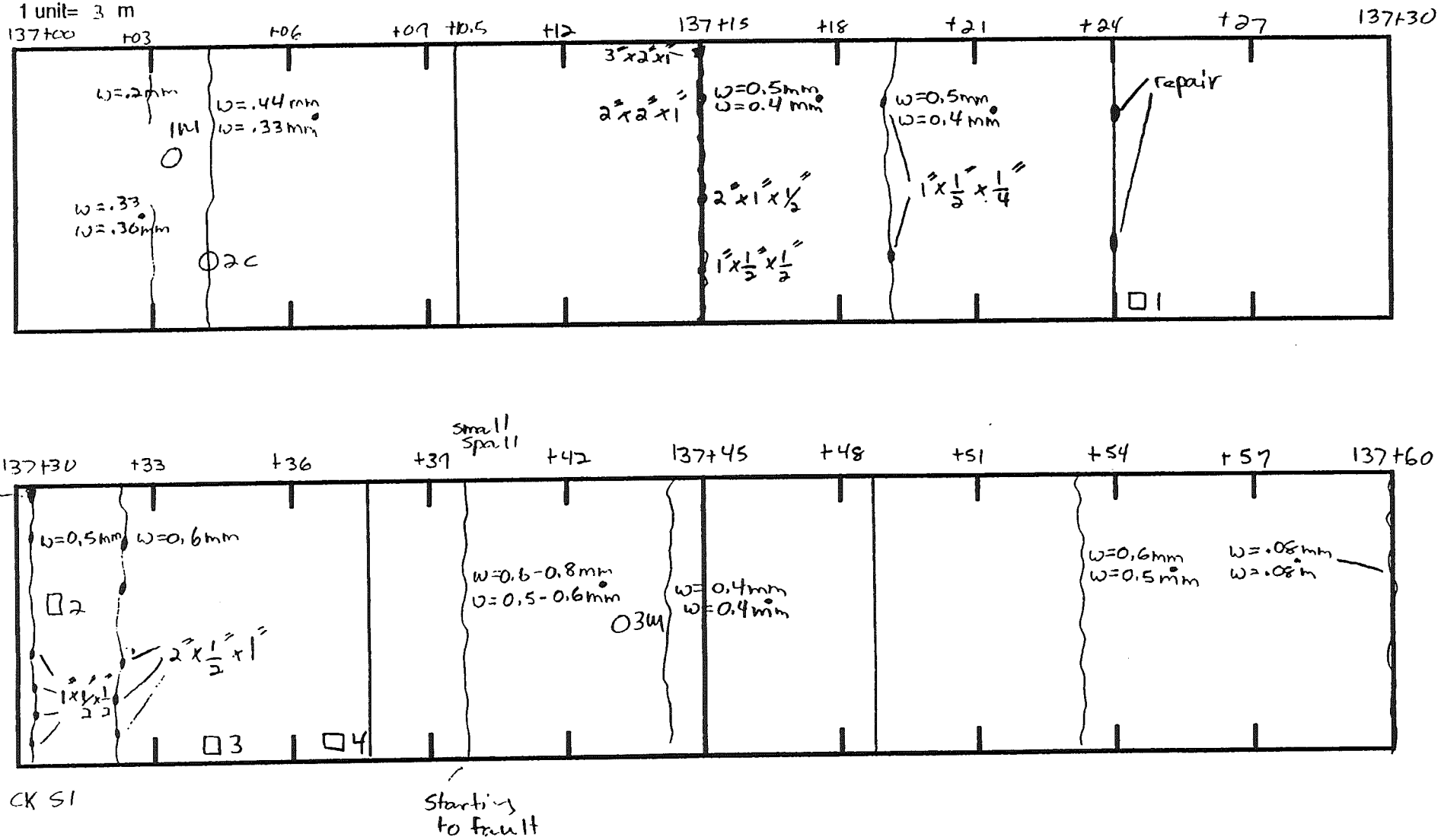


Project # 19043-02234A Survey Date: 8-15-96 Beginning Station: 137+00 m Weather: warm/partly cloudy

Surveyed By: EJ End Station: 137+60 m Comments:

Direction: EBOL

1 unit= 3 m



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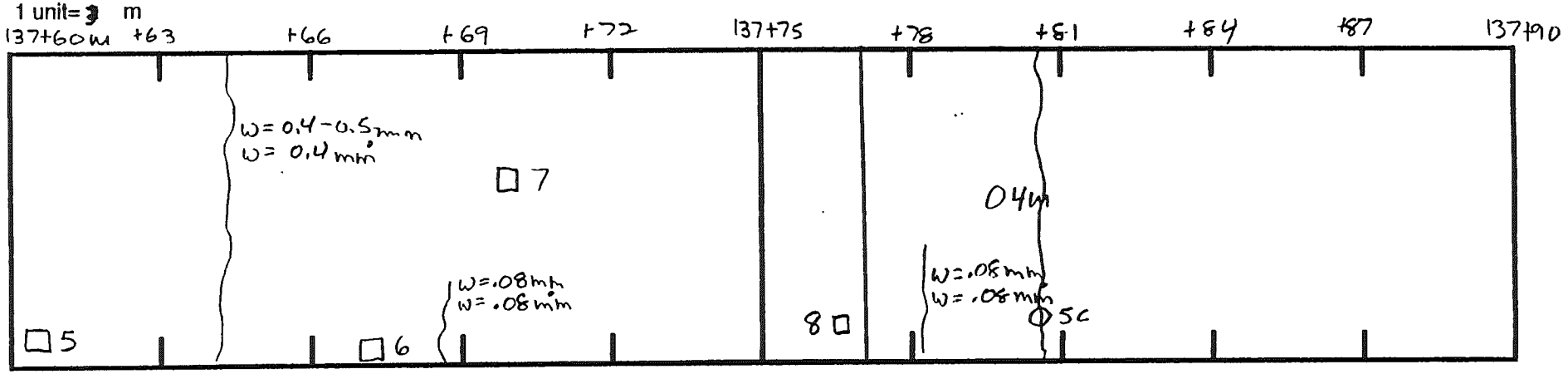
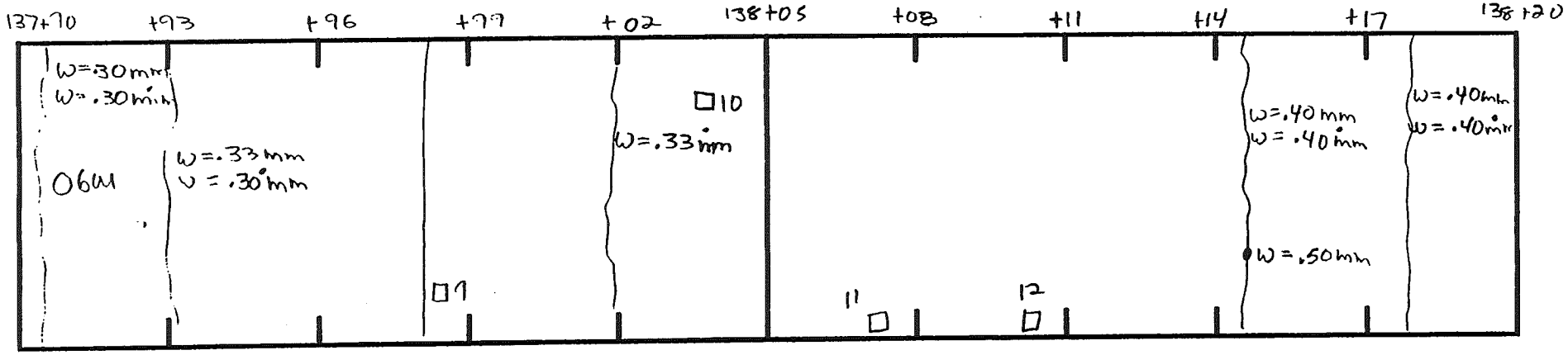
Project # 19043-02234A
Survey Date: 8-15-96
Surveyed By: EJ
Beginning Station: 137+60 M
End Station: 138+20 M
Weather:
Comments:

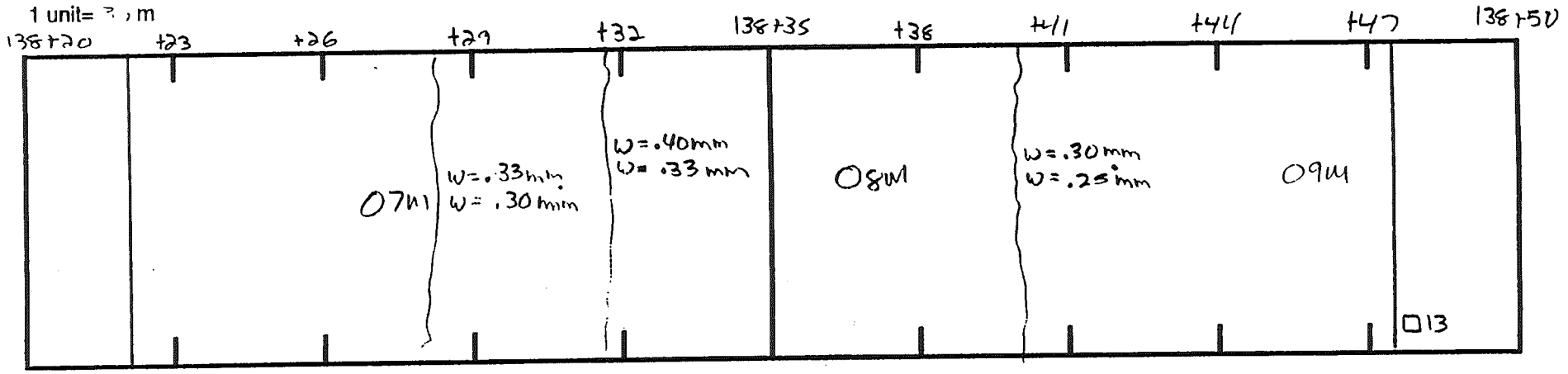
Direction: EBOL
1 unit= 3 m

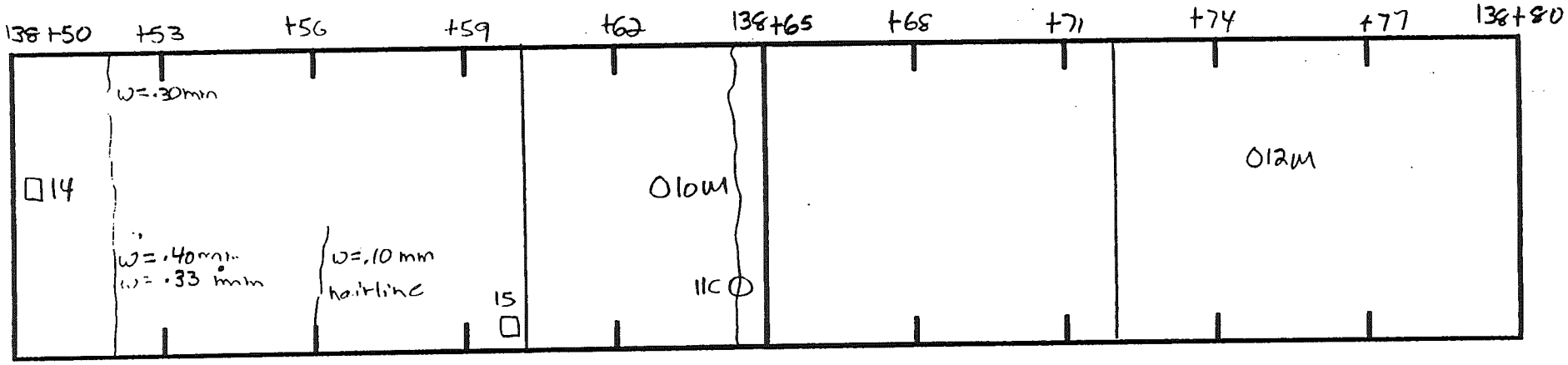




Project #19043-02234A Survey Date: 8-15-96 Beginning Station: 138+20M Weather:
Surveyed By: ET End Station: 138+80 m Comments:

Direction: EBOL
1 unit= 3 m



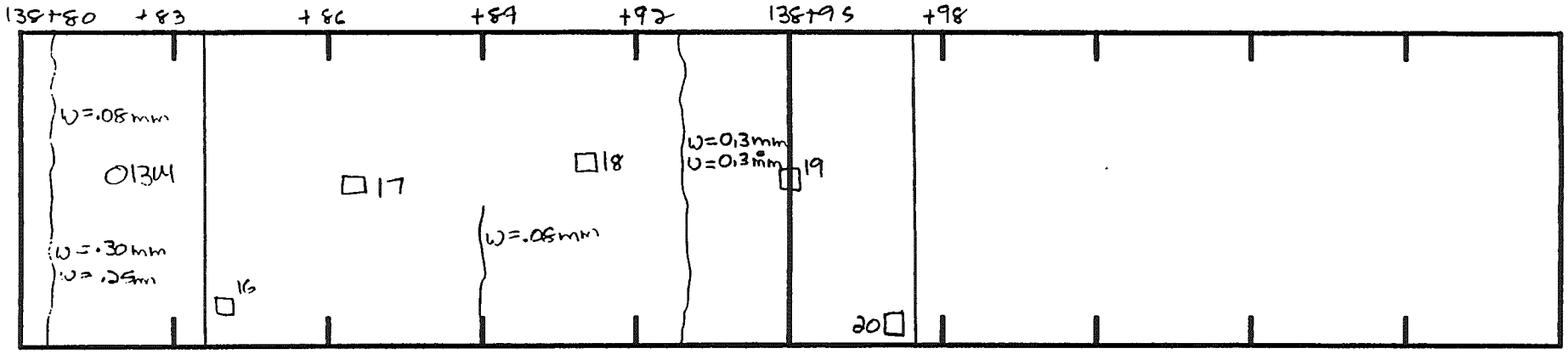


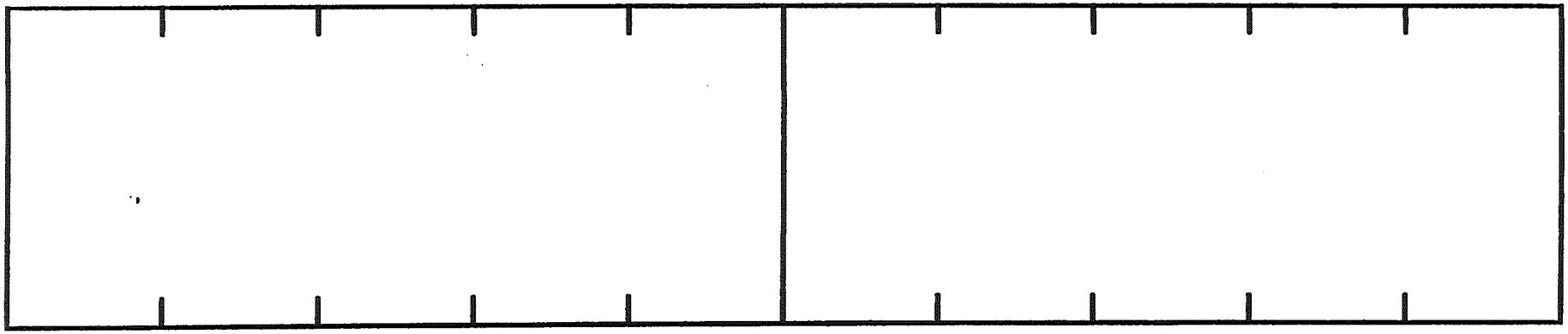
Project # 19043-02234/A **Survey Date:** 8-15-96 **Beginning Station:** 138+80 m **Weather:**

Surveyed By: EJ **End Station:** 138+97 m **Comments:**

Direction: EBOL

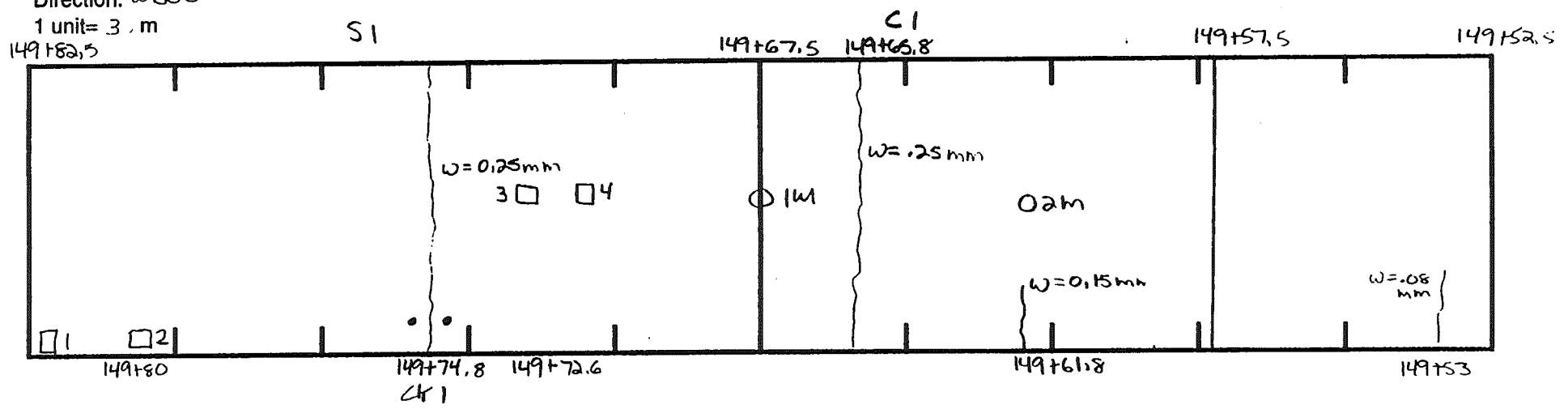
1 unit= 3 m

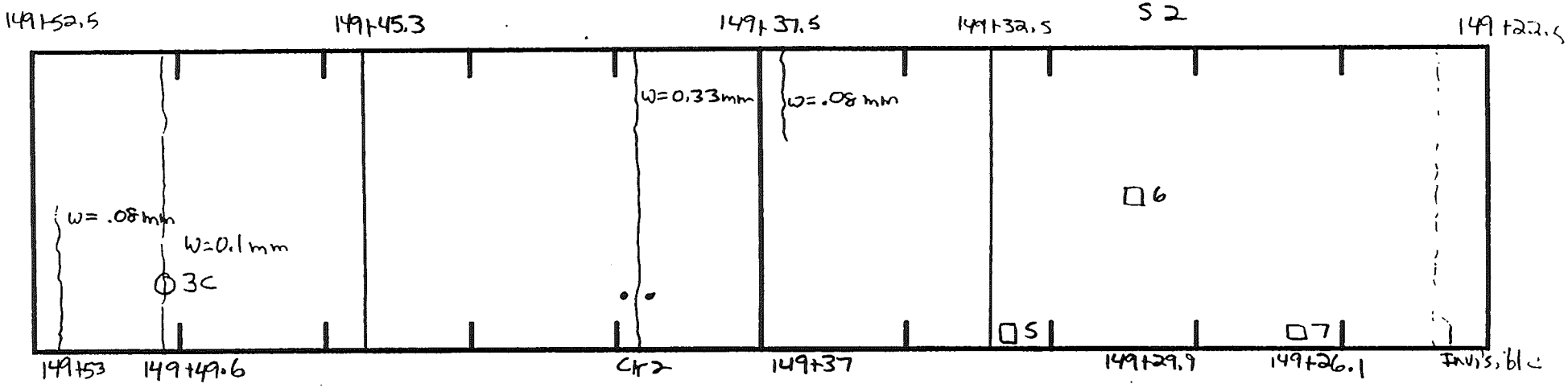




Project # 9013-02234A Survey Date: 10-3-96 Beginning Station: 149+82.5 m Weather: cold (subzero), sunny morning, partly cloudy during daytime.
Surveyed By: EJ End Station: 149+22.5 m Comments:

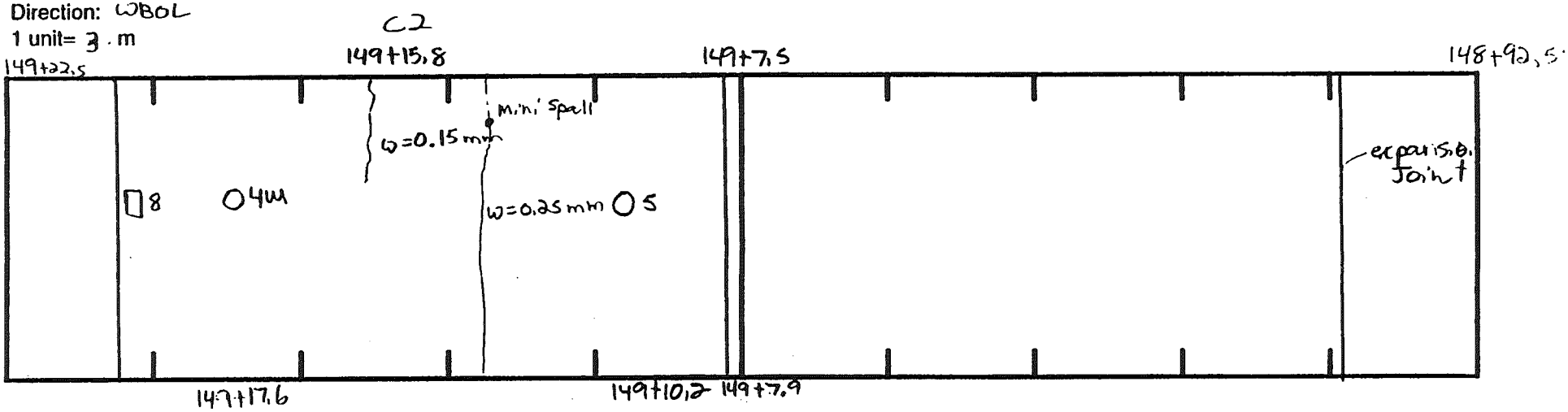
Direction: WBOL
1 unit= 3 . m

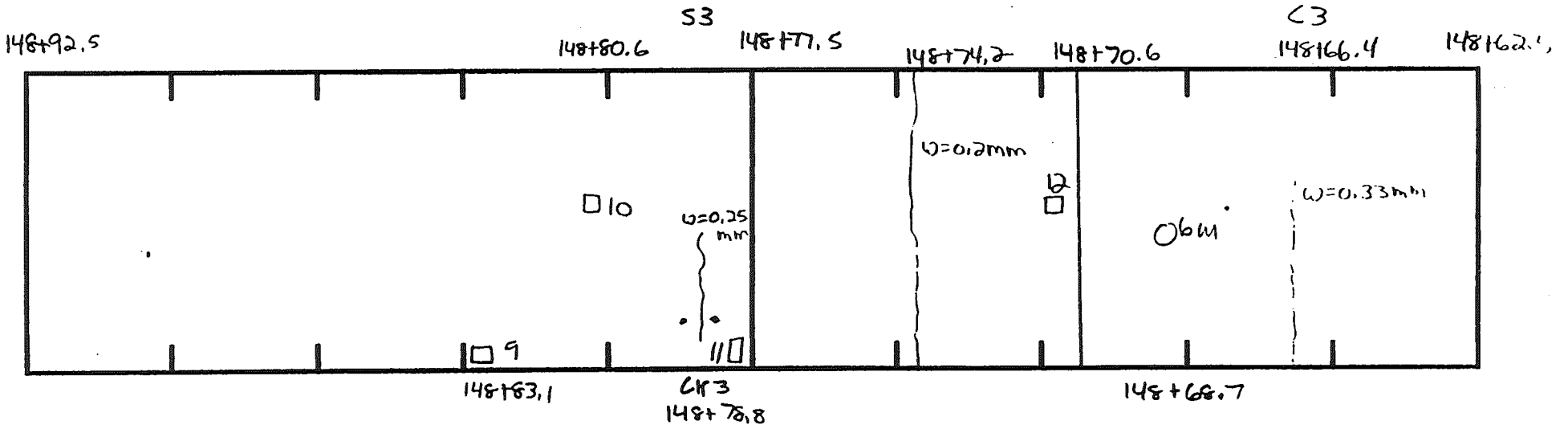




Project # M073-02234A Survey Date: 10-3-96 Beginning Station: 149+22.5m Weather: Same as previous sheet
Surveyed By: EJ End Station: 148+62.5 m Comments:

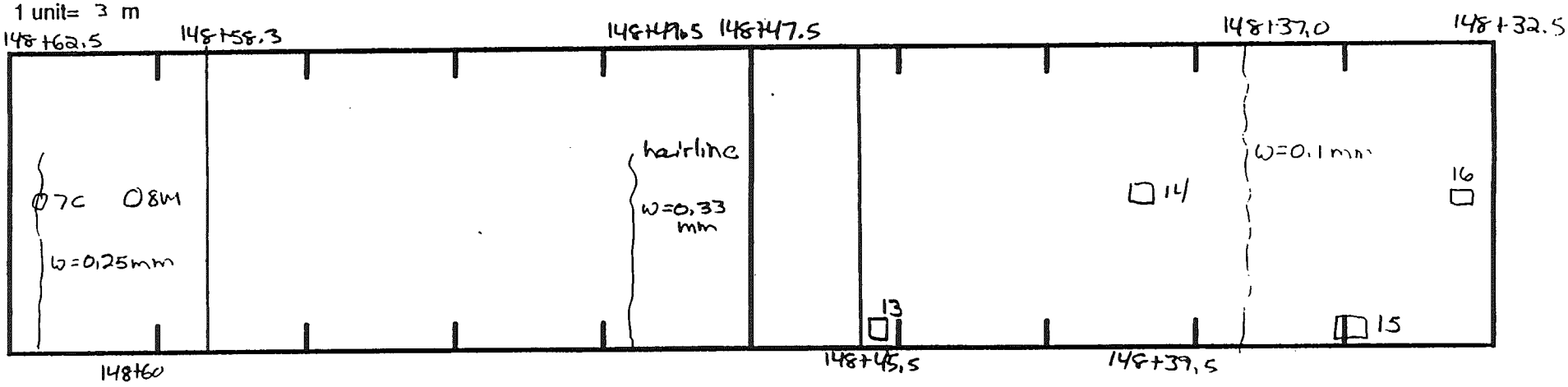
Direction: WBOL
1 unit= 3 . m

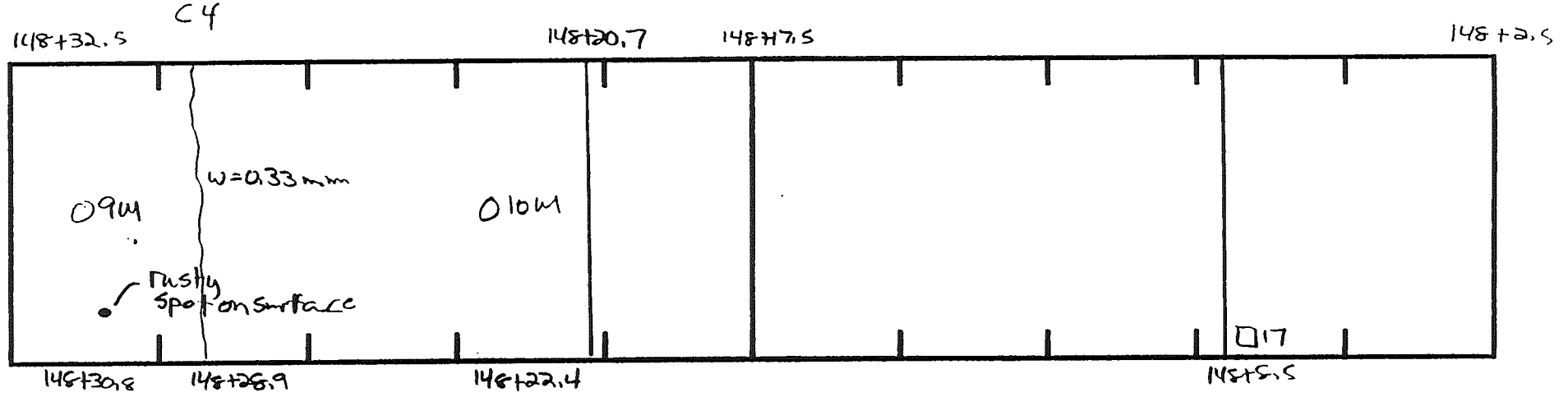




Project # 19043-022314A Survey Date: 10-3-96 Beginning Station: 148+62.5 m Weather: Same as first Shot
Surveyed By: EJ End Station: 148+2.5 m Comments:

Direction: WBOL
1 unit= 3 m



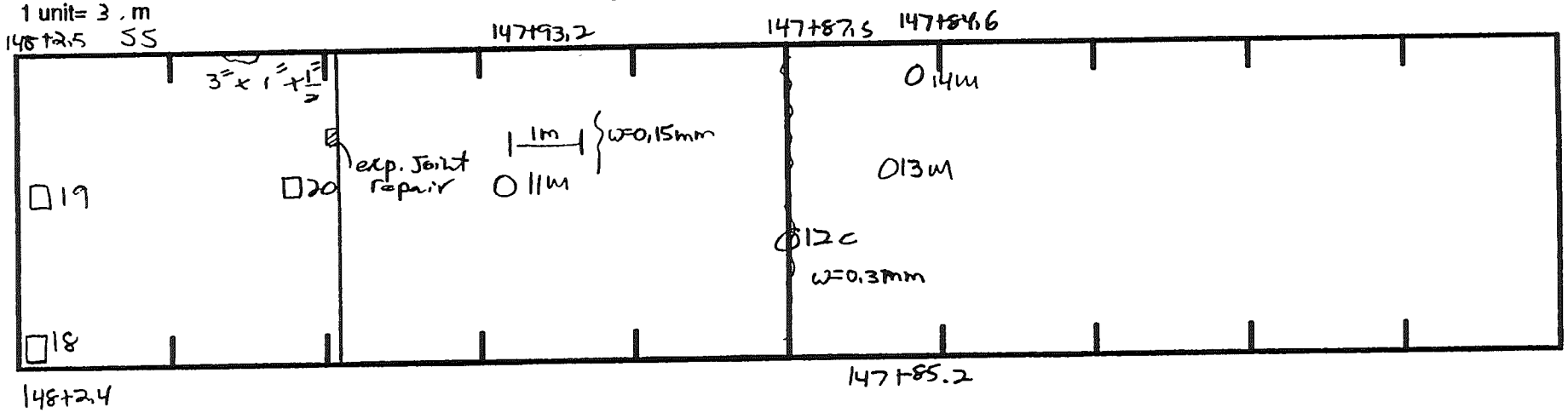


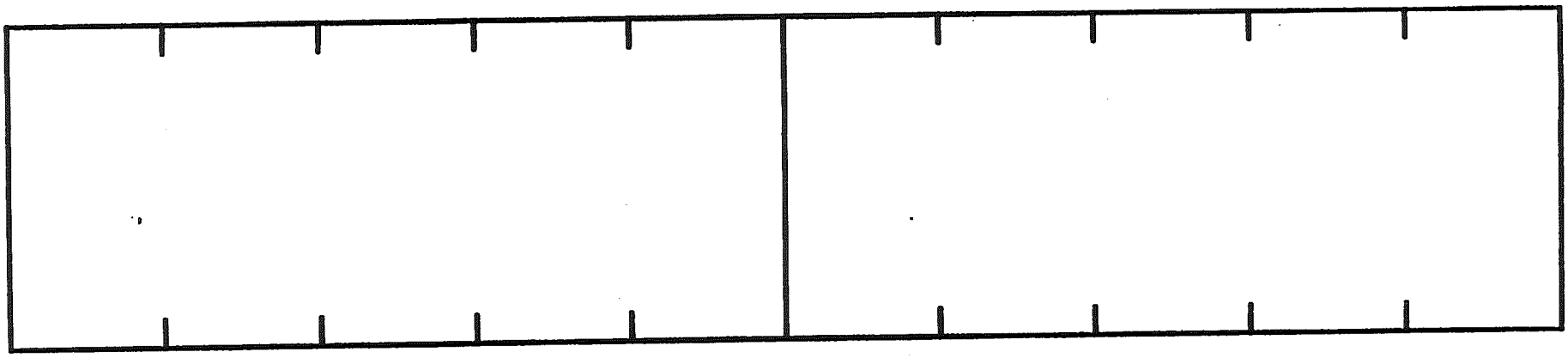
Project # 19043-02234A Survey Date: 10-3-96 Beginning Station: 148+2.5 Weather: Same as first sheet
Surveyed By: EJ End Station: 147+83.7 Comments:

Direction: WBOL

1 unit= 3 . m

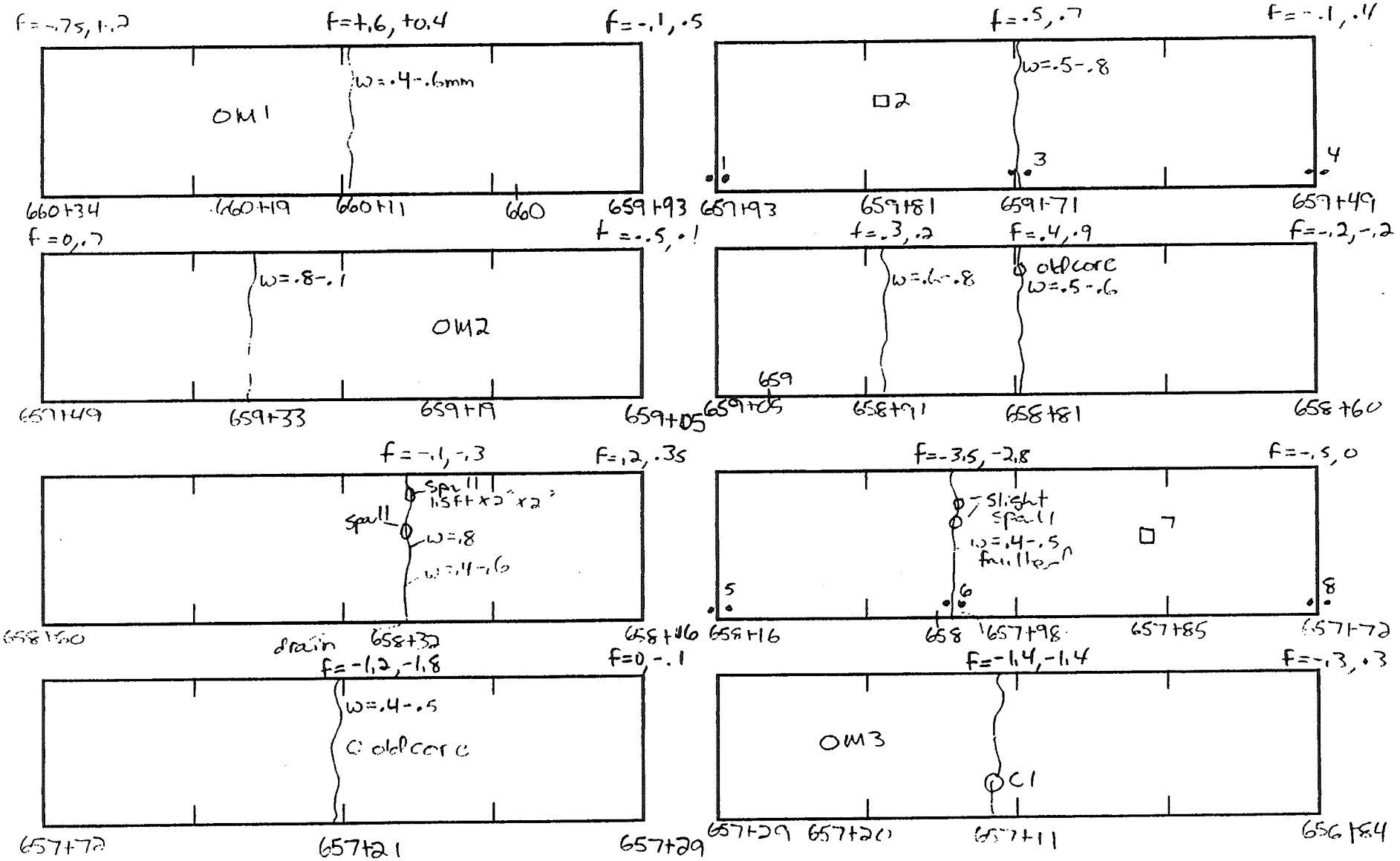
C5





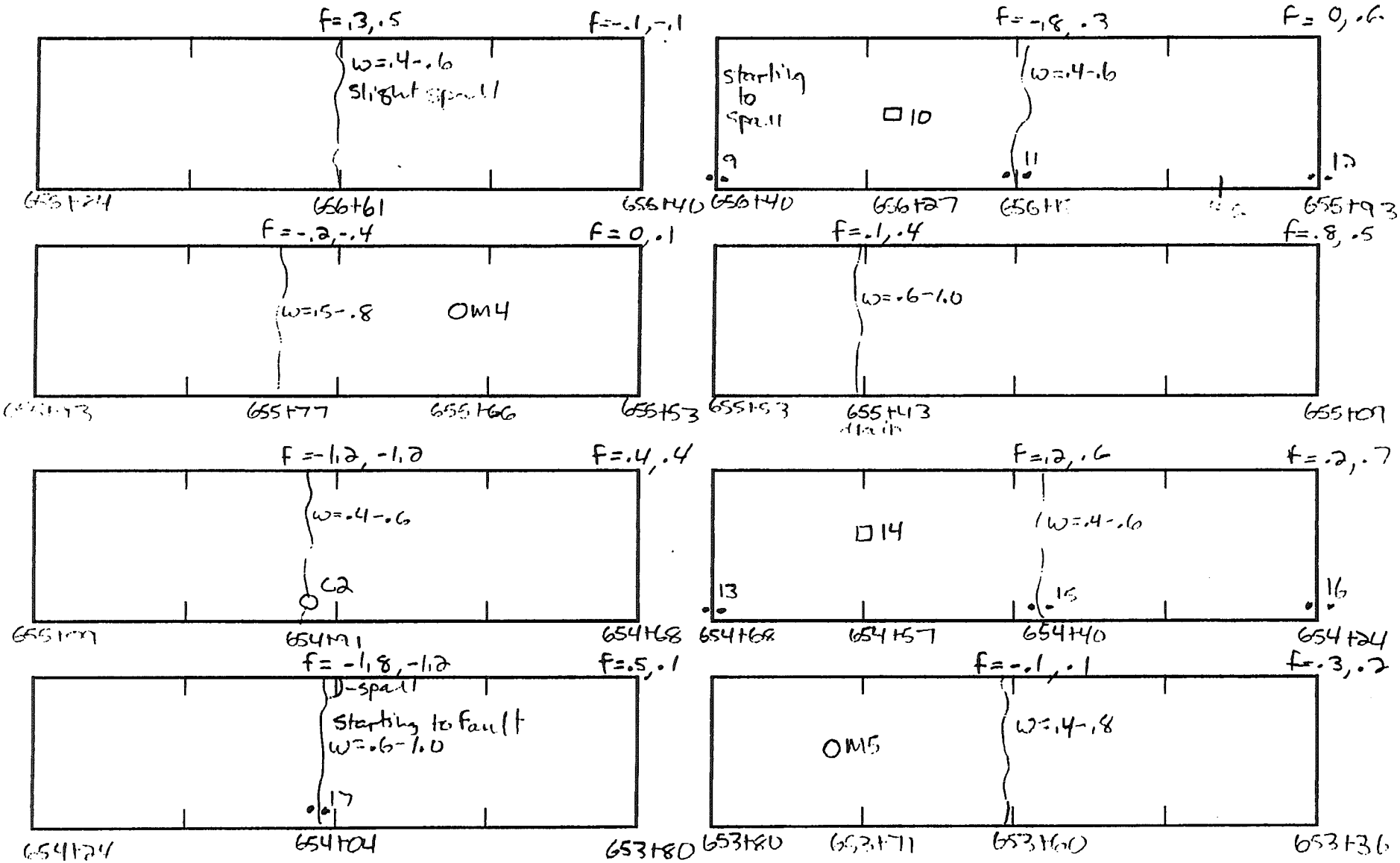
Project # 25132-(665821) Date 6-26-97 JS 44ft POB 660+30

Direction SB By AD Slab 9 in POE 649+97



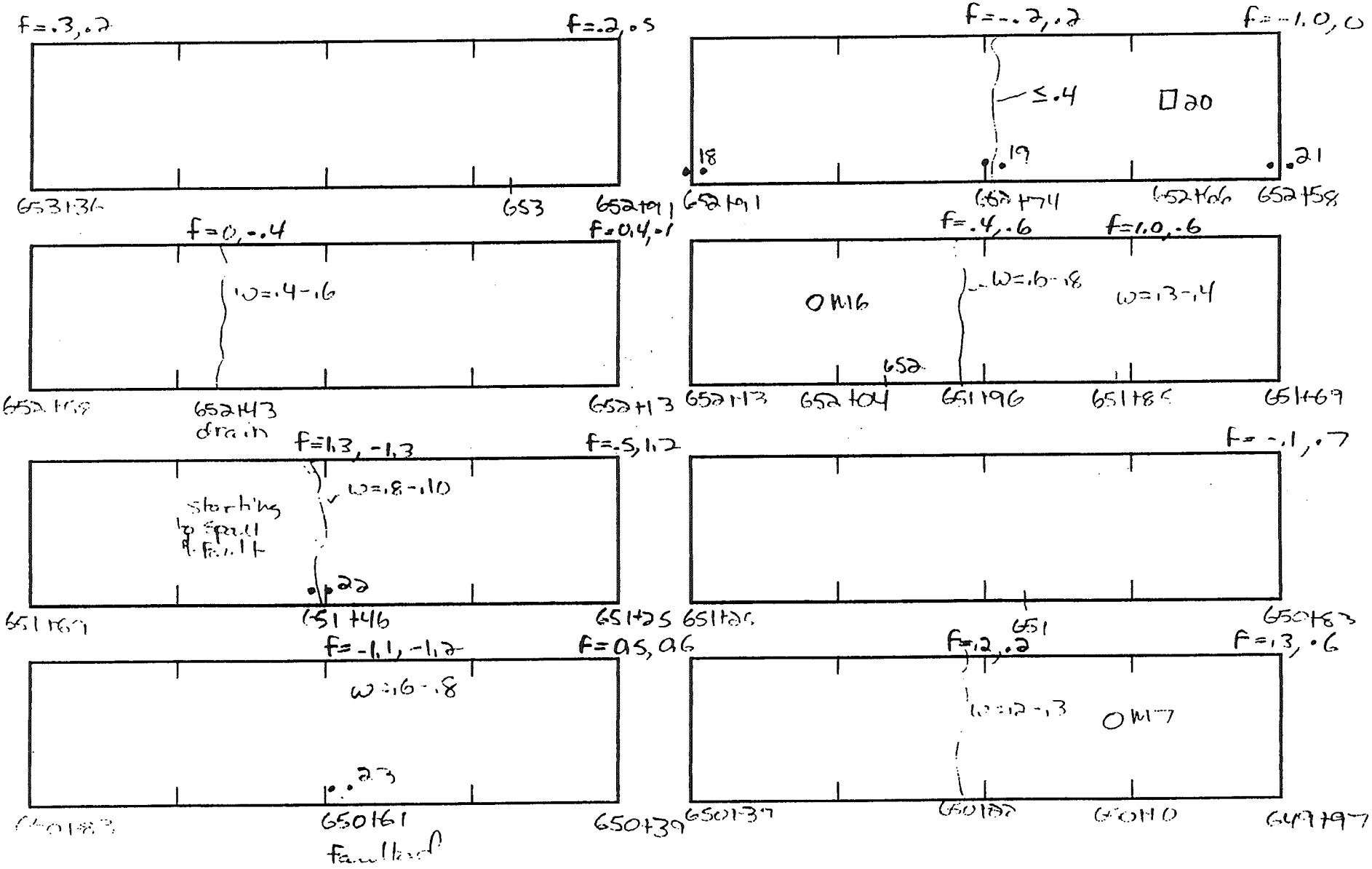
Project # 25132-0582A Date 6-26-97 JS 44ft, 12ft Truck lane, 10ft shoulder POB 660+30

Direction SB By AD Slab 9in POE 649+97



Project # 25132-006582A1 Date 6-26-97 JS 44ft POB 660+30

Direction SB By AD Slab 9.5" POE 649+97



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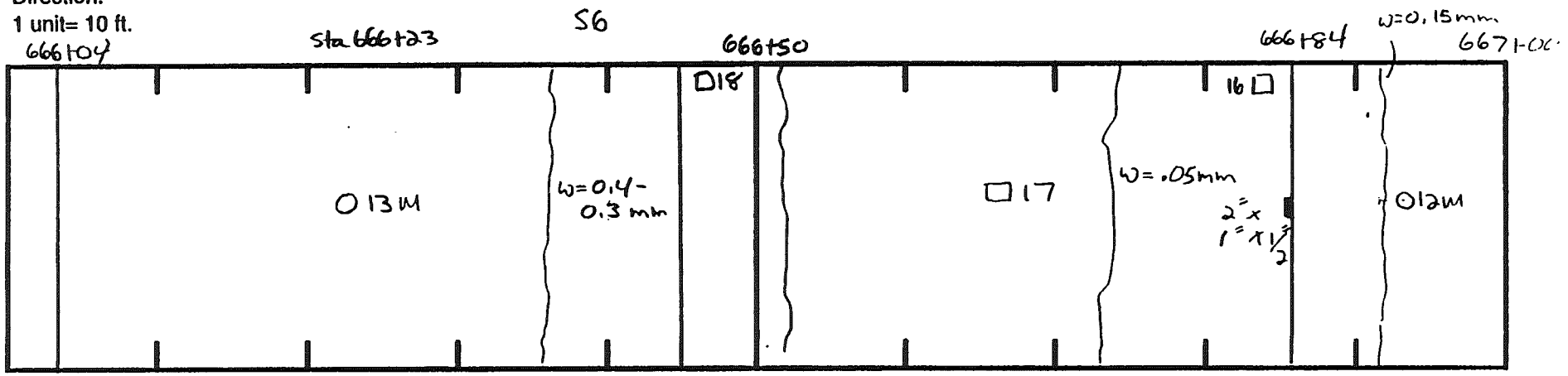
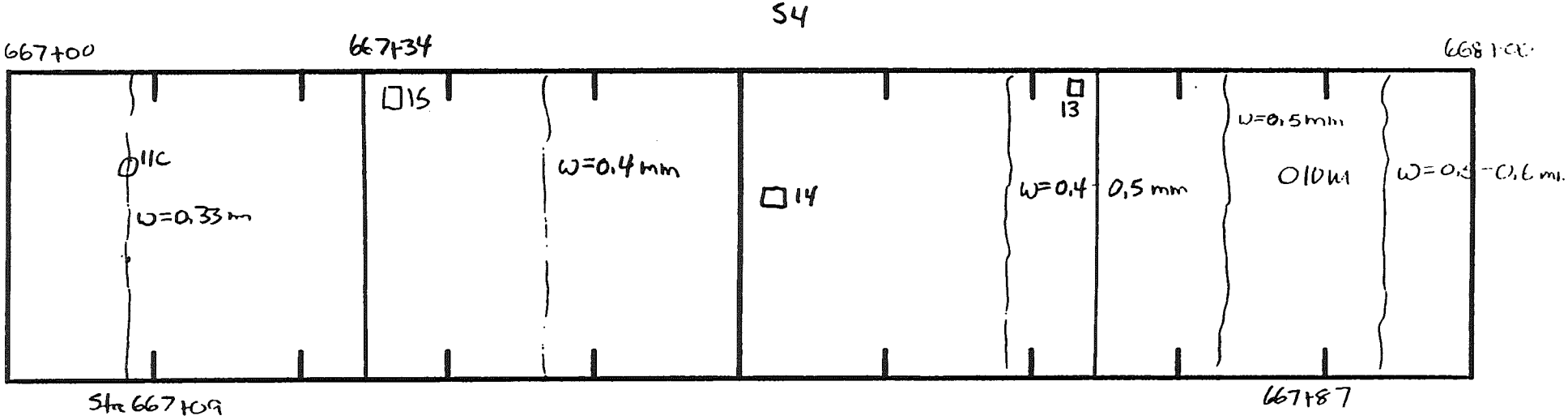
Project # 40444-1884A Survey Date: 7-24-96 Beginning Station: 666+04 Weather:
Surveyed By: EJ End Station: 668+00 Comments:

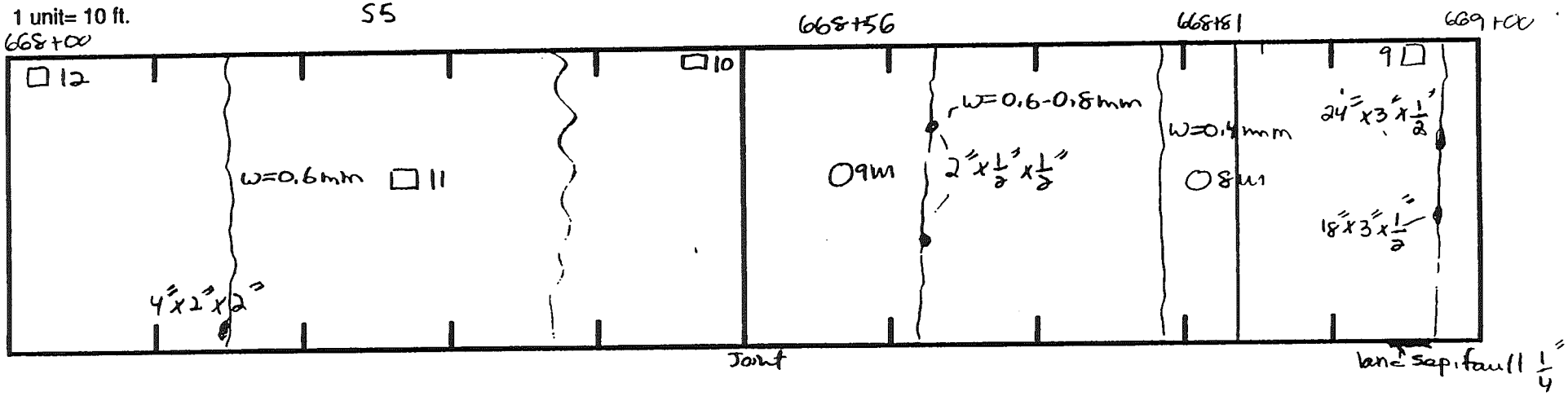
Direction: W30L
1 unit= 10 ft.

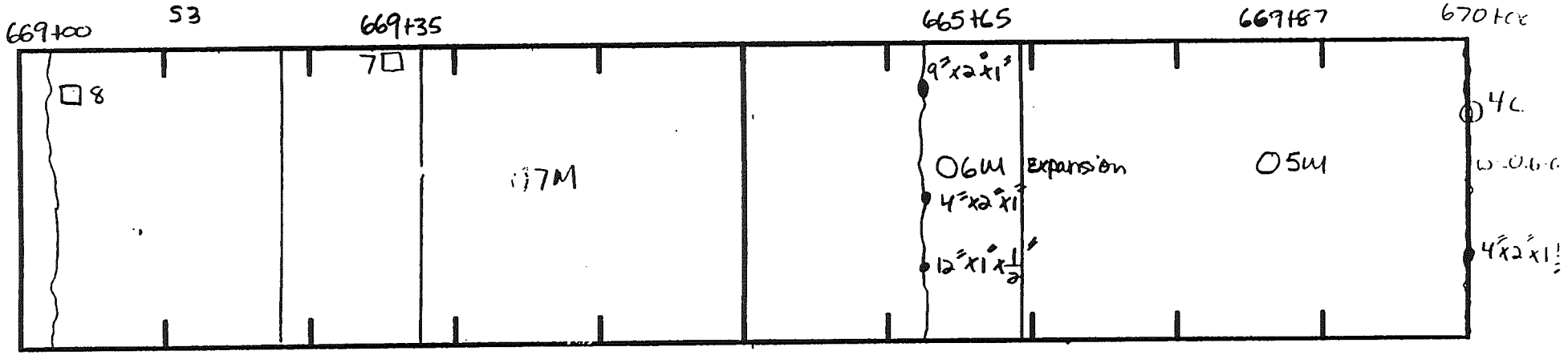




Project # 40444-1880KA
Survey Date: 7-24-96
Surveyed By: EJ
Beginning Station: 668+00
End Station: 670+00
Weather:
Comments:

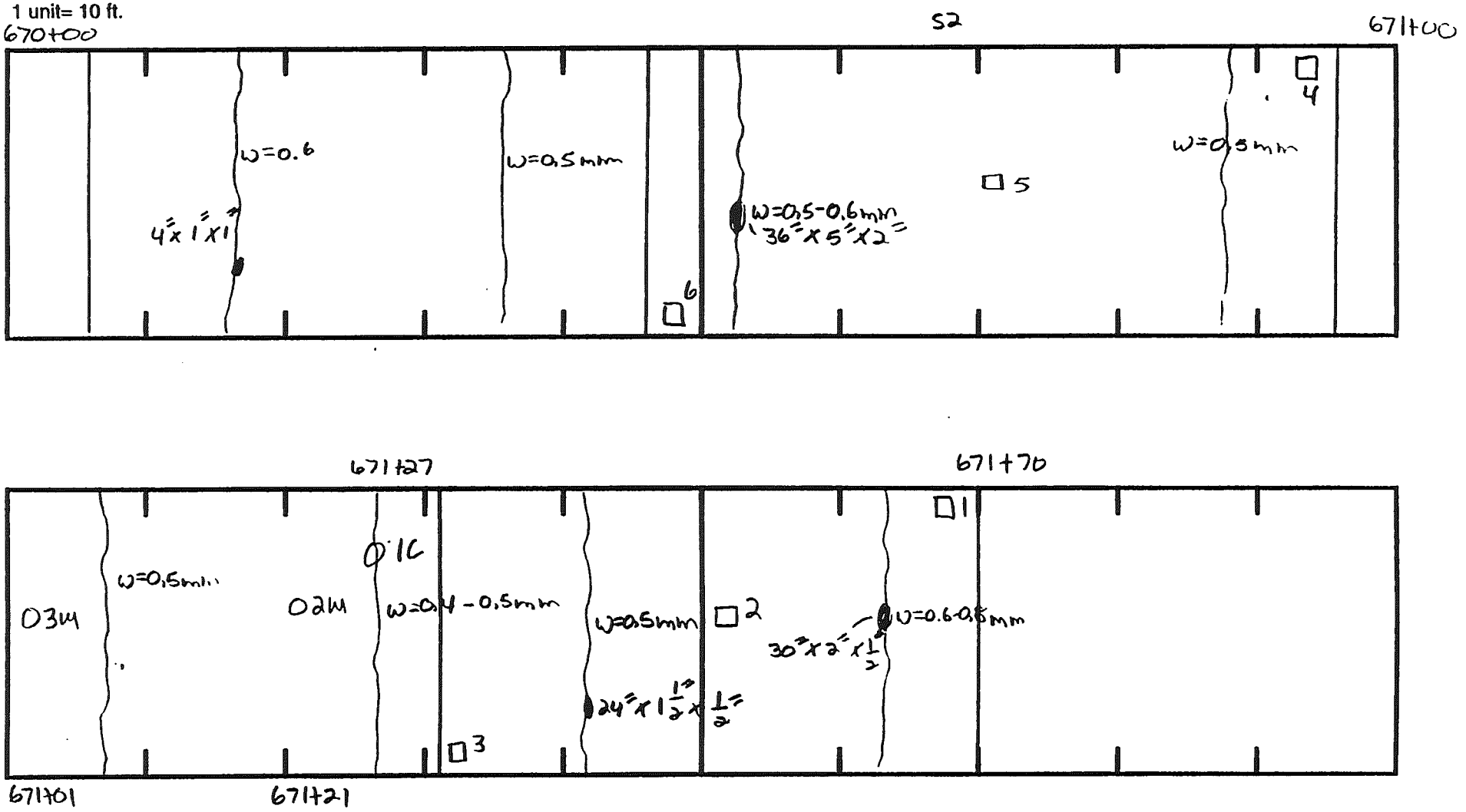
Direction: WBOL
1 unit= 10 ft.





Project # 40444-1880HA **Survey Date:** 7-24-96 **Beginning Station:** 670+00 **Weather:**
Surveyed By: EJ **End Station:** 671+70 **Comments:**

Direction: WBOL
1 unit= 10 ft.



Section
3G slag

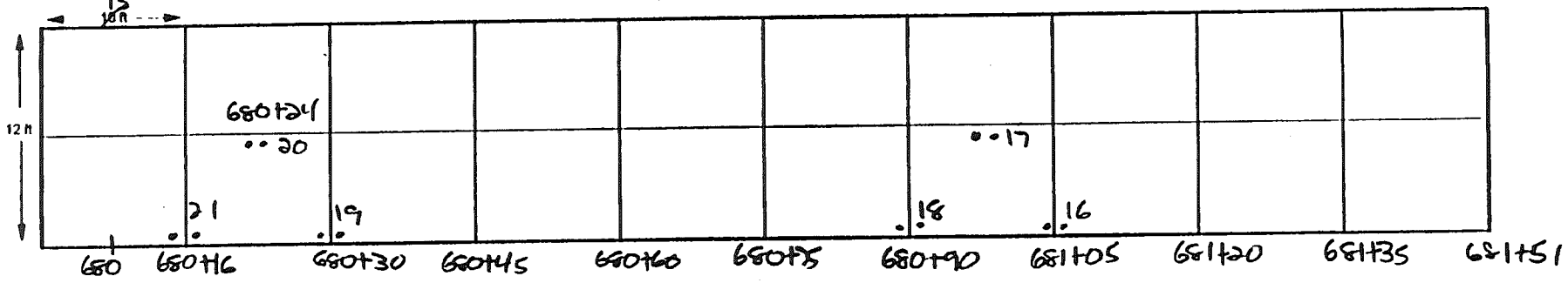
I-96 Howell

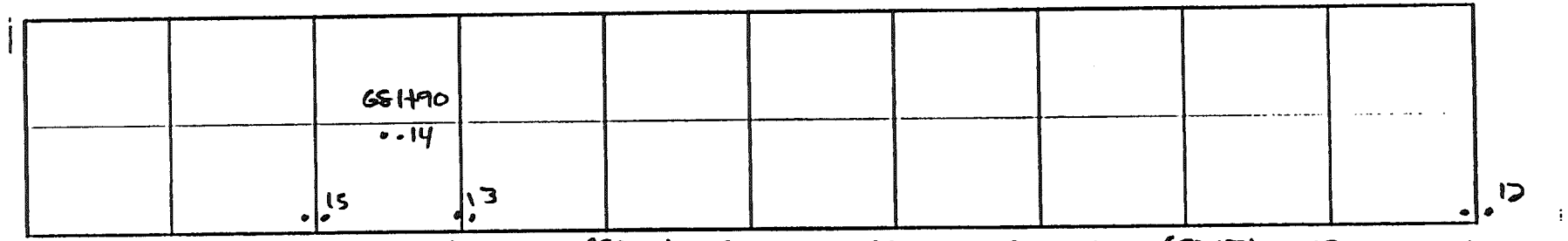
Project # 47065-28215A Direction WB

Survey Date 6-2-97
Surveyed By AD

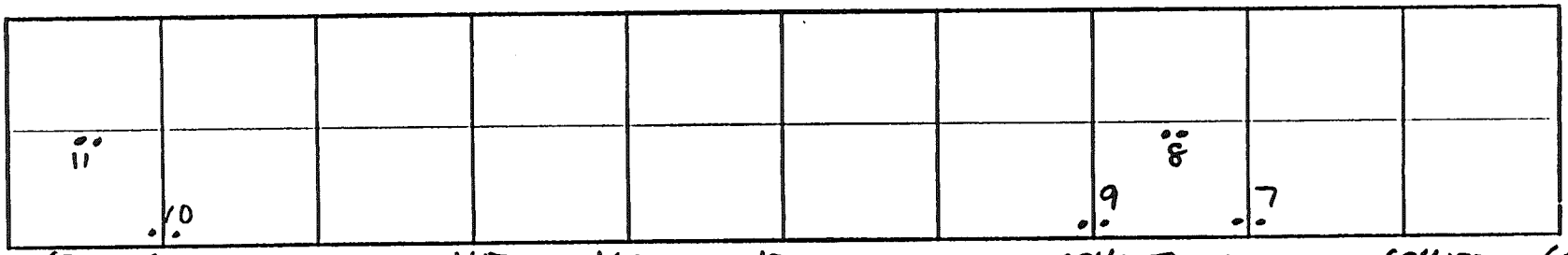
Geometry 15 ft JS
Slab Thickness 10"

Beginning Station 680+60
Ending Station 686+20





* data logger



Data logging station

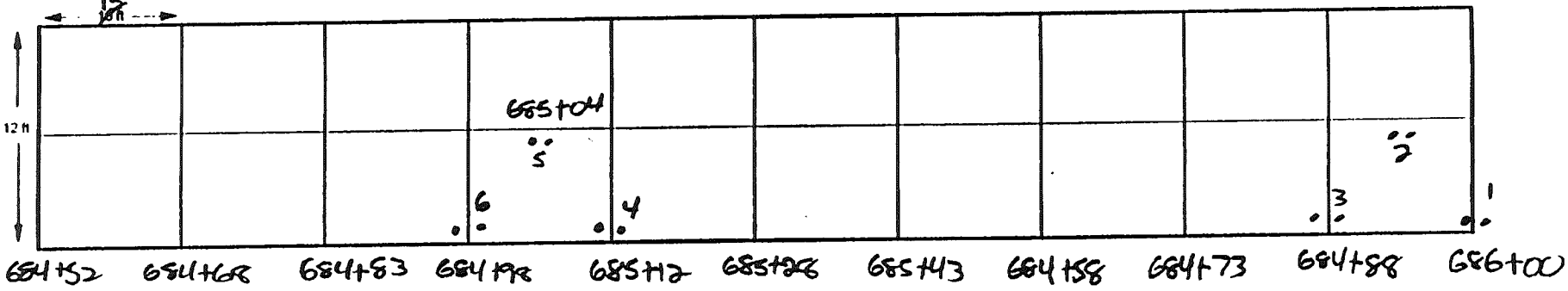
I-96 Howell

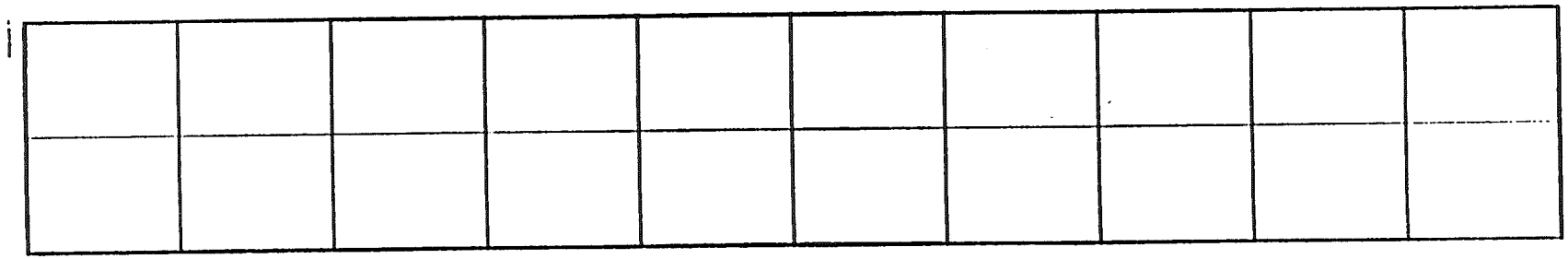
Project # 47066-2821SA Direction WB

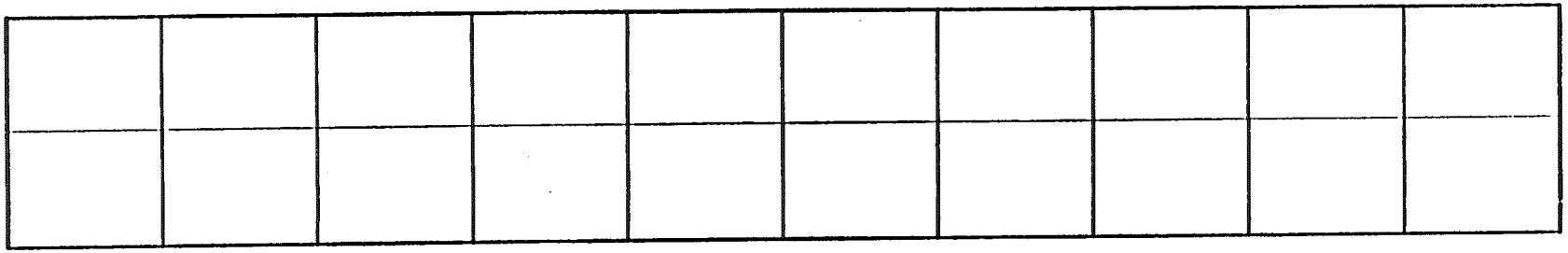
Survey Date 6-2-97
Surveyed By AD

Geometry 15 ft JS
Slab Thickness 10"

Beginning Station 680+00
Ending Station 686+00



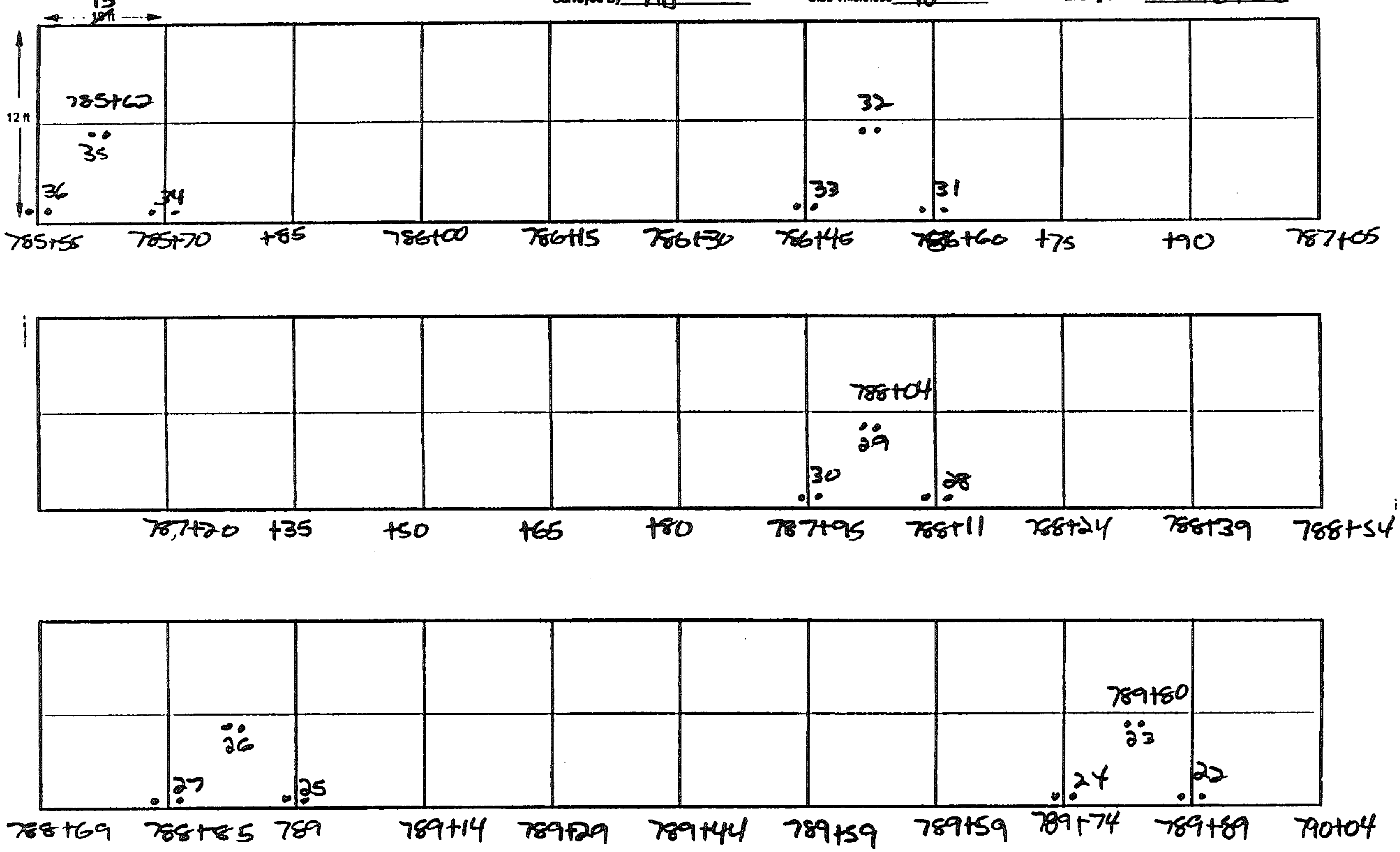




I-96 Howell

350 AA Limestone

Project # 47065-28215A Direction WB Survey Date 6-3-97 Surveyed By AD Geometry 15 JT Sp Slab Thickness 10" Beginning Station 785+55 Ending Station 796+00



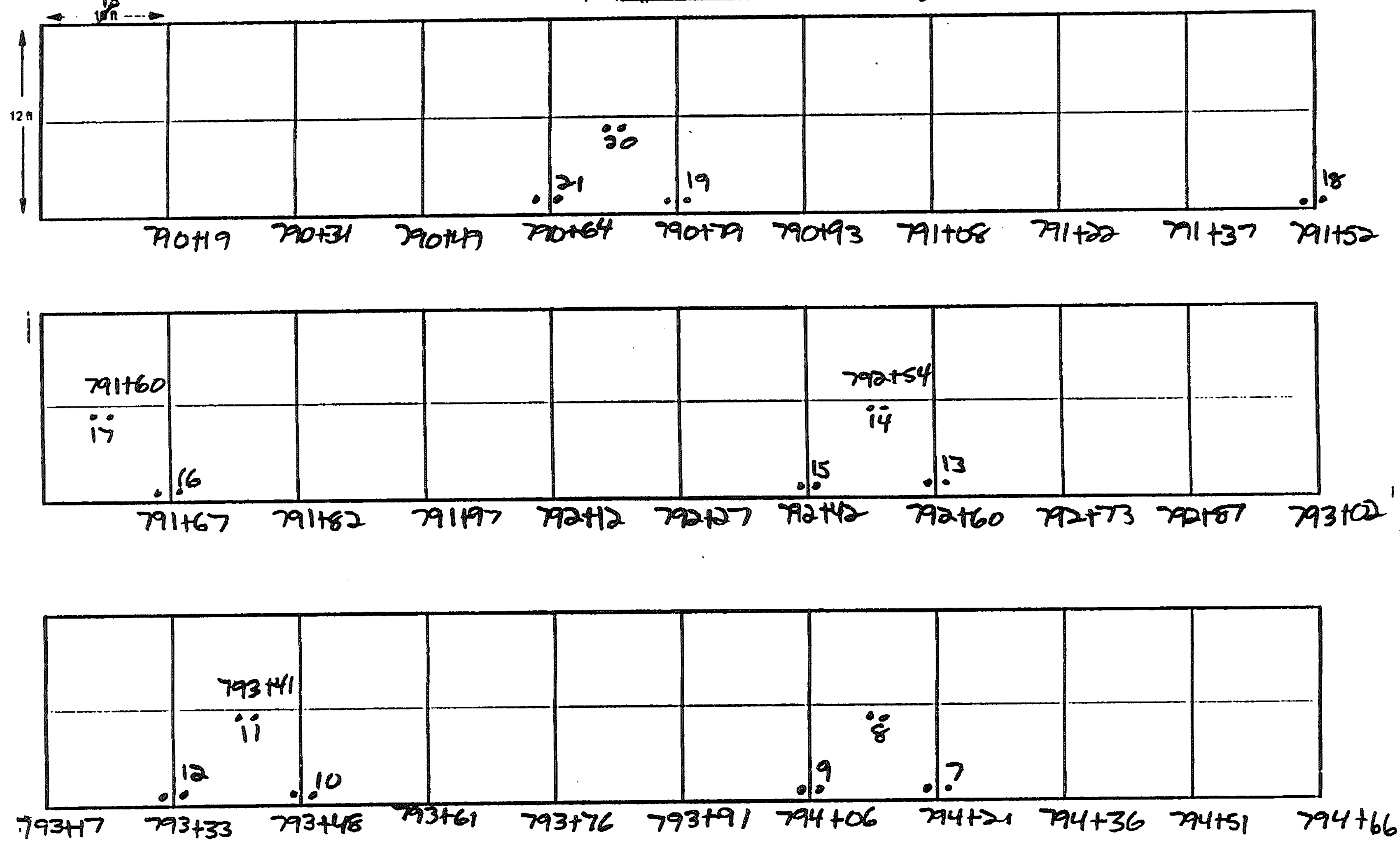
Base! ' estone section

Project # 47065-28215A Direction WB

Survey Date 6-3-97 Surveyed By AD

Geometry 15ft Sp Slab Thickness 10"

Beginning Station 785+55 Ending Station 796+00

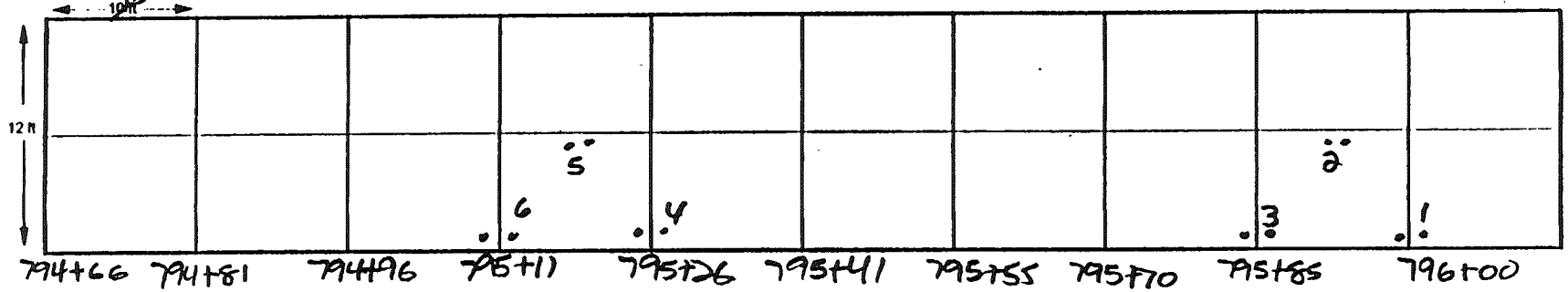


Project # 47065-2821SA Direction WB

Survey Date 6-3-97
Surveyed By AH

Geometry 15ft JS
Slab Thickness 10"

Beginning Station 785+55
Ending Station 796+00



East end of Job
350 AA Slag

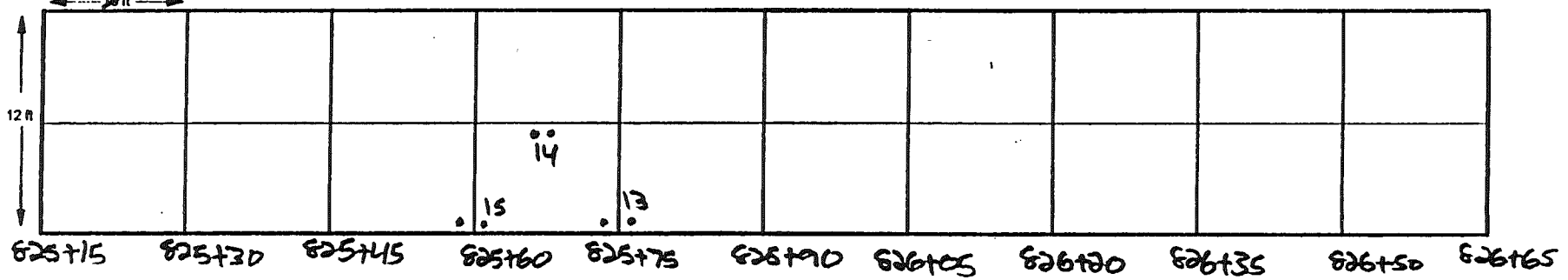
I-96 Howell

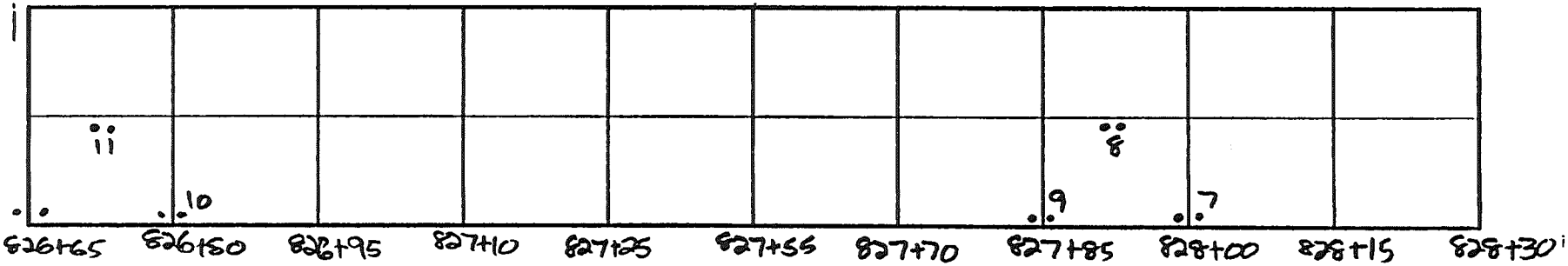
Project # 47065-28215A Direction WB

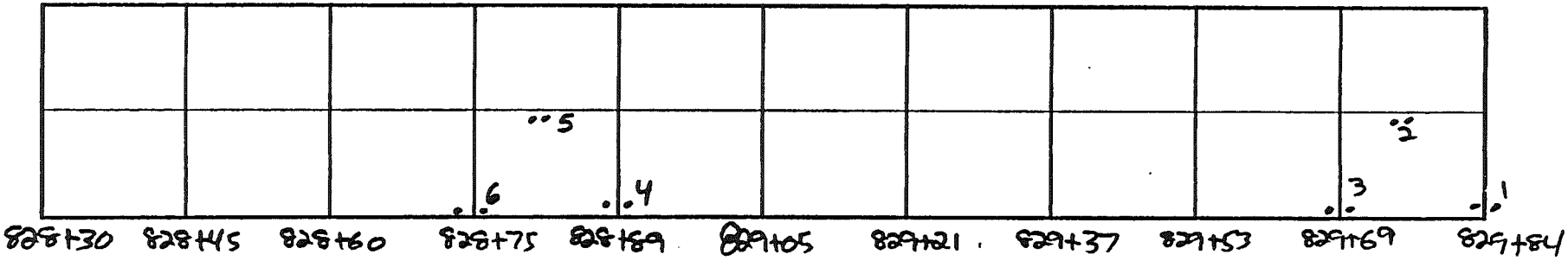
Survey Date 6-2-97
Surveyed By AD

Geometry 15 FT JS
Slab Thickness 10"

Beginning Station 829+84
Ending Station 820+65

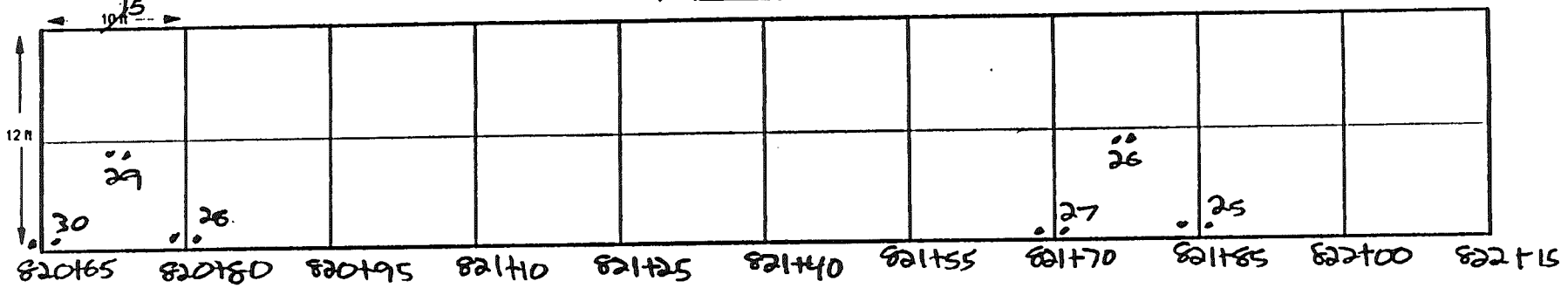


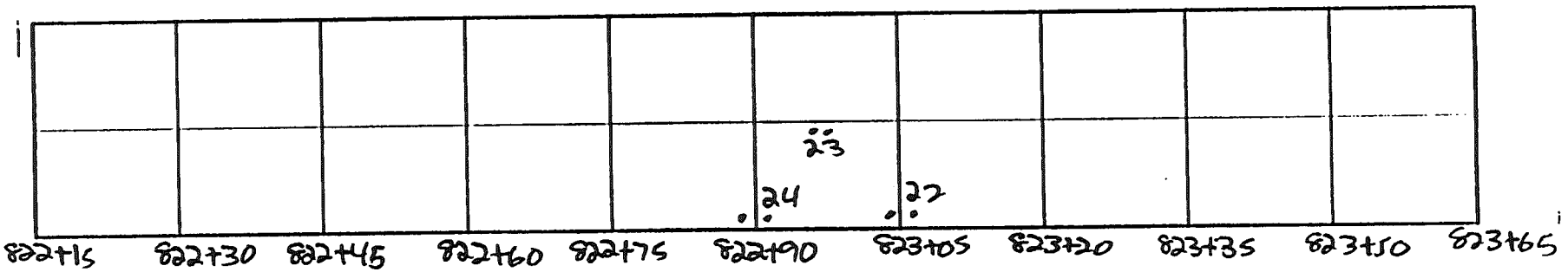


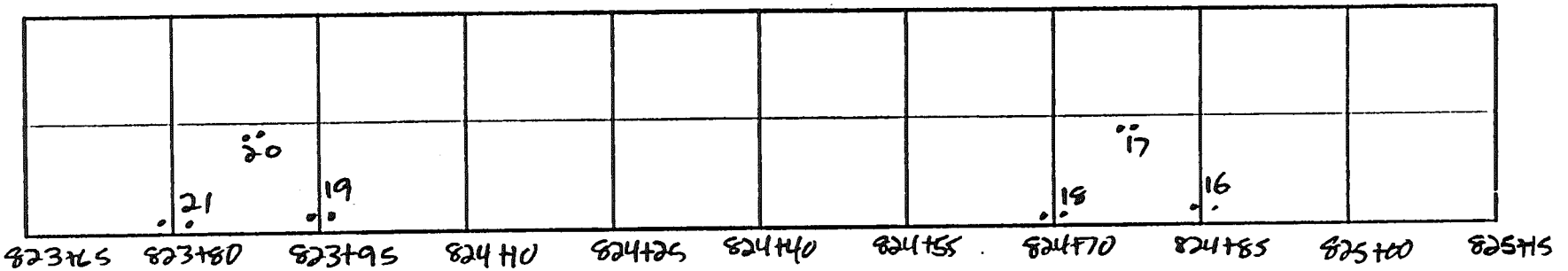


I-96 Howell

Project # 47065-28215A Direction WB Survey Date 6-2-97 Surveyed By AD Geometry 15ft JS Slab Thickness 10" Beginning Station 819+84 Ending Station 820+65

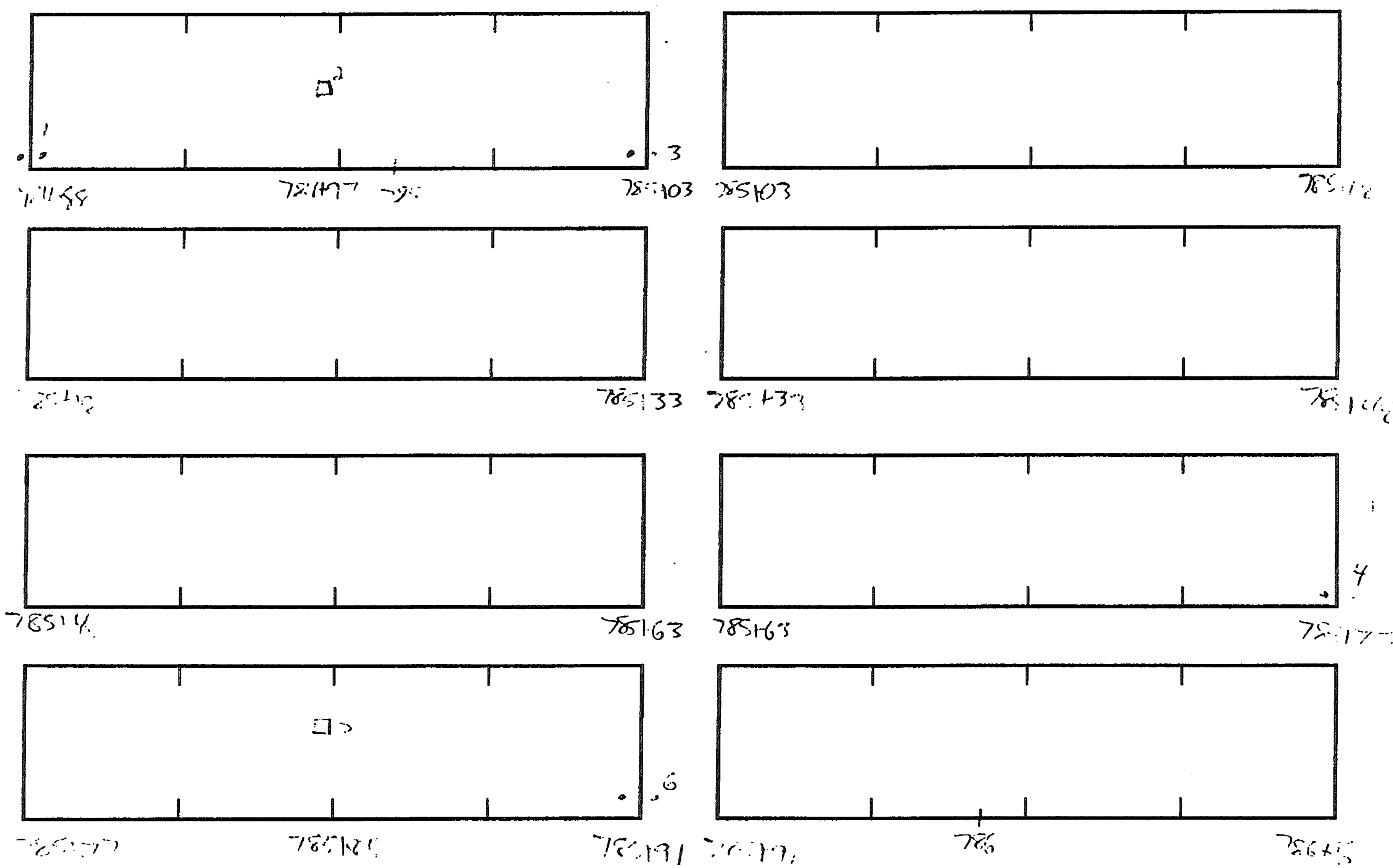






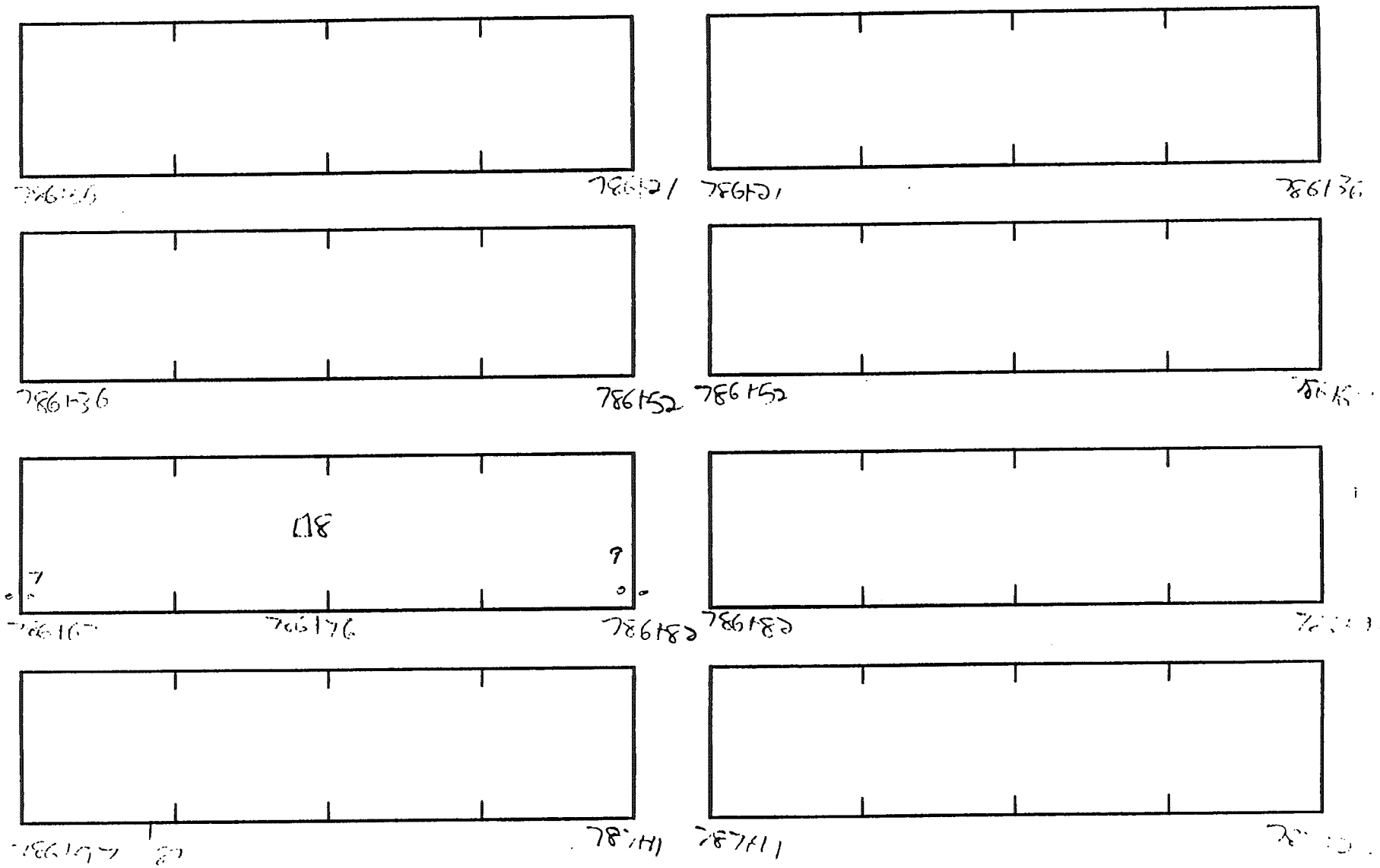
Shoulder and fast 1 – 3
36 Limestone section
more fines than I-94
westbound Mid

Project #	47065-28215A	**Date**	7-31-97	**JS**	15	**POB**	[illegible]
Direction	EB	**By**	AD	**Slab**	10"	**POE**	[illegible]



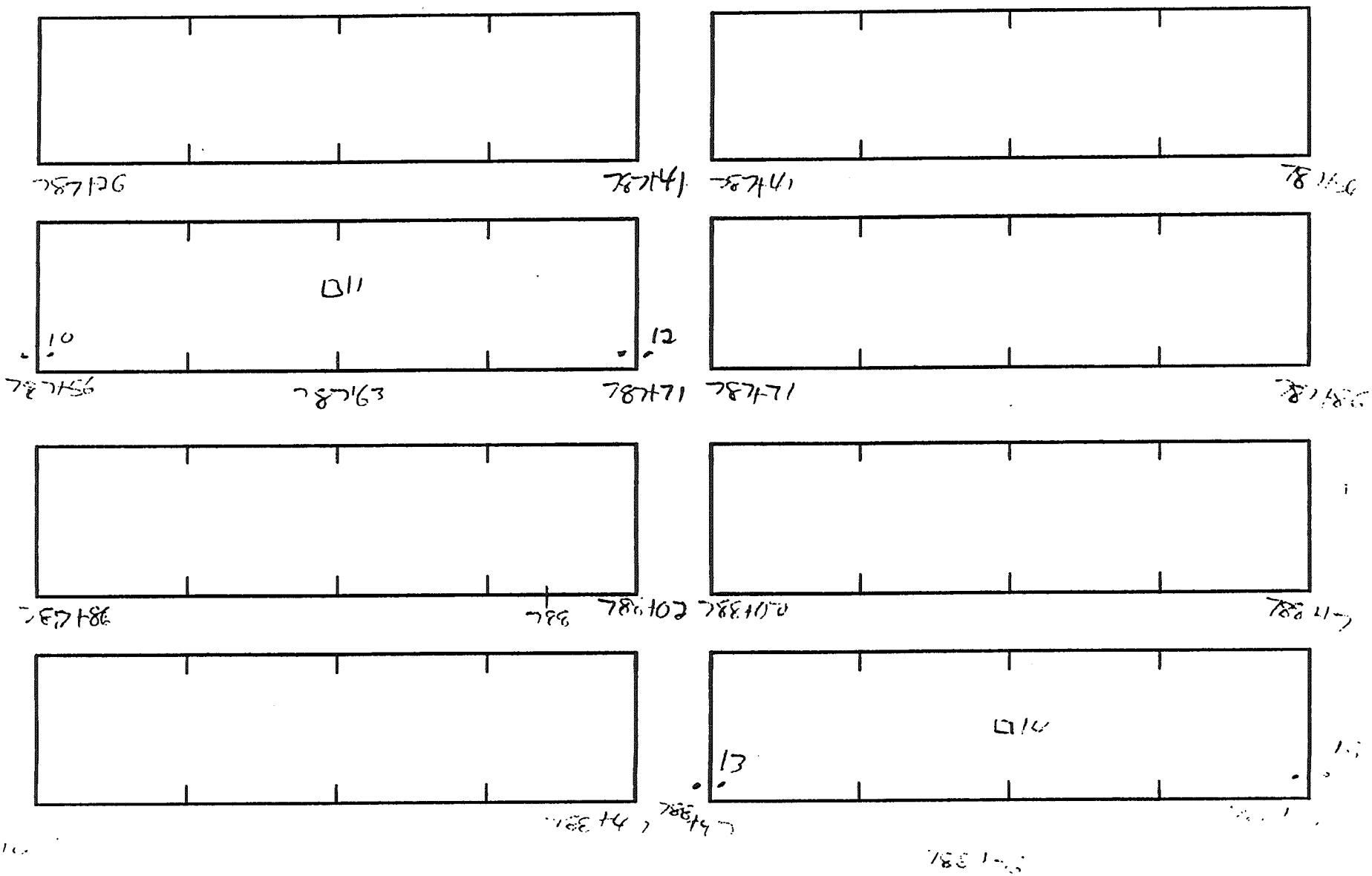
Project # 47066-28215A Date 7-31-97 JS 15 POB 784+58

Direction EB By AD Slab 10" POE 795+07



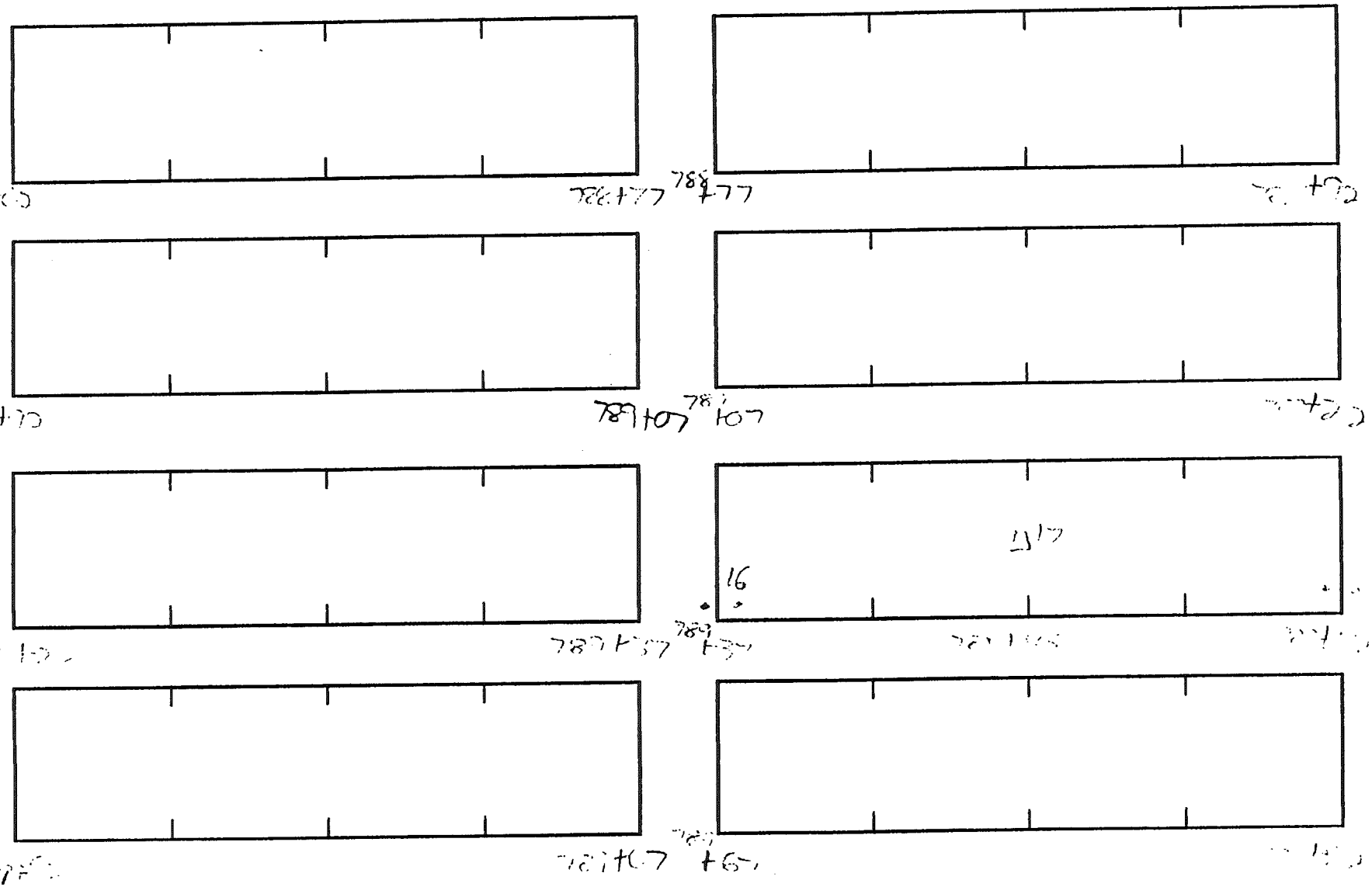
Project # 47065-2815A Date 7-31-97 JS 15 POB 784+88

Direction EB By AD Slab 10" POE 795+07



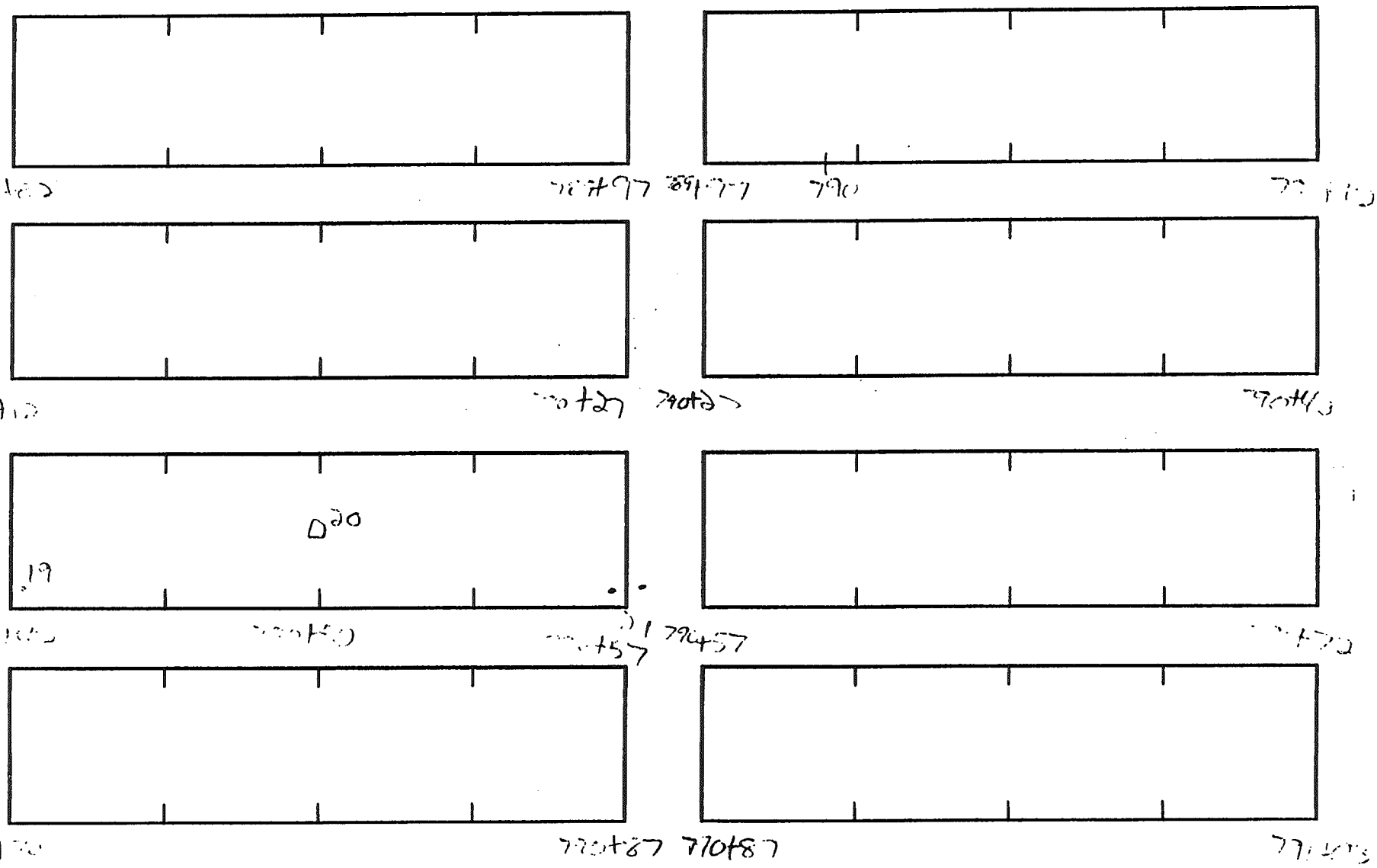
Project # 47065-28215A Date 7-31-97 JS 15 POB 784168

Direction EB By AD Slab 10" POE 795107



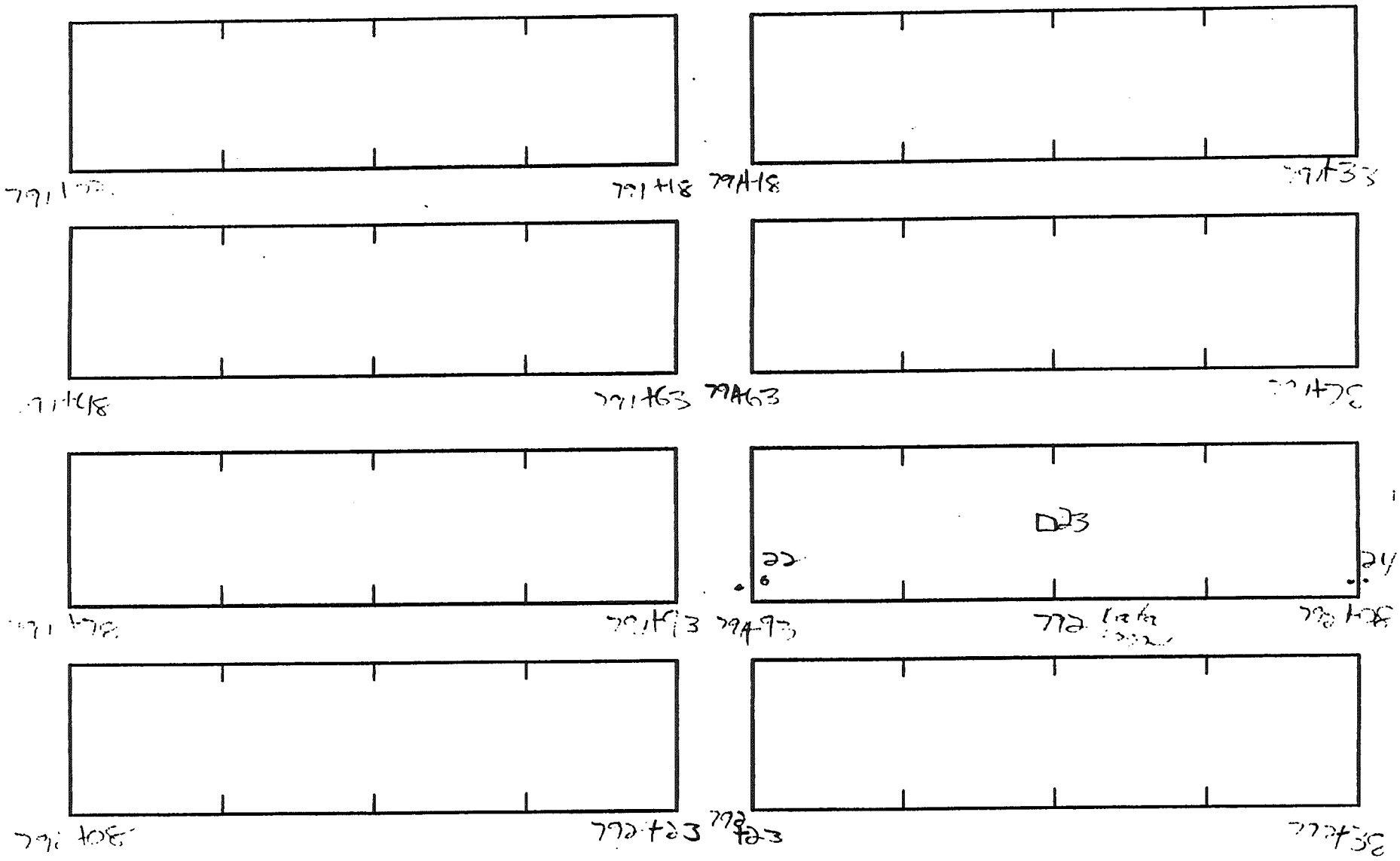
Project # 47065-2821SA Date 7-31-97 JS 15 POB 784+88

Direction EB By AO Slab 10" POE 795+07



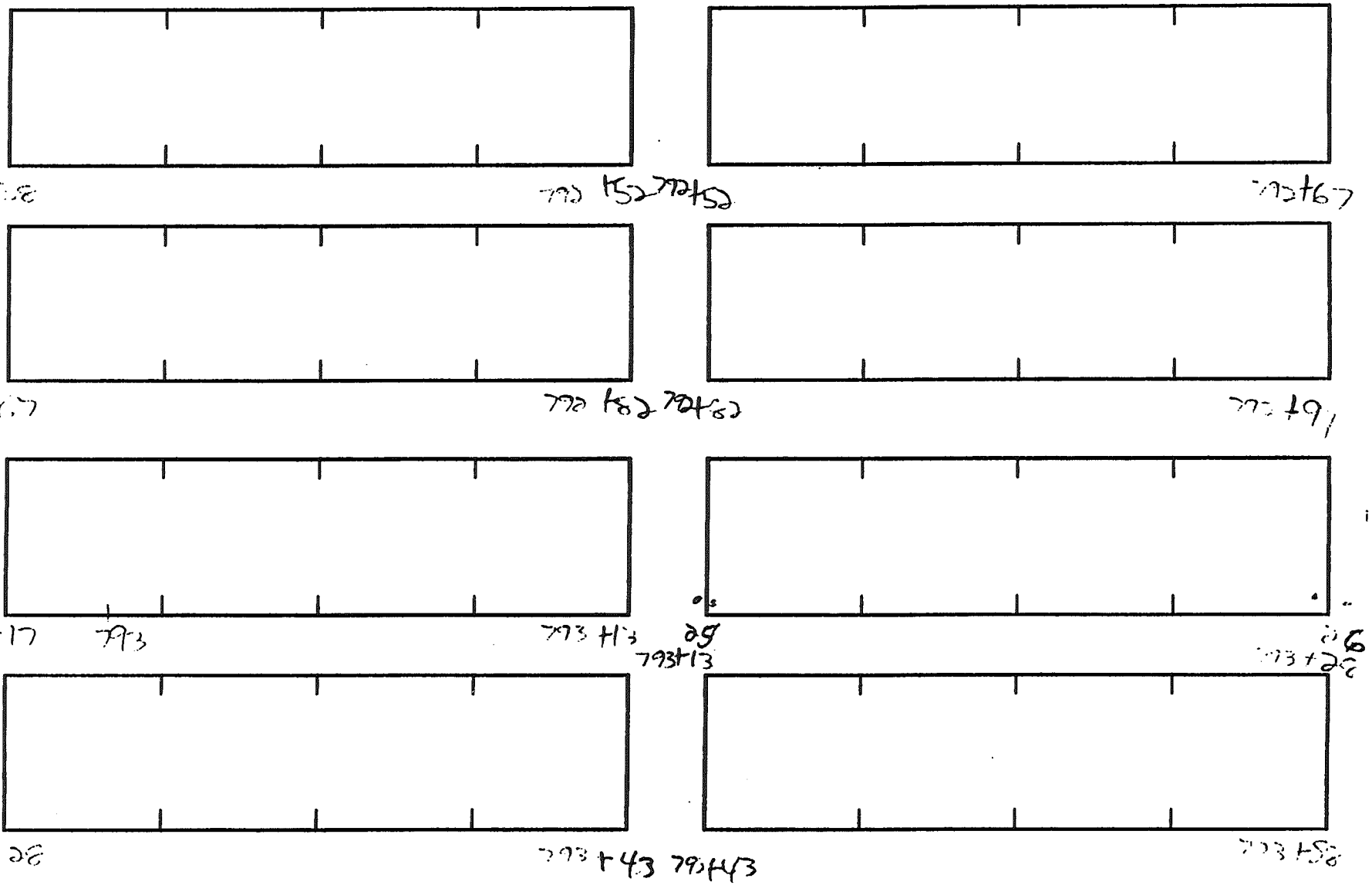
Project # 47066-2615A Date 7-31-97 JS 15 POB 784+88

Direction EB By AD Slab 10" POE 795+07



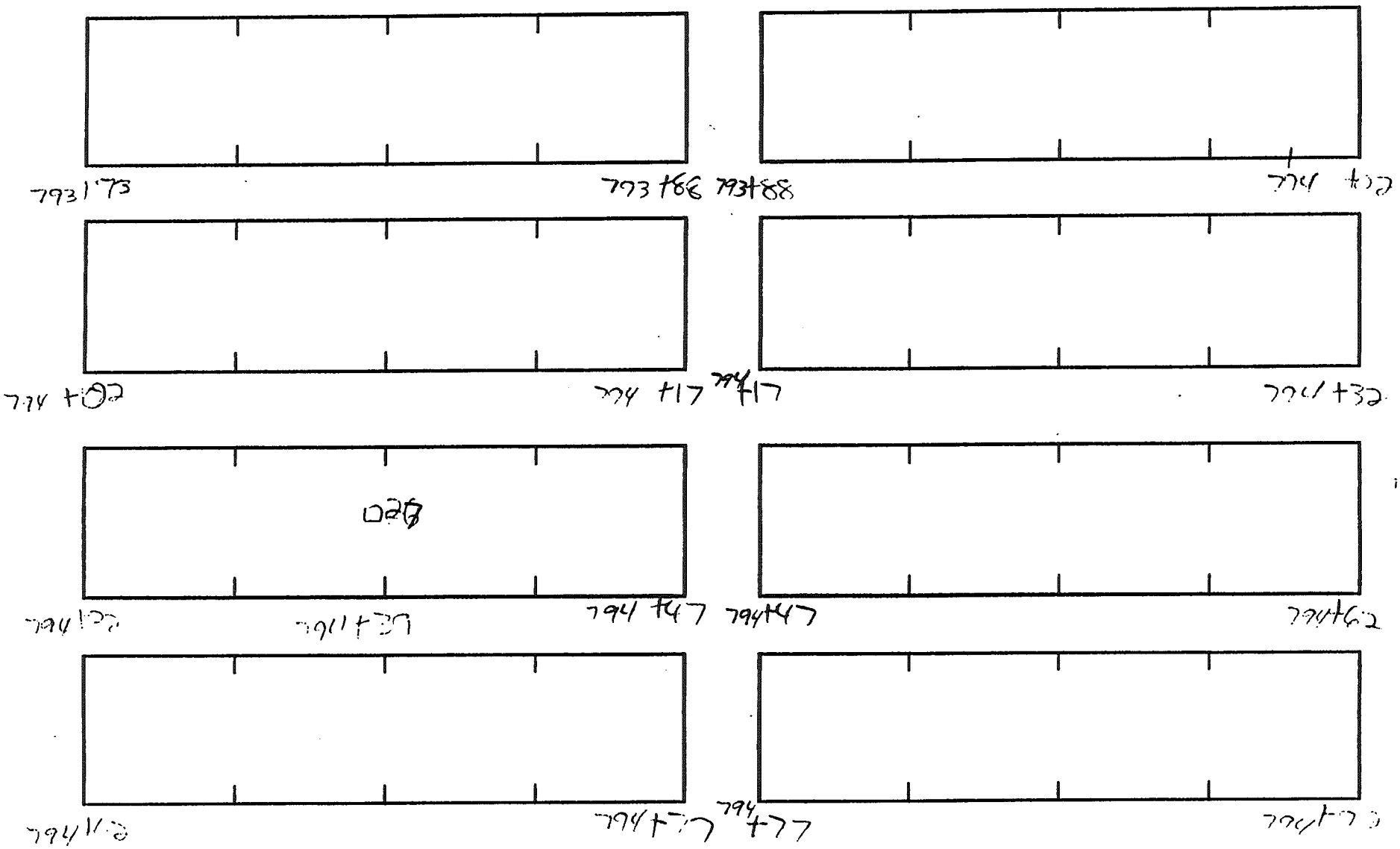
Project # 47065-2815A Date 7-31-97 JS 15 POB 784+88

Direction EB By AD Slab 10" POE 795+07



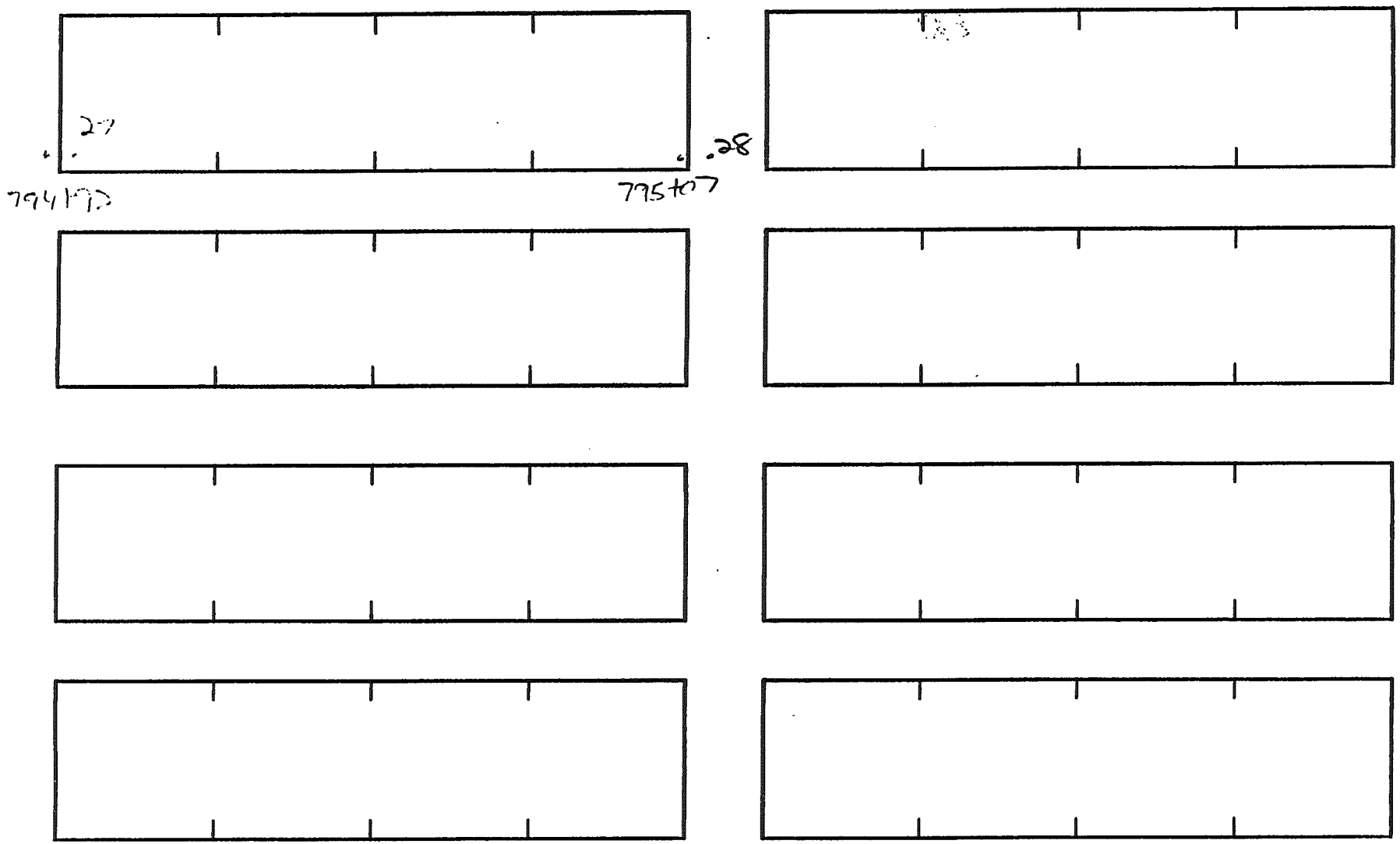
Project # 47065-2815A Date 7-31-97 JS 15 POB 784+88

Direction EB By AD Slab 10" POE 795+07



Project # 47065-2502(5A) Date 7-31-97 JS 15 POB 784+88

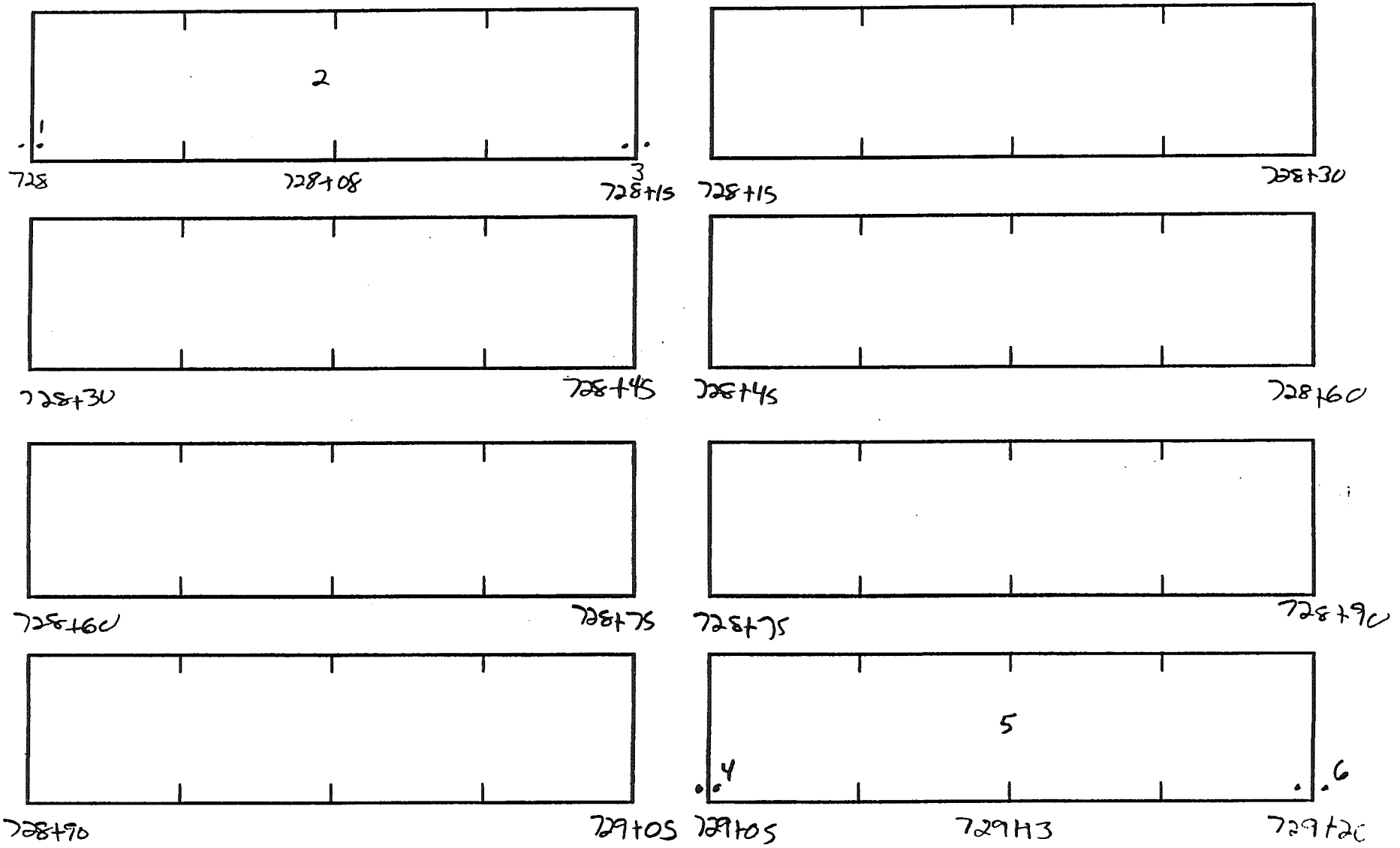
Direction EB By AD Slab 10" POE 795+07



10" Sand Subbase
3" 22A Separator
4" 3G Slag Base

Project # 47065-28215A Date 8-6-97 JS 15ft POB 728+00

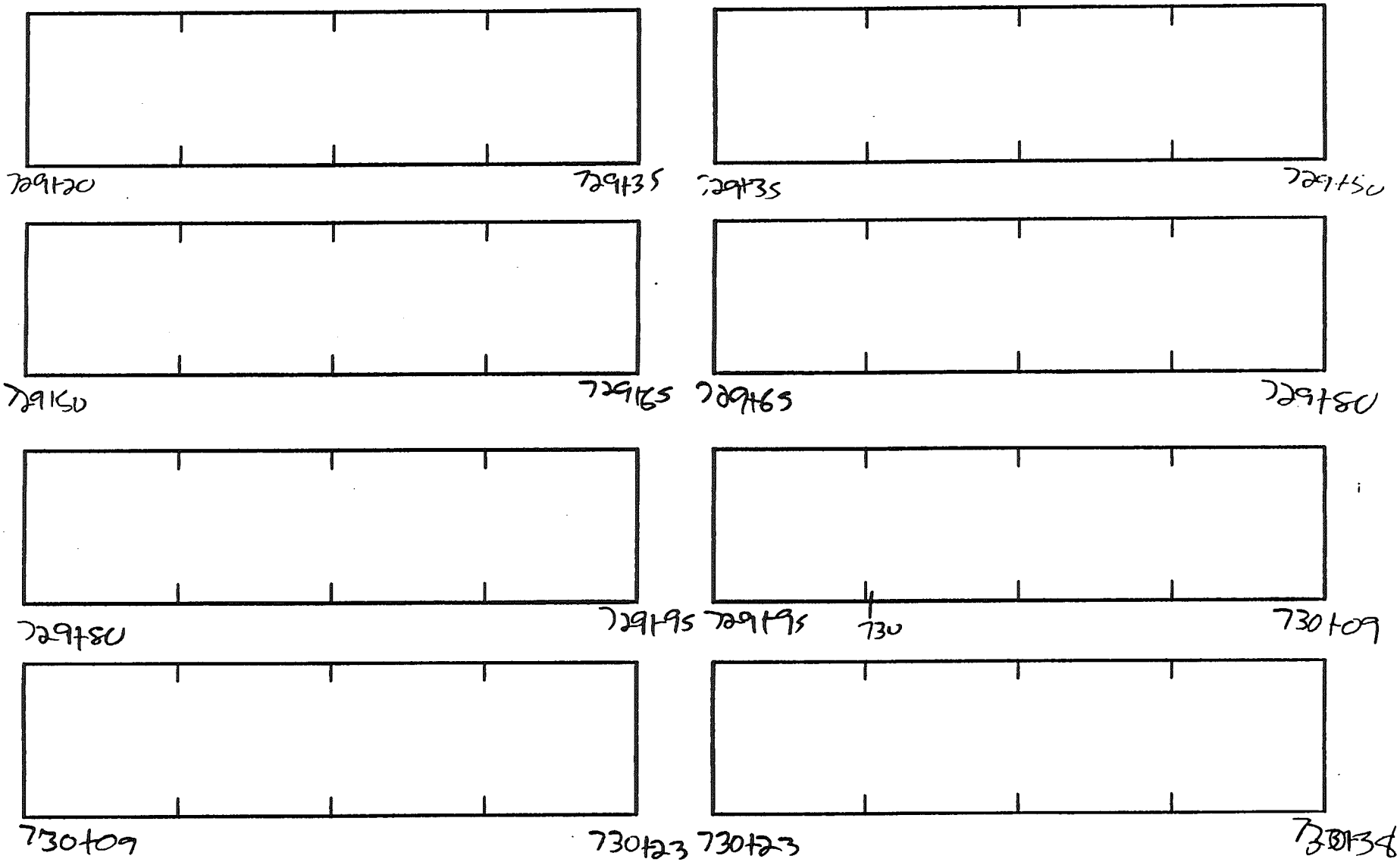
Direction EB By AD Slab 11" POE 733+66



3651

Project # 47065-2821SA Date 8-6-97 JS 15ft POB 728+60

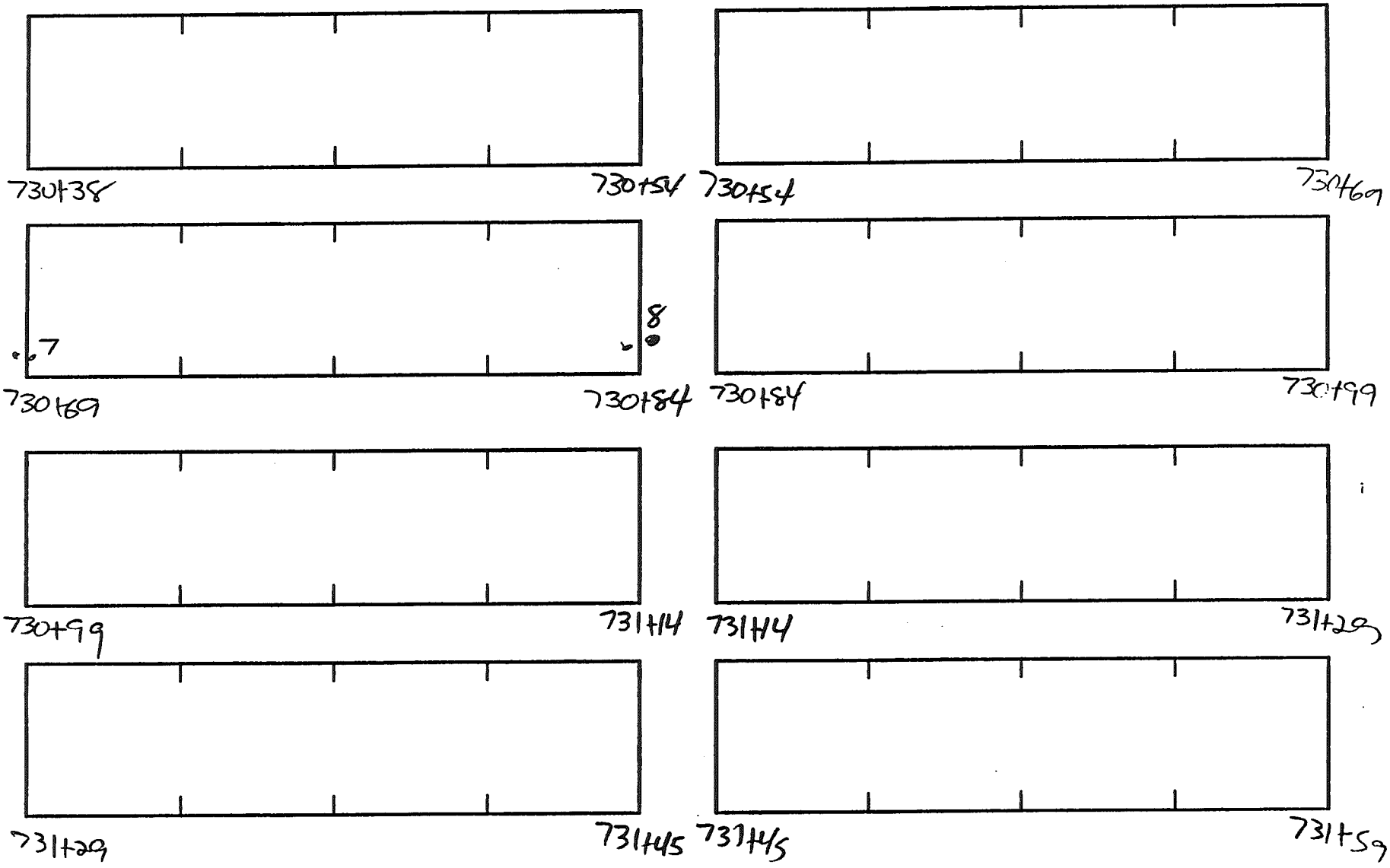
Direction EB By AD Slab 11" POE 733+66



Sla

Project # 47065-28215A Date 8-6-97 JS 15ft POB 728+00

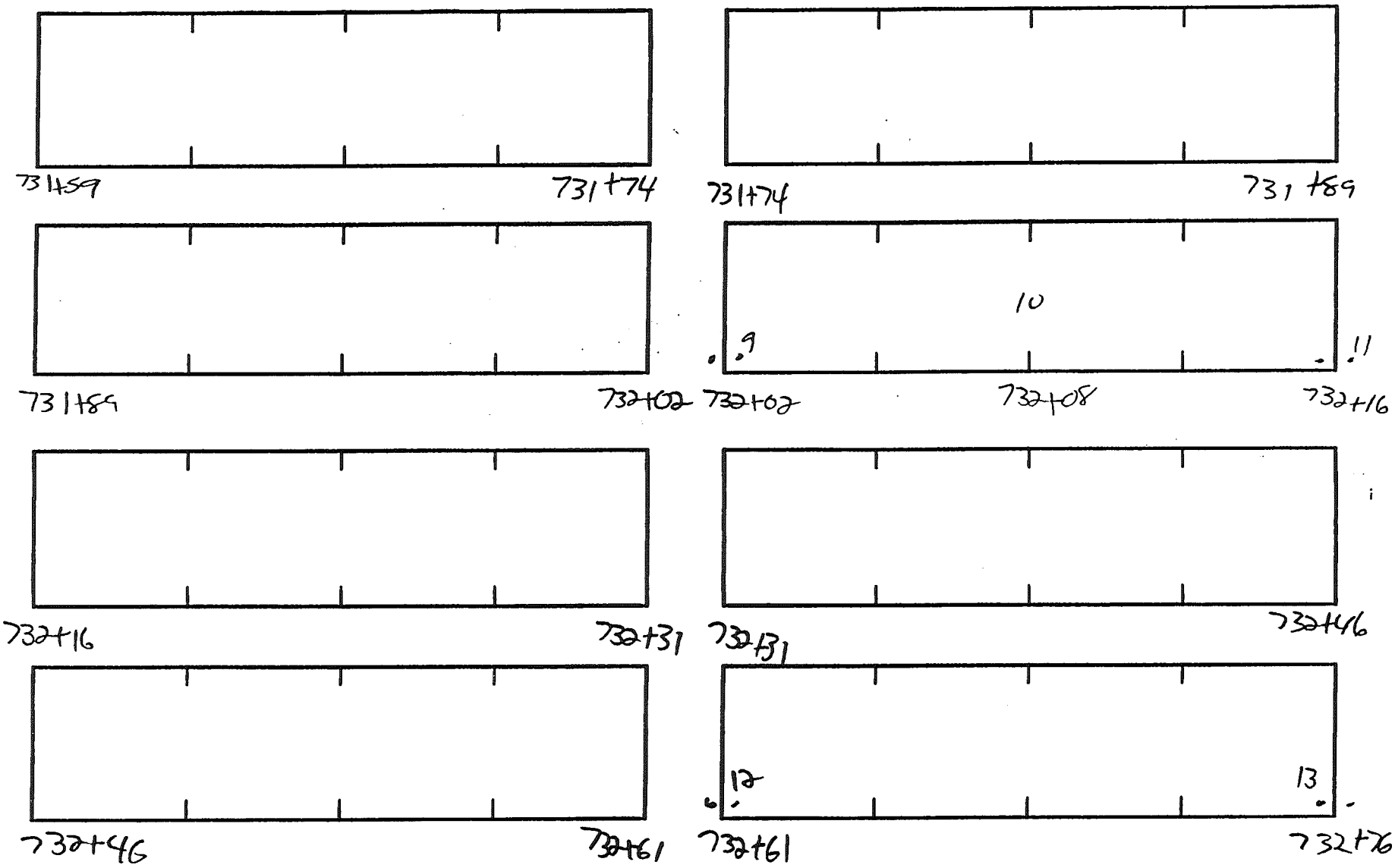
Direction EB By AD Slab 11" POE 733+66



36 slag

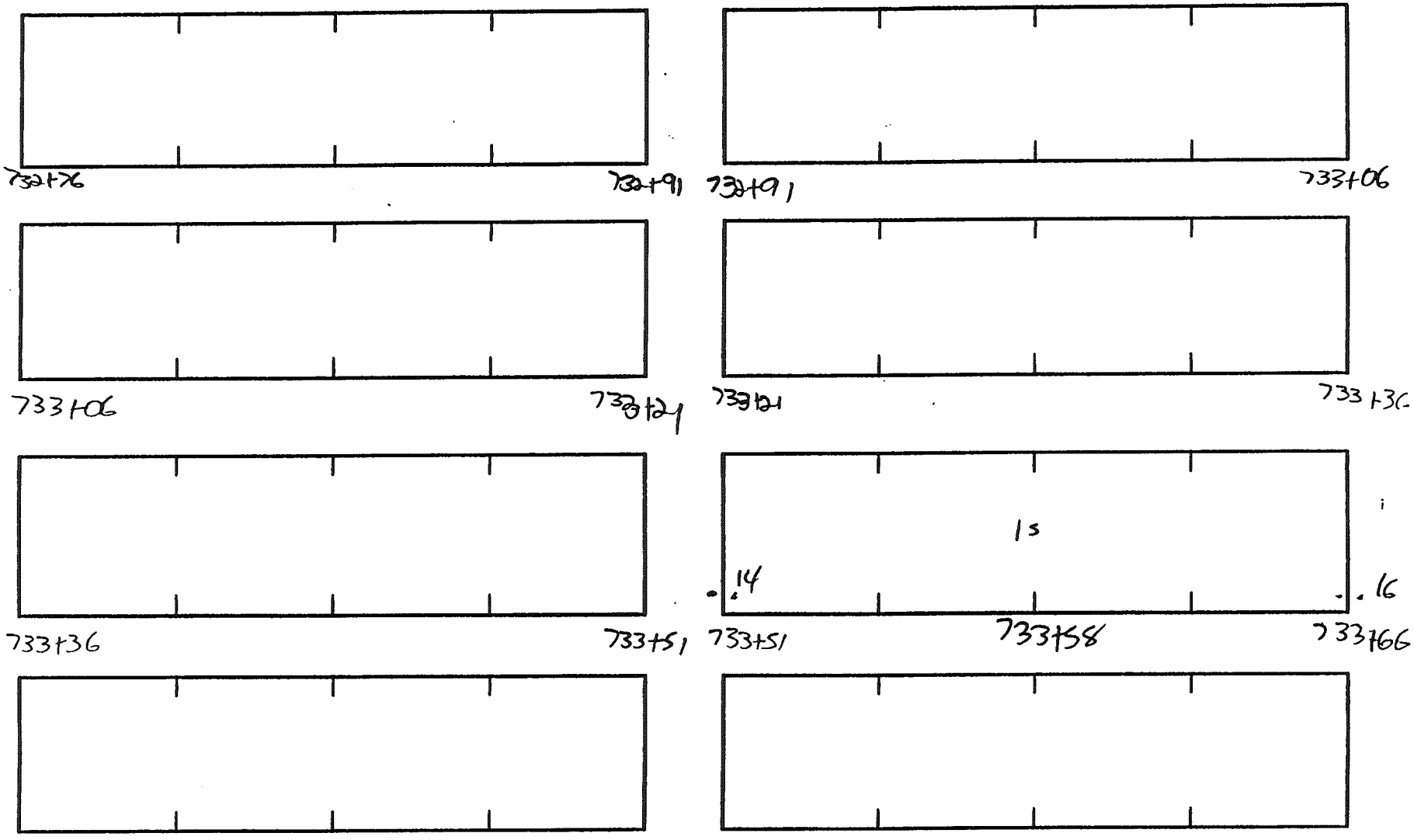
Project # 47065-28215 Date 8-6-97 JS 15ft POB 728+00

Direction EB By AD Slab 11" POE 733+66



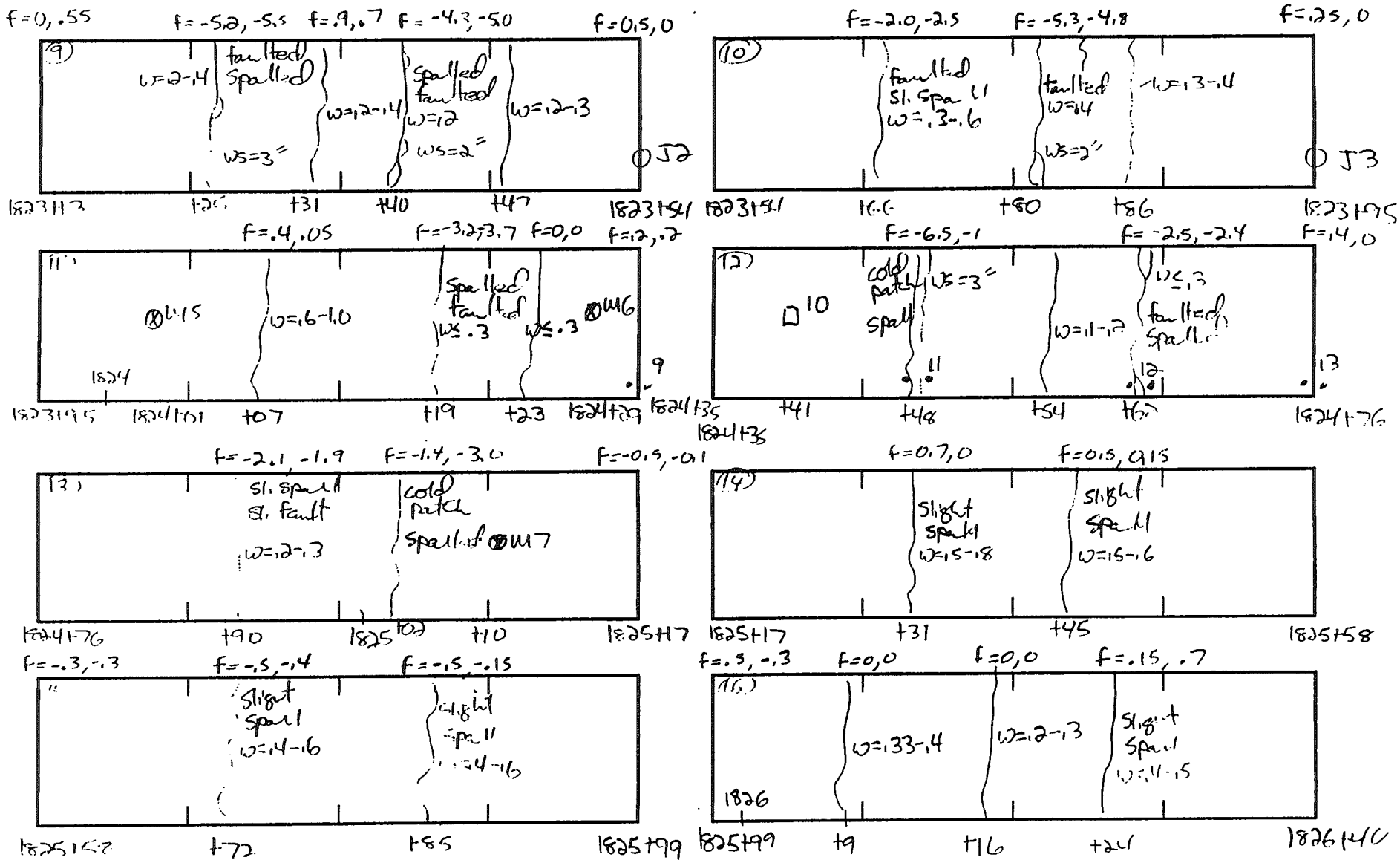
Project # 47065-2821SA Date 8-6-97 JS 15 POB 728+00

Direction EB By AD Slab 11 POE 733+66



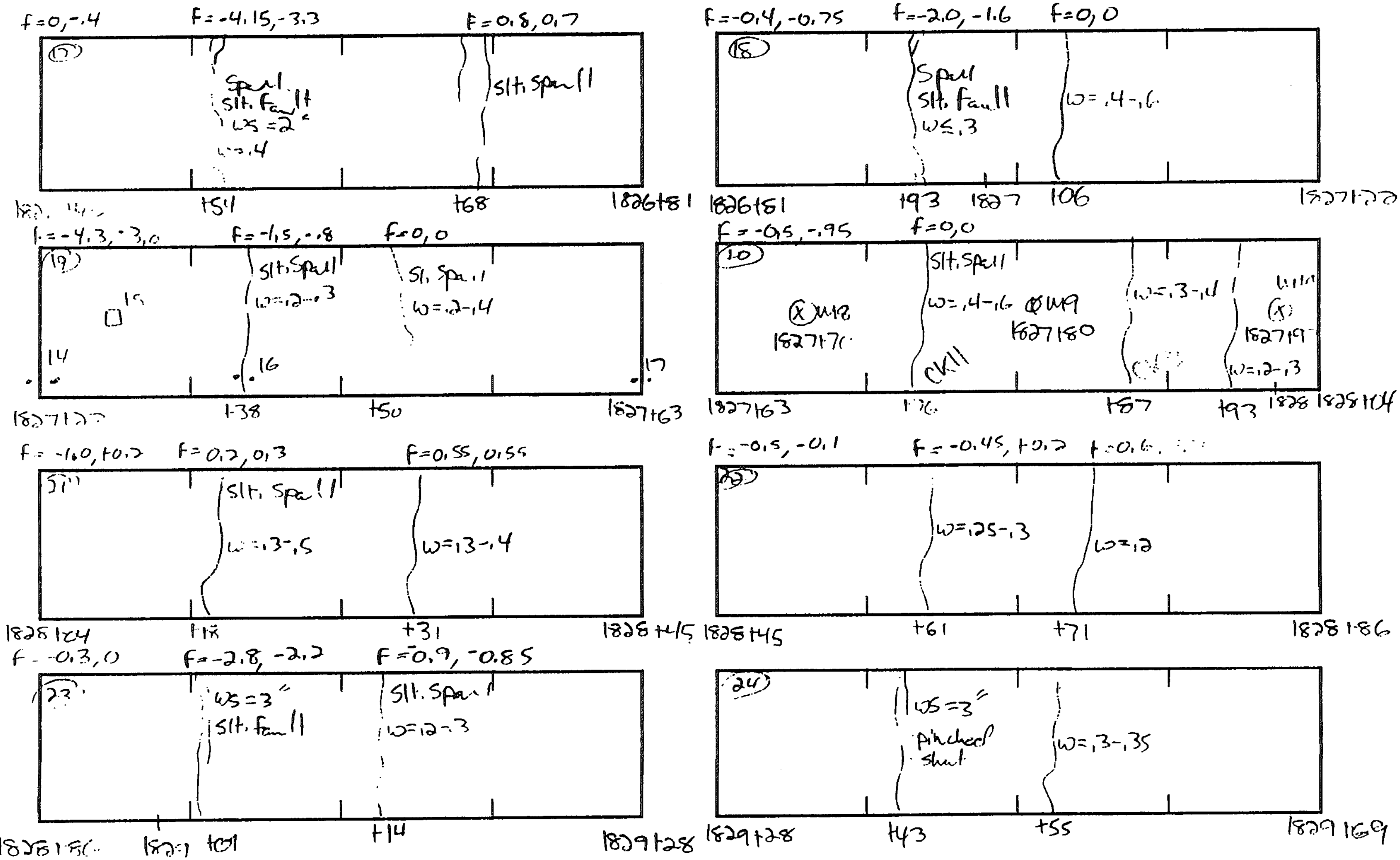
Project # 77023-21586A Date 7-2-97 JS 41 ft POB 1819+87

Direction EB By AD Slab 9" POE 1835+03



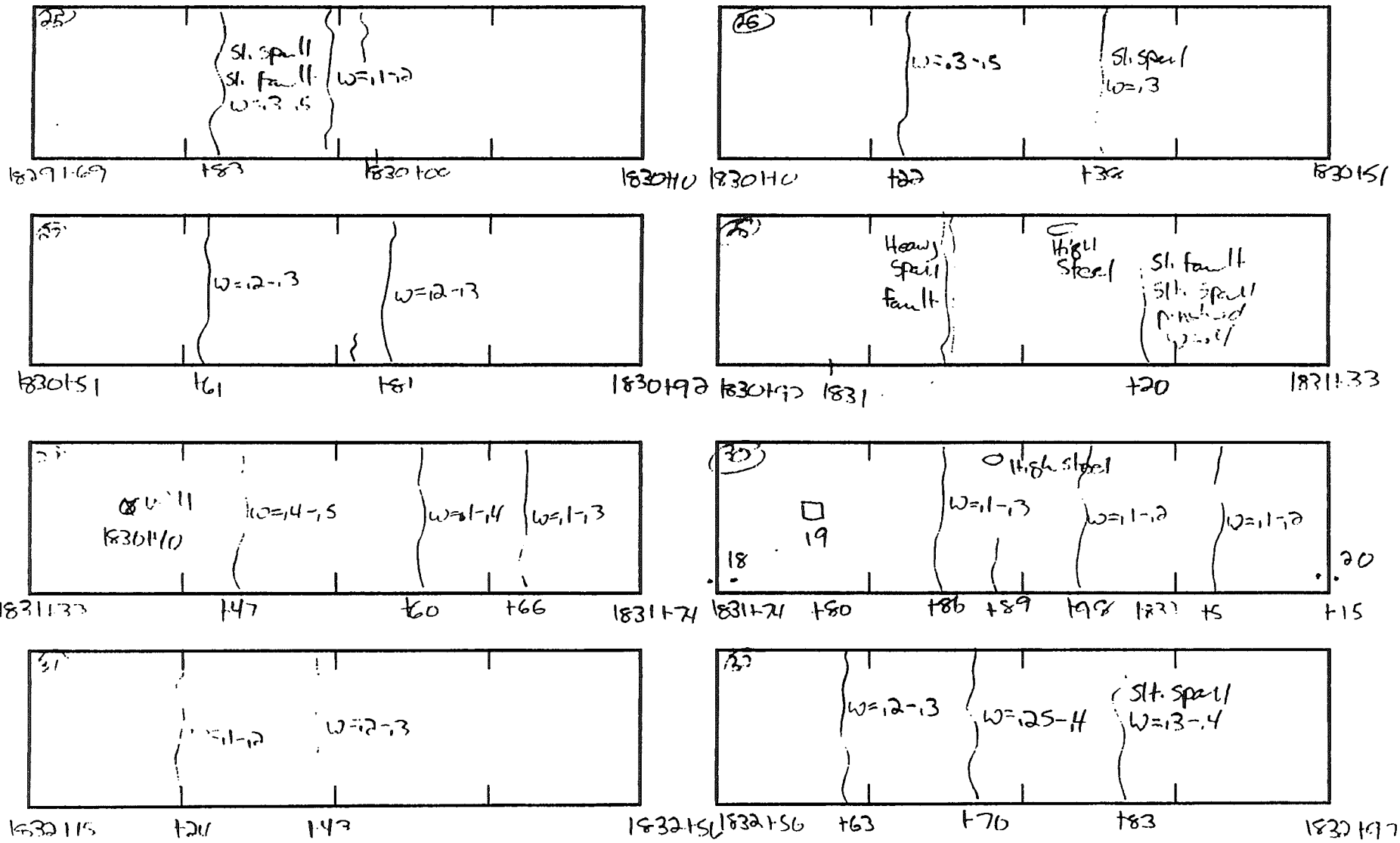
Project # 77022-21586A Date 7-2-97 JS 41F1 POB 1811+87

Direction EB By AN Slab 9" POE 1835+03



Project # 77023-21586A Date 7-2-97 JS 41 ft POB 1819+[illegible]

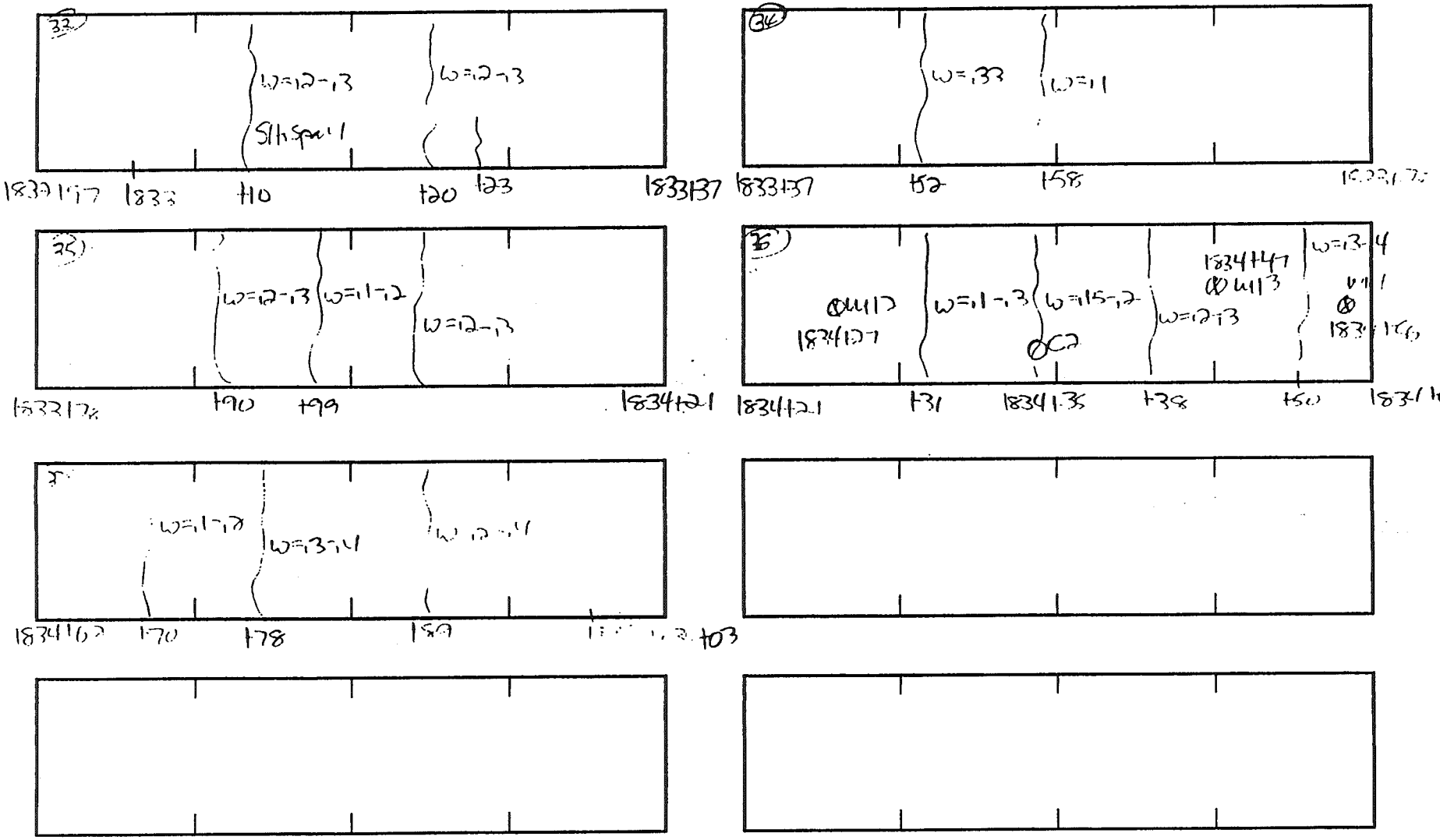
Direction EB By AN Slab 9" POE 1835+03



C-64

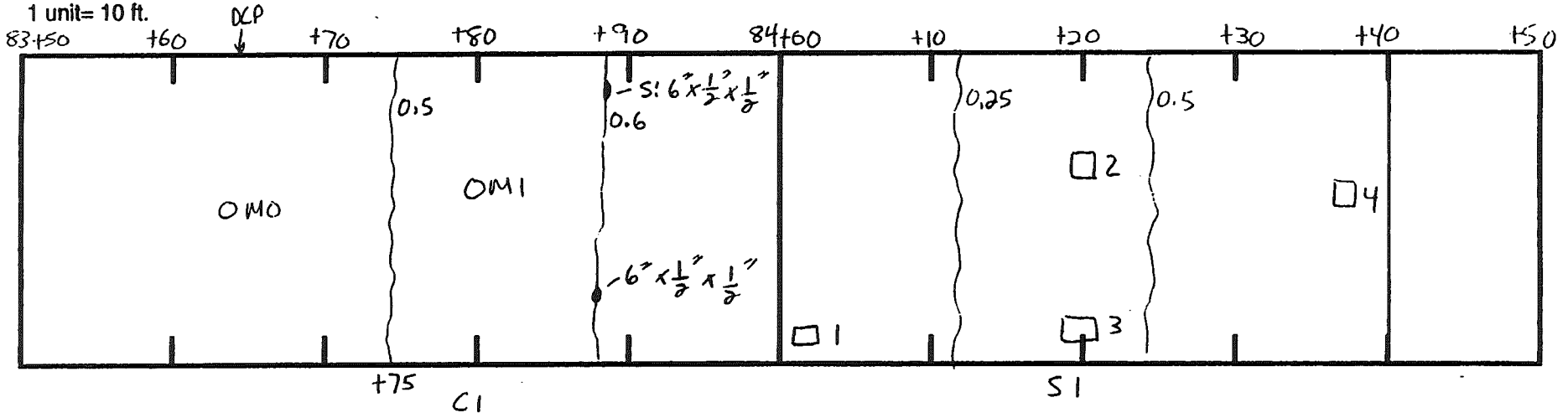
Project # 77023.21556A Date 7-2-97 JS 41 ft POB 1819 187

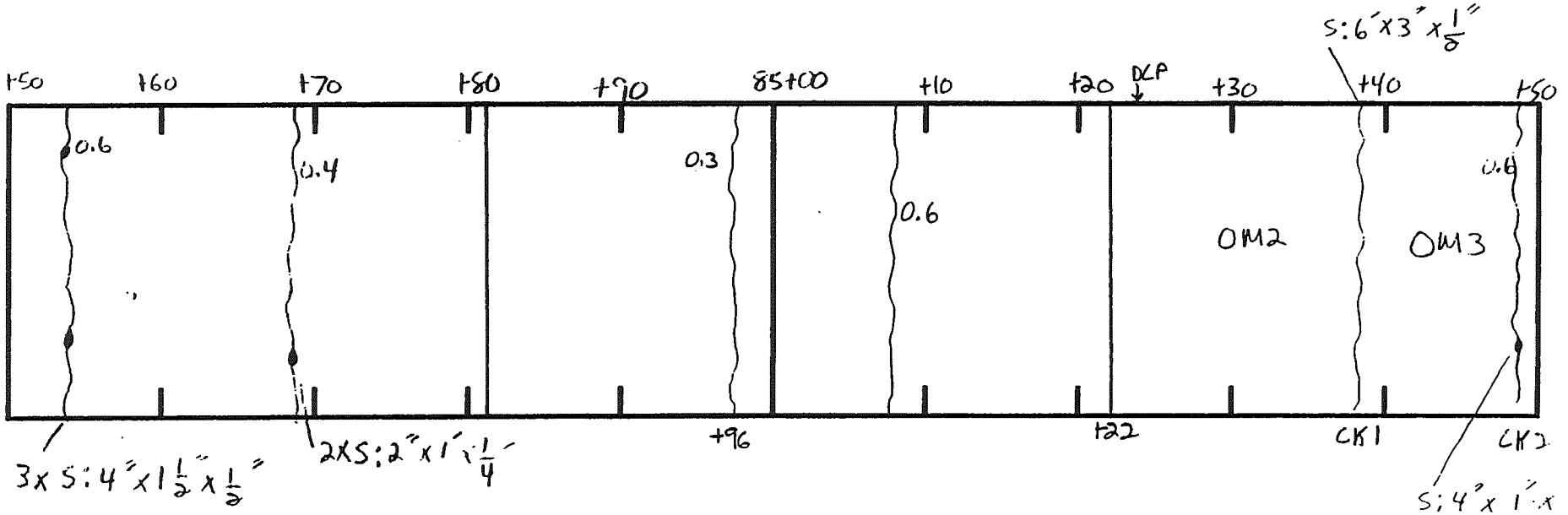
Direction EB By AD Slab 9" POE 1835 103



Project # 77024(A)-20821 A
Survey Date: 10-17-96
Surveyed By: EJ
Beginning Station: 83+50
End Station: 85+50
Weather:
Comments:

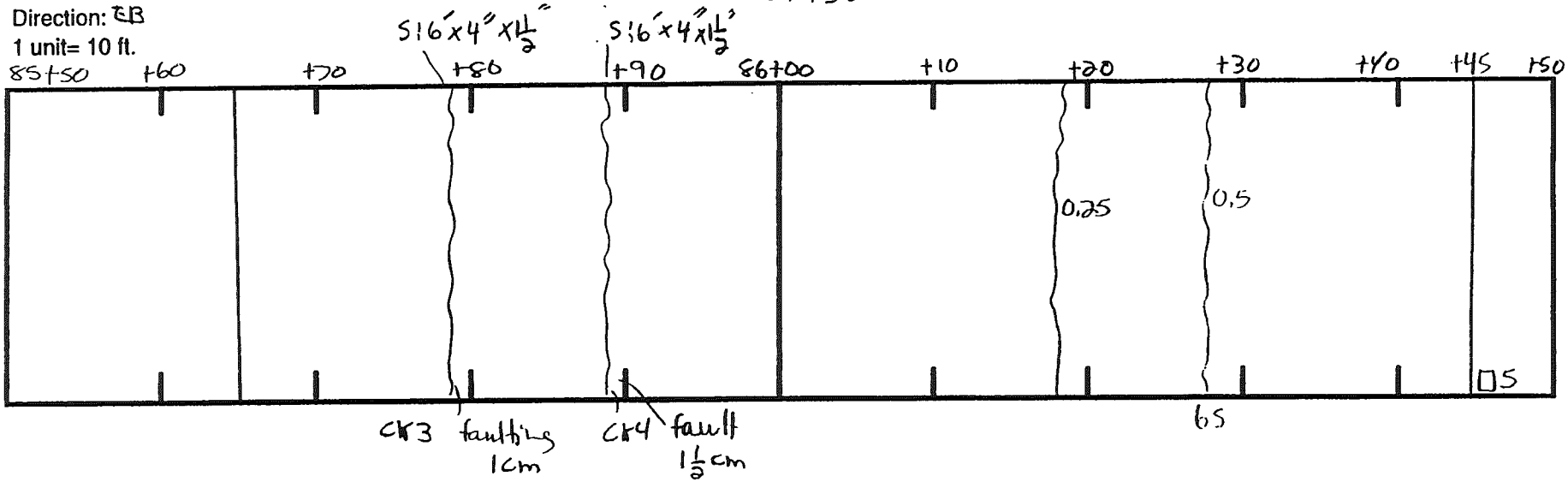
Direction: EB
1 unit= 10 ft.

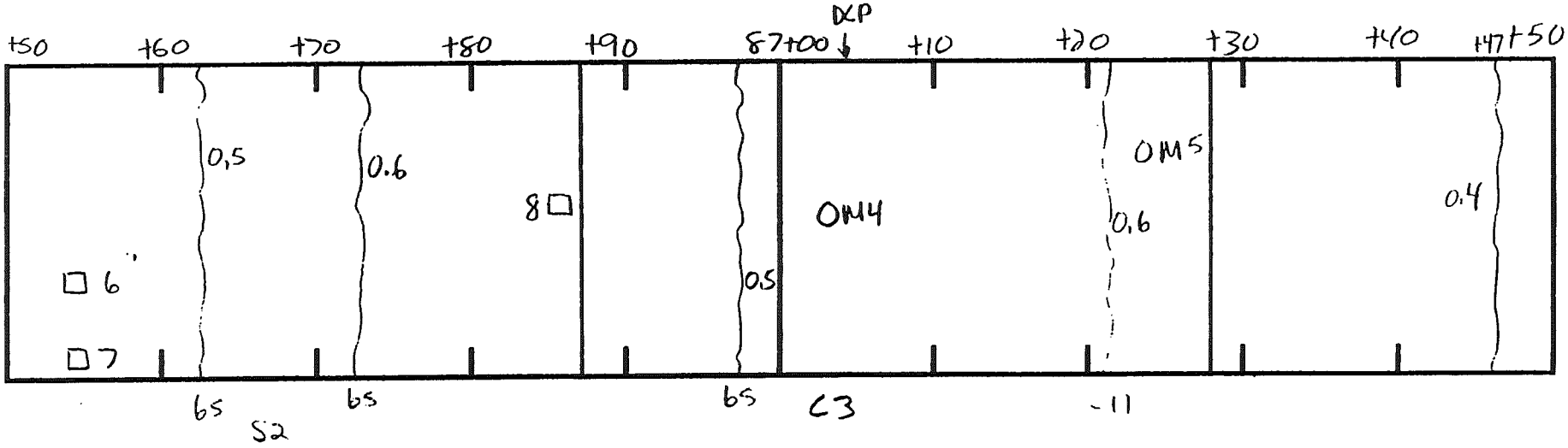




Project # 77024(A)-2082(A) Survey Date: 10-17-96 Beginning Station: 85+50 Weather:
Surveyed By: EJ End Station: 87+50 Comments:

Direction: EB
1 unit= 10 ft.

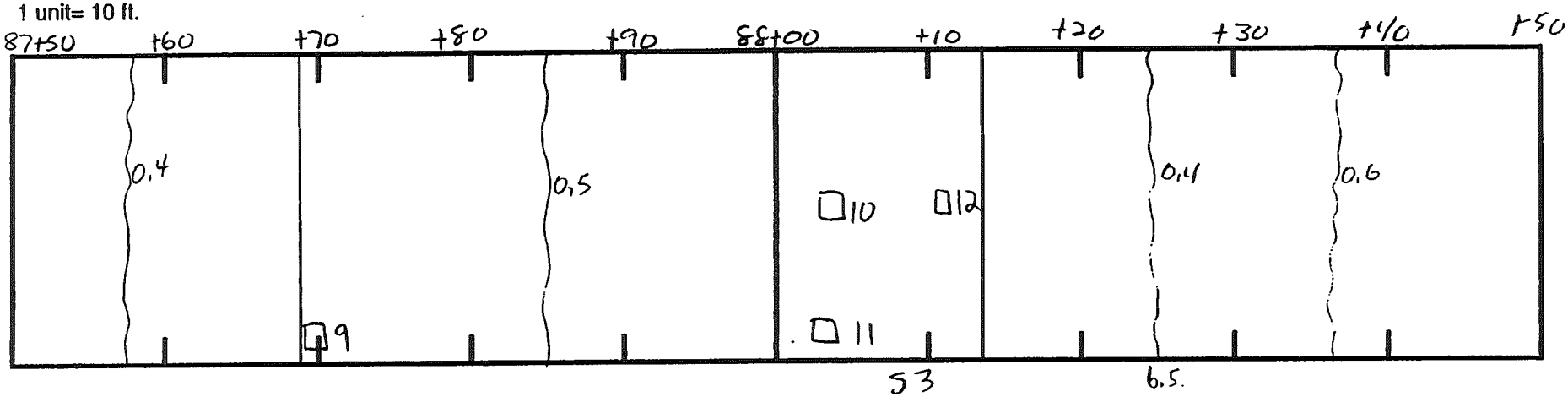


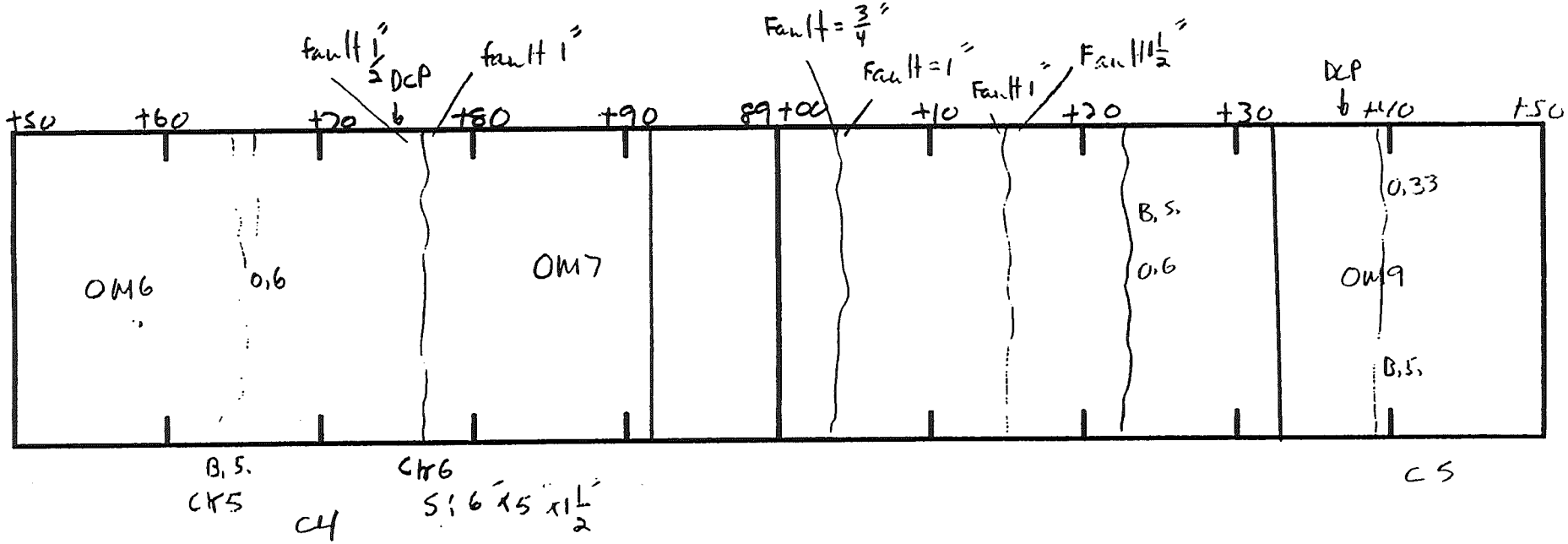


C-67

Project # 77024(A) - 20821A **Survey Date:** 10-17-96 **Surveyed By:** EJ **Beginning Station:** 87+50 **End Station:** 89+50 **Weather:** **Comments:**

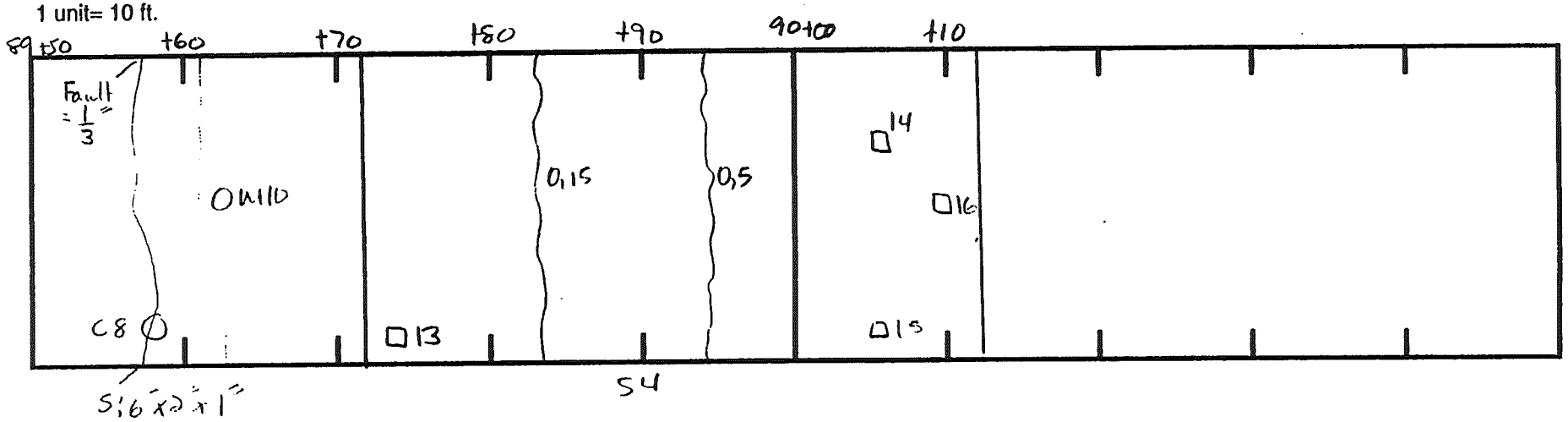
Direction: EB
1 unit= 10 ft.

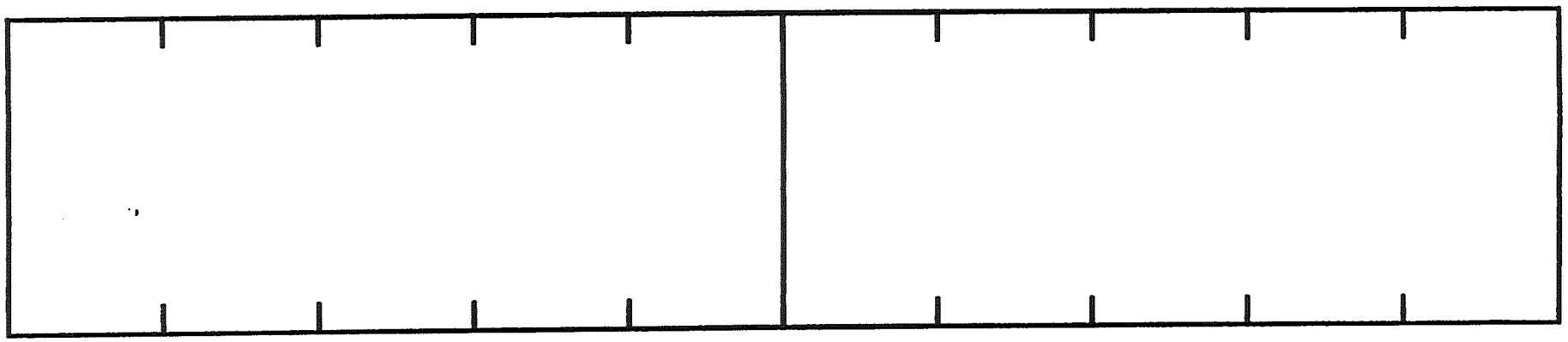




Project # 77021(A)-20821A Survey Date: 10-17-96 Beginning Station: 89+50 Weather:
Surveyed By: EJ End Station: Comments:

Direction: EB
1 unit= 10 ft.

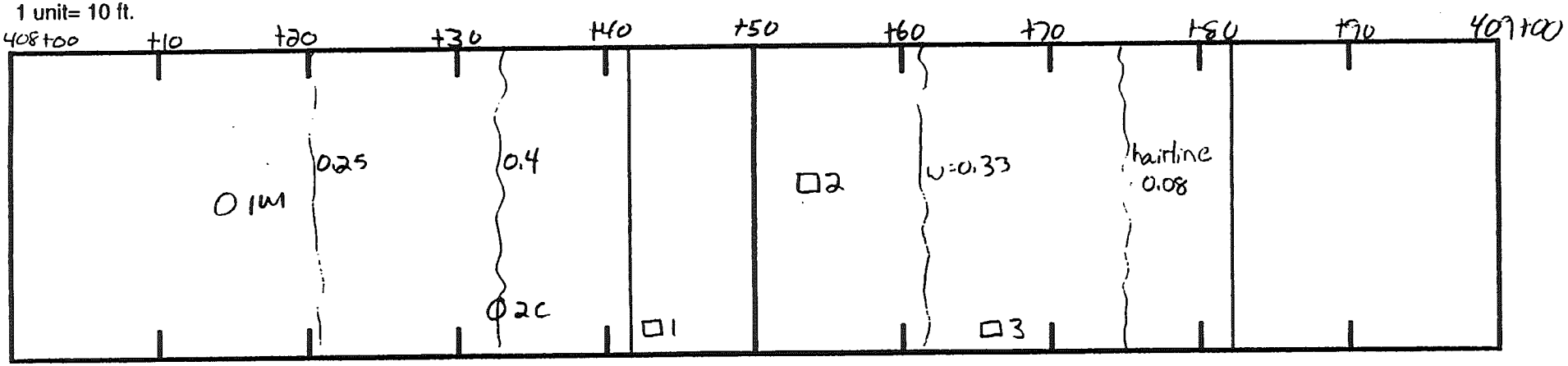


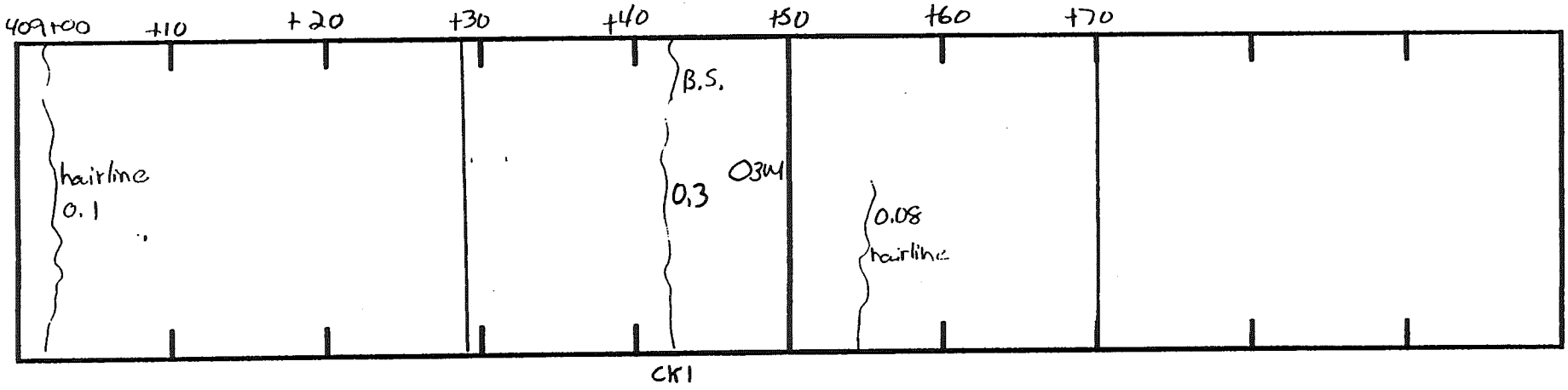


Project # 77024(B)-17788A Survey Date: 10-29-96 Beginning Station: 408+00
Surveyed By: EJ End Station: 409+70

Weather: Rain night before Windy + Showers.
Comments: very wet in ditch and water in lowland

Direction: EB
1 unit= 10 ft.



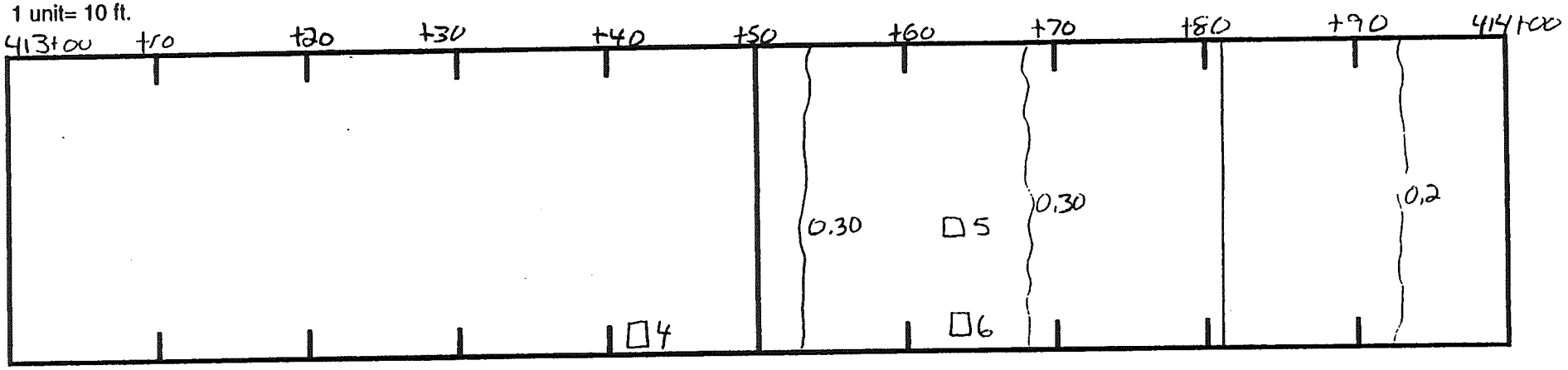


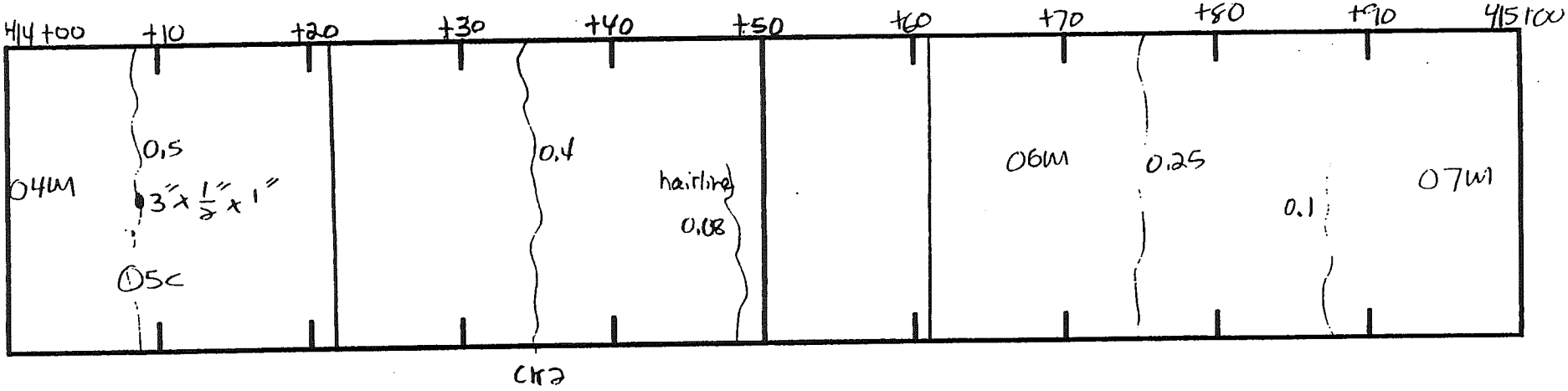
Project # 77024(B)+17985A **Survey Date:** 10-29-96 **Beginning Station:** 413+00 **Weather:** See first sheet

Surveyed By: EJ **End Station:** 415+00 **Comments:**

Direction: EB

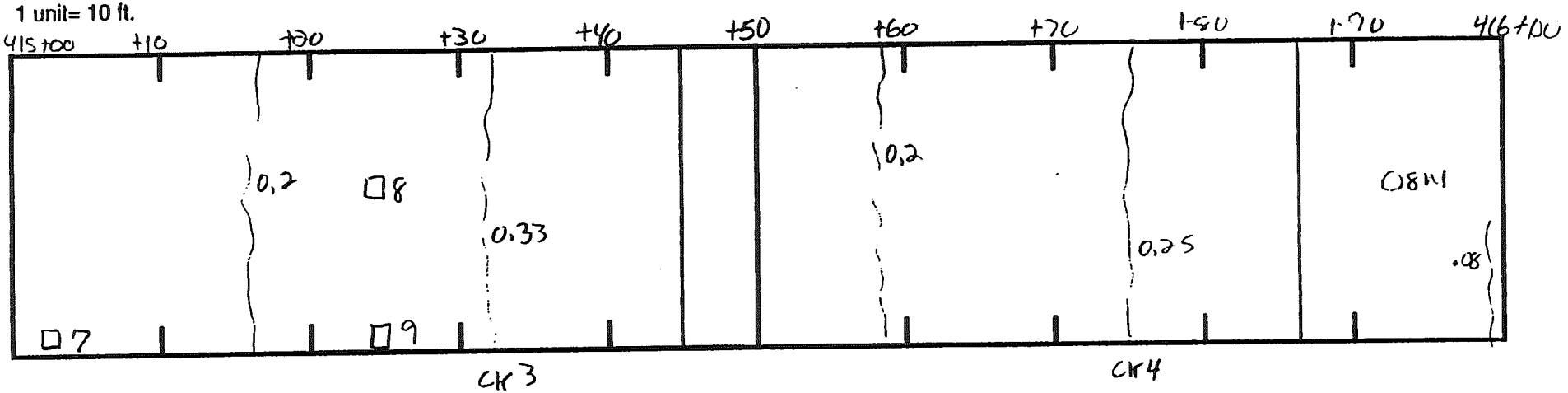
1 unit= 10 ft.

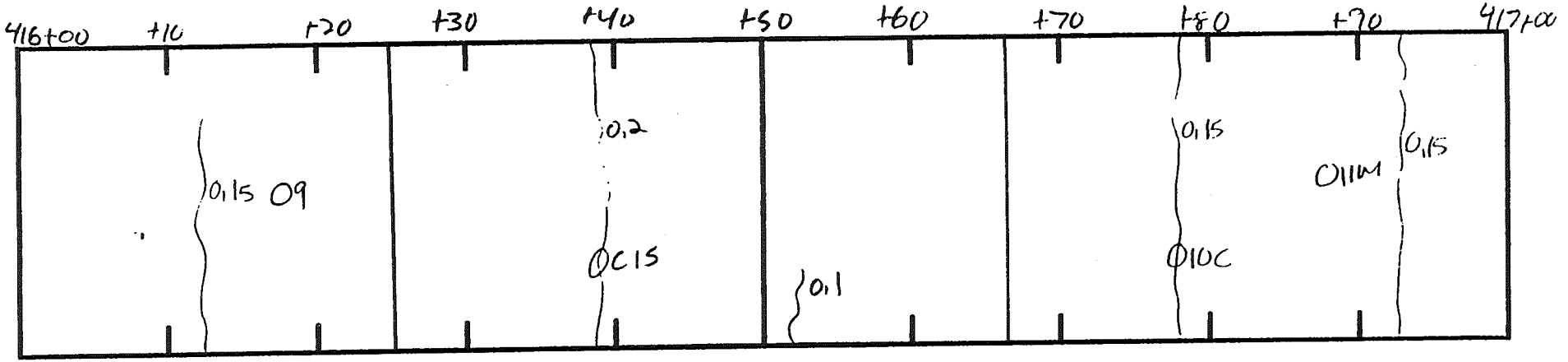




Project # 77021(B)-17988 Survey Date: 10-29-96 Beginning Station: 415+00 Weather: See first Sheet
Surveyed By: ES End Station: 417+00 Comments:

Direction: EB
1 unit= 10 ft.

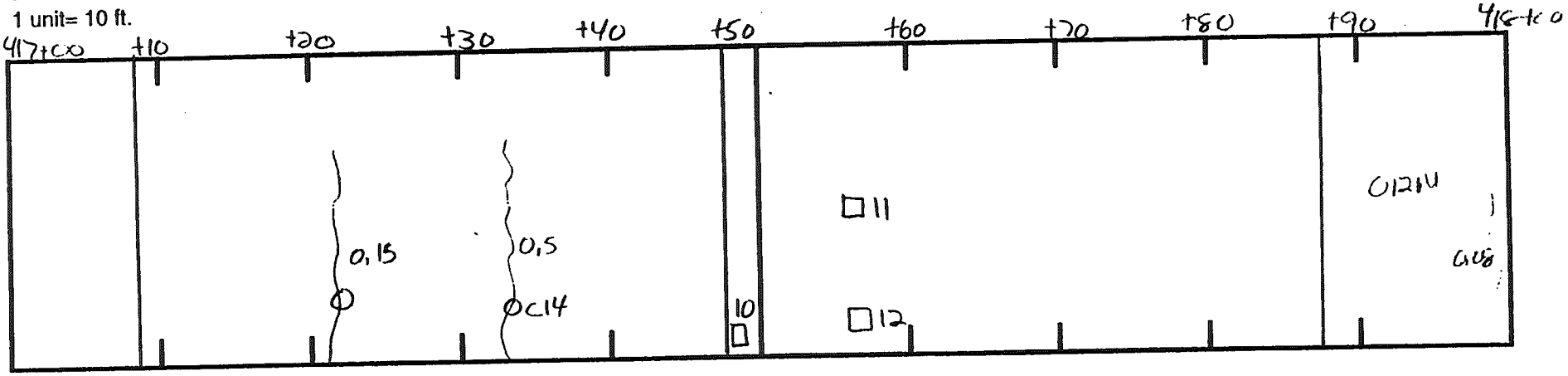


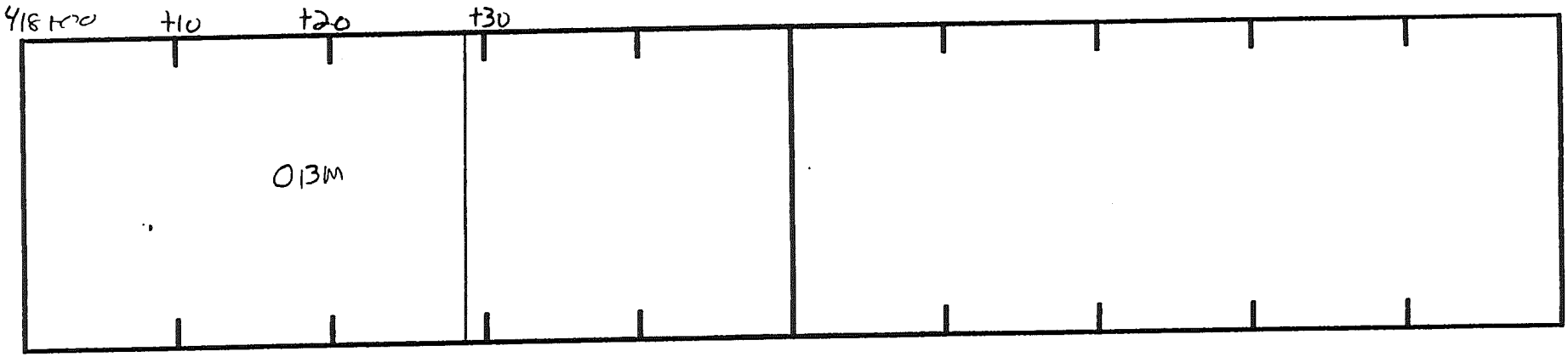


C-72

Project #77024(D)-1798A Survey Date: 10-29-96 Beginning Station: 417+00 Weather: See First Sheet
Surveyed By: EJ End Station: Comments:

Direction: EB
1 unit= 10 ft.

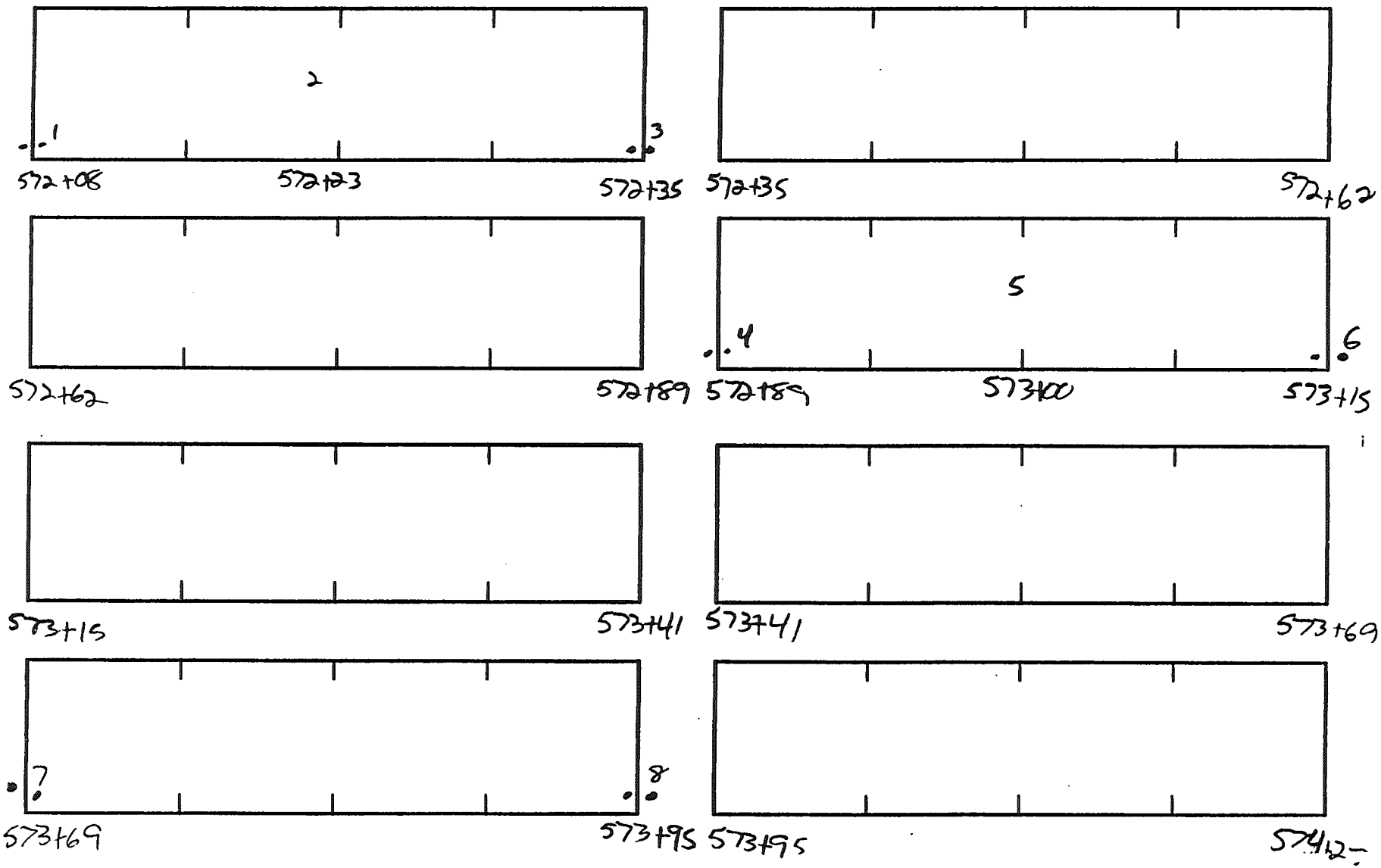




Also tested was Station 649, one slab north of willow
Also tested near 549, one slab, South of Will Carelton

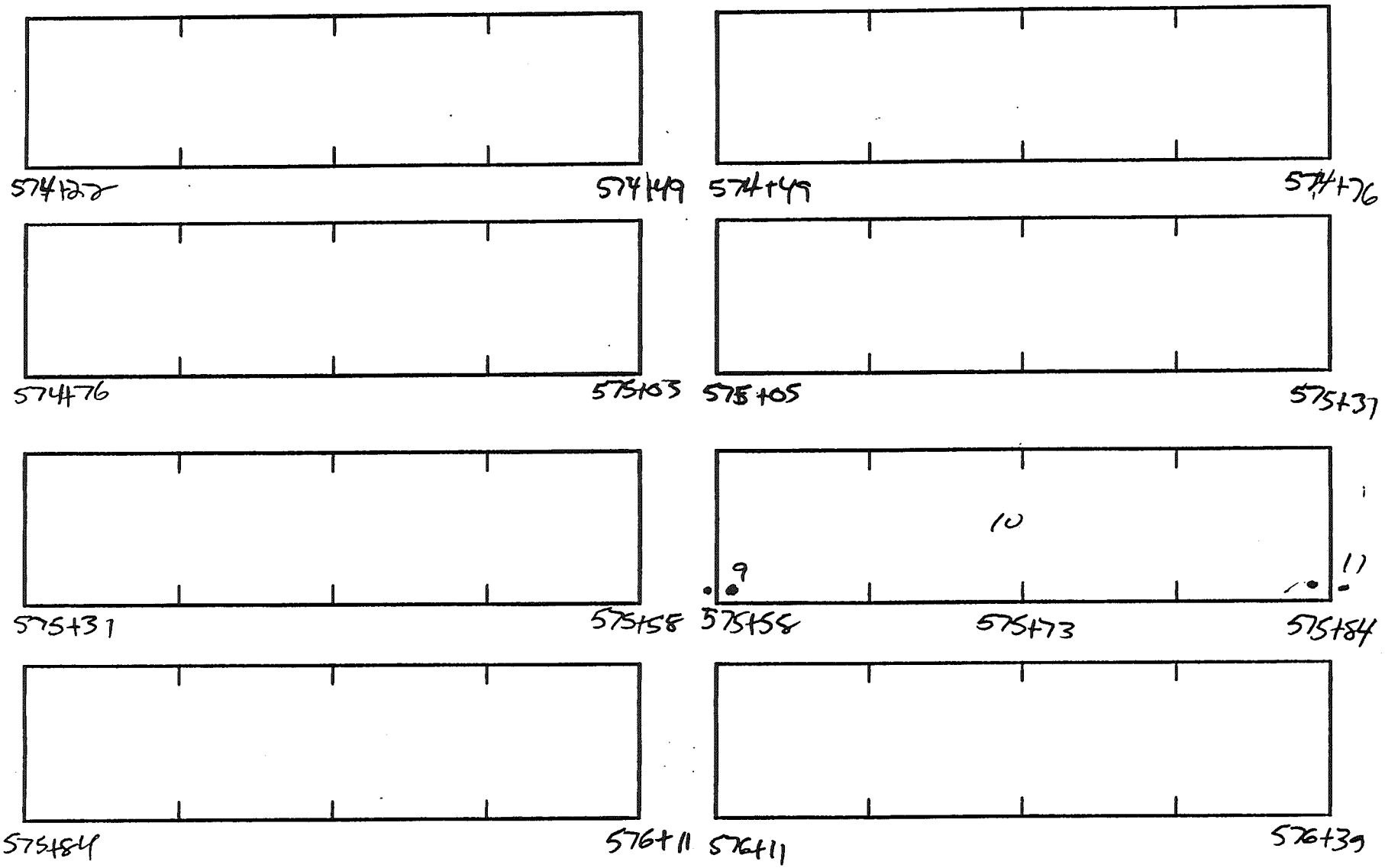
4" Base 350 AA Limestone 06DC
4" Aggregate separator course
2" Slag Base from old I-275 which was not removed from Will Carelton to Willow Rds

Project # 82291-37305A Date 8-7-97 JS 27 POB 572+08
Direction NB By AD Slab 11" POE 577+72



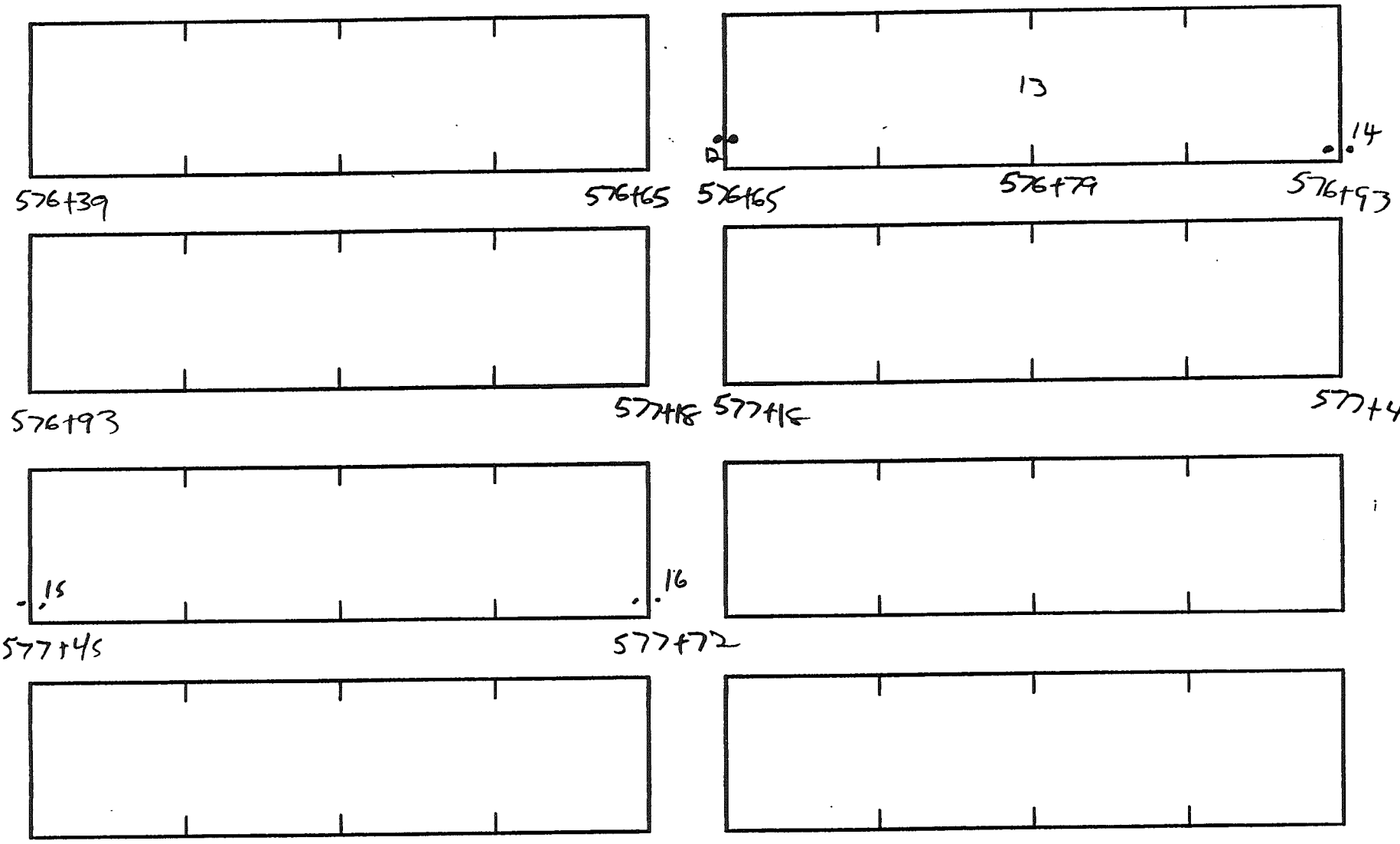
Project # 82291-3730SA Date 8-7-97 JS 27 POB 572+08

Direction NB By AD Slab 11" POE 577+72



Project # 82291-373054 Date 8-797 JS 27 POB 572+08

Direction N/B By AD Slab 11" POE 577+72



APPENDIX D

Selected Site Photos

Appendix D. Selected Site Photos

It is recognized that a visual record of a pavement section's condition is invaluable. Thus, this appendix is included to provide a brief overview of each test section. The photos presented for each test section include a site overview, photos of typical distresses in the section, and highlights of notable features on the site, such as clogged edge drain outlets.

The photos are ordered by control section and job number in ascending order. Four photos are included for each test section.

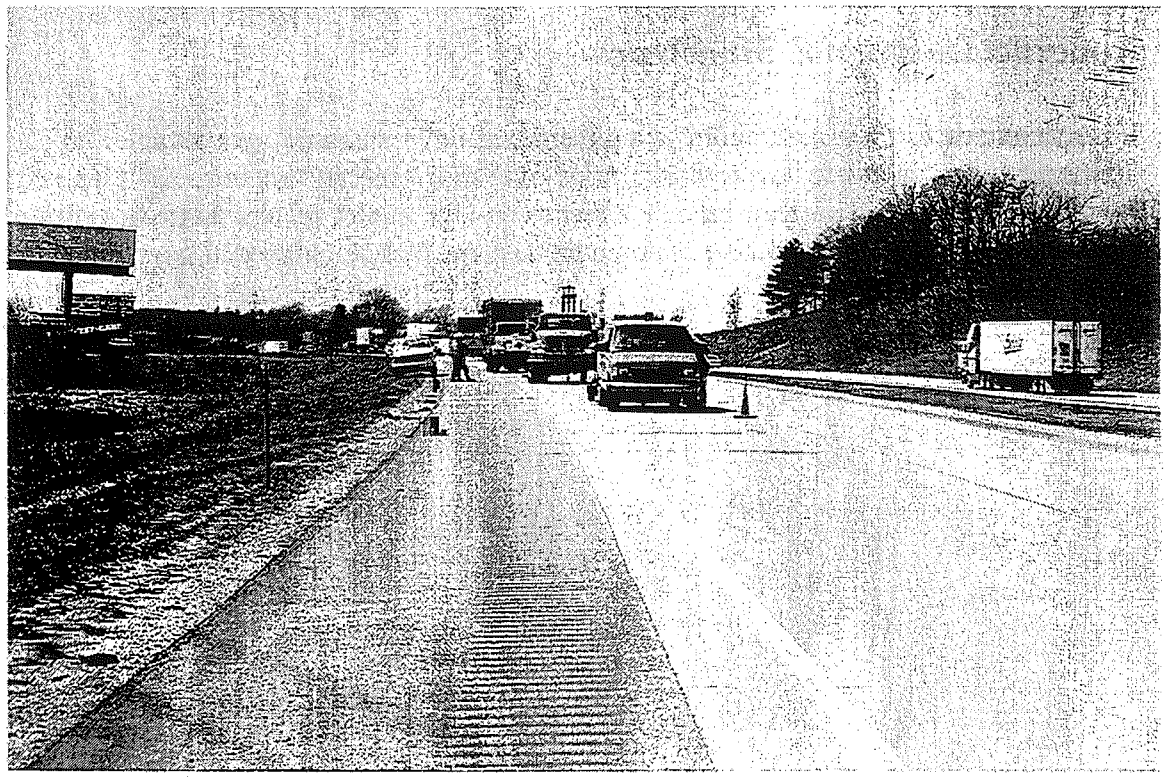


Photo C1. *An overview of* ***CSN# 11017-32516A (Section A), EB*** *looking west. The 14 ft widened truck lane design and asphalt shoulder can be seen.*

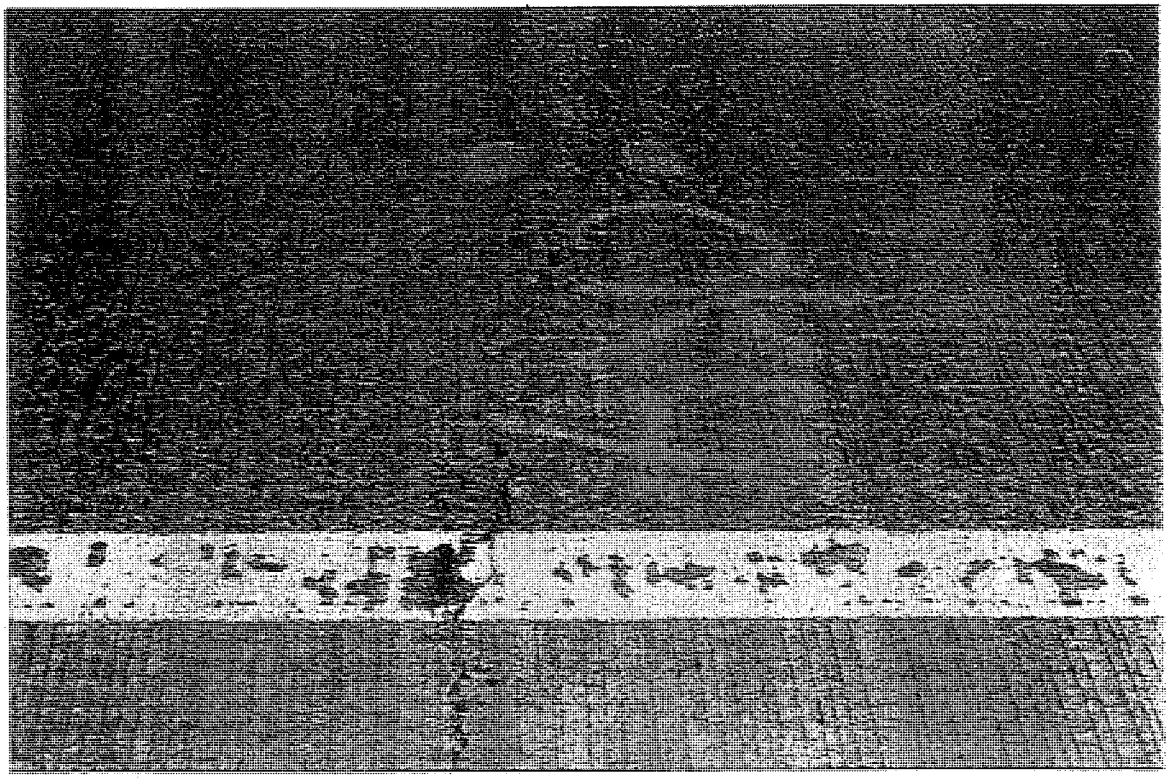


Photo C2. *A typical midslab crack on* ***CSN# 11017-32516A (Section A), EB****. The beginning of some spalling can be seen at the bottom of the photo.*

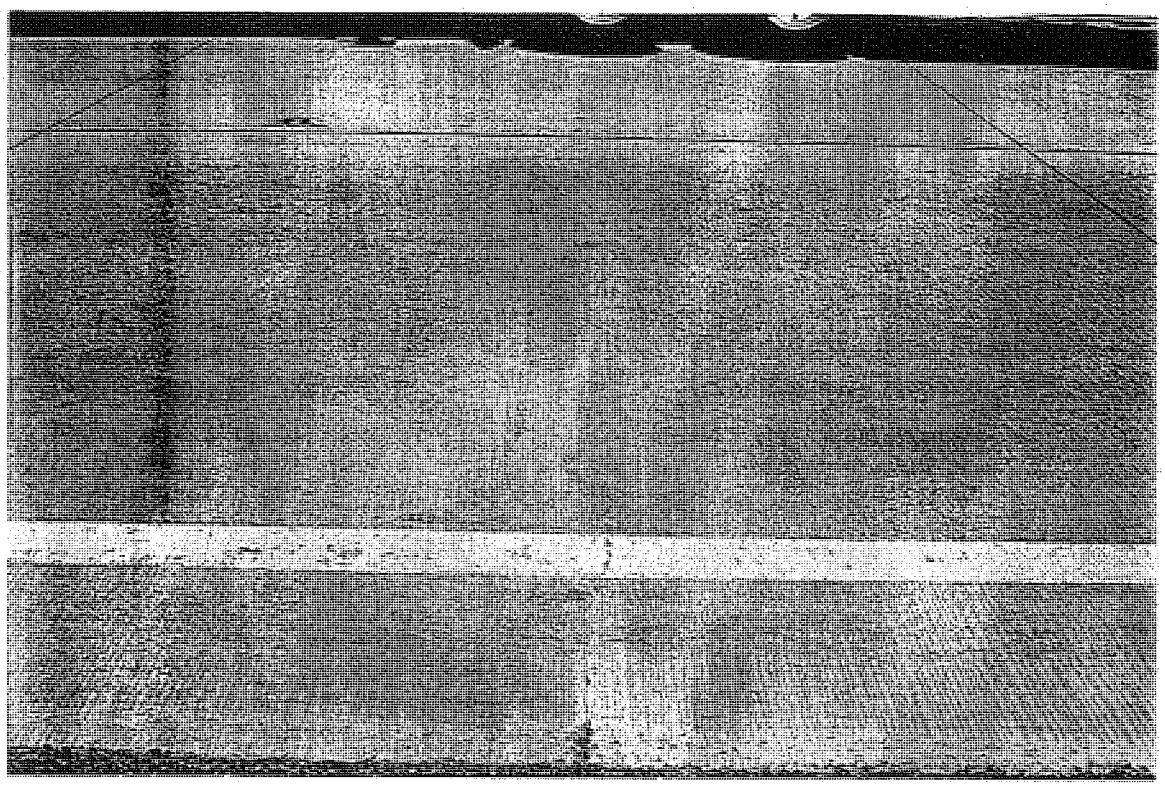


Photo C3. *A midslab crack on* ***CSN# 11017-32516A (Section A), EB.*** *The location of core #C1 can also be seen. The crack extends through the passing lane. Transverse joints are spaced at 16 ft.*

Photo C4. *A typical drainage structure of* ***CSN# 11017-32516A (Section A), EB.*** *Water can be seen flowing freely from the drain after coring.*

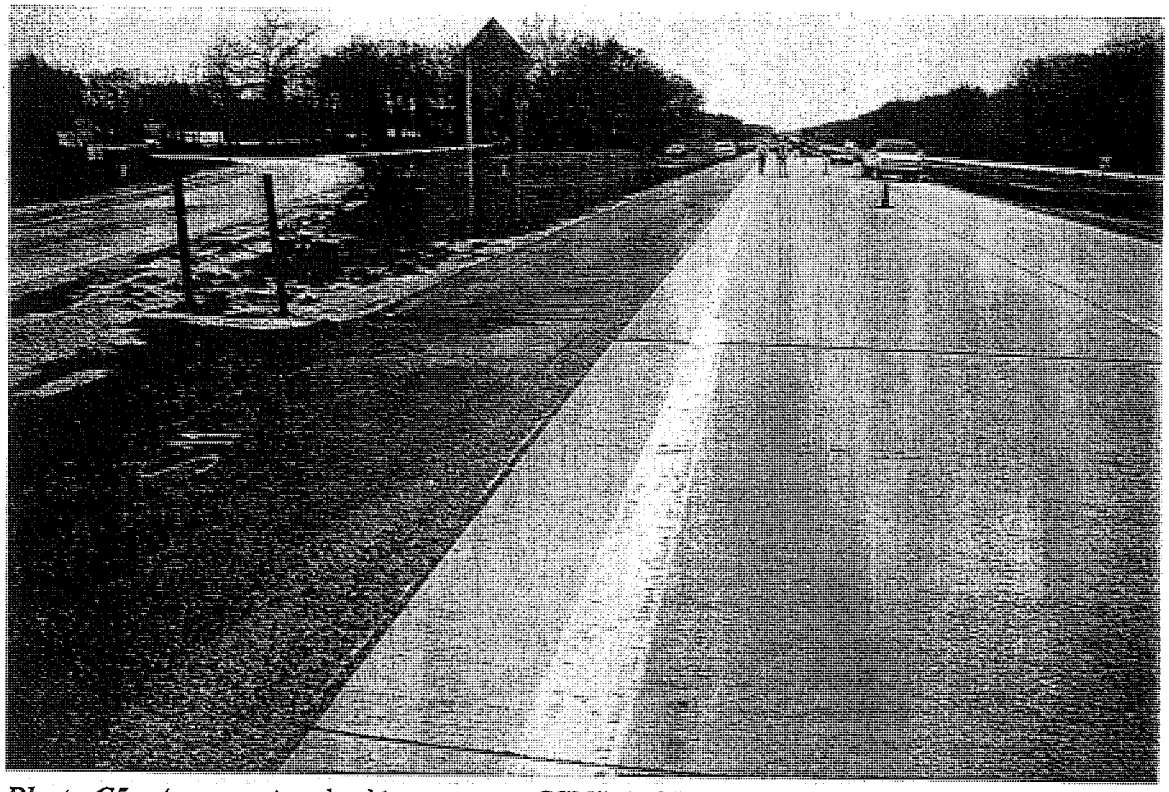


Photo C5. *An overview looking west on* ***CSN# 11017-32516A (Section C), EB.*** *This section has a 14 ft widened truck lane and an asphalt shoulder. Transverse joint spacing varies from 15 to 17 ft.*

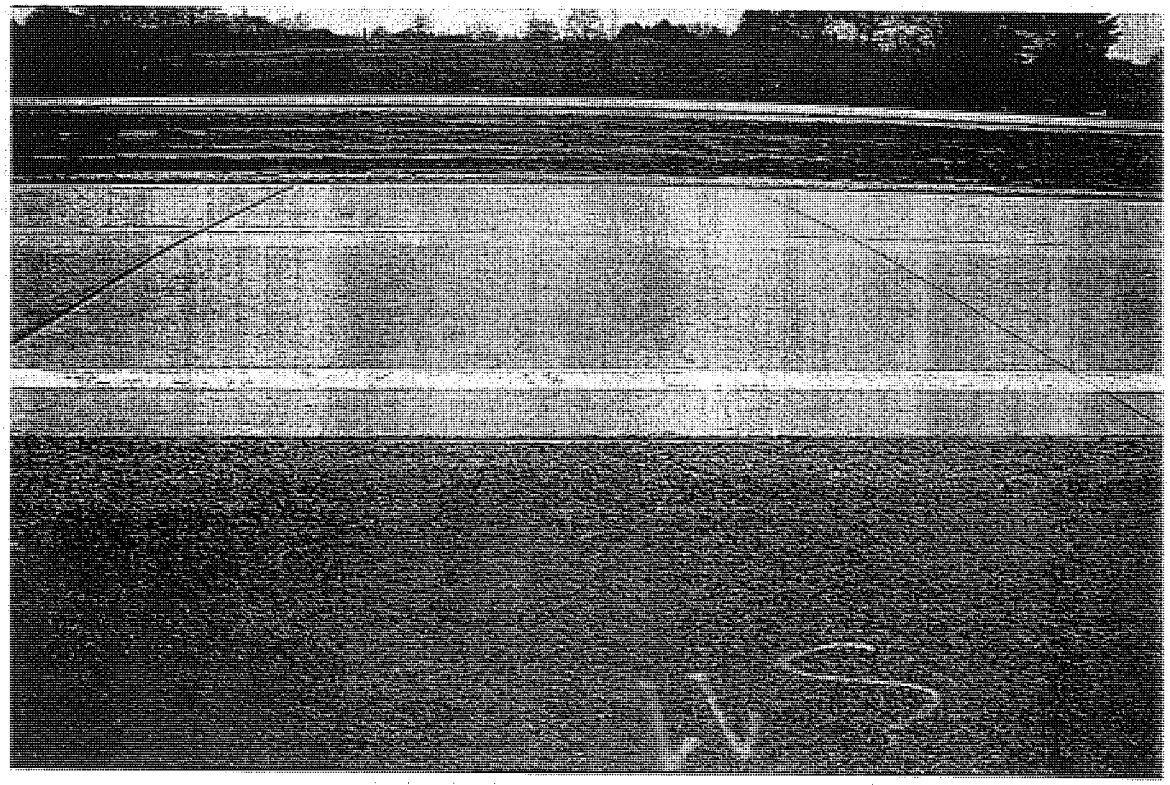


Photo C6. *A full width transverse crack on* ***CSN# 11017-32516A (Section C), EB.*** *An expansion joint can be seen in the left side of the photo.*

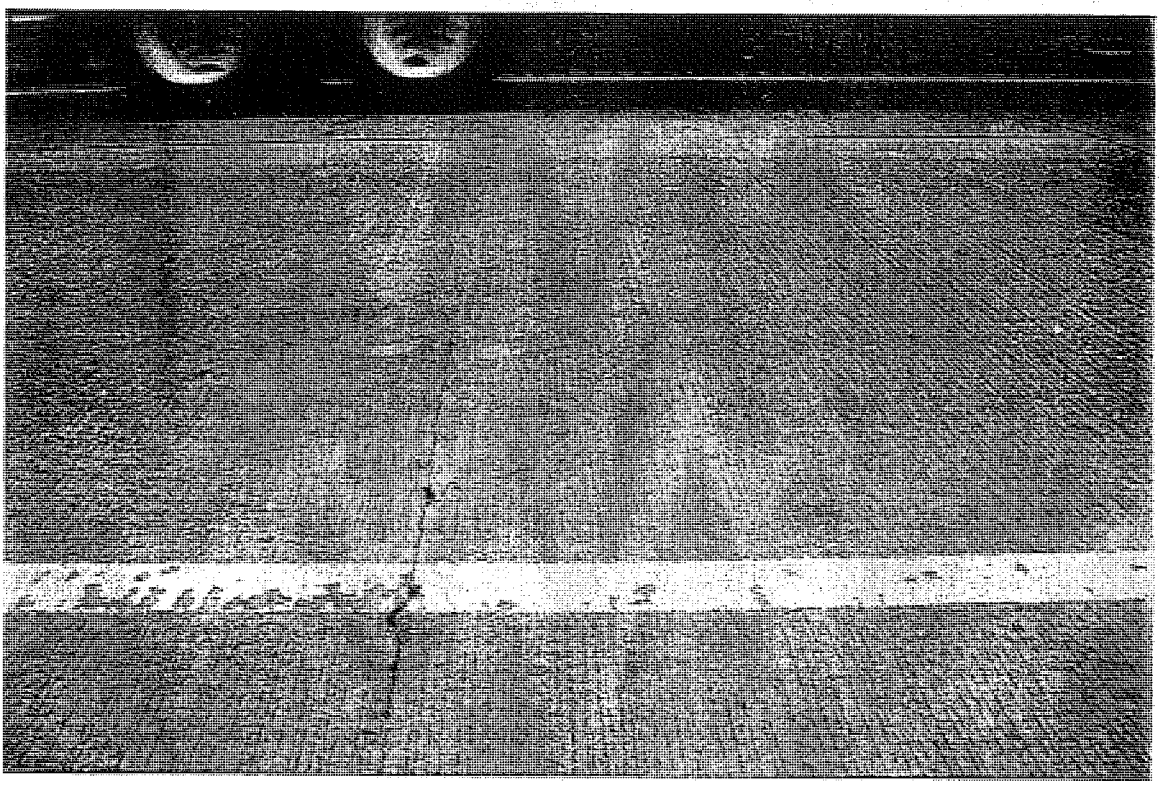


Photo C7. *A close-up of a full width transverse crack in* ***CSN# 11017-32516A (Section C), EB.*** *The beginnings of spalling can be can seen at the bottom of the photo.*

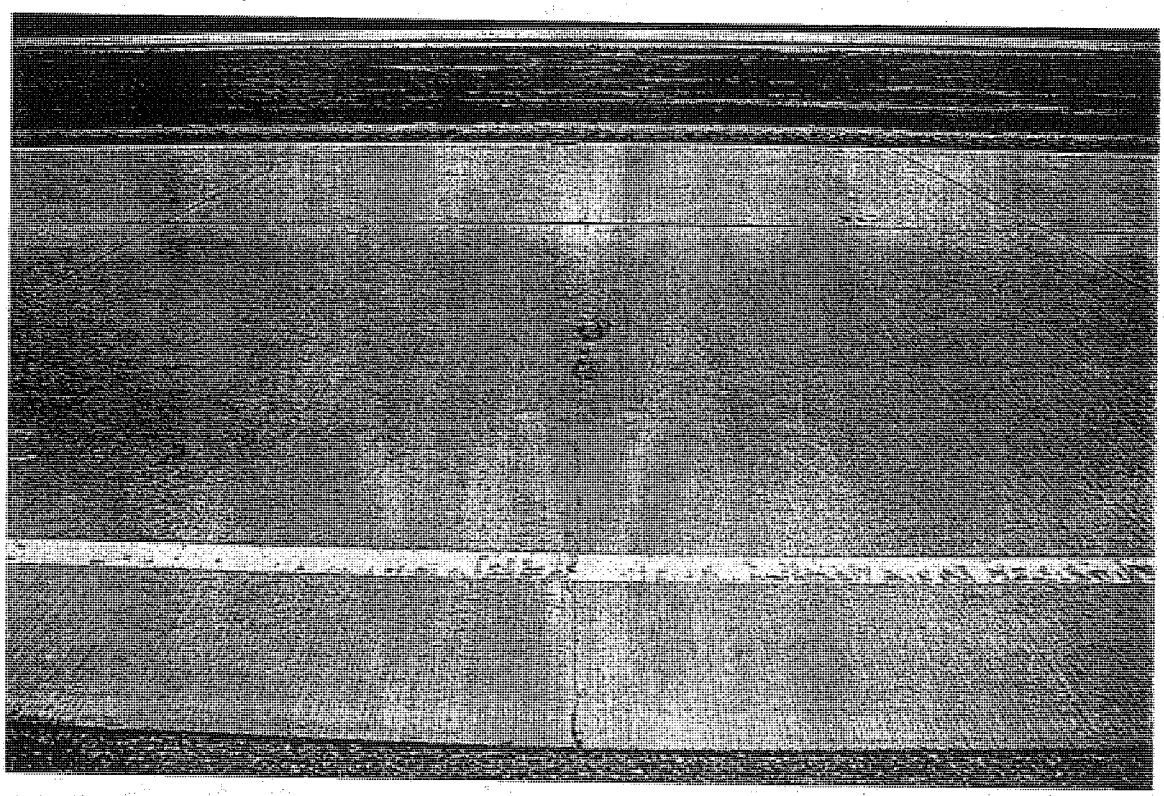


Photo C8. *A transverse crack at midslab in* ***CSN# 11017-32516A (Section C), EB.*** *Moderate spalling is present.*

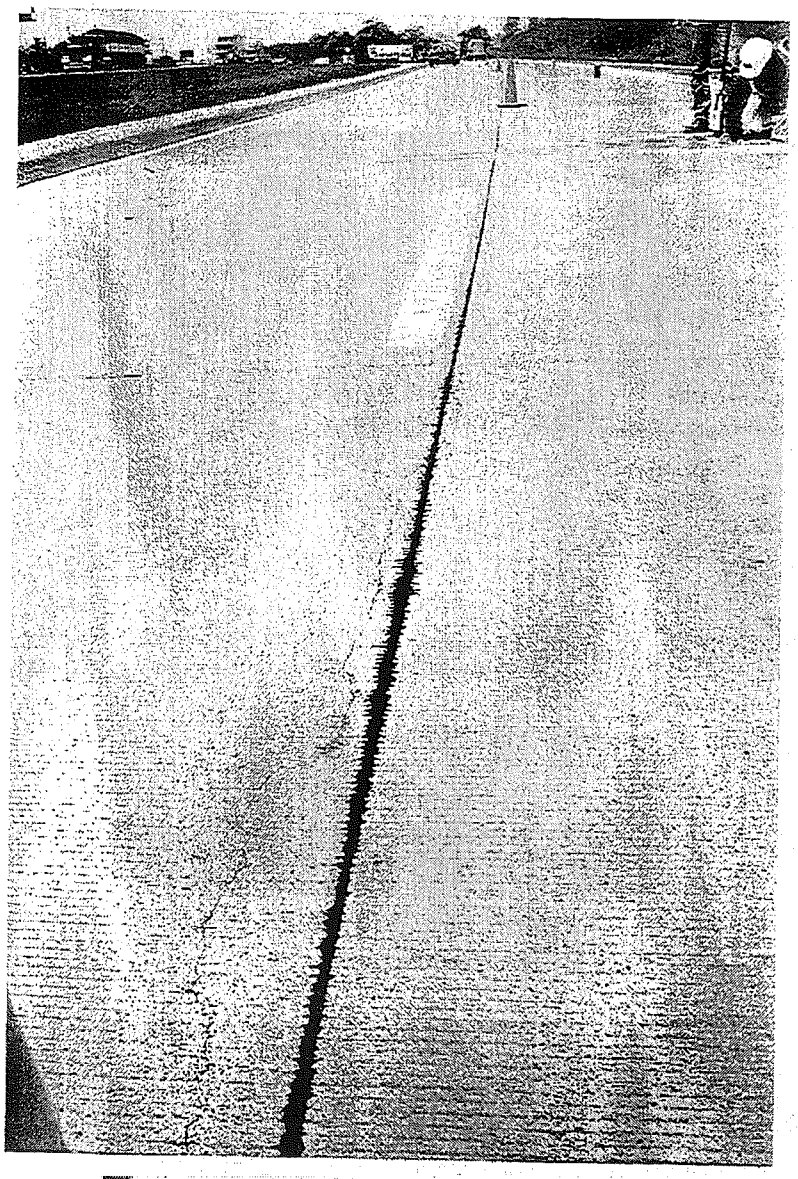
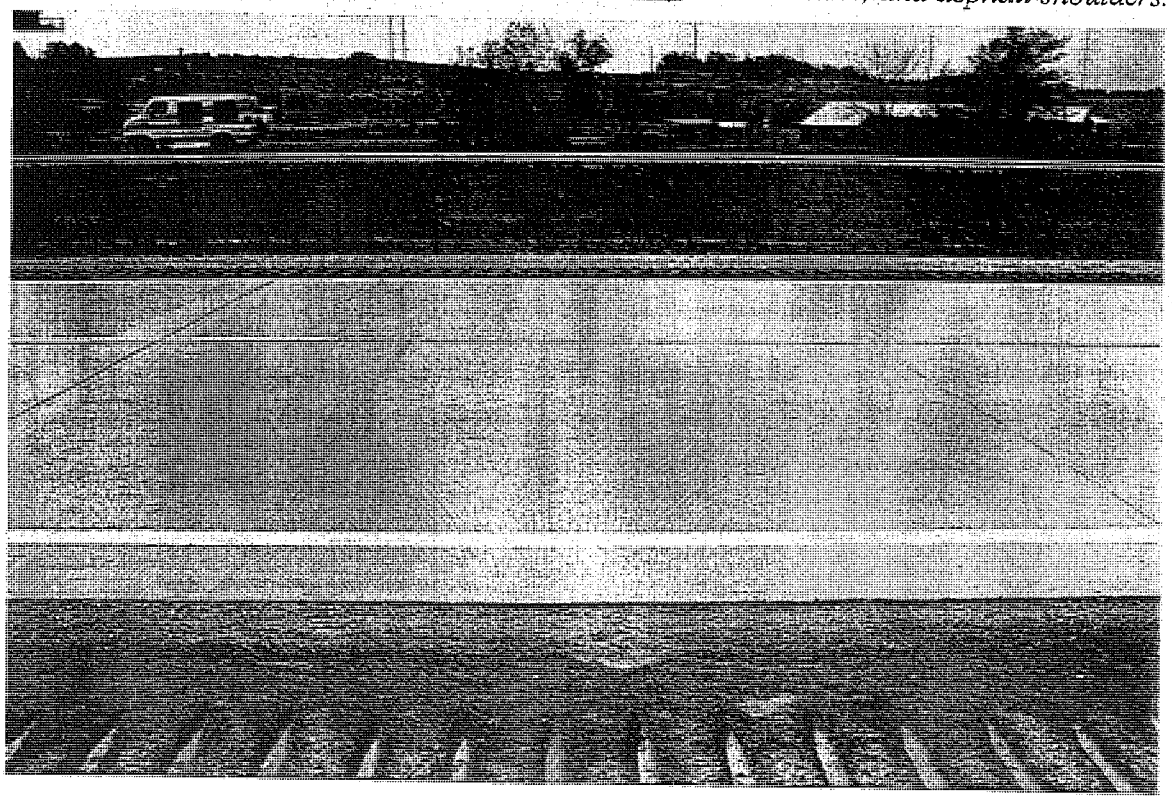


Photo C9. *An overview looking west on* ***CSN# 11017-32516A (Section D), WB.*** *A tight longitudinal crack running parallel to the longitudinal joint can been seen.*

Photo C10. *A view of a typical uncracked slab in* ***CSN# 11017-32516A (Section D) WB.*** *This section has 15 ft joint spacing, 14 ft widened truck lane, and asphalt shoulders.*



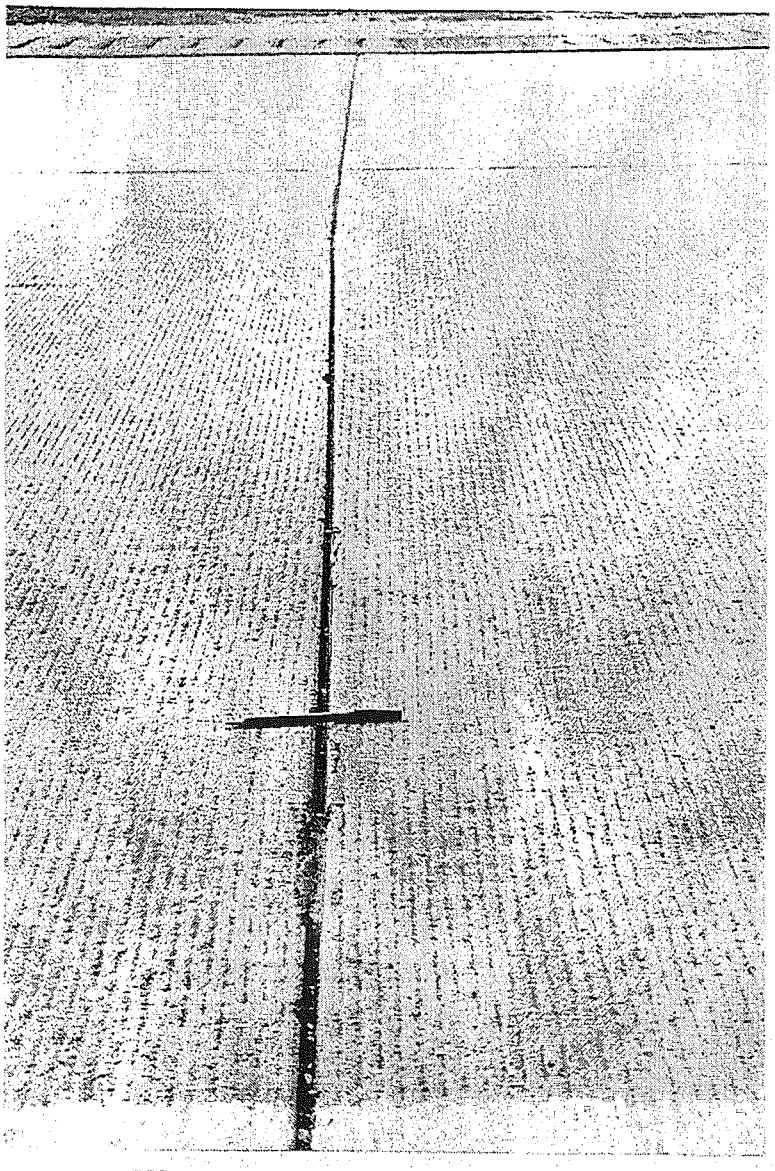


Photo C11. *A typical contraction joint on* ***CSN# 11017-32516A (Section D) WB,*** *showing some spalling along the joint.*

Photo C12. *A partially clogged edge drain outlet on* ***CSN# 11017-32516A (Section D) WB.***

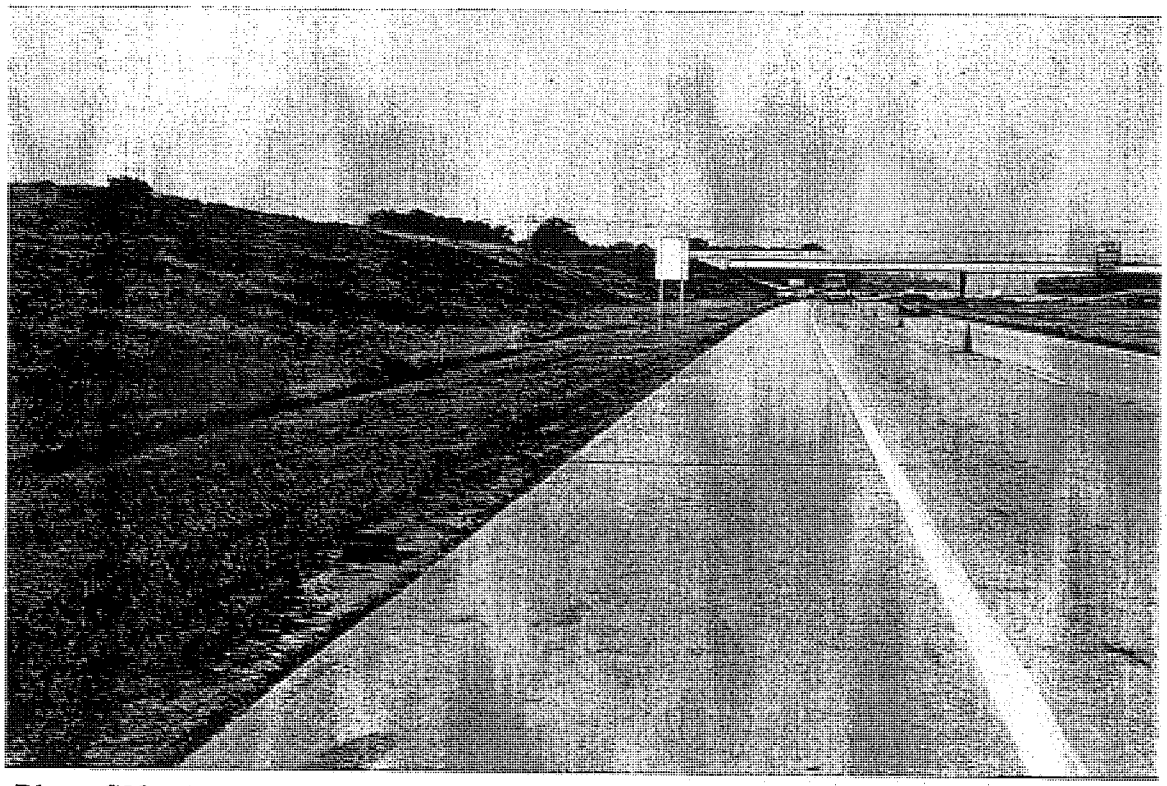


Photo C13. *An overview of* ***CSN# 19042-24680A (Section B) EB*** *looking west. This section has 41 ft slabs and concrete shoulders with no intermediate joints.*

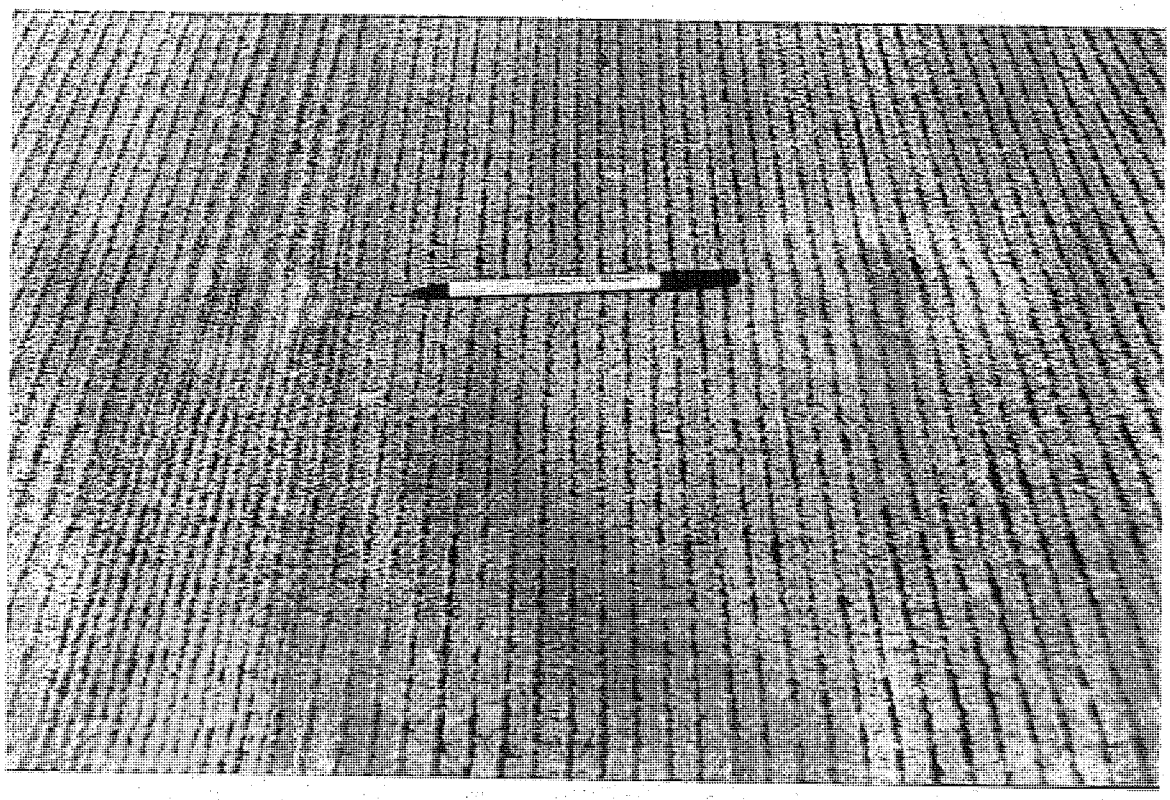


Photo C14. *A tight transverse crack on* ***CSN# 19042-24680A (Section B) EB****, typical of those seen in the test section.*

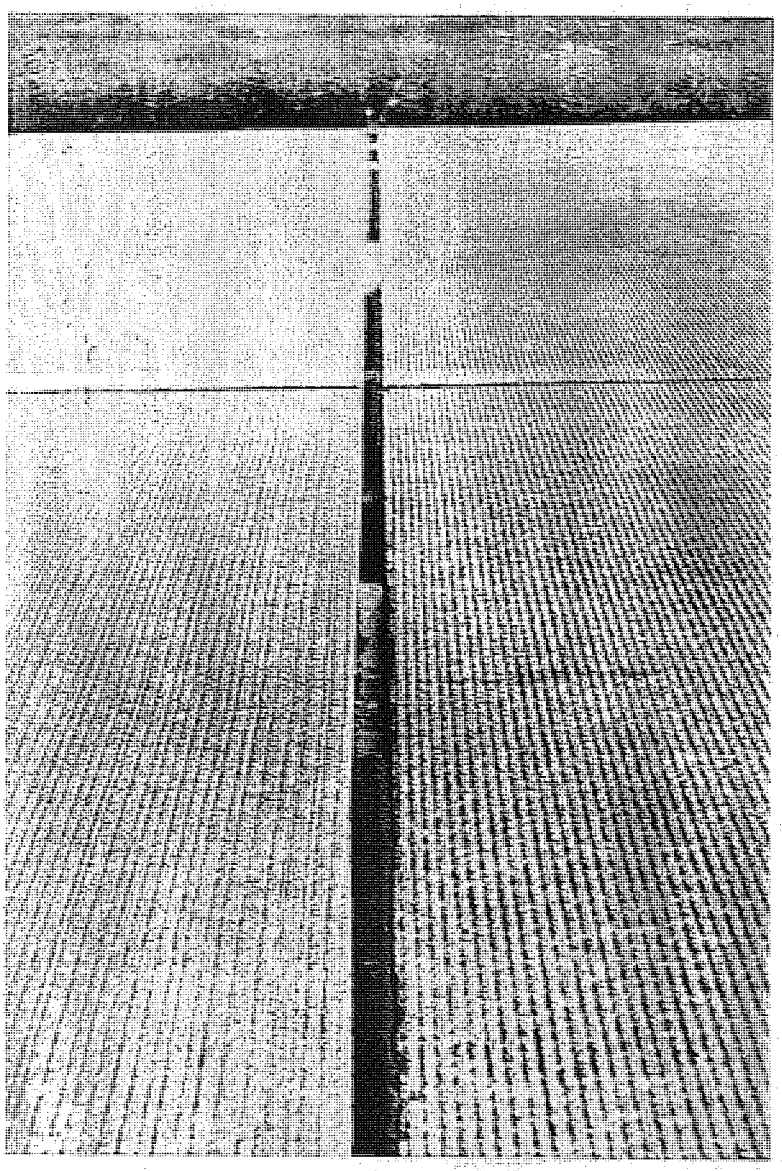
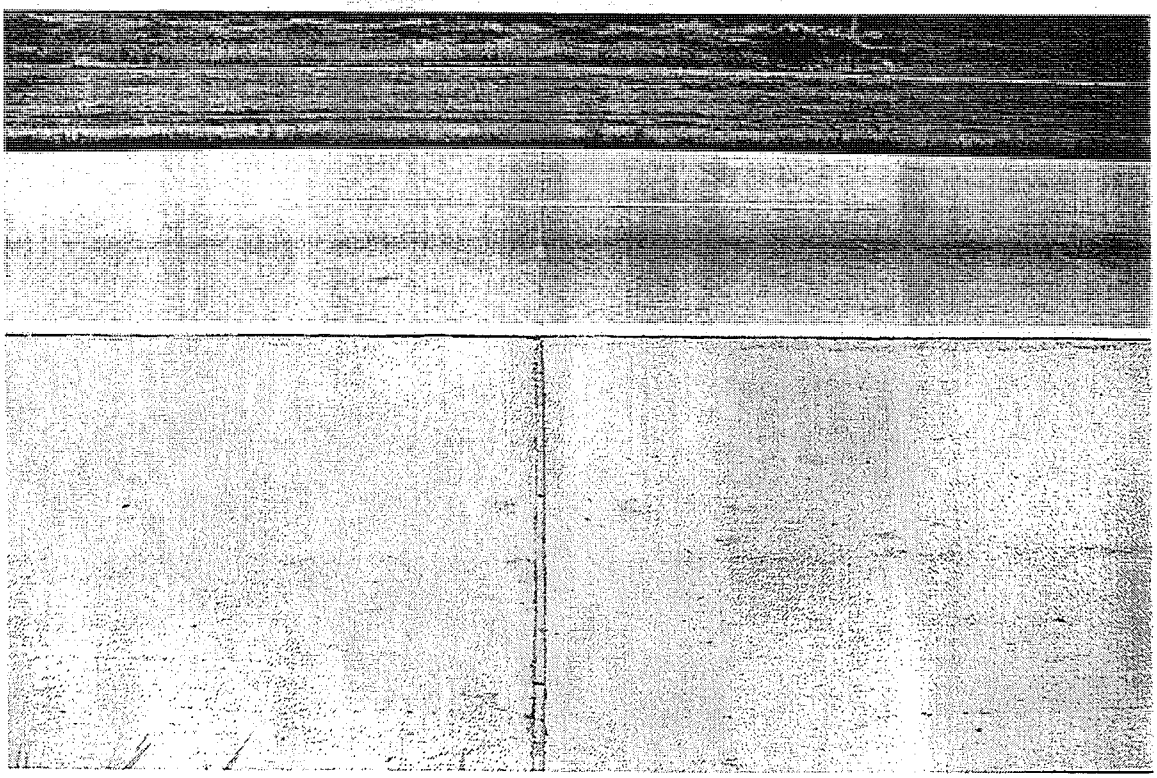
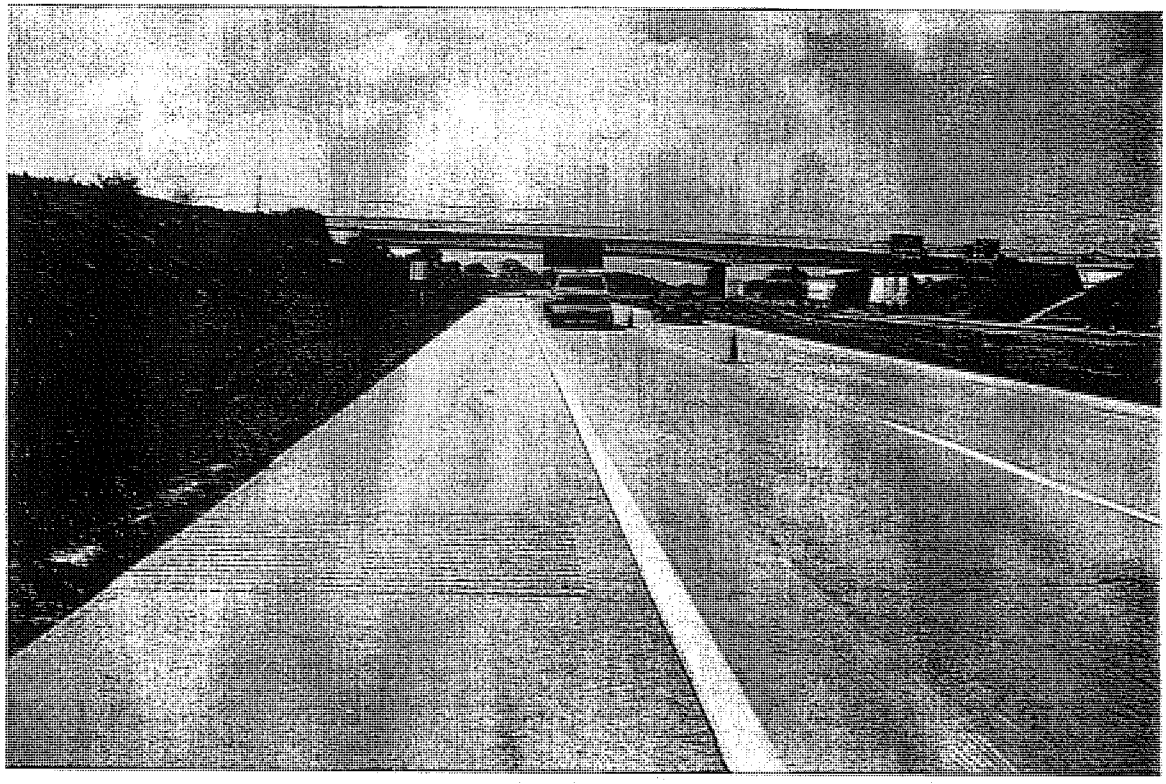


Photo C15. *An expansion joint on* ***CSN# 19042-24680A (Section B) EB*** *showing some distress in the joint sealant. Sealant damage was present in several locations in the test section.*

Photo C16. *A typical contraction joint and adjoining slabs on* ***CSN# 19042-24680A (Section B) EB****, showing little to no distress.*





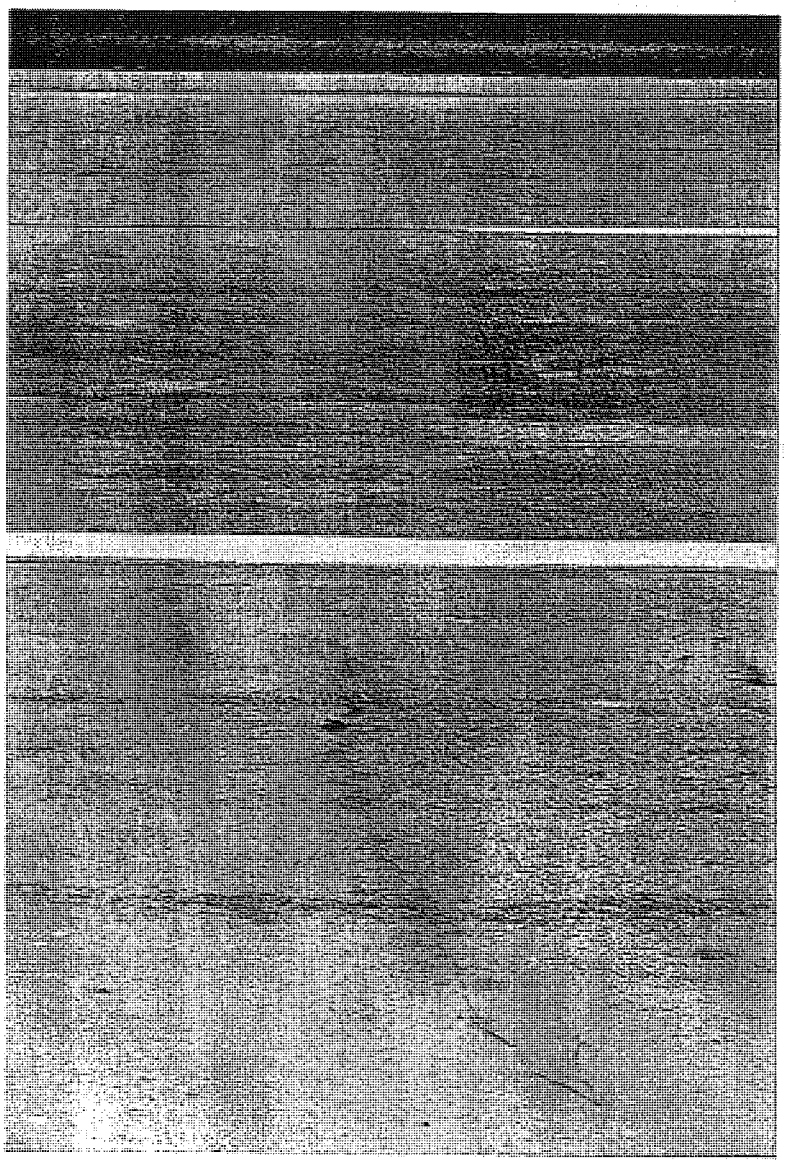
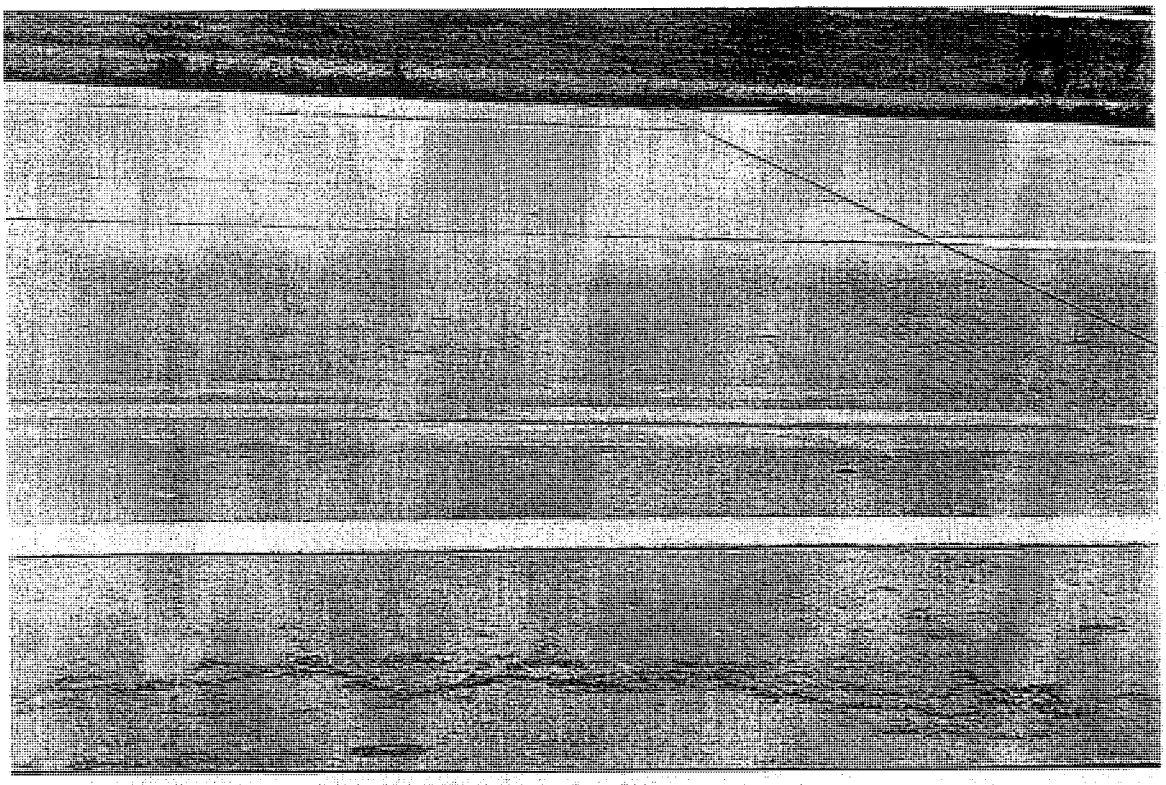


Photo C17. *A overview looking west on* ***CSN# 19042-02233A (Section C) EB.*** *Slabs are 41 ft long. The concrete shoulder slabs have the same length.*

Photo C18. *A typical tight mid-slab crack on* ***CSN# 19042-02233A (Section C) EB*** *the crack propagates from the shoulder into the truck lane.*



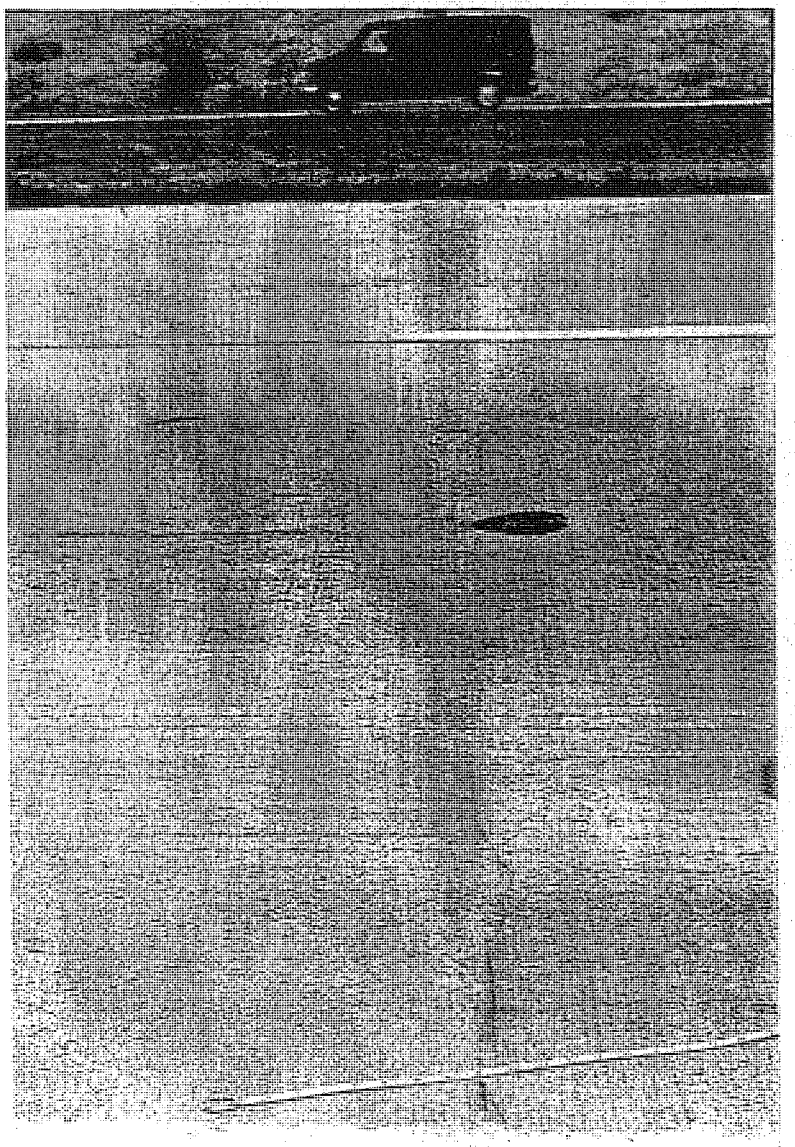


Photo C19. *A tight crack on* ***CSN# 19042-02233A (Section C) EB****, joints are in good condition as can be noted here.*

Photo C20. *A tight midslab crack in the truck lane of* ***CSN# 19042-02233A (Section C) EB,*** *the crack extends into the shoulder. but is not visible in the passing lane.*

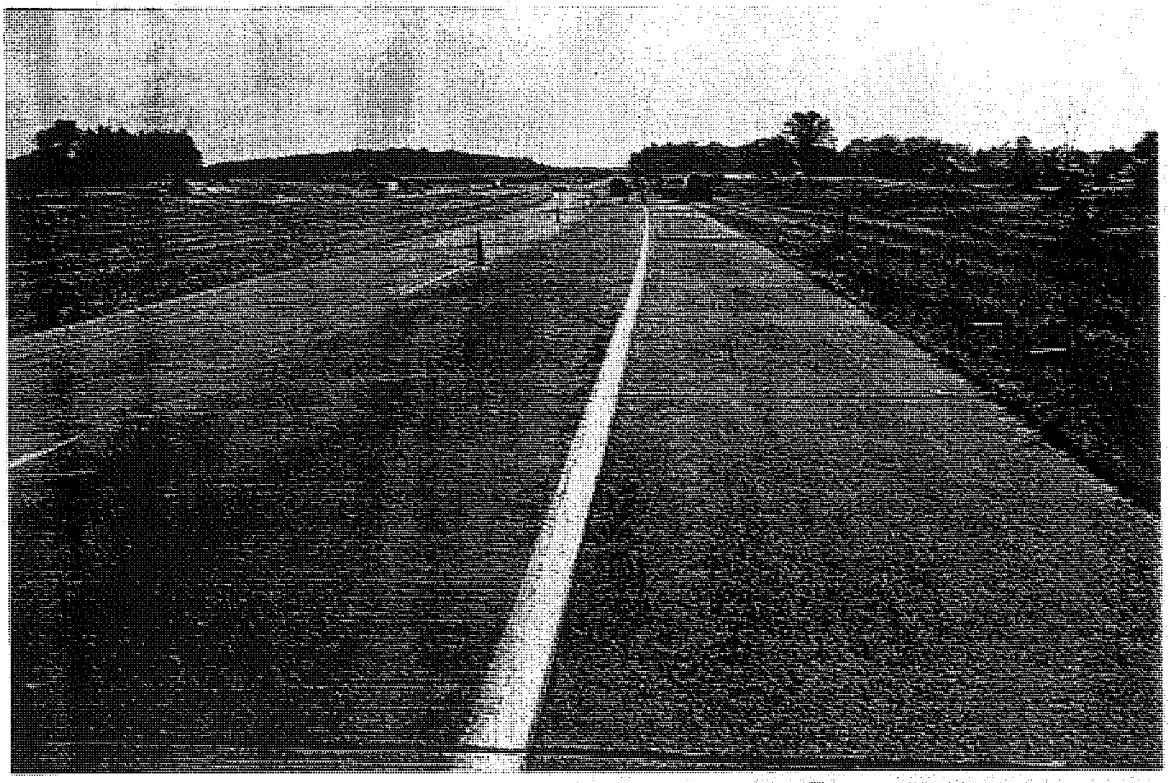


Photo C21. *An overview looking east along* ***CSN# 19043-02234A, EB,*** *showing the third point intermediate shoulder joints. The slabs in the driving lanes are 41 ft long..*

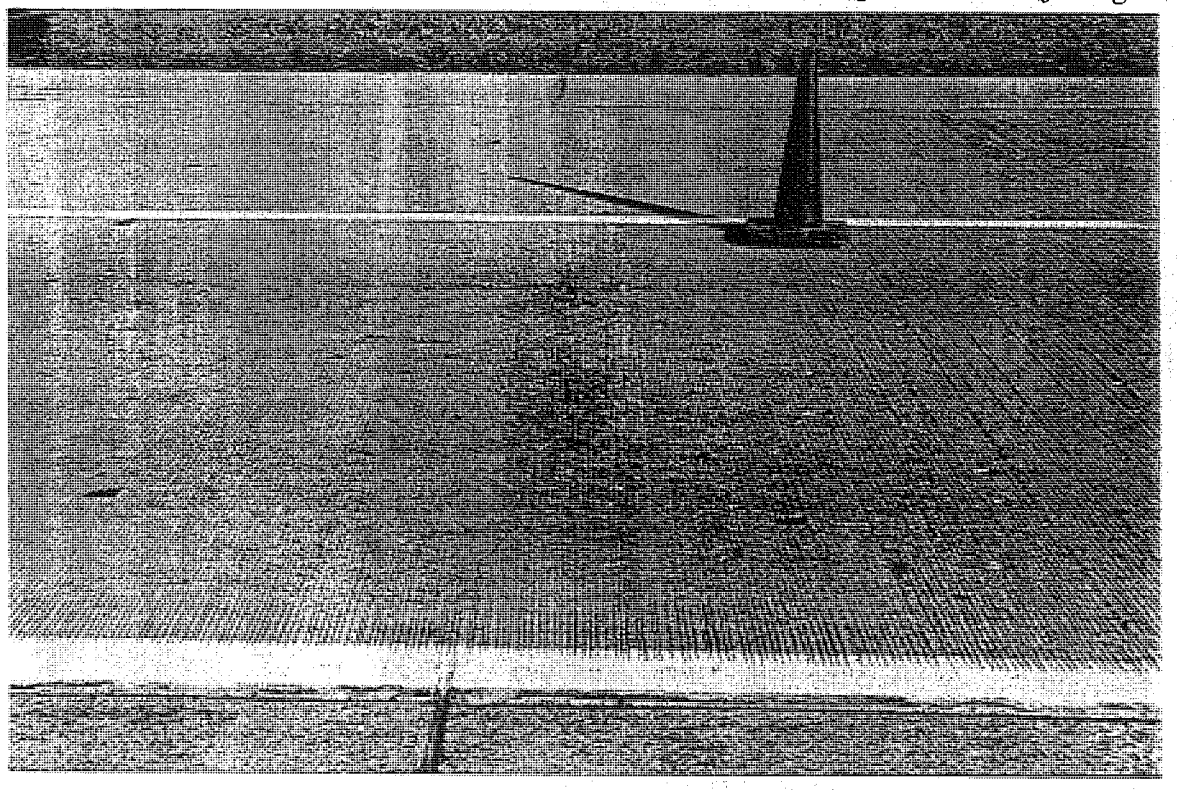


Photo C22. A typical midslab crack on **CSN# 19043-02234A, EB**, initiated by the third point intermediate shoulder joint.

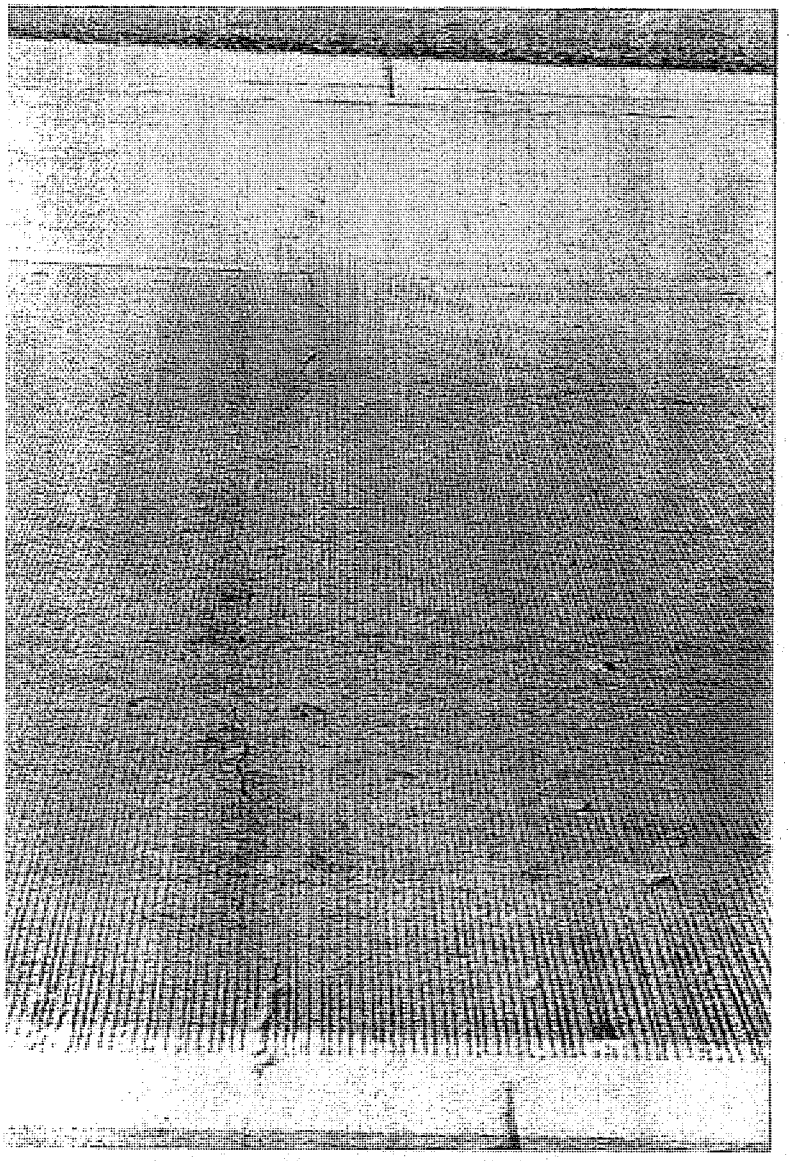
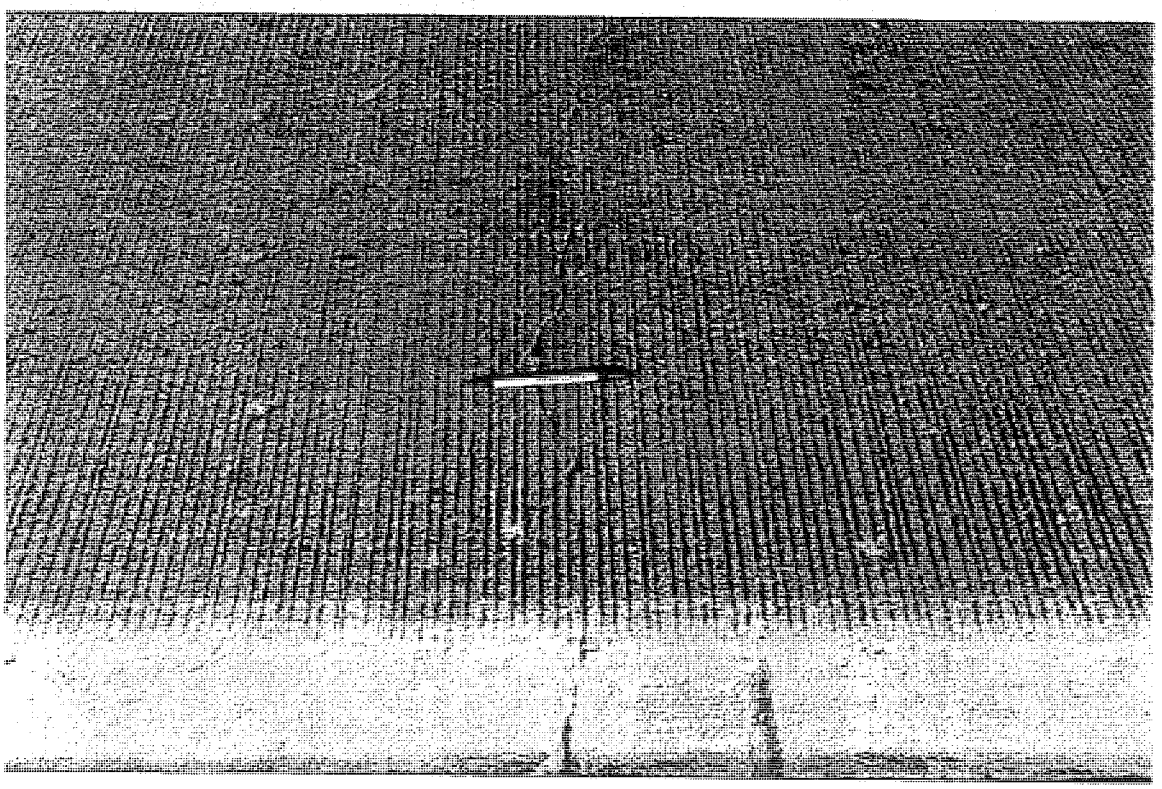


Photo C23. *A full width transverse crack initiated by the third point intermediate shoulder joint along* ***CSN# 19043-02234A EB.***

Photo C24. *A close-up of a typical crack on* ***CSN# 19043-02234A EB.*** *The beginning of spalling can be seen.*



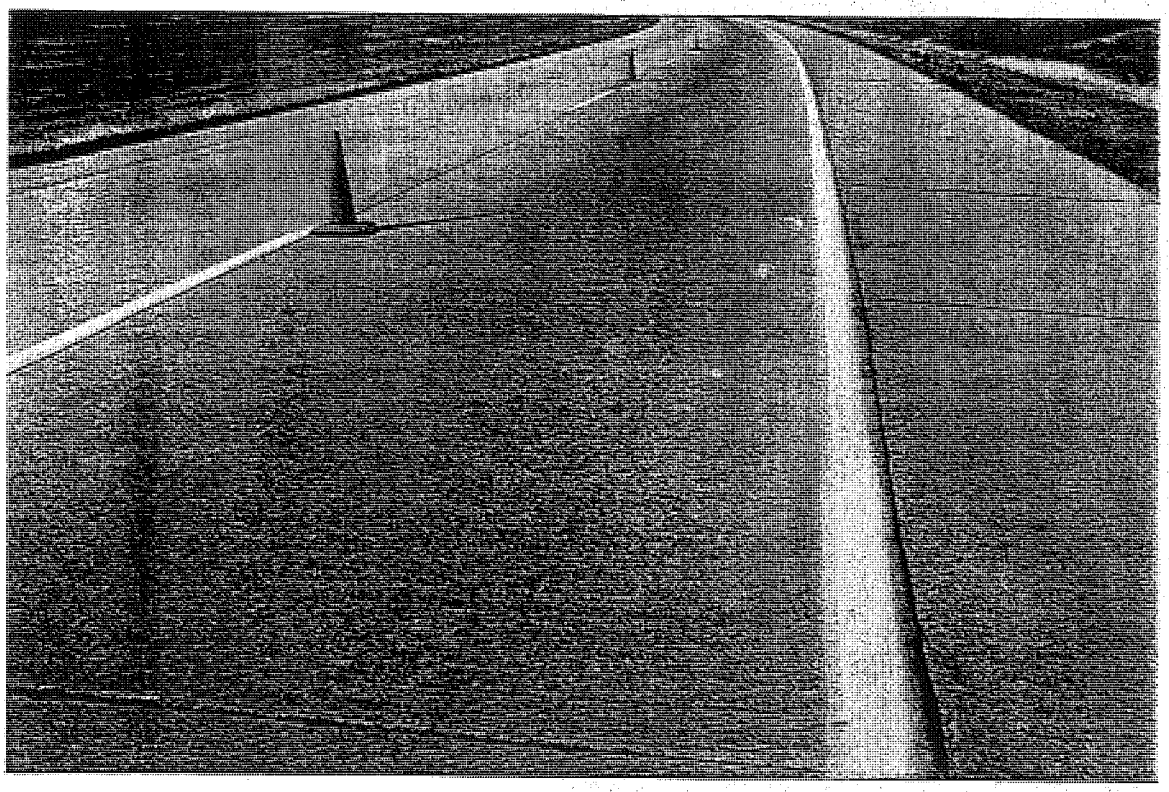


Photo C25. An overview of the end of the test section of ***CSN# 19043-02234A WB****, looking west. This section has 41 ft joint spacings in the driving lanes, but only 14 ft joint spacing in the shoulders.*

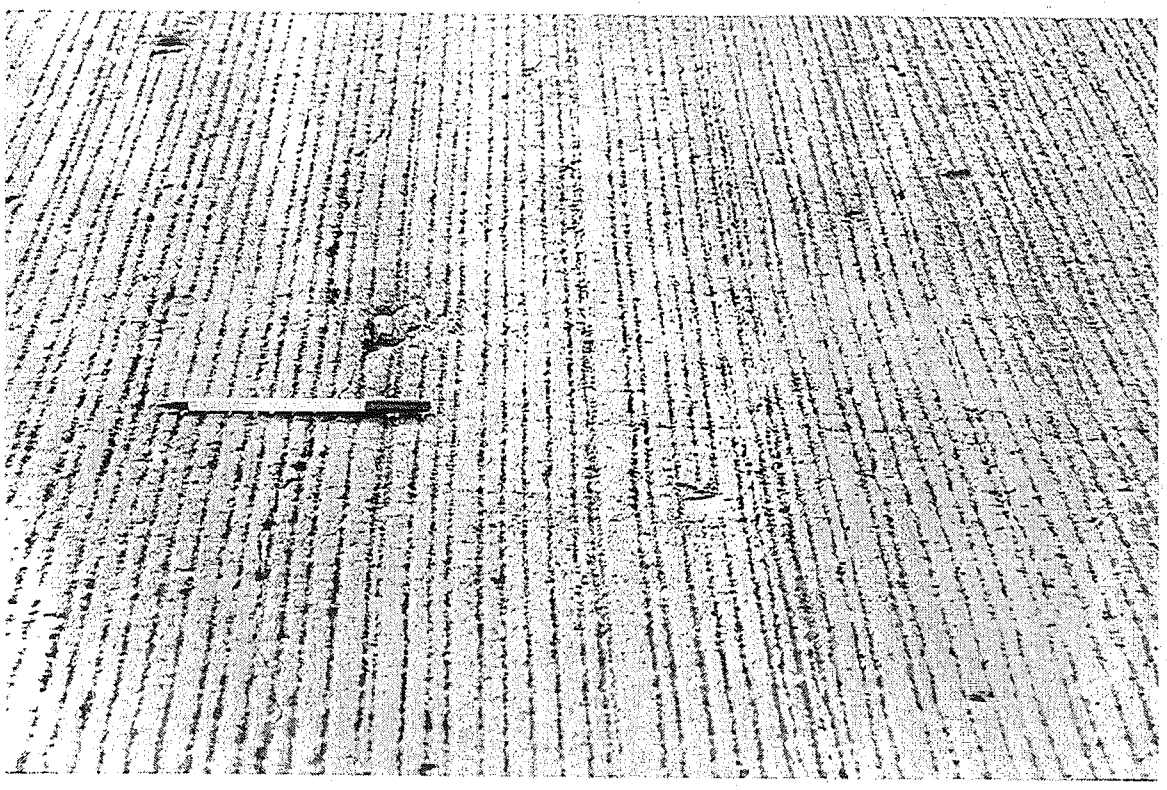


Photo C26. A closeup view of a tight crack on ***CSN# 19043-02234A, WB****. The beginning of spalling can be seen in the center of the photo.*

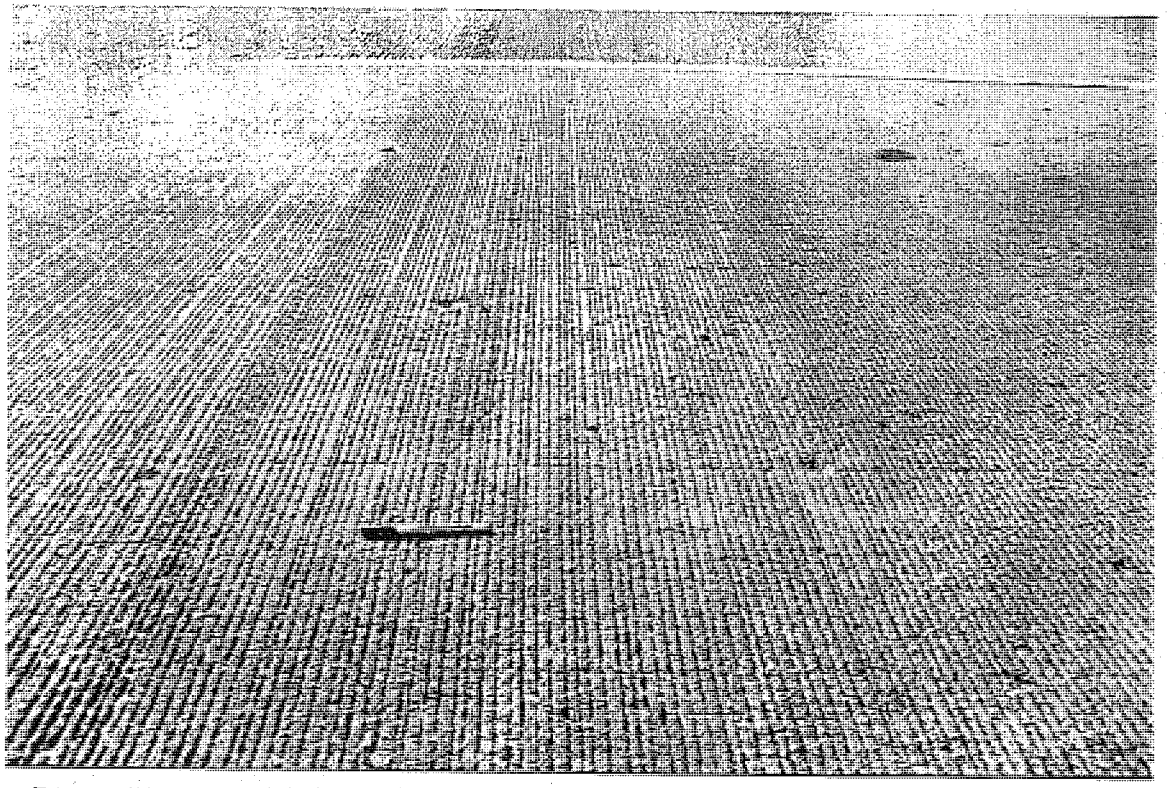


Photo C27. *A midslab crack along* ***CSN# 19043-02234A, WB****. The crack propagates from the intermediate shoulder joint, which is typical for this section.*

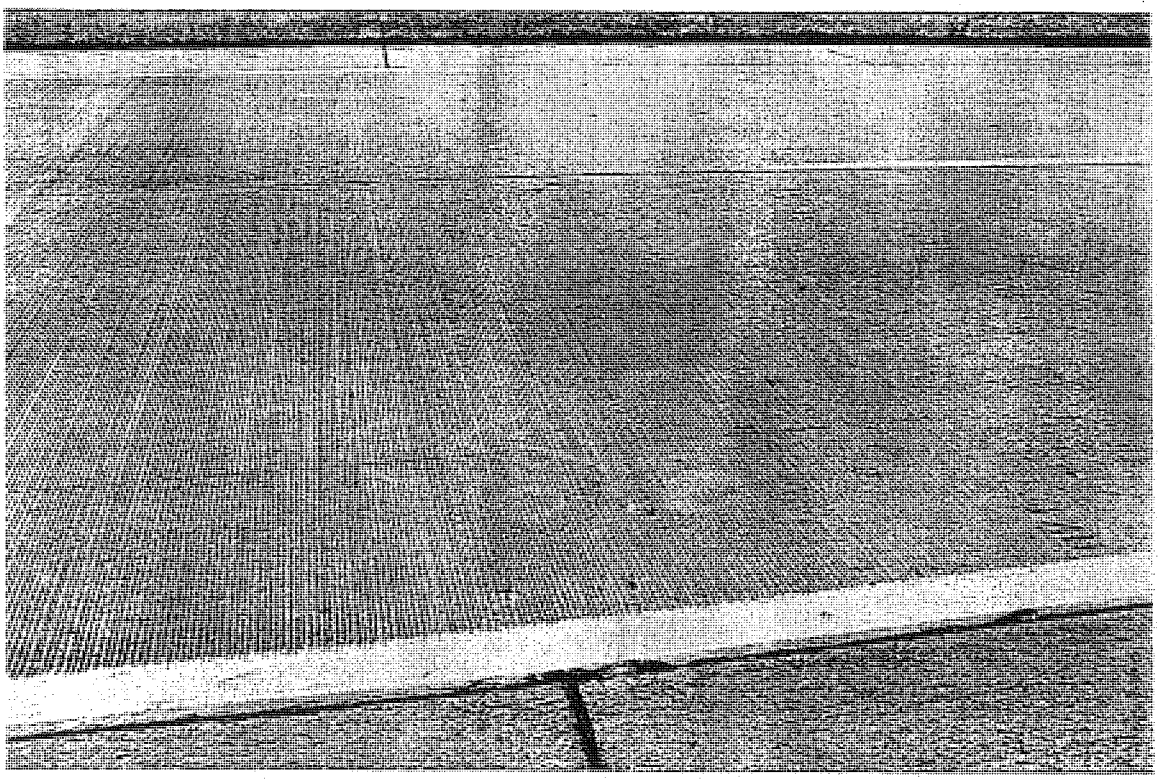


Photo C28. *A typical full width mid slab crack on* ***CSN# 19043-02234A, WB****. This crack was initiated by the third point intermediate shoulder joint seen at the bottom of the photo.*

Photo C29. *An overview looking north on* ***CSN# 25132-06582A SB****. This photo shows the 3 lanes of traffic and the third point intermediate shoulder joints. The slab length is 44 ft in the driving lanes.*

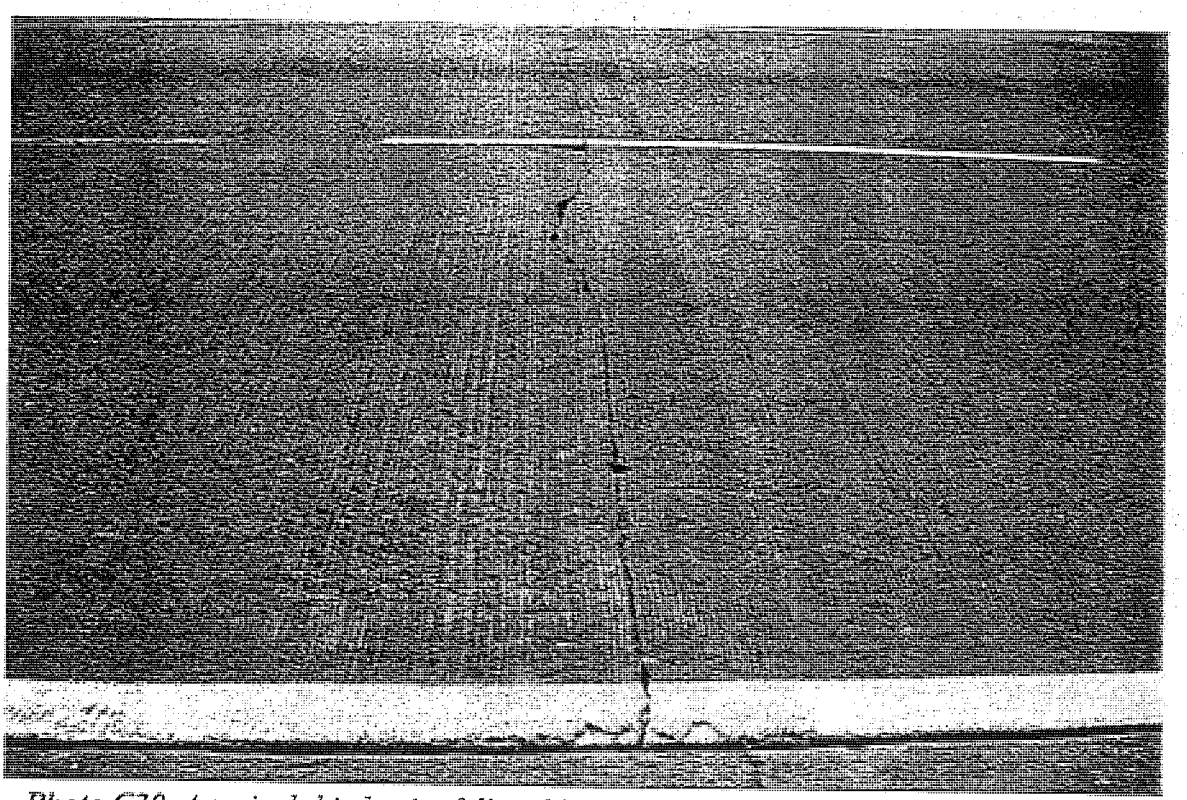


Photo C30. *A typical third point full width crack showing the beginnings of spalling on CSN# 25132-06582A SB.*

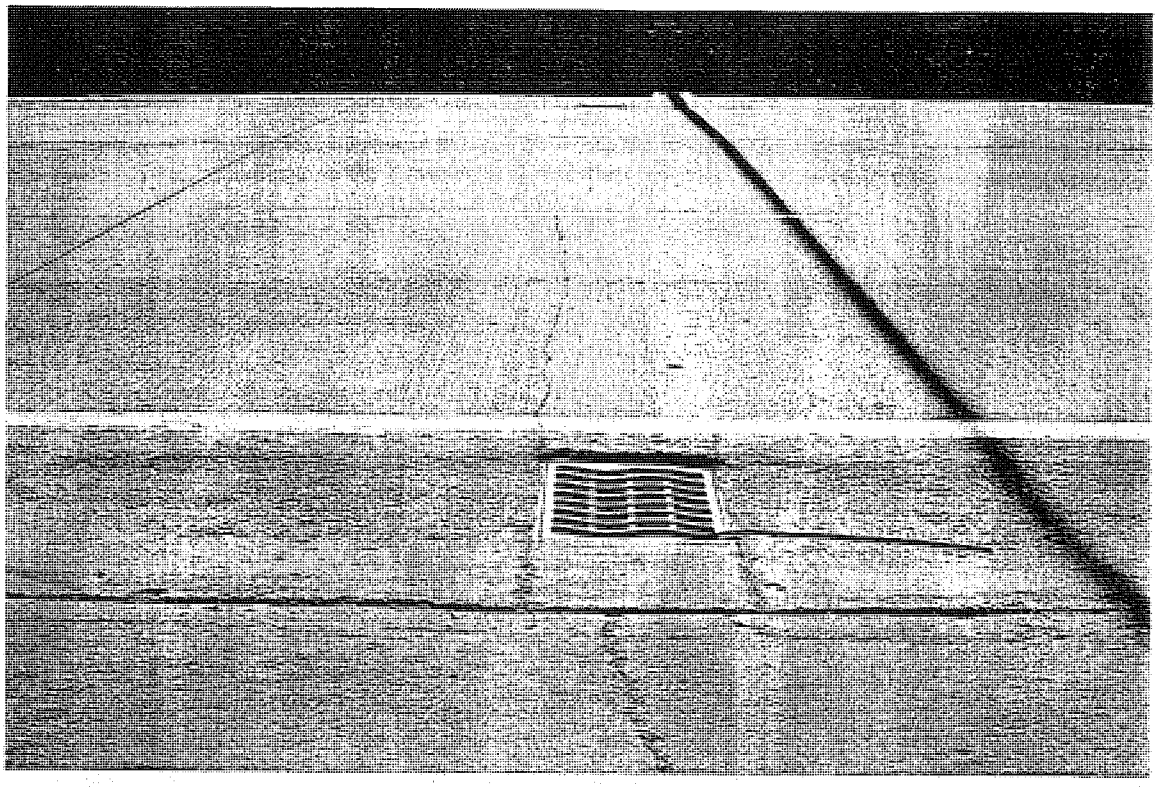


Photo C31. *A drainage structure that has induced a full width transverse crack on* ***CSN# 25132-06582A SB.***

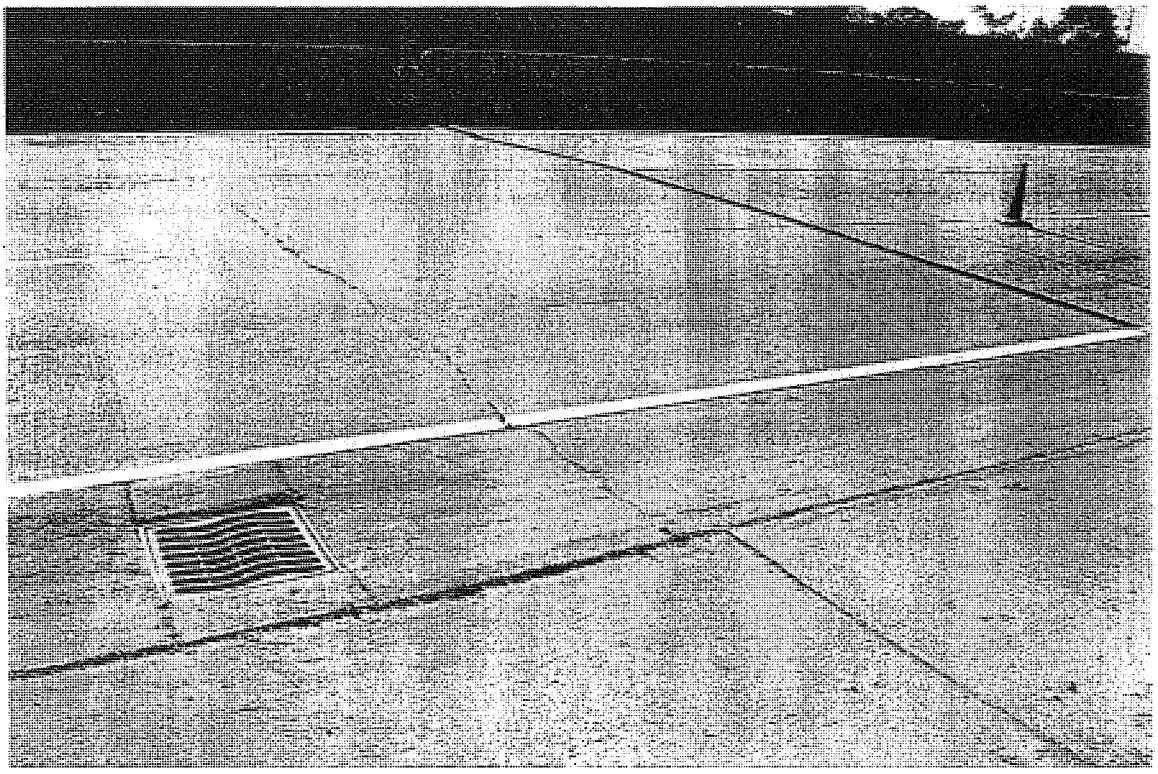


Photo C32. A full width transverse crack induced by the third point intermediate shoulder joints on ***CSN# 25132-06582A SB.***

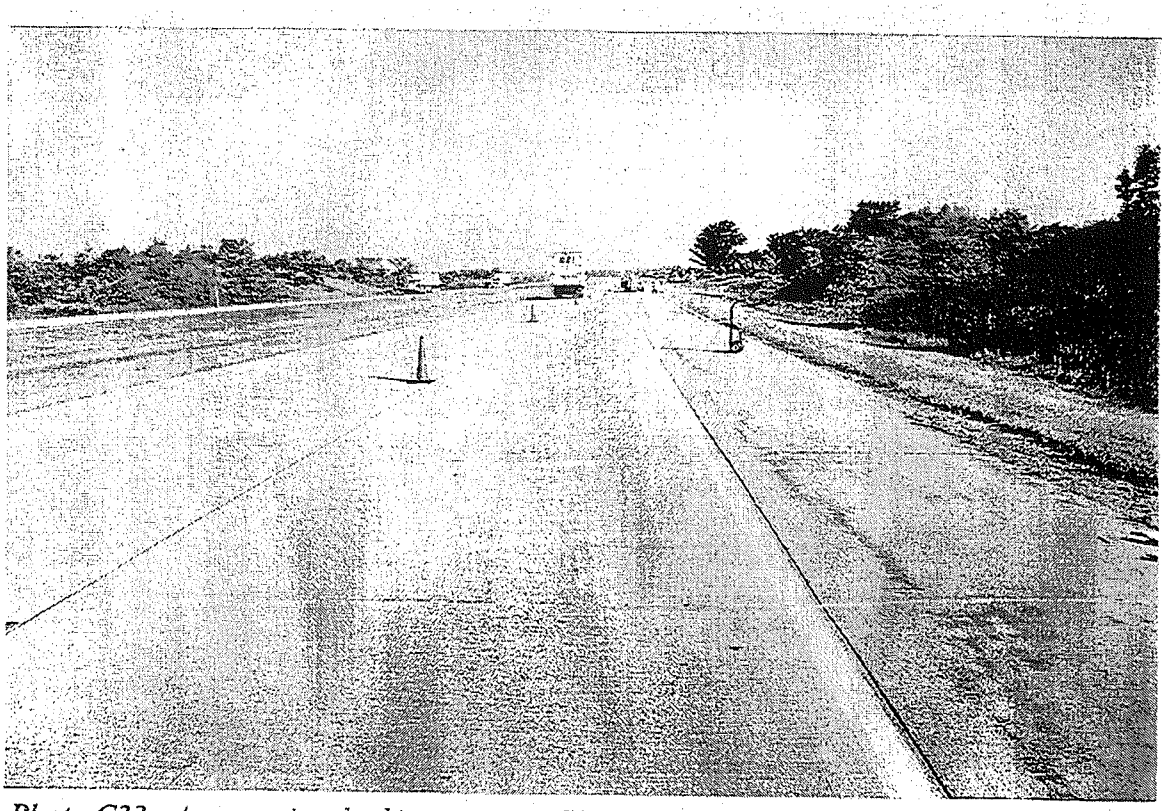


Photo C33. *An overview looking west on* ***CSN# 44044-18804 WB****, showing the intermediate shoulder joints. Slabs in the driving lanes are 41 ft long. Swamp vegetation in the ditches can be seen on the right side of the photo.*

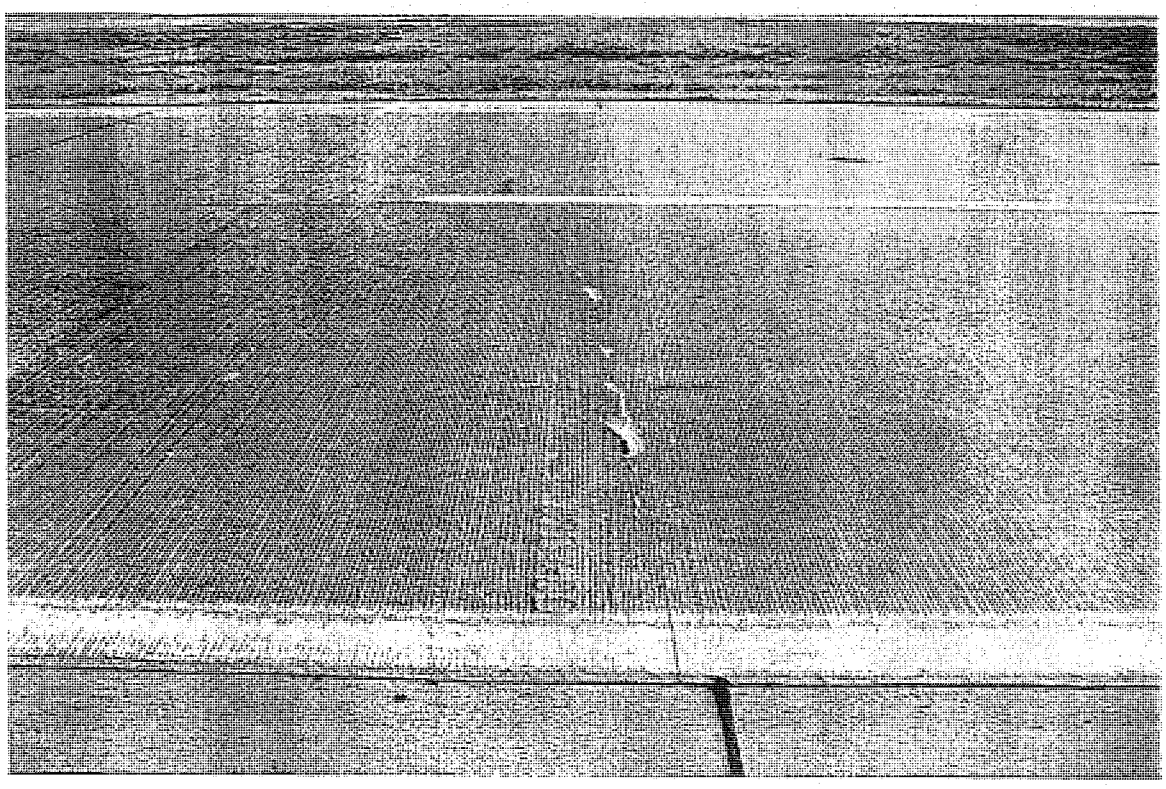


Photo C34. *A third point crack that is spalling on* ***CSN# 44044-18804A WB****.*

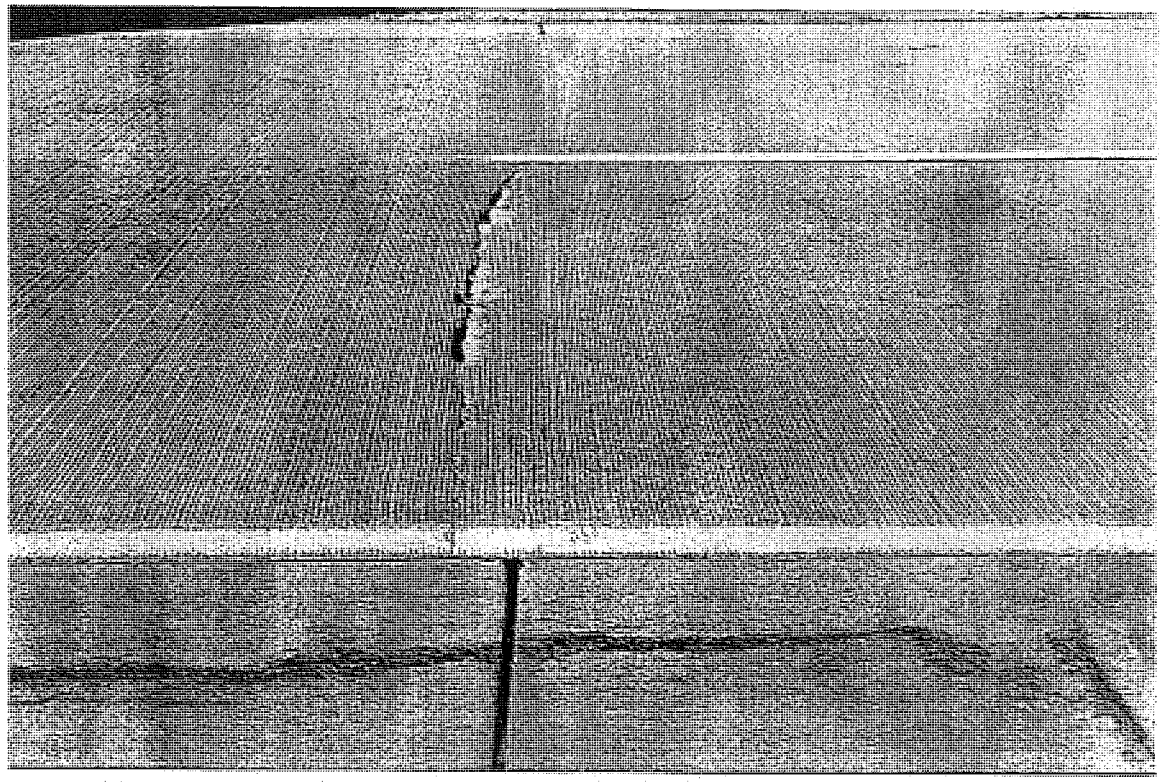


Photo C35. *A full width transverse crack on* ***CSN# 44044-18804A WB****. The crack is tight in the passing lane and is spalling in the truck lane. This crack, was induced by the intermediate shoulder joint.*

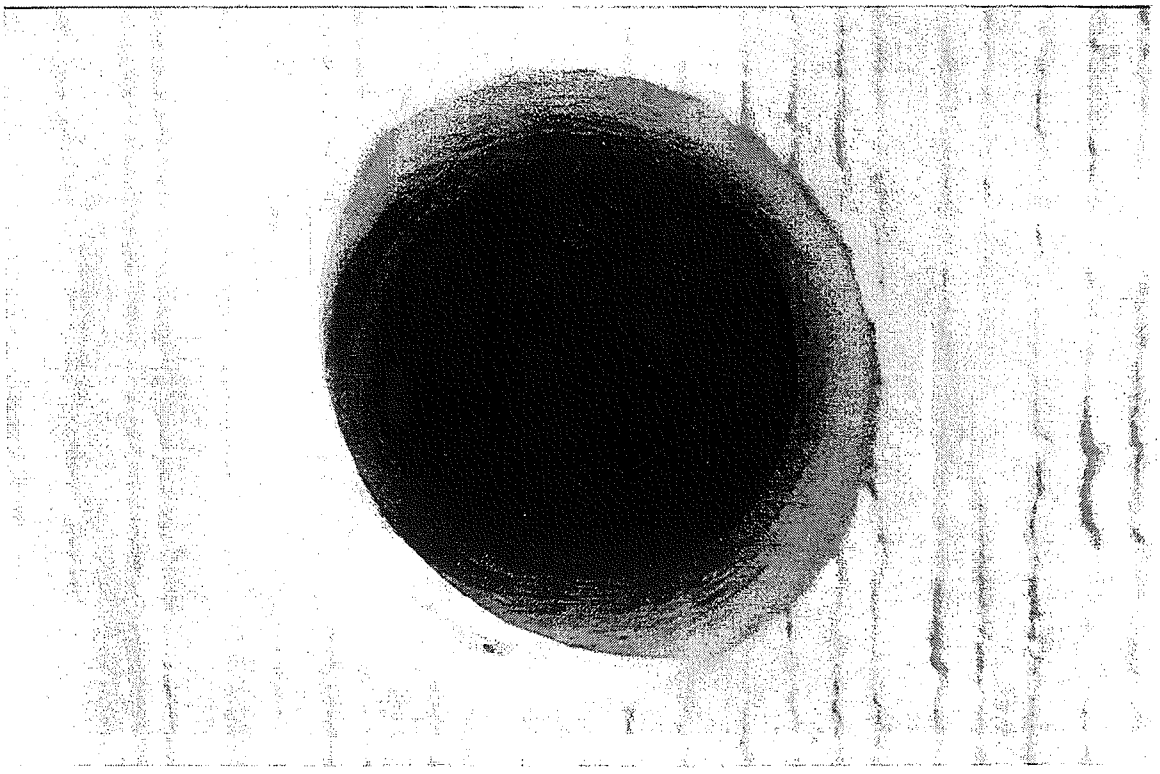


Photo C36. A close-up of a corehole on ***CSN# 44044-18804A WB****. showing the OGDC base course.*

Photo C37. *An overview of* ***CSN# 47065-28215A WB*** *looking west, just prior to paving. The open graded drainage course and dowel cages are visible.*

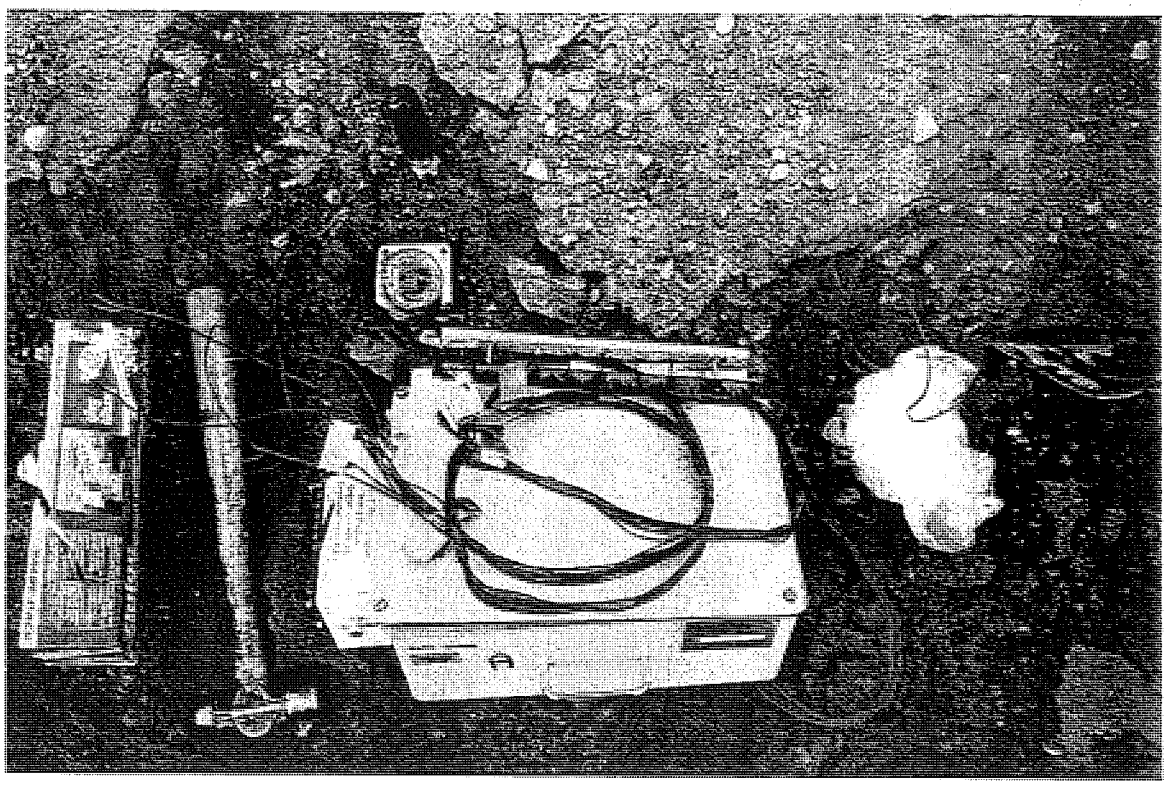


Photo C38. *A view of the temperature profile instrumentation prior to installation in the slab in* **CSN# 47065-28215A WB**. *The gray box is the data-acquisition system. Lying on the box is the thermocouple rig, with thermocouples spaced in one inch increments.*

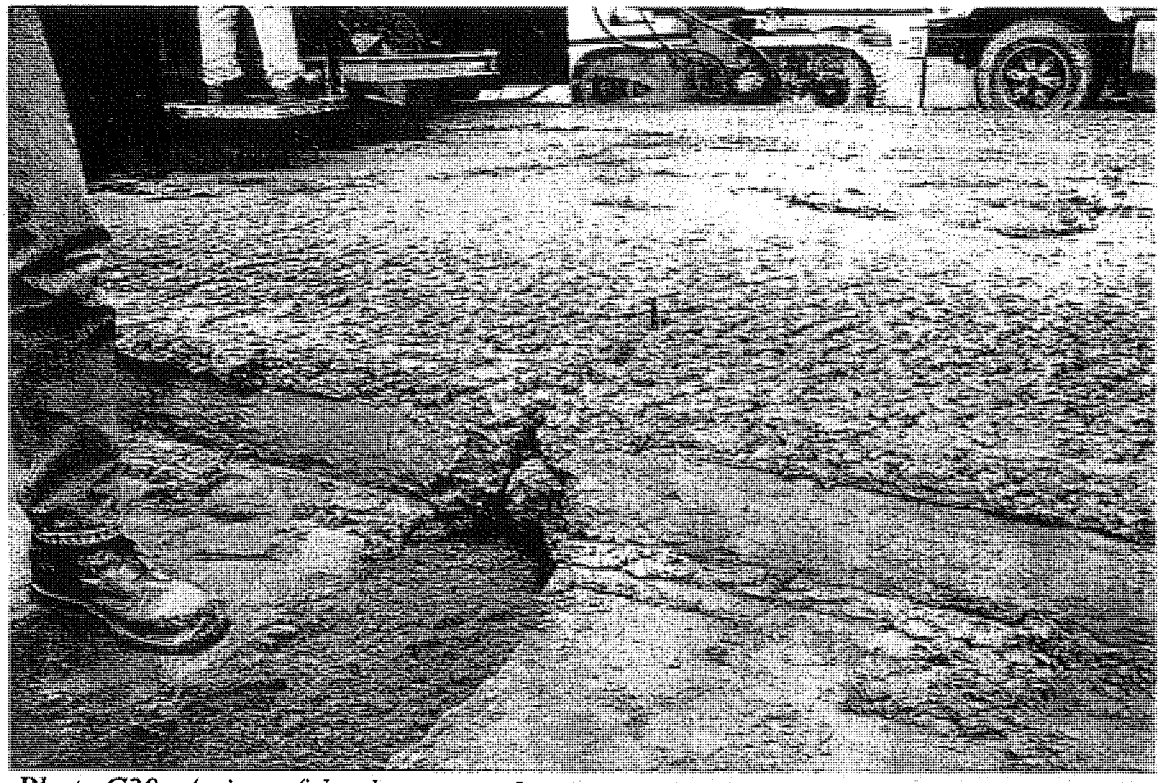


Photo C39. *A view of the thermocouple rig immediately after installation in* ***CSN# 47065-28215A WB.*** *The rig is installed between paving lifts, and the cables are buried to protect them from damage during the second paver pass.*

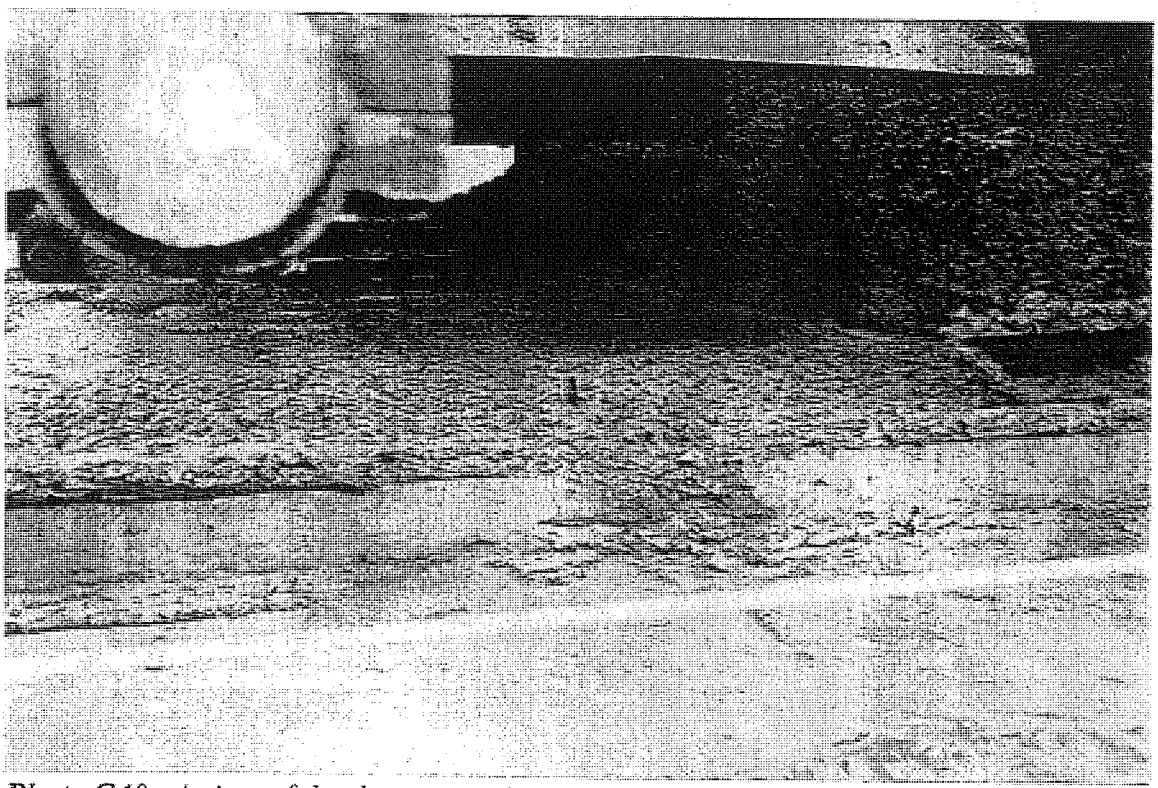


Photo C40. *A view of the thermocouple rig in* ***CSN# 47065-28215A WB*** *as the second paving lift is being applied. After paving the position of the rig is checked prior to final finishing of the slab. Temperature data collection begins immediately thereafter.*

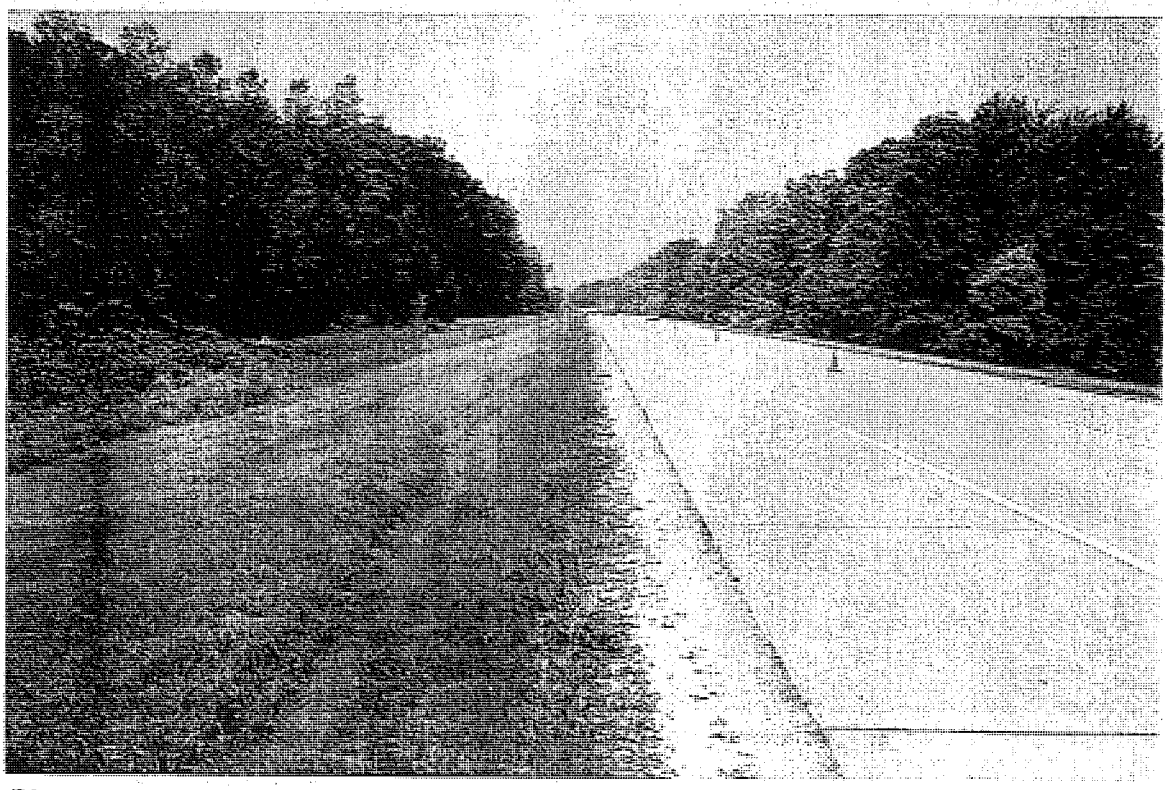


Photo C41. *An overview looking west showing intermediate shoulder joints on* ***CSN# 77023-21586A EB****. The slabs in the driving lanes are 41 ft long.*

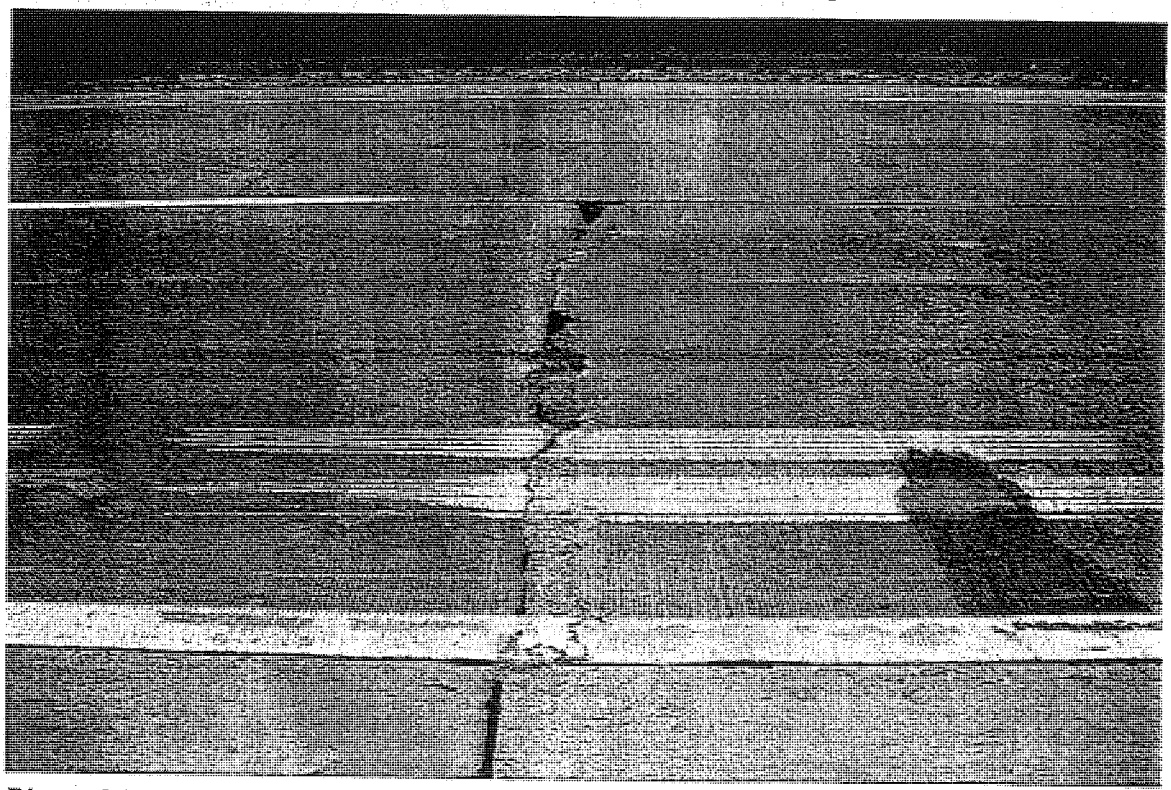


Photo C42. *A transverse crack at a third point intermediate shoulder joint* ***on CSN# 77023-21586 EB****. Severe spalling is present in the truck lane and has been cold patched.*

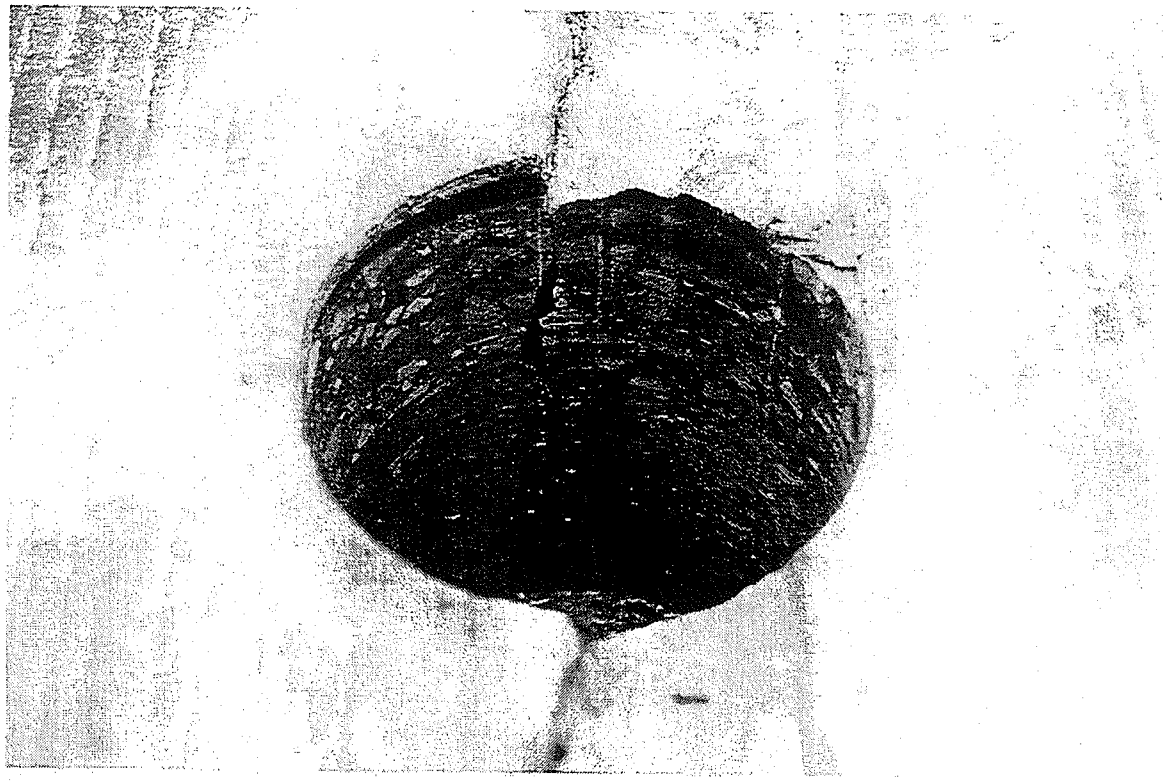


Photo C43. *A core hole showing the effects of severe faulting and spalling on the crack faces of a transverse crack on* ***CSN# 77023-21586A EB.***

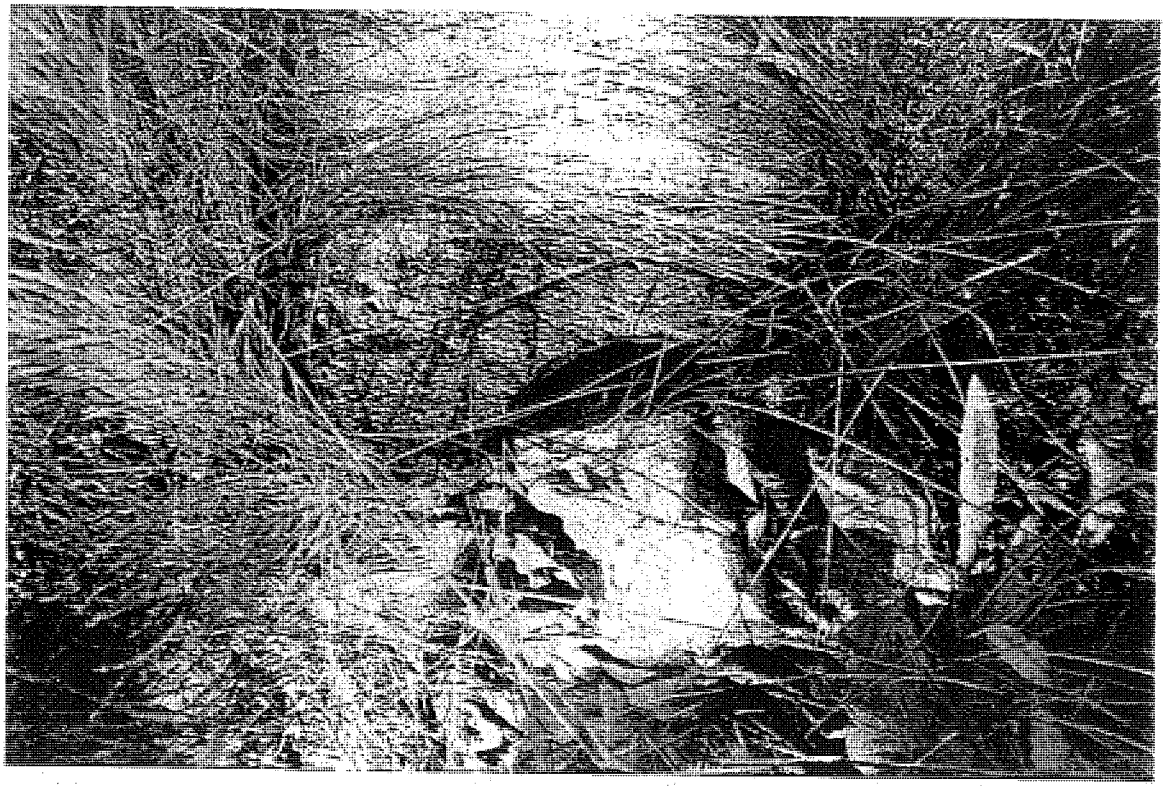


Photo C44. *A drainage structure that is clogged with sand and debris on* ***CSN# 77023-21586A EB.***

Photo C45. *An overview of* ***CSN# 77024-20821A (Section A), EB****, showing severely spalled and faulted cracks at third point shoulder joints. The joint spacing in the driving lanes is 41 ft.*

Photo C46. *A severely spalled and faulted transverse crack in* ***CSN# 77024-20821A (Section A), EB.***

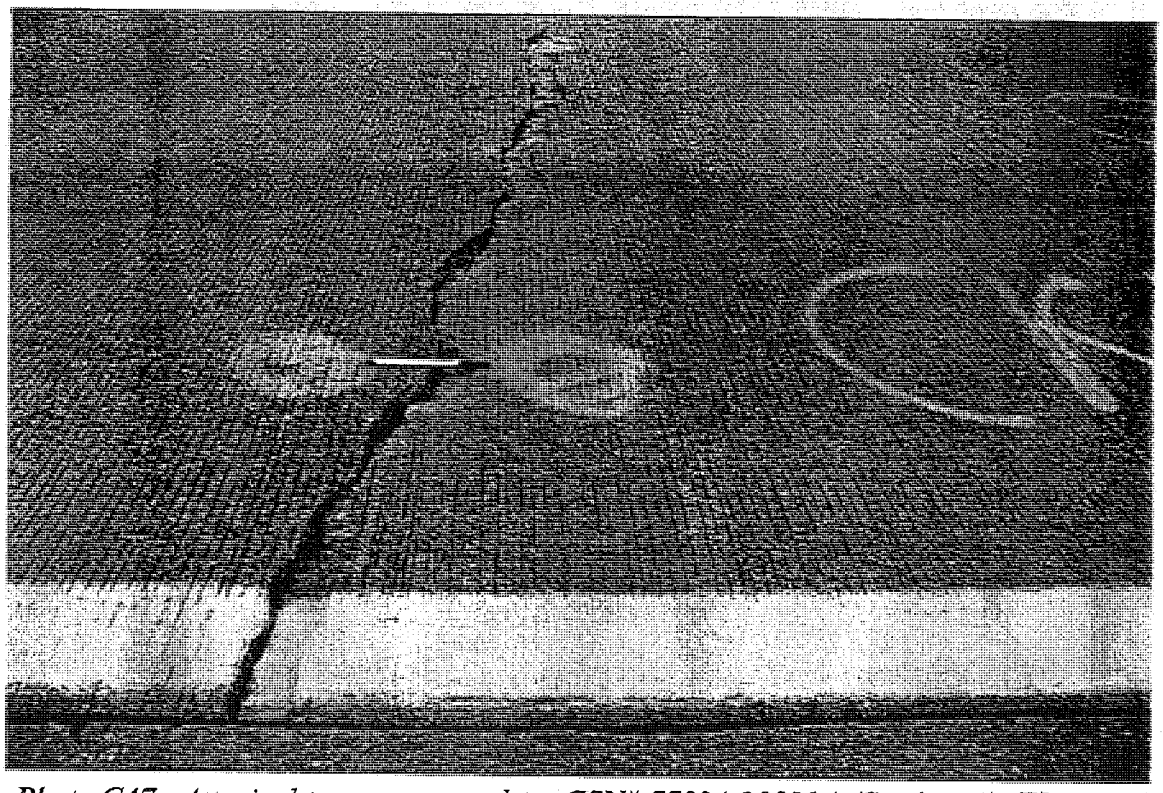


Photo C47. *A typical transverse crack on* ***CSN# 77024-20821A (Section A), EB,*** *showing severe spalling and faulting.*

Photo C48. A drainage outlet structure partially clogged with vegetation and debris ***on CSN# 77024-20821A Section A, EB.***

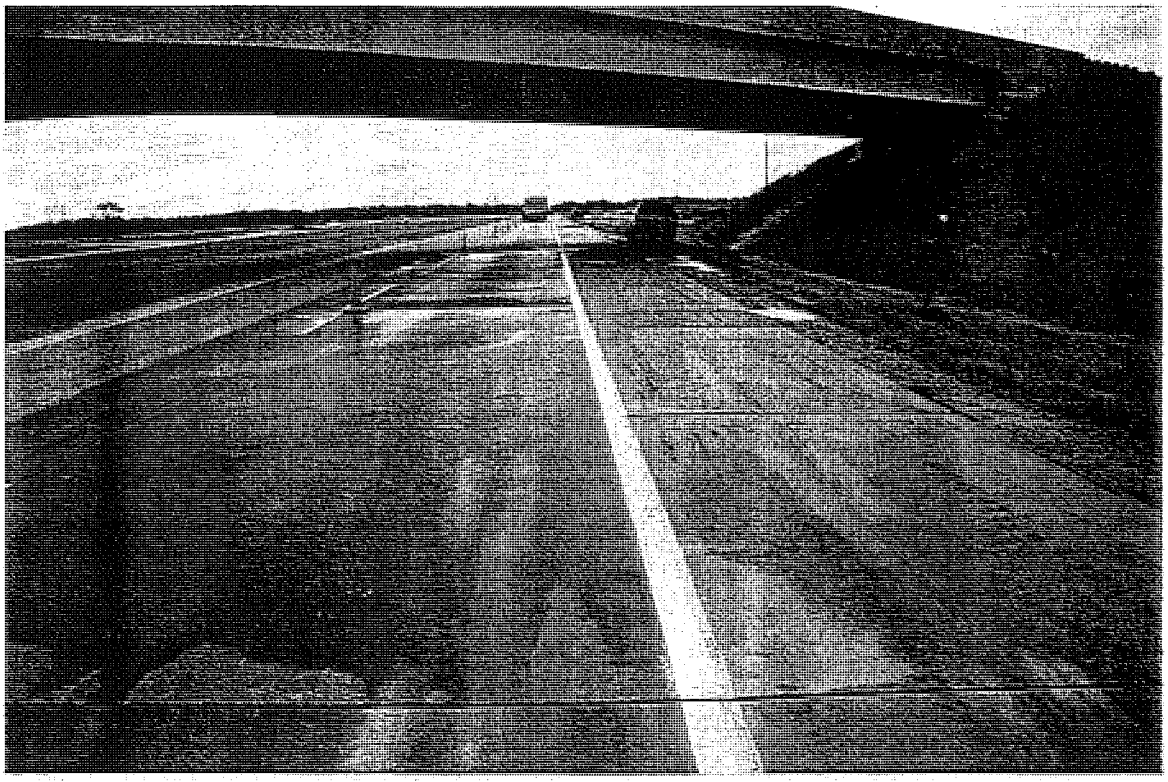


Photo C49. *An overview looking east on* ***CSN# 77024-17988A (Section B), EB.*** *The third point intermediate shoulder joints can be seen. Slabs are 41 ft long in the driving lanes.*

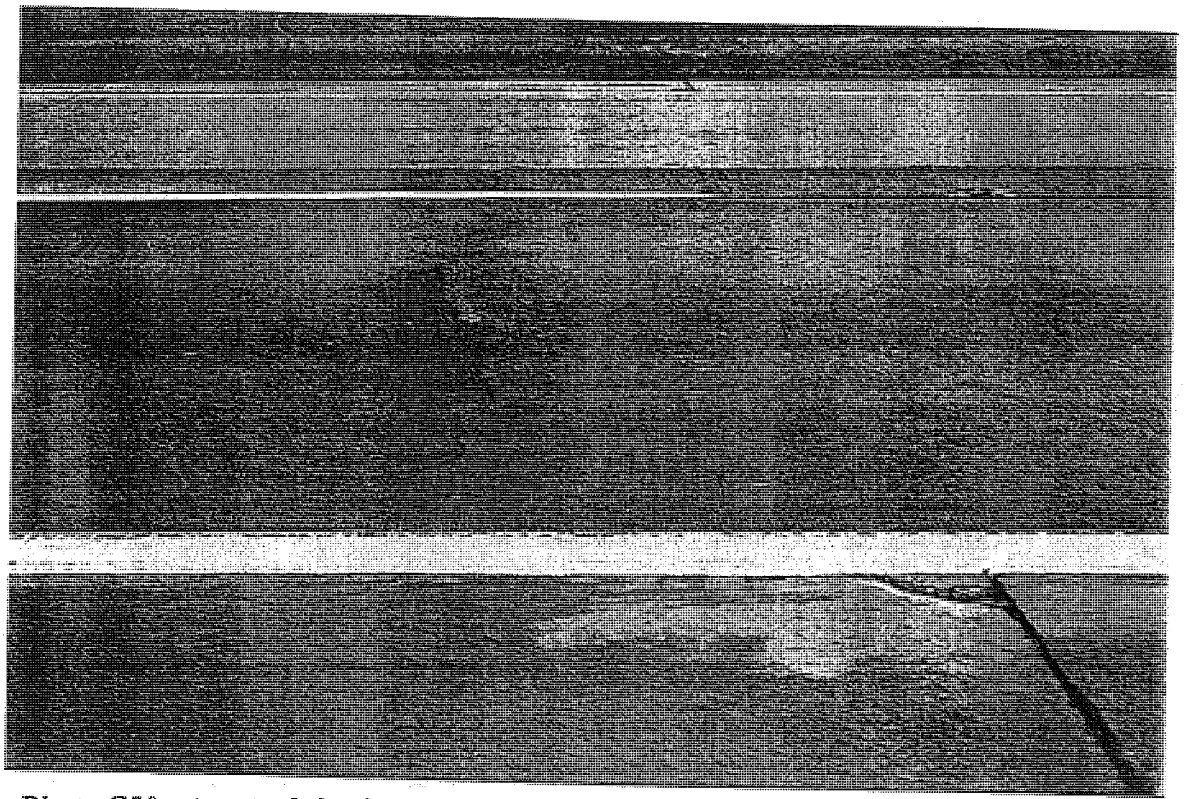


Photo C50. *A typical third point transverse crack on* ***CSN# 77024-17988A, (Section B),*** *EB. The beginnings of spalling are visible here.*

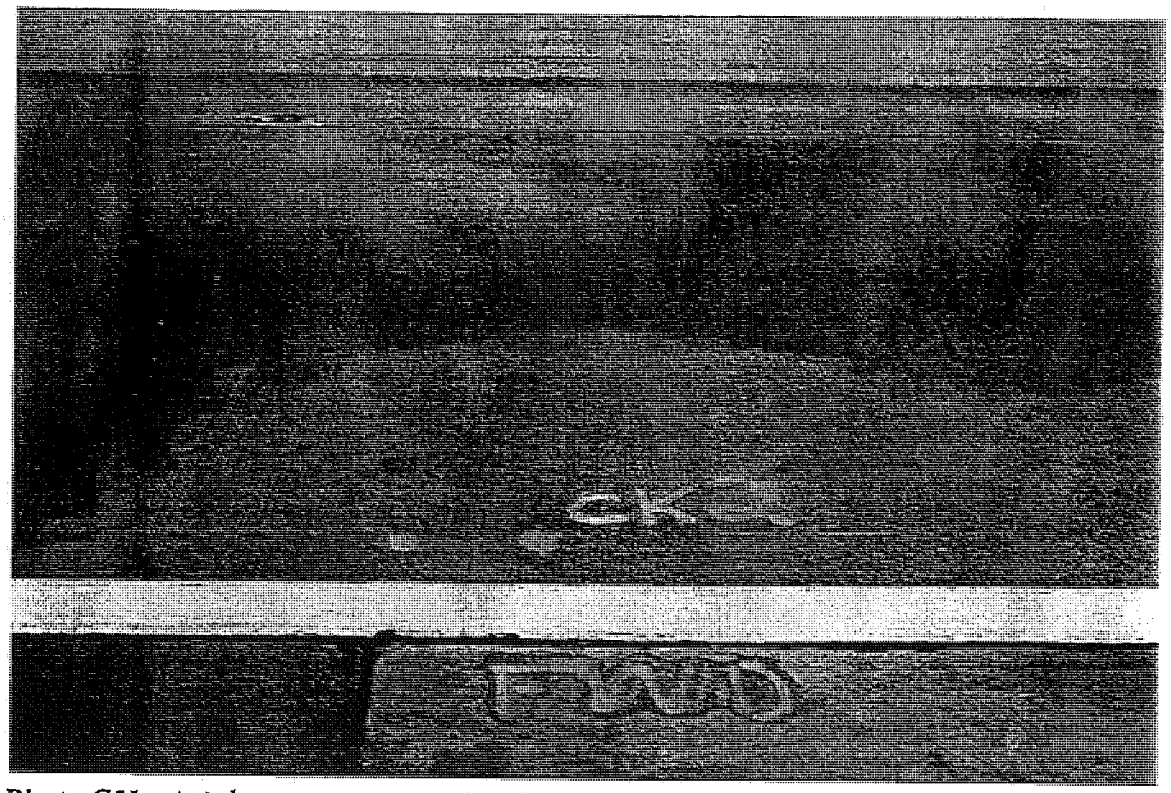


Photo C51. *A tight transverse crack induced by the intermediate shoulder joint on* ***CSN# 77024-17988A, (Section B), EB.***

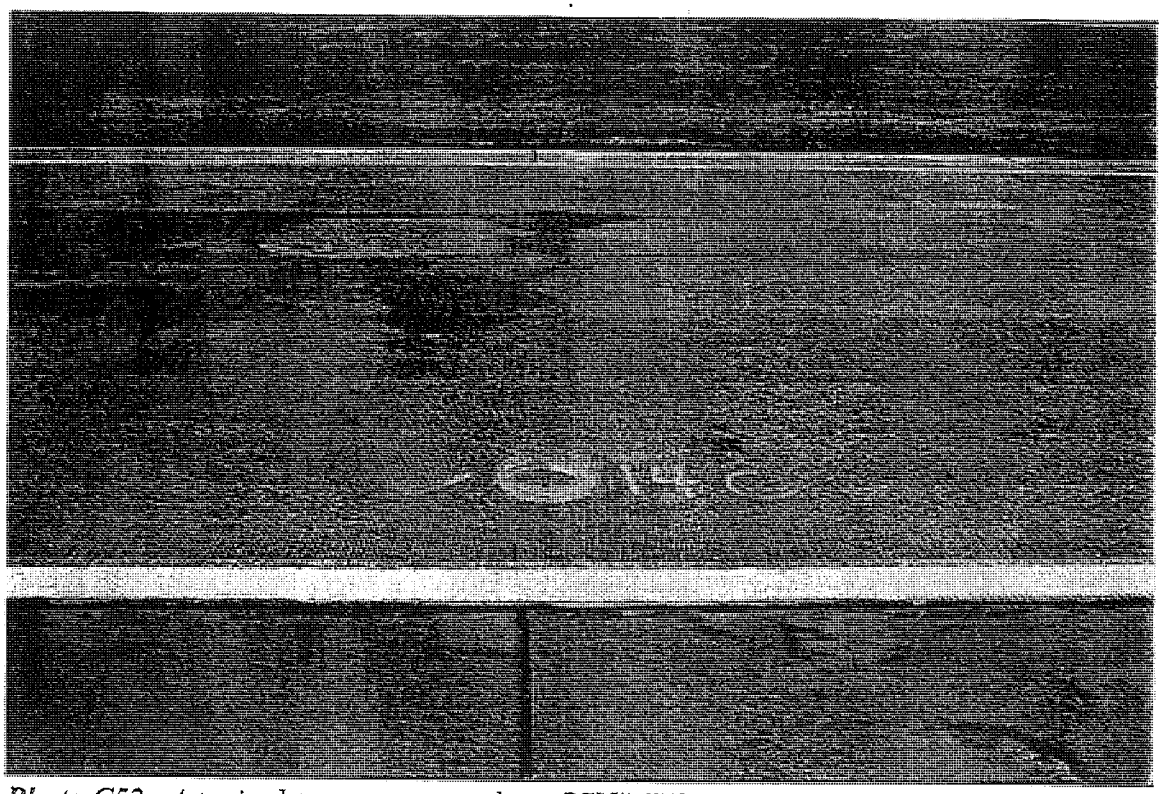


Photo C52. *A typical transverse crack on* ***CSN# 77024-17988A, (Section B), EB.*** *Showing the location of core 14.*

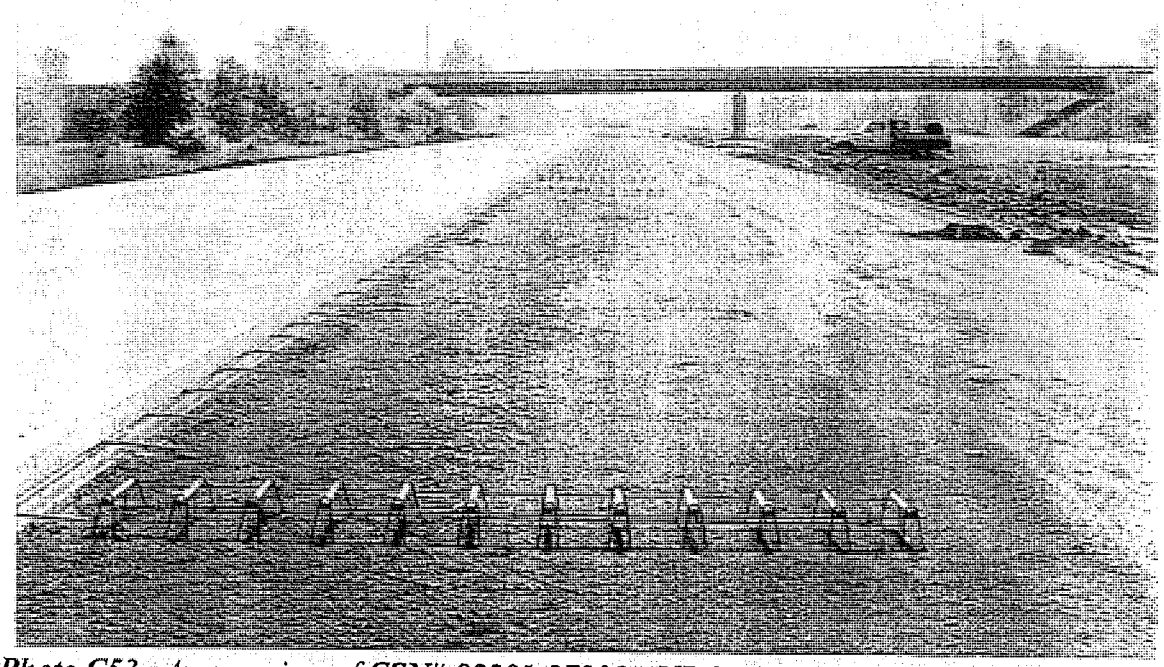


Photo C53. *An overview of* ***CSN# 82291-37305A NB*** *looking south. Three dowel baskets have been removed to allow for study of load transfer efficiency with and without dowel baskets.*

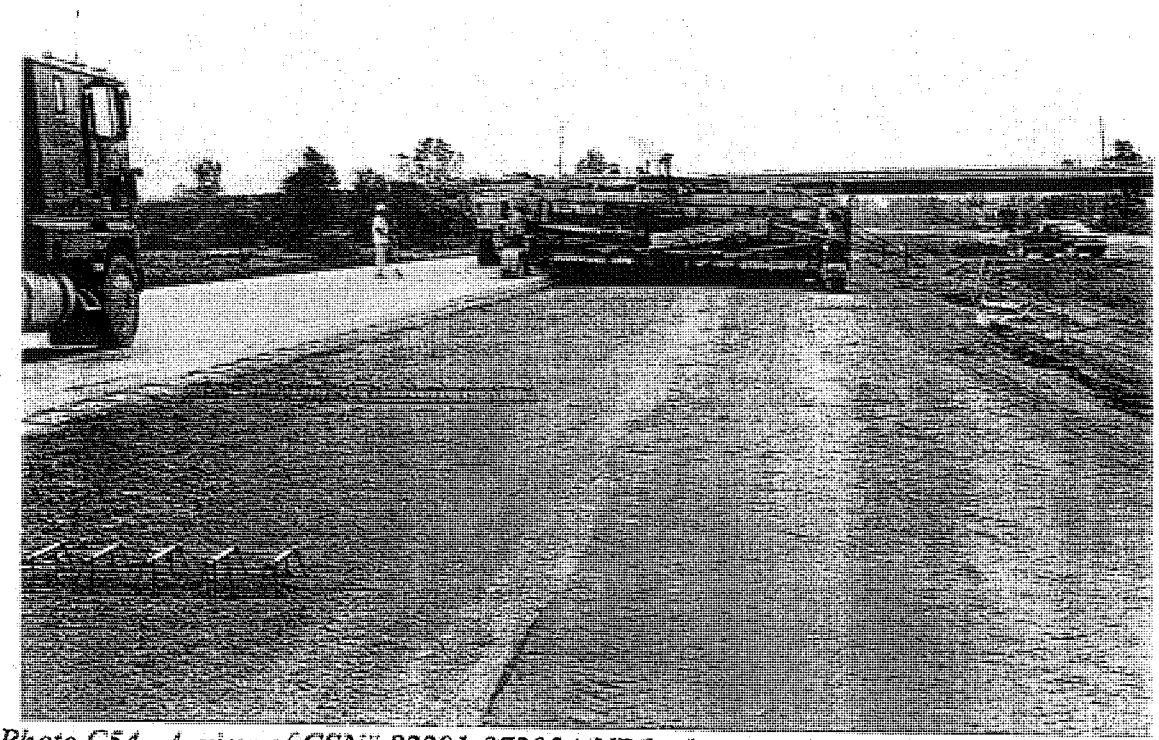


Photo C54. *A view of* ***CSN# 82291-37305A NB*** *looking south as the paving train advances toward the removed dowel section. A thermocouple rig is to be installed in the slab near the location where yellow caution tape is seen.*

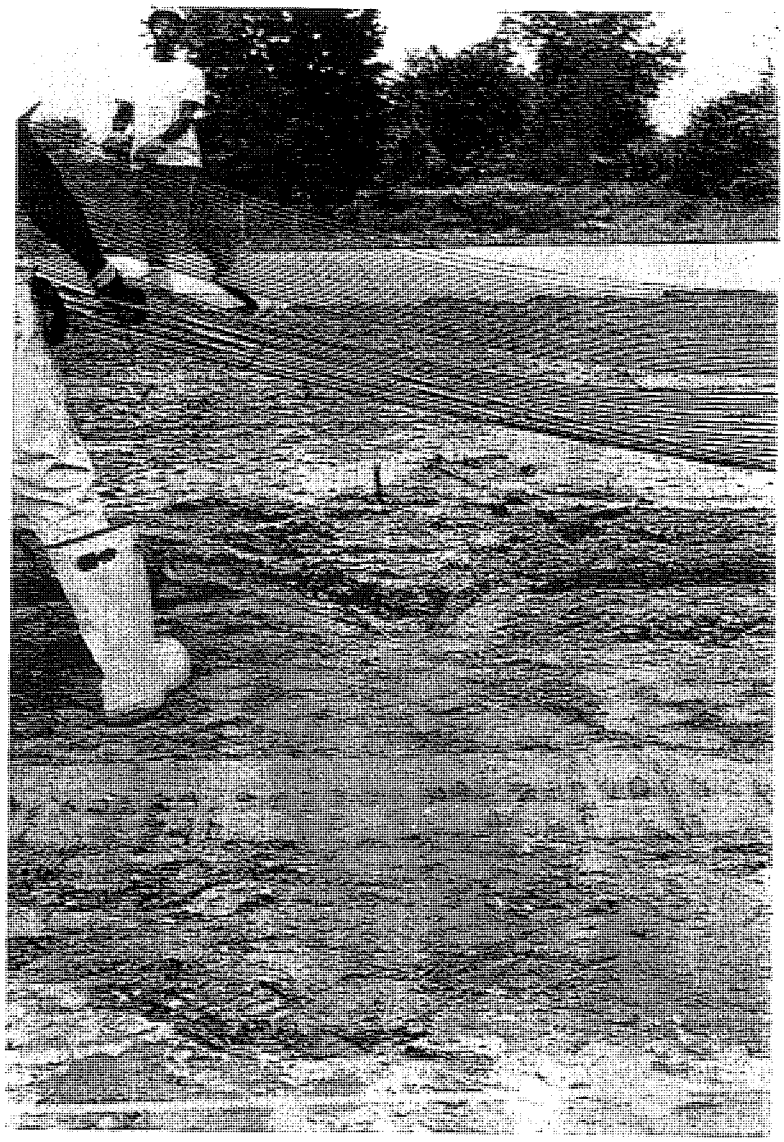


Photo C55. *A view of the thermocouple rig on* ***CSN# 82291-37305A NB*** *prior to installation.*

Photo C56. *A view of the thermocouple rig on* ***CSN# 82291-37305A NB*** *after the first paver has passed.*

APPENDIX E

Construction Records

Appendix E. Construction Records

This appendix highlights MDOT historical records for each selected project, including important construction information found in the inspector daily reports. This summary includes typical mix designs showing source of materials and batch weights. Additionally, the gradation type and the source of the base course materials is provided. The summaries also include information about any subgrade undercutting or swamp backfill used. Any other construction related problems that were noted are also mentioned in these summaries.

The data from the inspector's daily reports for each project combined to create spreadsheets that show the concrete placement temperatures and air temperatures during each day's pour. The concrete placement temperatures and air temperatures were then averaged. When possible a graph was made showing the variation of average concrete placement temperature vs. milepost or station.

Review of Historical Records

Control Section 11017-32516A EB and WB Sections A-D, I-94 Watervliet
Contractor for Paving: Interstate Highway Construction Inc.

- Typical Mix Design:

Strength: 35P
Slump: 0 to 3"
Air Content: 4.5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	LaFarge	451 lbs
Fine Aggregate	2NS	Garavaglia Pit No. 14-48	1349 lbs
Coarse Aggregate	6AA	Levy Burns Harbor Slag Pit No. 92-11	1419 lbs
Water			246 lbs
Air Entrainer		Master Builders, VR	9 cwt
Water Reducer		Master Builders Pozzolith 220N	2 cwt
Fly Ash	Class F	U.S. Ash Schaeffer Station	113 lbs

- Base Course: 6A Limestone from Inland, which meets 3G specification 95% of the time. Also a 95% of Maximum Density was used for compaction testing (Michigan Cone). Base thickness was specified as 4"

- Class II Granular material from Alden White Pit used for subbase. Thickness was specified as minimum 8"

- Joint Spacing: Section A and D 16 ft, Section B Hinge Joint, Section C 15,16,17 ft Random

- Pavement is 12" thick non-reinforced

- Trouble with installation of edge drain on eastbound (filter fabric misplaced)

- Eastbound was opened to traffic on October 16, 1995

- Joints were observed working on eastbound 10 days after final pour

- Longitudinal cracking on section A from 1893+00 to 1880+00. Cross stitching was used to fix this problem.

Control Section# 11017-32516A

Concrete Temperature At Placment
Conctractor: Interstate Highway Construction Inc.
Sections Tested: **Section A 1790+10 to 1795+08**
Section C 1682+62 to 1690+15

Eastbound

	Poured			
Date	From	To	Concrete Temperature	Average
8/24/95	1865+95	1877+38	82	
	1879+78	1893+00	82	
			82	
			84	
			84	83
8/28/95	1846+44	1865+95	82	
			82	82
8/29/95	1805+28	1846+44	88	
			82	85
8/30/95	1766+28	1805+28	82	
			82	
			82	
			86	
			87	
			87	
			88	85
8/31/95	1747+40	1766+28	81	
			82	
			82	
			84	
			83	
			83	
			83	83
9/5/95	1707+45	1747+40	78	
			78	
			78	
			84	
			84	
			83	
			86	82
9/6/95	1667+27	1707+45	81	
			80	
			80	
			82	
			82	
			82	
			82	
			84	
			82	82
9/7/95	1665+65	1667+27	Rain	

Average	83

Control Section# 11017-32516A

Concrete Temperature At Placment
Conctractor: Interstate Highway Construction Inc.

Section Tested: **Section D 1793+08 to 1782+98**

Westbound

	Poured			
Date	From	To	Concrete Temperature	Average
5/13/96	1629+87	1658+64	50	
			56	
			64	
			66	
			66	
			67	
			66	62
5/14/96	1658+64	1693+10	57	
			57	
			60	
			63	
			63	
			64	
			65	
			63	62
5/16/97	1693+10	1733+14	61	
			62	
			64	
			64	
			65	
			65	
			70	
			70	
			70	
			65	66
5/17/95	1733+14	1771+00	65	
			65	
			67	
			70	
			70	
			70	
			71	
			74	
			75	
			75	70
5/20/96	1771+00	1792+61	80	
			73	
			74	
			75	
			74	
			74	75
5/21/96	1792+61	1794+50	65	65
5/22/96	1808+36	1810+12	68	
	1822+65	1824+25	72	
			72	71
5/23/96	1794+50	1808+36	72	
			71	
			75	73
5/28/97	1810+12	1822+65	65	
	1849+28	1824+25	66	
			67	
			68	
			70	
			70	
			69	
			66	
			68	
			70	68
5/29/97	1849+28	1877+47	64	
	1879+89	1893+00	63	
			66	
			67	
			70	
			72	
			72	
			70	68
6/3/97	1809+60	1795+72	73	
	1877+45	1878+00	72	
			74	
			73	
			73	
			73	
			72	73

Average	68

Review of Historical Records

Control Section 19042-24680A Section B EB, I-69 Lansing
Contractor for Paving: Tony Angelo Cement Construction Company

- Typical Mix Design:

Strength: 35P
Slump: 0 to 3"
Air Content: 5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	Medusa (Charlevoix)	526 lbs
Fine Aggregate	2NS	Hall Pit 19-24	1574 lbs
Coarse Aggregate	6AA	Michigan Lime and Chemical Pit 71-3	1649 lbs
Water			158 lbs
Air Entrainer		Daravair, WR Grace	0.35 oz/sack
Water Reducer		WRDA-79, WR Grace	5 oz/sack

- Base Course: 8G from Pit No. 71-3 Michigan Lime and Chemical.

- Subgrade undercutting 273+00 to 277+50 EB.

- Expansion joints every 328 ft.

- Majority of EB was a cut section.

Concrete Temperature At Placement

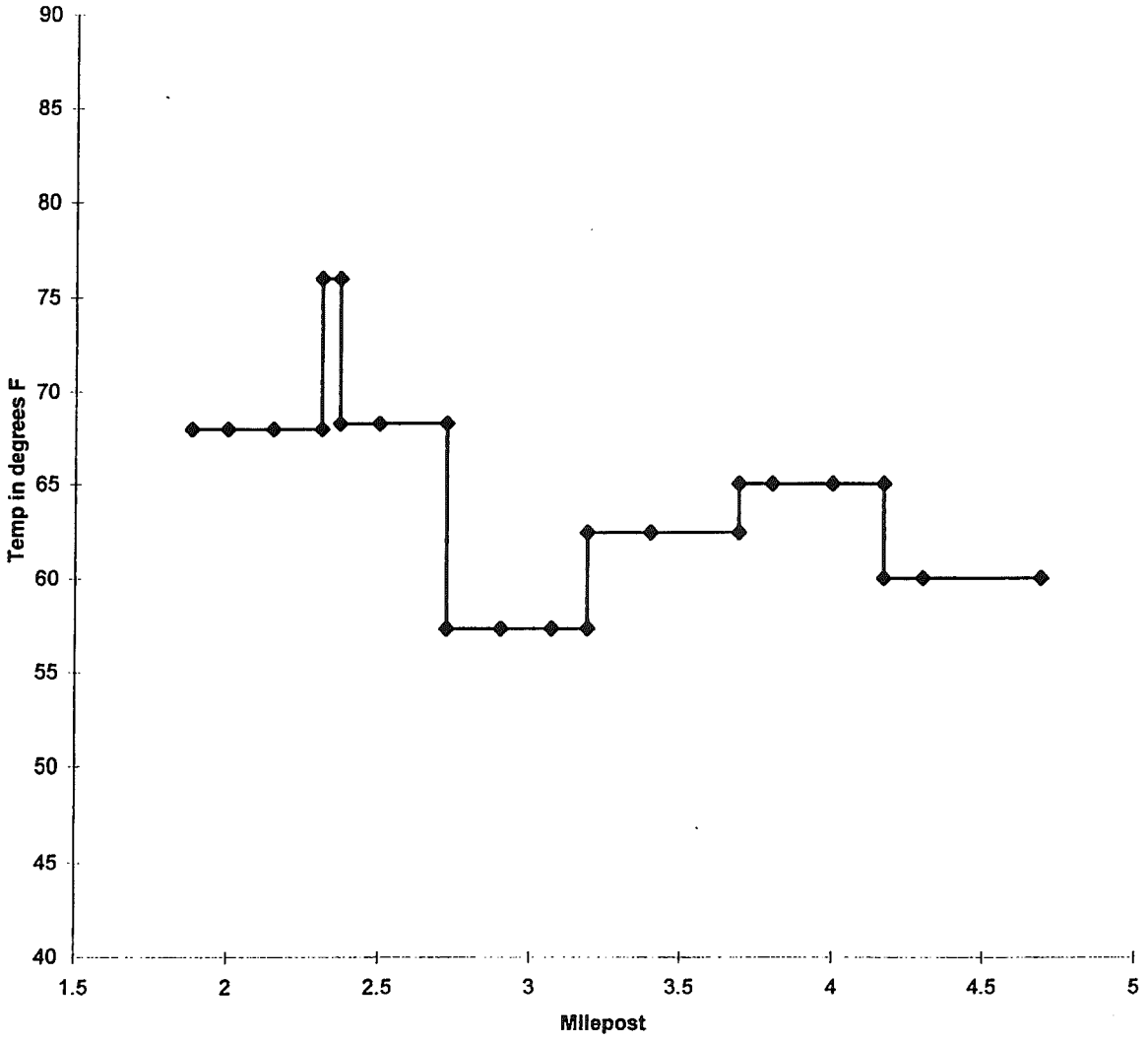
Control Section# 19042-24680A Section B EB
Contractor: Tony Angelo Cement Construction Company

Section Tested: 275+00 to 281+72

	Station		Milepost					
Date	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
9/24/86	265+00	272+31	1.888	2.026	68	77		
	Gap 272+31	278+45	2.026	2.086	68	78		
	278+45	290+70	2.086	2.318	68	76	68	77
9/26/86	290+76	294+04	2.318	2.380	76	72	76	72
10/2/86	294+04	312+49	2.380	2.729	68	60		
					69	61		
					68	56	68.3	59
10/6/86	312+49	330+82.45	2.729	3.076	56	38		
	330+31.76	337+28	3.067	3.199	58	44		
					58	48	57.3	43.3
10/7/86	337+28	363+47	3.199	3.695	58	42		
					62	52		
					64	60		
					64	63		
					64	64	62.4	56.2
10/8/86	363+47	388+79	3.695	4.174	62	58		
					66	62		
					66	66		
					66	62		
					65	62	65	62.0
10/9/86	388+79	411+75	4.174	4.609	60	40		
					60	44		
					60	44		
					60	52	60	45

Average	**65**	**59**

Average Concrete Placement Temperature vs. Milepost 19042-24680A Section B EB



Review of Historical Records

Control Section 19042-02233A Section C EB, I-69 Lansing
Contractor for Paving: Denton Construction

- Typical Mix Design:

Strength: 35P
Slump: 1 to 3"
Air Content: 5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	Dundee	480 lbs
Fine Aggregate	2NS	Hall Pit 19-24	1493 lbs
Coarse Aggregate	6AA	Michigan Lime and Chemical Pit 71-3	1669 lbs
Water			187.1 lbs
Air Entrainer		Daravair WR Grace	0.35 oz/sack
Water Reducer		WRDA-79, WR Grace	5 oz/sack
Fly Ash			72 lbs/cyd

- Base Course: 8G from Pit No. 71-3 Michigan Lime and Chemical.

- Subgrade undercutting on both east and west bound, 518 to 530+50 WB, 530+50 to 538+50 EB, 423+50 to 426+50 WB, 527+50 to 530+50 EB, 522+50 to 527+50 EB, 399+50 to 405+50 EB.

- Peat excavation and swamp backfill 565+00 to 570+00 EB, 543+00 to 543+25 EB, 543+50 to 544+00 EB, 461+90 to 463+50 EB, 444+00 to 445+50, 442+00 to 446+00, 546+50 to 547+00 EB, 546+00 to 548 WB.

Concrete Temperature At Placement

Control Section# 19042-02233A Section C EB
Contractor: Holloway/Denton

Section Tested: 527+20 to 533+00

	Station		Milepost					
Date Placed &Time	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
7/30/87 10:30	411+67	430+61	4.713	5.072	78	74		
7/30/87 12:00					80	79		
7/30/87 14:30					86	84	81	79
7/31/87 8:30	430+61	468+61	5.072	5.753	72	70		
7/31/87 10:30					87	75		
7/31/87 14:30					92	87		
7/31/87 16:00					90	88	85	80
8/1/87 8:30	468+61	487+03	5.753	6.102	80	75		
8/1/87 12:00					82	78	81	77
8/4/87 8:00	520+64	557+51	6.739	7.437	88	74		
8/4/87 10:00					86	80		
8/4/87 12:00					86	84		
8/4/87 14:00						85		
8/4/87 16:00						84	87	81
8/5/87 8:00	557+51	590+05	7.437	8.053	80	68		
8/5/87 10:30						74		
8/5/87 13:00						76		
8/5/87 15:20						80	80	75
						Average	83	78

Review of Historical Records

Control Section 19043-02234A EB and WB (metric), I-69 Lansing
Contractor for Paving: Kegle Construction

- Typical Mix Design:

Strength: 35P
Slump: max 0.076 m
Air Content: 5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	Dundee	526 lbs
Fine Aggregate	2NS	The Gravel Pit Pit 33-9	1515 lbs
Coarse Aggregate	6A	The Gravel Pit Pit 33-9	2040 lbs
Water			138 lbs
Air Entrainer		Darex, WR Grace	0.25 oz/sack
Water Reducer		WRDA, WR Grace	5.0 oz/sack

- Base Course: 22A from Pit No. 19-46 Smith, specified 4" thick

- Subbase: Class II granular sand subbase, specified minimum 10" thick.

- Econocrete shoulders.

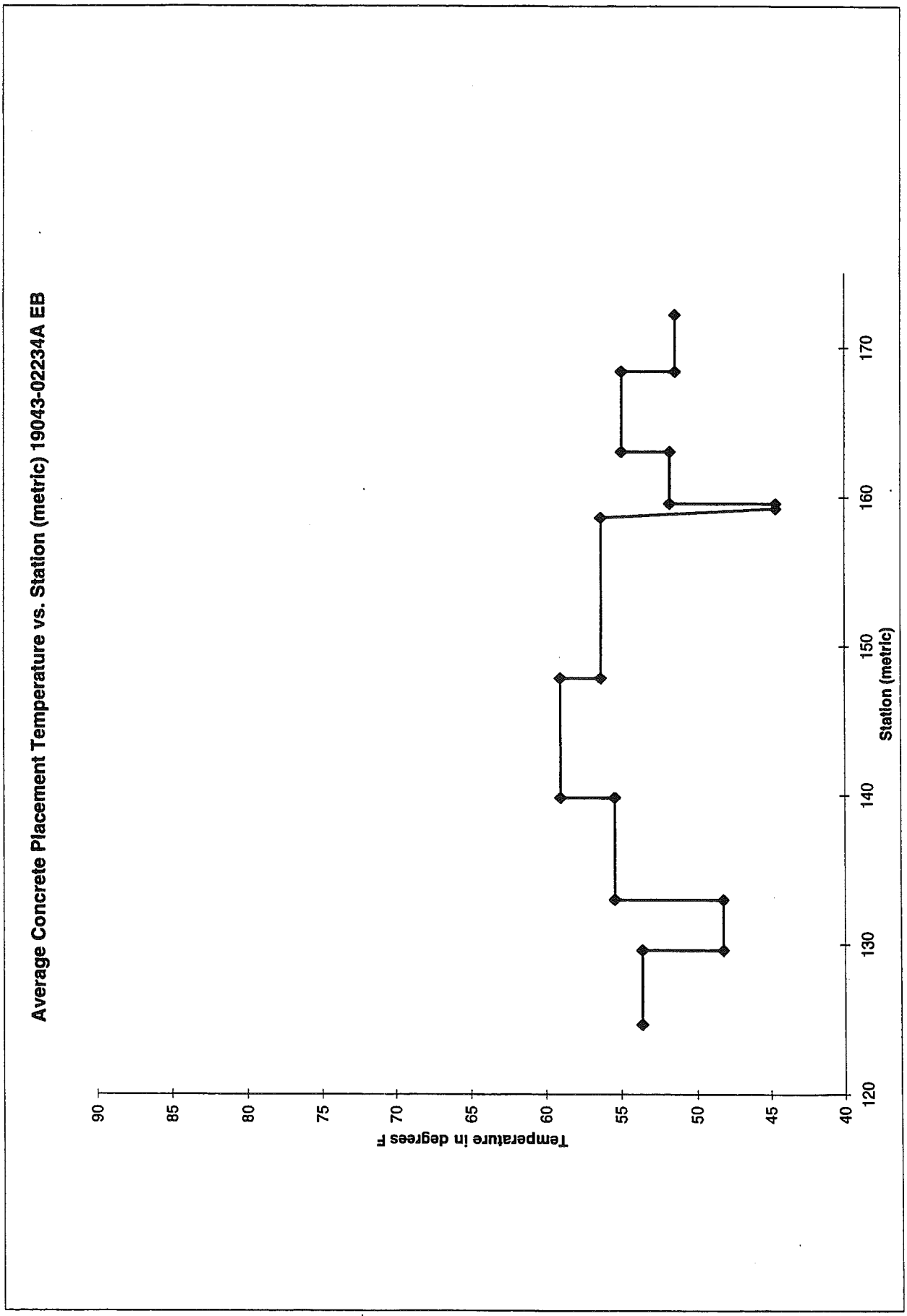
Control Section# **19043-02234A** **EB (metric)**

Concrete Temperature At Placement
Contractor: Kegle Construction

Section Tested: 137+00 to 138+98

	Station							
Date Placed &Time	From	To	Concrete Temp F	Air Temp F	Concrete Temp C	Air Temp C	Average Concrete Temp F	Average Air Temp F
10/9/81 8:30	172+21	168+42	45	32	7	0		
10/9/81 10:00			48	34	9	1		
10/9/81 13:30			55	52	13	11		
10/9/81 15:00			54	50	12	10		
10/9/81 17:00			55	50	13	10	51	44
10/10/81 8:00	168+42	163+05	52	41	11	5		
10/10/81 10:00			54	41	12	5		
10/10/81 12:00			57	43	14	6		
10/10/81 14:00			57	50	14	10	55	44
10/12/81 9:40	163+05	159+59	52	44	11	6.5		
10/12/81 10:30			52	45	11	7.4	52	45
10/13/81 8:00	147+85	158+63	50	37	10	3.0		
10/13/81 10:00			55	50	13	10.0		
10/13/81 12:00			57	57	14	14.0		
10/13/81 14:00			57	57	14	14.0		
10/13/81 16:00			59	57	15	14.0		
10/13/81 17:30			59	59	15	15.0	56	53
10/14/81 8:00	147+85	139+84	59	45	15	7.0		
10/14/81 10:00			59	52	15	11.0		
10/14/81 11:30			59	54	15	12.0		
10/14/81 13:30			59	54	15	12.0		
10/14/81 15:30			59	52	15	11	59	51
10/17/81 8:00	132+99	139+84	54	41	12	5		
10/17/81 10:00			54	46	12	8		
10/17/81 11:30			57	55	14	13		
10/17/81 13:30			57	54	14	12	55	49
10/19/81 9:15	129+62	132+99	46	28	8	-2		
10/19/81 10:55			48	28	9	-2		
10/19/81 13:30			50	37	10	3	48	31
10/20/81 8:55	124+65	129+62	50	39	10	4		
10/20/81 11:00			50	45	10	7		
10/20/81 13:30			55	55	13	13		
10/20/81 16:25			59	57	15	14.0	54	49
11/3/81 8:00	159+59	159+25	45	41	7	5	45	41

Average	53	45

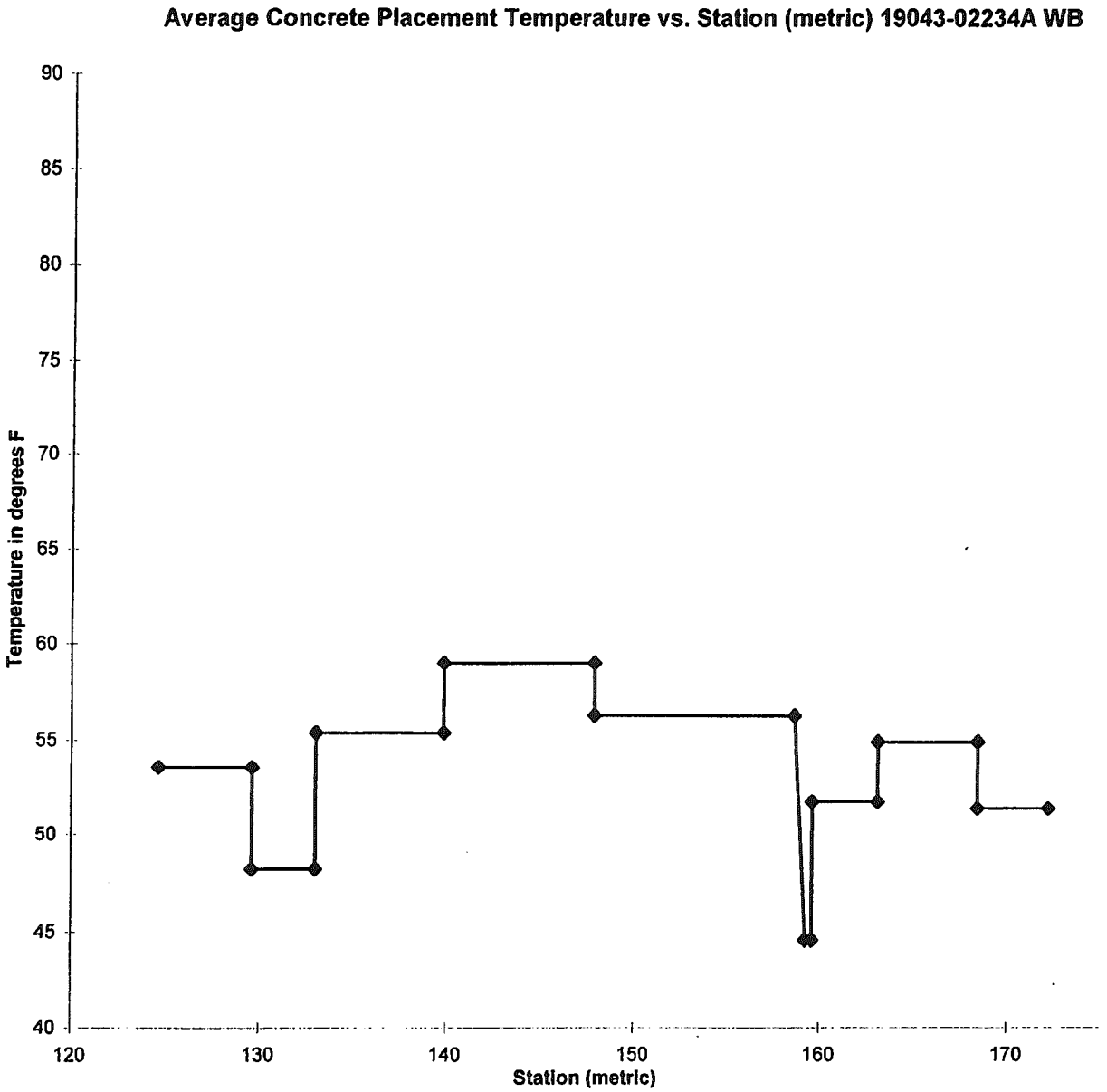

Average Concrete Placement Temperature vs. Station (metric) 19043-02234A EB
Temperature in degrees F
90
85
80
75
70
65
60
55
50
45
40
120
130
140
150
160
170
Station (metric)

Control Section# **19043-02234A** **WB (metric)**

Concrete Temperature At Placement
Contractor: Kegle Construction

Section Tested: 147+83 to 150+00

	Station							
Date Placed &Time	From	To	Concrete Temp F	Air Temp F	Concrete Temp C	Air Temp C	Average Concrete Temp F	Average Air Temp F
9/29/81 10:30	153+18	158+42	53.6	53.6	12	12		
9/29/81 11:30			53.6	59	12	15		
9/29/81 13:00			59	57.2	15	14		
9/29/81 16:00			57.2	53.6	14	12	56	56
10/7/81 8:50	159+26	164+13	51.8	41	11	5		
10/7/81 9:30			53.6	41	12	5		
10/7/81 11:30			57.2	42.8	14	6		
10/7/81 13:30			57.2	50	14	10	55	44
10/8/81 8:50	164+13	170+47	44.6	32	7	0		
10/8/81 11:00			50	41	10	5		
10/8/81 13:10			55.4	50	13	10		
10/8/81 15:20			55.4	51.8	13	11.0	51	44
10/9/81 8:30	170+47	172+49	44.6	32	7	0.0		
10/9/81 10:00			48.2	33.8	9	1.0		
10/9/81 13:30			55.4	51.8	13	11.0		
10/9/81 15:00			53.6	50	12	10.0	50	42
10/20/81 8:55	124+65	125+90	50	39.2	10	4.0		
10/20/81 11:00			50	44.6	10	7.0		
10/20/81 13:30			55.4	55.4	13	13.0		
10/20/81 16:25			59	57.2	15	14	54	49
10/21/84 8:30	125+90	128+90	50	33.8	10	1		
10/21/81 8:45				33.8		1		
10/21/81 10:45			55.4	32.9	13	0.5		
10/26/81 10:00	128+90	137+79	44.6	32	7	0	50	33
10/26/81 11:00			51.8	42.8	11	6		
10/26/81 14:30			53.6	46.4	12	8		
10/26/81 15:30			53.6	50	12.0	10.0	53	46
10/28/81 7:30	137+79	148+83	44.6	24.8	7	-4		
10/28/81 9:25			48.2	41	9	5		
10/28/81 10:45			51.8	42.8	11	6		
10/28/81 12:30			50	46.4	10	8		
10/28/81 14:30			53.6	51.8	12	11		
10/28/81 16:00			51.8	42.8	11	6	50	42
10/29/81 7:15	148+83	153+13	44.6	30.2	7	-1.0		
10/29/81 9:30			50	32	10	0		
10/29/81 11:30			48.2	37.4	9	3	48	33
						Average	52	43


Average Concrete Placement Temperature vs. Station (metric) 19043-02234A WB
Temperature in degrees F
90
85
80
75
70
65
60
55
50
45
40
120
130
140
150
160
170
Station (metric)

Review of Historical Records

Control Section 44044-18804A WB, I-69 Attica
Contractor for Paving: Denton Construction

- Typical Mix Design:

Strength: 35P
Slump: 2 to 3"
Air Content: 5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	SME	480 lbs
Fine Aggregate	2NS	Vannini Pit 44-63	1515 lbs
Coarse Aggregate	6AA	Michigan Lime and Chemical Pit 71-3	1649 lbs
Water			168 lbs
Air Entrainer		MBVR Master Builders	1.5 oz/sack
Water Reducer		MBL-82 Master Builders	5.5 oz/sack

- Base Course: 8G from Pit No. 44-63 Vannini, Specified 4" thick.

- Westbound undercuts 690+00 to 692+00 for non-uniform textured material, 680+75 to 684+25 high water table and frost heave material, 687+00 to 696+50 high water table.

- Eastbound undercuts 676+00 to 677+00 non-uniform textured materials, 682+00 to 684+50 frost heave material, 690+00 to 699+00 high water table and frost heave material, 704+00 to 704+50 silt and clay in sandy subbase.

- At station 675+00 EB pavement cracked less than year after construction, "There are other frost heave locations, throughout project, stationing not recorded."

- Also transverse cracks in WB at 676+92, 678+45, 676+38, 649+33.

- Surcharges were used in Muck areas 582+75 to 584+75 WB, 584+50 to 586+00 EB, 706+75 to 707+00.

Control Section# **44044-18804A** **WB**

Concrete Temperature At Placement
Contractor: Denton Construction

Section Tested: 666+04 to 671+07

	Station		Milepost					
Date Placed &Time	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
8/7/84 10:00	737+39	768+23	3.083	3.667	82	76		
8/7/84 9:00					84	84		
8/7/84 11:00					83	87		
8/7/84 13:00					85	86	84	83
8/13/84 16:30	736+37	737+79	3.064	3.091	88	86	88	86
9/7/84 7:30	575+57	580+48	0.019	0.112	60	54	60	54
9/10/84 7:30	580+48	585+48	0.112	0.206	68	62		
9/10/84 10:30	588+30	622+42	0.260	0.906	68	64		
9/10/84 13:00					73	76		
9/10/84 15:45					76	76	71	70
9/14/84 7:30	681+99	734+40	2.034	3.027	70	60		
9/14/84 9:30					70	64		
9/14/84 12:30					72	76	71	67
9/12/84 8:30	681+99	624+98	2.034	0.954	73	62		
9/12/84 10:15					75	68		
9/12/84 12:10					74	76		
9/12/84 14:45					73	70		
9/12/84 17:15					74	72	74	70
9/17/84 0:00	585+48	586+29	0.206	0.222				
	588+30	587+49	0.260	0.244				
9/18/84 0:00	734+40	735+17	3.027	3.041				
9/19/84 0:00	575+57	574+37	0.019	-0.004				
10/2/84 10:00	622+53	623+14	0.908	0.920	60	60		
	624+07	624+66	0.926	0.937	60	63		
					62	66	61	63
10/3/84 10:45	735+58	738+00	3.049	3.095	60	55		
10/3/85 13:30					60	68	60	62
10/4/84 0:00	734+85	735+28	3.035	3.043				
	737+43	737+80	3.084	3.091				
	734+56	735+13	3.030	3.041				
	733+32	734+56	3.006	3.030				
	737+80	738+32	3.091	3.101				
	733+32	734+85	3.006	3.035				

Average	71	69

Control Section# **44044-18804A** **EB**

Concrete Temperature At Placement
Contractor: Denton Construction

Section Tested: none

	Station					
Date Placed &Time	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
8/17/84 7:00	737+60	747+67	80	62		
8/17/84 9:00	747+59	768+00	76	68		
8/17/84 11:00			80	70		
8/17/84 13:15			80	84		
8/17/84 14:40			78	78		
8/17/84 16:45			80	82	79	74
8/20/84 7:15	687+63	734+66	70	44		
8/20/84 9:00			70	60		
8/20/84 10:45			76	77		
8/20/84 13:00			76	75		
8/20/84 15:00			78	76		
8/20/84 17:00			80	77	75	66
8/21/84 7:15	687+63	654+06	70	56		
8/21/84 9:10	737+60 (OL)	736+81(OL)	70	66		
8/21/84 11:00	735+49 (OL)	734+66 (OL)	73	74		
8/21/84 12:50			76	82	72	70
8/22/84 7:15	626+65	654+06	74	70		
8/22/84 9:00	736+84 (IL)	737+66 (IL)	74	70		
8/22/84 11:15	734+66 (IL)	735+45 (IL)	76	76		
8/22/84 15:00			76	82	75	75
9/6/84 7:30	621+53	588+32	60	46		
9/6/84 9:45	585+48	575+64	64	64		
9/6/84 12:15			70	72		
9/6/84 14:45			72	78	67	65
9/13/84 9:30	588+32	587+50	70	70		
9/13/84 12:00	588+48	586+30	72	80		
9/13/84 14:00	575+64	574+36	74	80	72	77
9/17/84 0:00	622+42	623+22				
	624+20	624+98				
9/19/84 0:00	575+64	574+36				
	585+48	586+29				
	588+32	587+50				
9/21/84 13:00	585+48	586+29	66	72		
9/21/84 15:00	587+92	587+53	68	79		
	583+61	584+32			67	76
10/2/84 10:00	571+48	578+52	60	60		
10/2/84 12:00	622+80	623+39	60	63		
10/2/84 15:00	624+18	624+99	62	66	61	63

Average	71	71

Review of Historical Records

Control Section 47065-28215A EB and WB, I-96 Howell
Contractor for Paving: Interstate Highway Construction Inc.

- Typical Mix Design:

Strength: 35P
Air Content: 6.5%

Materials	Type	Supplier	Batch Weights
Cement	Type I	Essroc (Windsor)	480 lbs
Fine Aggregate	2NS	Houghton Pit No. 47-6	1528 lbs
Coarse Aggregate	6AA	Levy (Dix) Slag Pit No. 82-19	1419 lbs
Water			246 lbs
Air Entrainer		N/A	
Water Reducer		N/A	
Fly Ash	Class C	U.S. Ash Bayshore	72 lbs

Base Course: Westbound 680+00 to 686+00 3G Slag, Westbound 785+55 to 796+00 350AA Limestone, 820+65 to 829+84 350AA Slag, Eastbound 3G slag from West end of job to I-96 Business Loop, and from I-96 Business Loop to East end of job 3G Limestone

Review of Historical Records

Control Section 77024-20821A Section A EB, I-69 Capac
Contractor for Paving: Denton Construction

- Typical Mix Design:

Strength: 35P
Slump: 1 to 3"
Air Content: 5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	SME	526 lbs
Fine Aggregate	2NS	Vannini Pit 44-63	1628 lbs
Coarse Aggregate	6AA	Presque Isle Stone Pit 71-47	1649 lbs
Water			156 lbs
Air Entrainer		MBVR Master Builders	0.7 oz/sack
Water Reducer		MBL-82 Master Builders	5 oz/sack
Fly Ash			72 lb/cyd

- Base Course: 8G from Pit No. 58-8 Rockwood and Pit No. 71-3 Michigan Lime and Chemical, Specified 4" thick.

- Subbase: Class II Granular Sand , specified minimum 8" thick.

- RQI after construction: WBOL 42, WBIL 44, EBIL 39, EBOL 39.

- Some problems in adding fly ash at portable batch plant.

Concrete Temperature At Placement

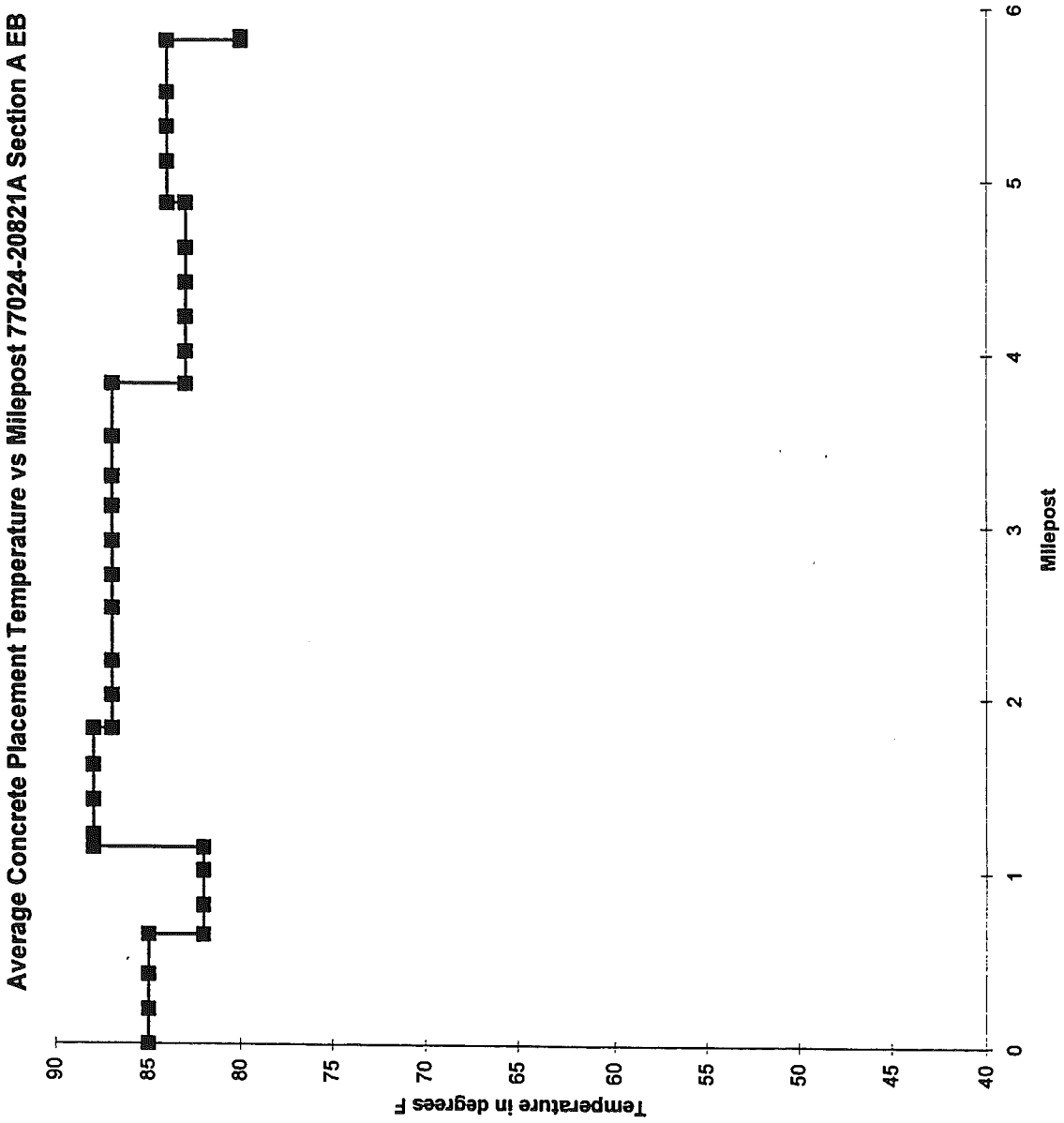
Control Section# 77024-20821A Section A EB
Contractor: Denton Construction

Section Tested: 83+90 to 90+12

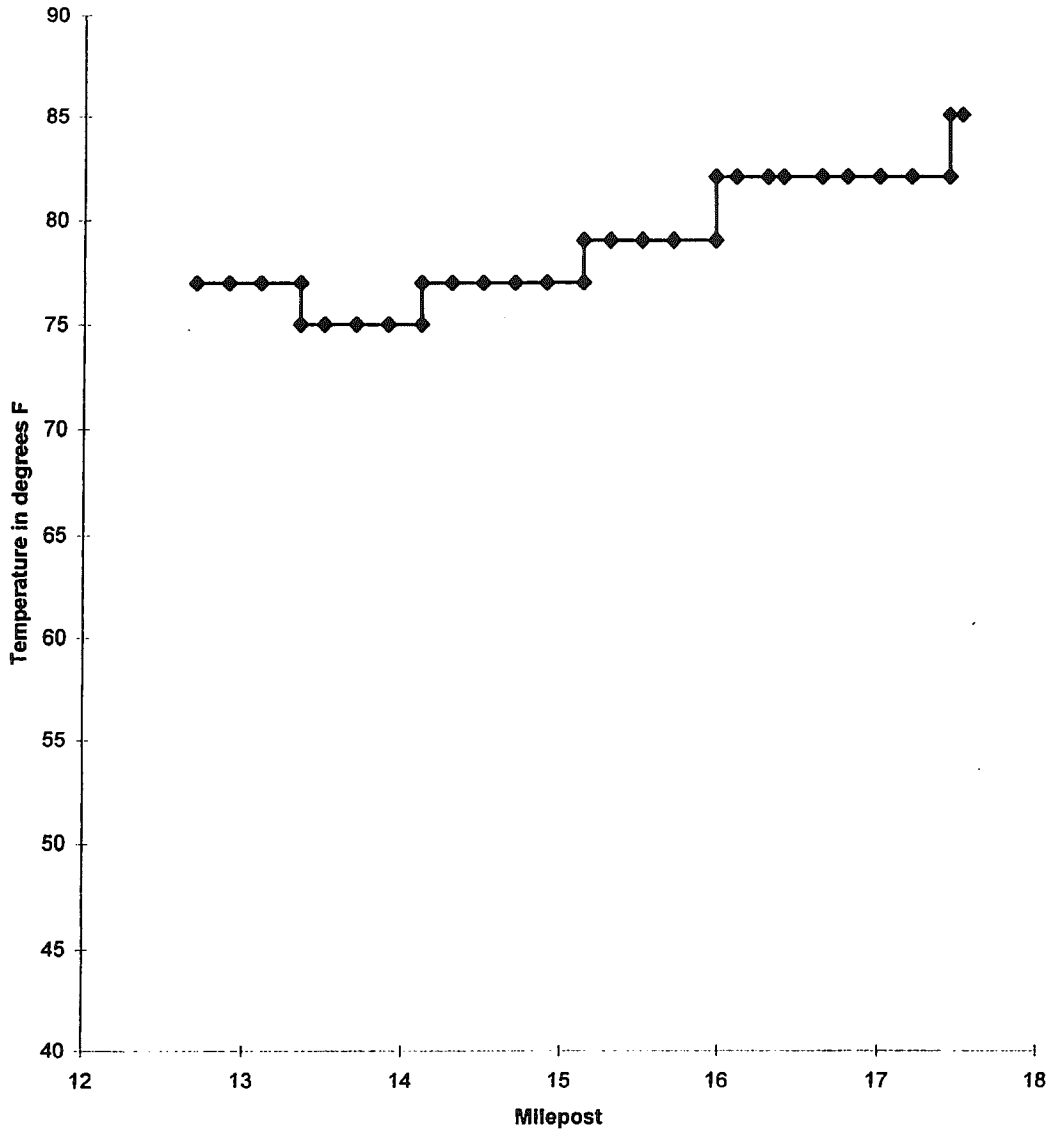
	Station		Milepost					
Date Placed &Time	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
8/10/83 10:00	321+27	322+10	5.808	5.824	80	65	80	65
7/26/83 7:30	271+30	321+27	4.861	5.808	80	59		
7/26/83 8:20	1452+30	1453+51	16.620	16.643				
7/26/83 8:45	1450+16	1451+36	16.580	16.603				
7/26/83 12:30					85	85		
7/26/83 15:00					85	84		
7/26/83 17:00					86	85	84	78
7/25/83 7:00	215+93	271+30	3.813	4.861	80	61		
7/25/83 8:45					81	67		
7/25/83 10:00								
7/25/83 12:20					84	76		
7/25/83 15:30					85	83		
7/25/83 17:30					85	83	83	74
7/21/83 7:00	187+65	215+93	3.277	3.813	85	73		
7/21/83 10:00					88	80		
7/21/83 12:00					87	85	87	79
7/20/83 7:30	147+55	187+65	2.518	3.277	87	73		
7/20/83 10:00	1450+16	1451+36	16.580	16.603	88	80		
7/20/83 12:00					87	83		
7/20/83 14:00					87	88	87	81
7/19/83 7:30	110+25	147+55	1.811	2.518	83	69		
7/19/83 8:00	1452+30	1453+51	16.620	16.643				
7/19/83 9:30					87	80		
7/19/83 11:30					88	80		
7/19/83 13:30					88	89		
7/19/83 15:30					88	90		
7/19/83 17:30					89	92	87	83
7/18/83 7:30	74+57	110+25	1.135	1.811	87	70		
7/18/83 10:30					88	85		
7/18/83 12:30					88	81		
7/18/83 14:30					89	86	88	81

	Station		Milepost					
Date Placed &Time	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
7/13/83 7:30	47+92	74+57	0.631	1.135	80	65		
7/13/83 9:30					82	75		
7/13/83 11:30					83	82		
7/13/83 13:30					84	87	82	77
7/12/83 7:30	10+00	47+92	0.000	0.631	83	75		
7/12/83 8:00								
7/12/83 8:30	1495+73	1500+00	17.443	17.524	83	78		
7/12/83 10:30	**				85	83		
7/12/83 12:30					85	87		
7/12/83 14:30					88	88		
7/12/83 16:30					87	88	85	83
7/11/83 7:30	1453+51	1495+73	16.643	17.443	79	69		
7/11/83 9:30					79	72		
7/11/83 11:30					83	80		
7/11/83 13:30					84	88		
7/11/83 15:30					87	90	82	80
7/9/83 7:30	1414+98	1450+16	15.977	16.643	79	67		
7/9/83 8:30								
7/9/83 10:30					82	75		
7/9/83 12:30					84	80		
7/9/83 15:00					84	84	82	77
7/8/83 7:30	1370+34	1414+98	15.132	15.977	77	68		
7/8/83 9:30					77	70		
7/8/83 12:00					78	72		
7/8/83 14:00					81	80		
7/8/83 17:00					83	84	79	75
7/7/83 7:30	1316+62	1370+34	14.114	15.132	70	54		
7/7/83 9:30					77	73		
7/7/83 11:30					78	73		
7/7/83 12:00								
7/7/83 14:00					79	82		
7/7/83 14:30								
7/7/83 16:30					80	80	77	72
7/6/83 7:30	1276+44	1316+62	13.353	14.114	68	52		
7/6/83 10:30					77	61		
7/6/83 13:00					76	71		
7/6/83 15:30					77	70	75	64
7/5/83 8:30	1247+10	1276+44	12.734	13.353	77	63		
7/5/83 10:30					77	62		
7/5/83 12:30					80	64		
7/5/83 15:00					75	62	77	63

Average	82	75


Average Concrete Placement Temperature vs Milepost 77024-20821A Section A EB
Temperature in degrees F
90
85
80
75
70
65
60
55
50
45
40
0
1
2
3
4
5
6
Milepost

Average Placement Concrete Temperature vs. Milepost 77024-20821A Section A EB



Concrete Temperature At Placement

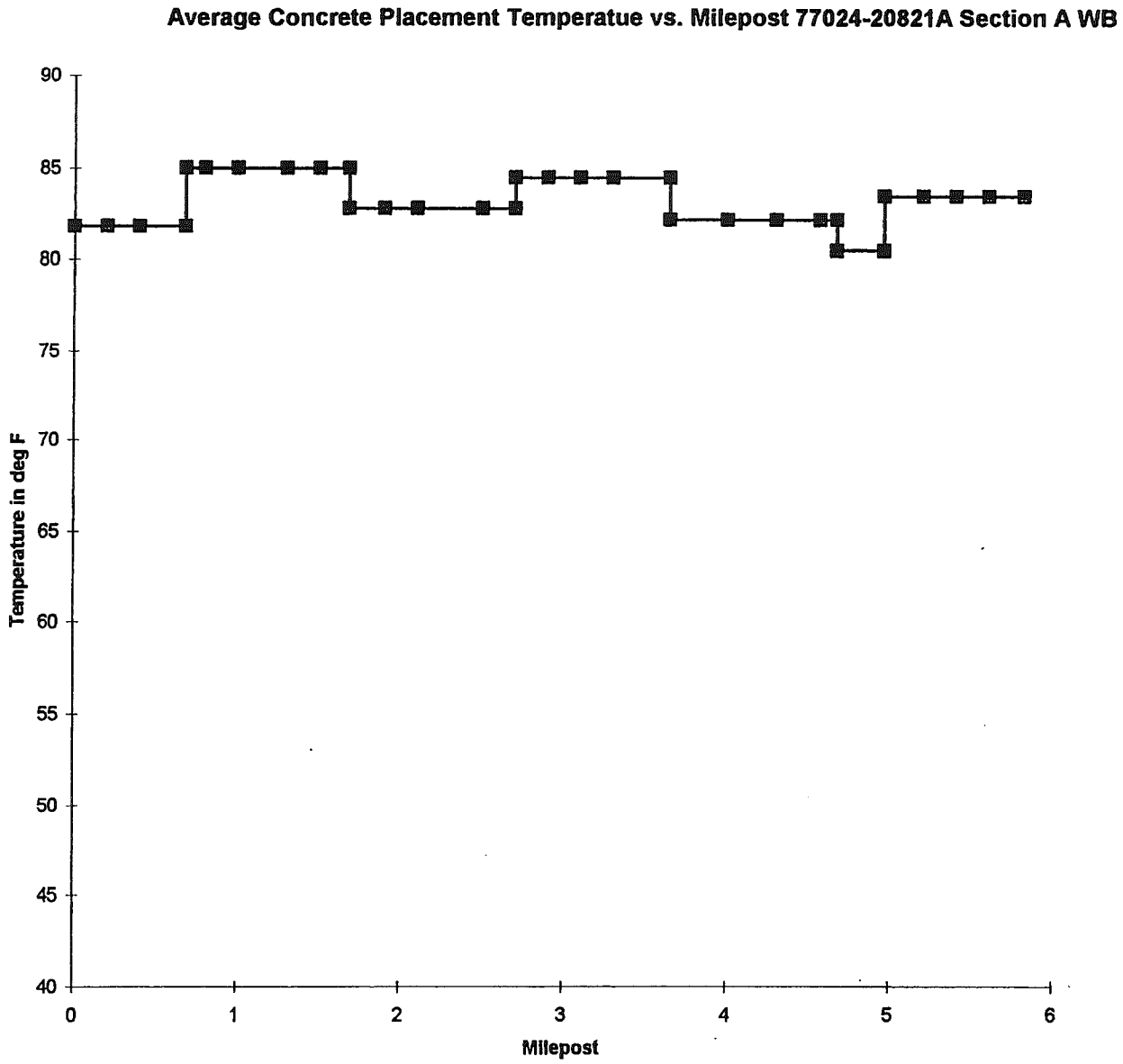
Control Section# 77024-20821A Section A WB
Contractor: Denton Construction

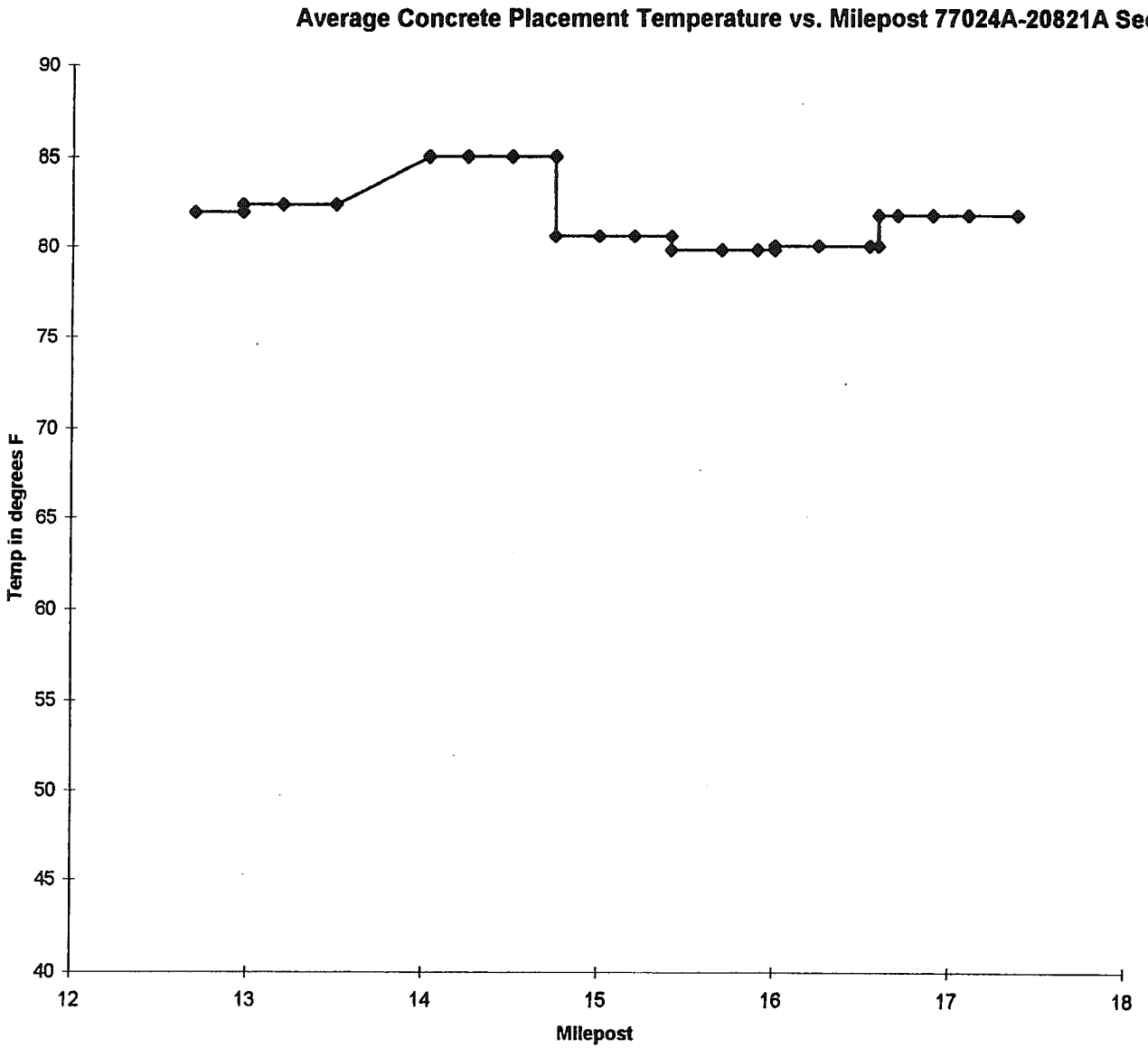
Section Tested: none

	Station		Milepost					
Date Placed	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
6/20/83	1247+10	1261+25	12.706	12.973992	82	75		
					82	80	82	77.5
6/21/83	1261+25	1289+11	12.97399	13.501644	80	60		
					80	76		
					81	84		
					85	90		
					86	92	82.4	80.4
6/23/83	1317+11	1355+25	14.03195	14.754295	80	65		
					85	84		
					85	88		
					87	90		
					88	90	85	83.4
6/24/83	1355+25	1390+30	14.7543	15.418121	80	64		
					79	75		
					82	83		
					81	84		
					81	84	80.6	78
6/25/83	1390+30	1421+53	15.41812	16.009598	77	64		
					80	76		
					81	80		
					81	86	79.8	76.5
6/30/83	1421+53	1450+00	16.0096	16.548803	77	68		
					79	78		
					82	85		
					82	88	80	79.8

	Station		Milepost					
Date Placed	From	To	From	To	Concrete Temp	Air Temp	Average Concrete Temp	Average Air Temp
7/1/83	1452+55	1494+12	16.5971	17.384409	80	76		
					80	79		
					82	83		
					84	88		
					83	85	81.8	82.2
7/7/83	1451+75	1452+55	16.58195	16.597098	70	54		
	1450+00	1450+80	16.5488	16.563955	77	73		
					78	73		
					79	82		
					80	80	76.8	72.4
7/19/83	1451+75	1452+55	16.58195	16.597098	83	69		
	1450+00	1450+80	16.5488	16.563955	87	80		
					88	80		
					88	89		
					89	90		
					89	92	87.3	83.3
7/27/83	321+81	276+70	5.817871	4.9635152	76	64		
					83	78		
					87	88		
					88	88	83.5	79.5
7/28/83	276+70	261+54	4.963515	4.676394	80	70		
					81	73	80.5	71.5
8/2/83	261+54	207+38	4.676394	3.650636	78	67		
					80	75		
					85	80		
					85	80		
					83	80	82.2	76.4
8/3/83	207+38	157+54	3.650636	2.706697	83	70		
					83	76		
					83	80		
					86	85		
					86	86		
					86	86	84.5	80.5
8/5/83	157+54	103+80	2.706697	1.688894	81	69		
					82	71		
					82	76		
					86	84		
					83	82		
					83	78	82.8	76.7
8/8/83	103+80	50+55	1.688894	0.6803712	78	70		
					84	82		
					87	90		
					88	91		
					88	92	85	85
8/9/83	50+55	1494+12	0.680371	17.384409	77	60		
					80	72		
					83	74		
					85	77		
					84	82	81.8	73
8/10/83	321+81	322+89	5.817871	5.839	80	65	80	65

Average	82	78


Average Concrete Placement Temperatue vs. Milepost 77024-20821A Section A WB
Temperature in deg F
90
85
80
75
70
65
60
55
50
45
40
0
1
2
3
4
5
6
Milepost


Average Concrete Placement Temperature vs. Milepost 77024A-20821A Section A WB
Temp in degrees F
90
85
80
75
70
65
60
55
50
45
40
12
13
14
15
16
17
18
Milepost

Review of Historical Records

Control Section 77024-17988A Section B EB, I-69 Capac
Contractor for Paving: John Carlo Inc.

- Typical Mix Design:

Strength: 35P
Slump: 1 to 3"
Air Content: 5 to 8%

Materials	Type	Supplier	Batch Weights
Cement	Type I	Dundee and SME	526 lbs
Fine Aggregate	2NS	Holloway S&G Pit 44-67	1590lbs
Coarse Aggregate	6A	Michigan Lime and Chemical Pit 71-3	1650 lbs
Water			154 lbs
Air Entrainer		Daravair WR Grace	0.5 oz/sack
Water Reducer		WRDA, WR Grace	5 oz/sack

- Base Course: 8G from Pit No. 71-3 Michigan Lime and Chemical (shipped over from 77023-21586A). Base course specified 4" thick.

- Subbase: Class II granular material, specified minimum 9" thick.

- 1450 lineal feet of subbase on 433+00 to 447+50 WB did not meet specification and was removed.

- 1100 lineal feet of subbase on (484+00 to 495+00) EB did not meet specification (high loss on wash) bad areaas were removed and other areas were disked in with new good material.

- Some minor spalls needed patching on entire WB.

- Numerous drainage outlets were damaged during construction and needed repair.

Control Section# 77024-17988A Section B EB

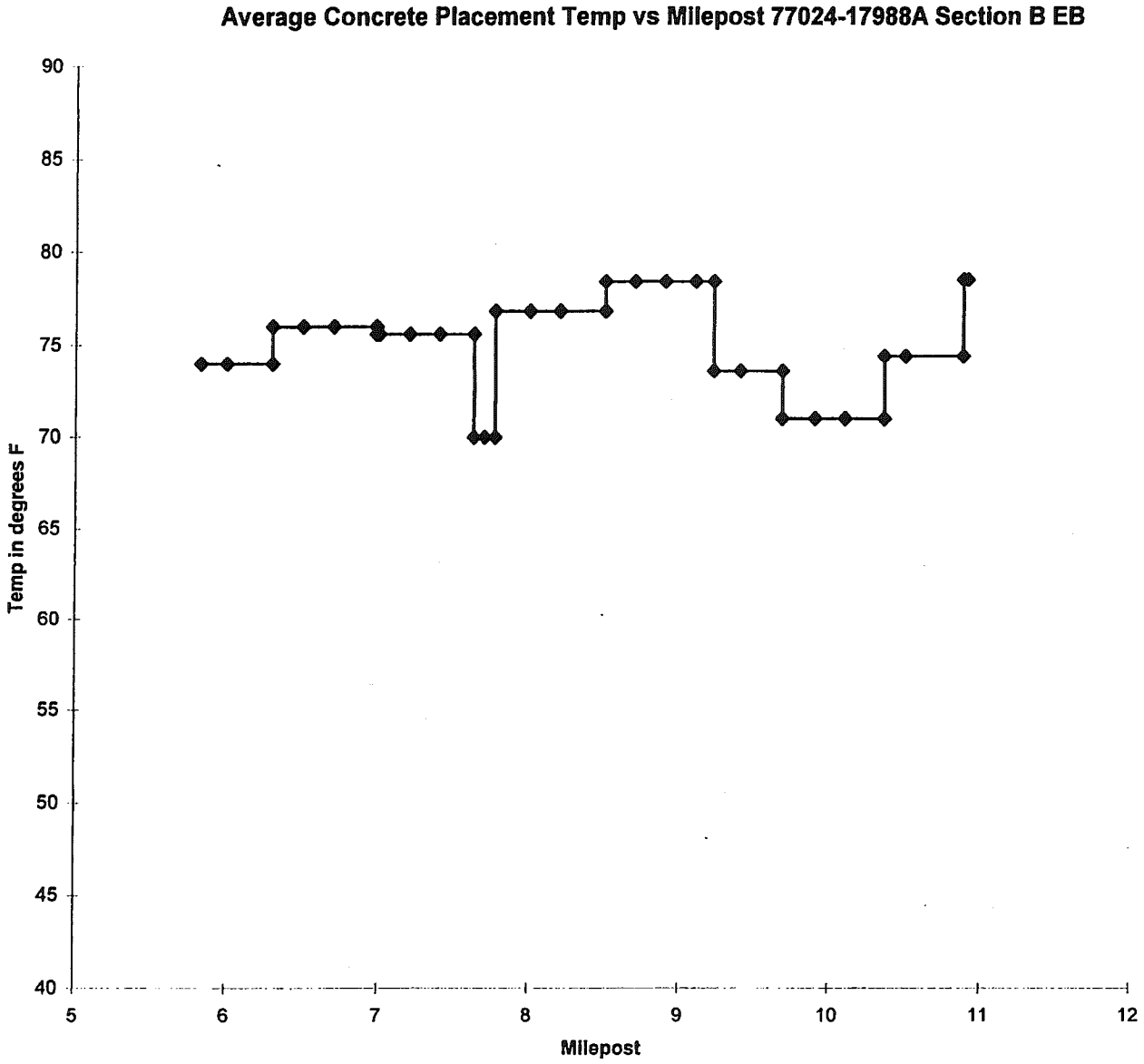
Concrete Temperature At Placement
Contractor: John Carlo Inc.

Section Tested: 408+06 to 418+29

	Station		Milepost					
Date	From	To	From	To	Concrete Placement Temp	Air Temp	Average Concrete Temp	Average Air Temp
6/11/84	1515+00	1505+58	11.480	11.291	72	70		
					74	74	73	73
6/13/84	1505+58	1486+00	11.291	10.920	78	72		
	591+21	589+49	10.920	10.887	78	74		
					78	80		
					78	84		
					79	86		
					80	88	79	81
6/14/84	589+49	562+03	10.887	10.368	74	66		
					76	72		
					76	72		
					72	68		
					74	66	74	69
6/15/84	562+03	526+00	10.368	9.686	67	52		
					68	60		
					68	60		
					68	70		
					71	70		
					75	73		
					74	70		
					74	70		
					74	66	71	66
6/16/84	526+00	501+80	9.686	9.227	68	52		
					71	68		
					74	68		
					76	73		
					79	80	74	68

	Station		Milepost					
Date	From	To	From	To	Concrete Placement Temp	Air Temp	Average Concrete Temp	Average Air Temp
6/20/84	501+80	465+75	9.227	8.545	75	63		
					75	70		
					75	70		
					82	75		
					82	75		
					80	78		
					80	75	78	72
6/21/84	465+75	425+25	8.545	7.778	69	56		
					74	72		
					80	74		
					82	82		
					78	78		
					78	78	77	73
6/22/84	425+25	417+47	7.778	7.630	70	60		
					70	62	70	61
6/25/84	417+47	383+46	7.630	6.986	70	58		
					75	68		
					77	77		
					78	80		
					78	77	76	72
6/26/84	383+46	347+48	6.986	6.305	68	56		
					76	70		
					76	71		
					78	74		
					78	74		
					80	78		
					76	74	76	71
6/27/84	347+48	322+90	6.305	5.839	74	64		
					74	68		
					72	68		
					76	74	74	69

Average	75	70

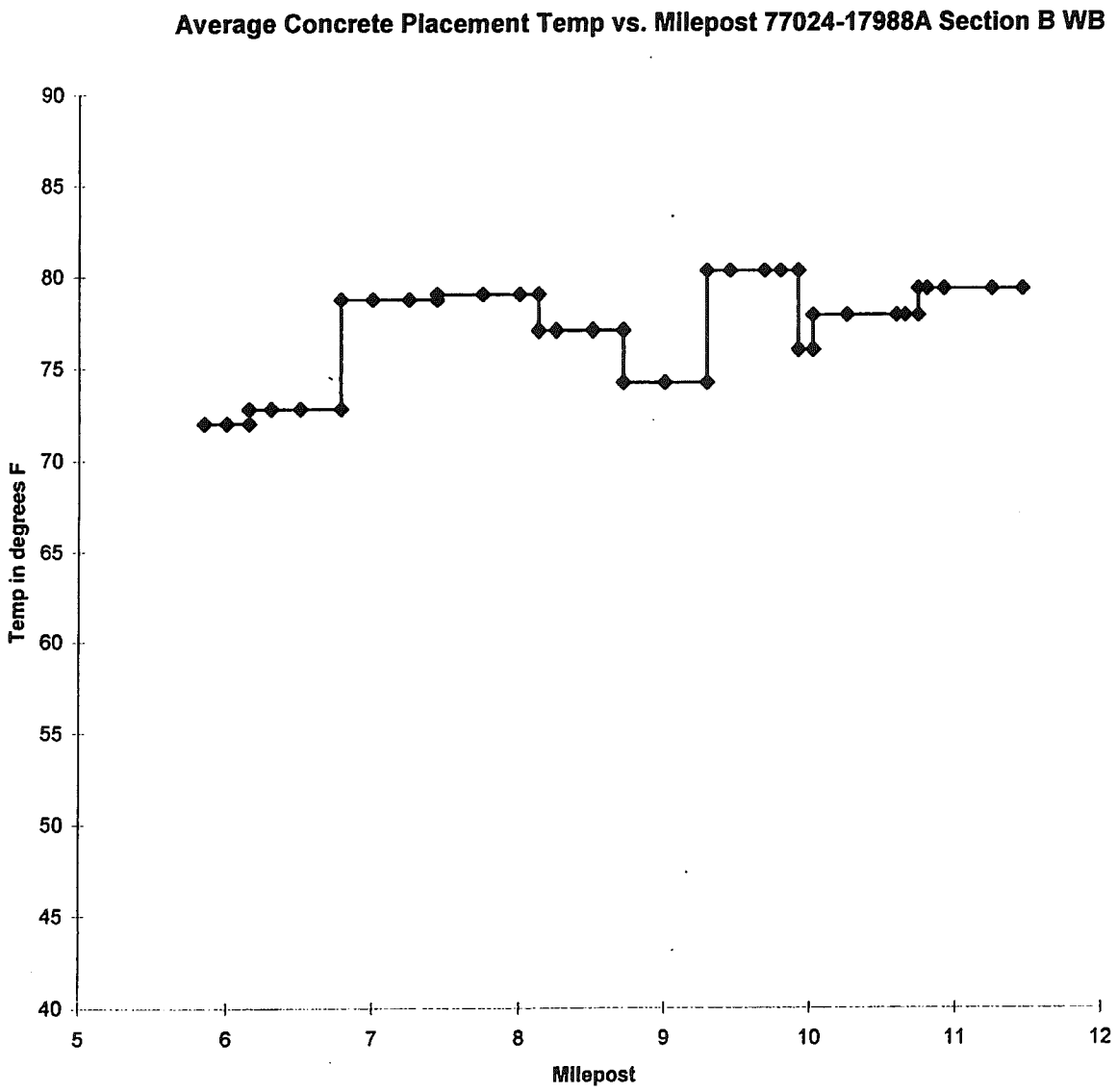

Average Concrete Placement Temp vs Milepost 77024-17988A Section B EB
Temp in degrees F
90
85
80
75
70
65
60
55
50
45
40
5
6
7
8
9
10
11
12
Milepost

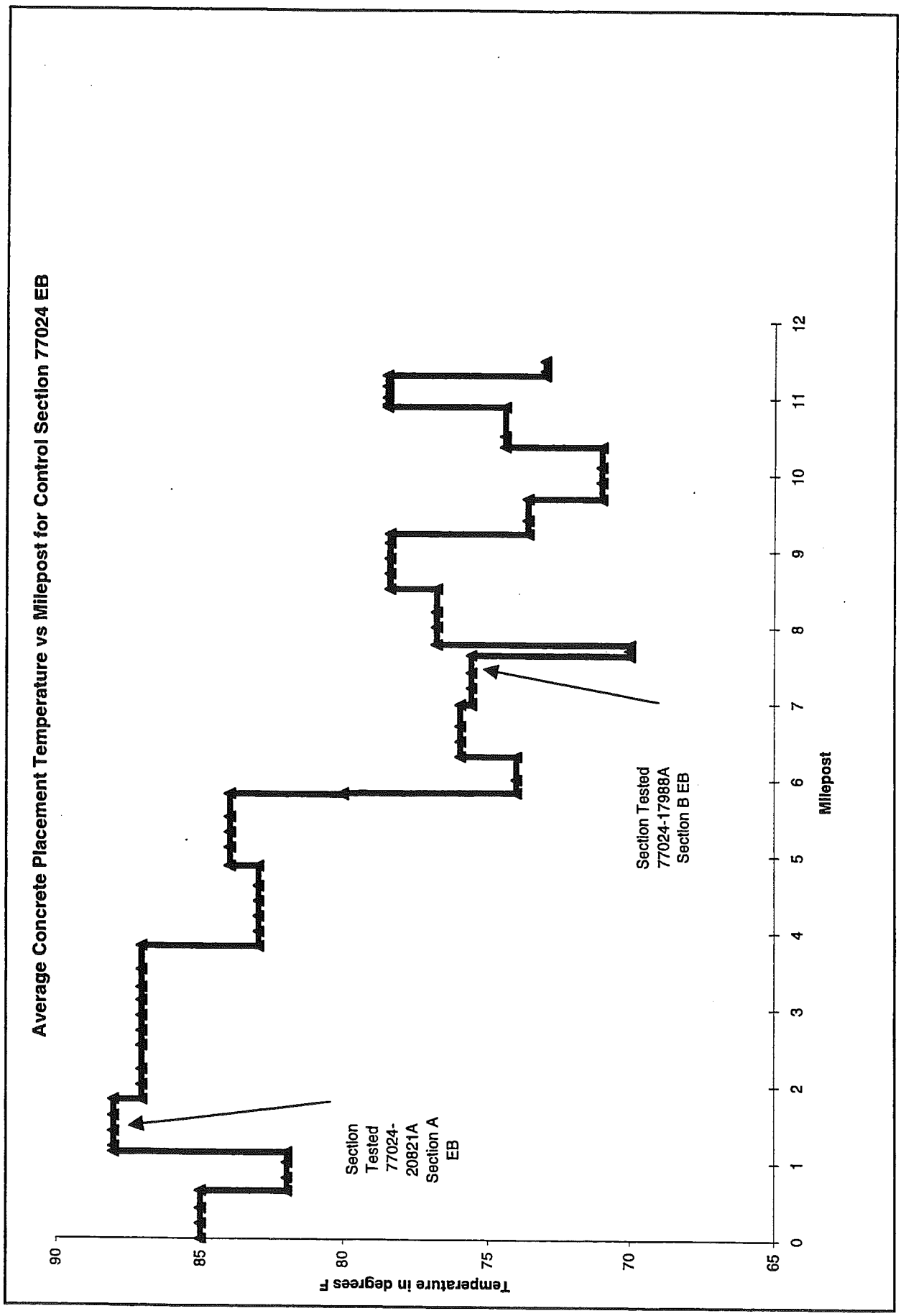
Control Section# **77024-17988A** **Section B WB**

Concrete Temperature At Placement
Contractor: John Carlo Inc.

Section Tested: none

	Station		Milepost					
Date	From	To	From	To	Concrete Placement Temp	Air Temp	Average Concrete Temp	Avgerage Air Temp
6/28/84	323+55	339+52	5.852	6.154	66	62		
					74	70		
					76	73	72	68
6/29/84	339+52	372+63	6.154	6.782	69	60		
					71	64		
					71	64		
					75	66		
					76	66		
					75	69	73	65
7/2/84	372+63	407+55	6.782	7.442	75	66		
					75	74		
					76	75		
					81	82		
					82	85		
					82	82		
					80	78	79	77
7/3/84	407+55	444+36	7.442	8.140	75	65		
					77	74		
					77	82		
					82	85		
					82	85		
					81	84	79	79
7/5/84	444+36	474+66	8.140	8.713	75	64		
					76	70		
					80	82		
					78	75		
					75	75		
					78	72	77	73
7/9/84	474+66	505+40	8.713	9.296	72	68		
					73	72		
					72	74		
					76	74		
					78	74		
					76	74	74	73
7/10/84	505+40	526+37	9.296	9.693	74	67		
	527+15	538+55	9.707	9.923	76	74		
					82	76		
					82	83		
					82	91		
					86	91	80	80
7/11/84	538+55	543+88	9.923	10.024	76	67	76	67
7/12/84	543+88	574+05	10.024	10.596	72	64		
	574+17	582+10	10.598	10.748	75	71		
					78	76		
					82	80		
					80	84		
					80	82	78	76
7/13/84	582+10	591+21	10.748	10.921	73	65		
	1486+00	1515+00	10.921	11.470	78	72		
					82	84		
					84	90	79	78
						Average	77	74


Average Concrete Placement Temp vs. Milepost 77024-17988A Section B WB
Temp in degrees F
90
85
80
75
70
65
60
55
50
45
40
5
6
7
8
9
10
11
12
Milepost


Average Concrete Placement Temperature vs Milepost for Control Section 77024 EB
Temperature in degrees F
90
85
80
75
70
65
0
1
2
3
4
5
6
7
8
9
10
11
12
Milepost
Section Tested 77024-20821A Section A EB
Section Tested 77024-17988A Section B EB

APPENDIX F

Pavement Management System (PMS) and Ride Quality Index (RQI) Data

Appendix F. Pavement Management System (PMS) and Ride Quality Index (RQI) Data

This appendix contains PMS and RQI data. A summary table using 1995 PMS data is provided for each of the control sections tested. This table gives the distress index for every tenth of a mile of the control section. Even though testing in this study was normally only conducted over one tenth of one mile, the PMS is provided for the entire control section so that comparisons can be made. Additionally, the performance of two or more jobs within one control section can be compared. A plot of distress index vs. milepost is then provided for each control section. PMS data was only available for the older sections studied. The new construction sections at CSN# 11017, 47065, and 82291 do not have PMS data.

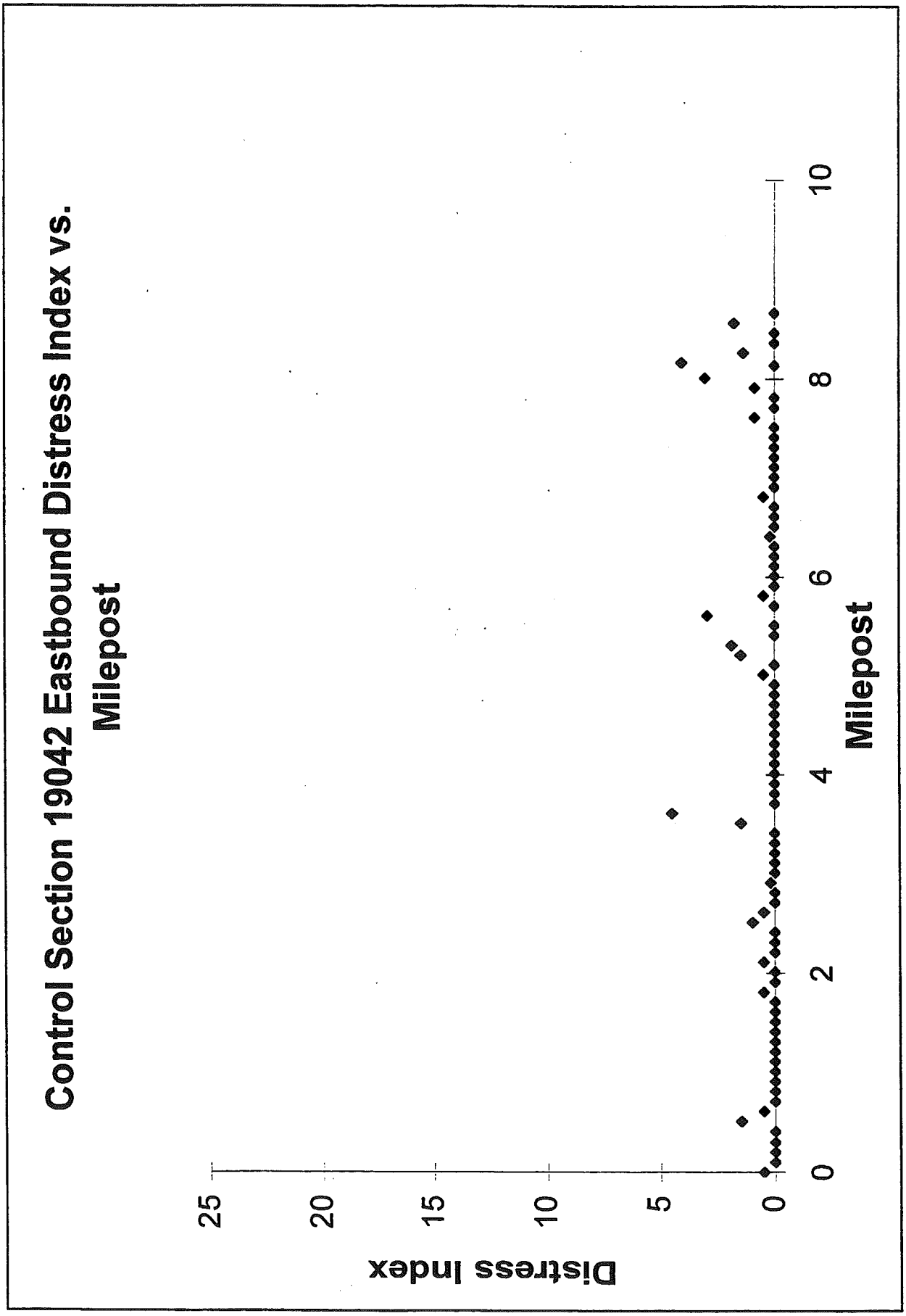
Also in this appendix is RQI data for each year from 1992 to 1995. A summary table is provided for all of the older control sections tested. Again, the new construction sections do not have data available. The summary tables provide the 1992 through 1995 RQI distress index points for every one tenth of a mile. Also in each of these summary tables is a column showing the rate of growth of the RQI over time. Plots of RQI vs. milepost and RQI growth rate vs. Milepost were then made for each of the control sections. The variation within in a job and within a control section can be observed.

Interstate	Control Section	Direction	Distress Index
I-69	19042	EB	0.4
	19042	WB	0.4
	19043	EB	4.6
	19043	WB	3.3
I-475	25132	NB	9.6
	25132	SB	11.2
I-69	44044	EB	1.3
	44044	WB	2.6
	77023	EB	8.1
	77023	WB	7.6
	77024	EB	1.9
	77024	WB	1.4

Interstate	Control Section	Job Number	Direction	Distress Index
I-69	19042	02233A	EB	0.472
	19042	24680A	EB	0.328
	19043	02234A	EB	1.32
	19043	02234A	WB	4.22
I-475	25132	06582A	SB	3.16
I-69	44044	18804A	WB	0.883
	77023	21586A	EB	3.96
	77024	17988A	EB	3.25
	77024	20821A	EB	0.448

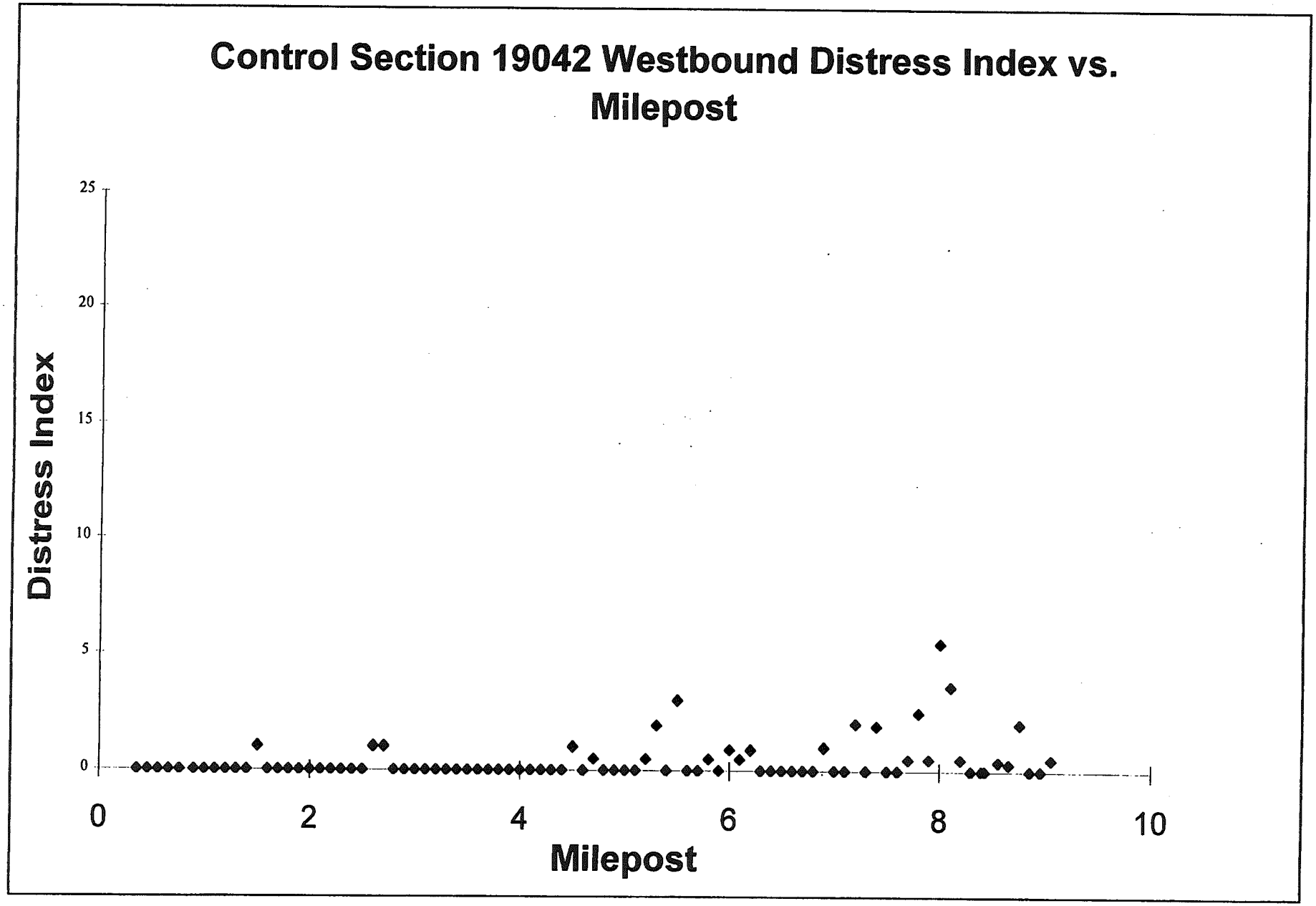
District 5	I-69 EB		TAPE	ID=95-35-08		BMP=00.000		
Control Section:	19042		Milepost:	0 to 8.797		No. of Segments:	88	DI=0.4
MP:	0	-	0.1	LANE	1	RIGID	DI=	0.5
MP:	0.1	-	0.2	LANE	1	RIGID	DI=	0
MP:	0.2	-	0.3	LANE	1	RIGID	DI=	0
MP:	0.3	-	0.406	LANE	1	RIGID	DI=	0
MP:	0.406	-	0.511	LANE	0	BRIDGE	DI=	0
MP:	0.511	-	0.611	LANE	1	RIGID	DI=	1.5
MP:	0.611	-	0.711	LANE	1	RIGID	DI=	0.5
MP:	0.711	-	0.811	LANE	1	RIGID	DI=	0
MP:	0.811	-	0.911	LANE	1	RIGID	DI=	0
MP:	0.911	-	1.011	LANE	1	RIGID	DI=	0
MP:	1.011	-	1.111	LANE	1	RIGID	DI=	0
MP:	1.111	-	1.211	LANE	1	RIGID	DI=	0
MP:	1.211	-	1.311	LANE	1	RIGID	DI=	0
MP:	1.311	-	1.411	LANE	1	RIGID	DI=	0
MP:	1.411	-	1.511	LANE	1	RIGID	DI=	0
MP:	1.511	-	1.611	LANE	1	RIGID	DI=	0
MP:	1.611	-	1.711	LANE	1	RIGID	DI=	0
MP:	1.711	-	1.811	LANE	1	RIGID	DI=	0
MP:	1.811	-	1.911	LANE	1	RIGID	DI=	0.5
MP:	1.911	-	2.011	LANE	1	RIGID	DI=	0
MP:	2.011	-	2.111	LANE	1	RIGID	DI=	0
MP:	2.111	-	2.211	LANE	1	RIGID	DI=	0.5
MP:	2.211	-	2.311	LANE	1	RIGID	DI=	0
MP:	2.311	-	2.411	LANE	1	RIGID	DI=	0
MP:	2.411	-	2.511	LANE	1	RIGID	DI=	0
MP:	2.511	-	2.611	LANE	1	RIGID	DI=	1
MP:	2.611	-	2.711	LANE	1	RIGID	DI=	0.5
MP:	2.711	-	2.811	LANE	1	RIGID	DI=	0
MP:	2.811	-	2.911	LANE	1	RIGID	DI=	0
MP:	2.911	-	3.011	LANE	1	RIGID	DI=	0.2
MP:	3.011	-	3.111	LANE	1	RIGID	DI=	0
MP:	3.111	-	3.211	LANE	1	RIGID	DI=	0
MP:	3.211	-	3.311	LANE	1	RIGID	DI=	0
MP:	3.311	-	3.411	LANE	1	RIGID	DI=	0
MP:	3.411	-	3.511	LANE	1	RIGID	DI=	0
MP:	3.511	-	3.611	LANE	1	RIGID	DI=	1.5
MP:	3.611	-	3.711	LANE	1	RIGID	DI=	4.5
MP:	3.711	-	3.811	LANE	1	RIGID	DI=	0
MP:	3.811	-	3.911	LANE	1	RIGID	DI=	0
MP:	3.911	-	4.011	LANE	1	RIGID	DI=	0
MP:	4.011	-	4.111	LANE	1	RIGID	DI=	0
MP:	4.111	-	4.211	LANE	1	RIGID	DI=	0
MP:	4.211	-	4.311	LANE	1	RIGID	DI=	0
MP:	4.311	-	4.411	LANE	1	RIGID	DI=	0
MP:	4.411	-	4.511	LANE	1	RIGID	DI=	0
MP:	4.511	-	4.611	LANE	1	RIGID	DI=	0
MP:	4.611	-	4.711	LANE	1	RIGID	DI=	0
MP:	4.711	-	4.811	LANE	1	RIGID	DI=	0

MP:	4.811	-	4.911	LANE	1	RIGID	DI=	0
MP:	4.911	-	5.011	LANE	1	RIGID	DI=	0
MP:	5.011	-	5.111	LANE	1	RIGID	DI=	0.5
MP:	5.111	-	5.211	LANE	1	RIGID	DI=	0
MP:	5.211	-	5.311	LANE	1	RIGID	DI=	1.5
MP:	5.311	-	5.411	LANE	1	RIGID	DI=	1.9
MP:	5.411	-	5.511	LANE	1	RIGID	DI=	0
MP:	5.511	-	5.611	LANE	1	RIGID	DI=	0
MP:	5.611	-	5.711	LANE	1	RIGID	DI=	3
MP:	5.711	-	5.811	LANE	1	RIGID	DI=	0
MP:	5.811	-	5.911	LANE	1	RIGID	DI=	0.5
MP:	5.911	-	6.011	LANE	1	RIGID	DI=	0
MP:	6.011	-	6.111	LANE	1	RIGID	DI=	0
MP:	6.111	-	6.211	LANE	1	RIGID	DI=	0
MP:	6.211	-	6.311	LANE	1	RIGID	DI=	0
MP:	6.311	-	6.411	LANE	1	RIGID	DI=	0
MP:	6.411	-	6.511	LANE	1	RIGID	DI=	0.2
MP:	6.511	-	6.611	LANE	1	RIGID	DI=	0
MP:	6.611	-	6.711	LANE	1	RIGID	DI=	0
MP:	6.711	-	6.811	LANE	1	RIGID	DI=	0
MP:	6.811	-	6.911	LANE	1	RIGID	DI=	0.5
MP:	6.911	-	7.011	LANE	1	RIGID	DI=	0
MP:	7.011	-	7.111	LANE	1	RIGID	DI=	0
MP:	7.111	-	7.211	LANE	1	RIGID	DI=	0
MP:	7.211	-	7.311	LANE	1	RIGID	DI=	0
MP:	7.311	-	7.411	LANE	1	RIGID	DI=	0
MP:	7.411	-	7.511	LANE	1	RIGID	DI=	0
MP:	7.511	-	7.611	LANE	1	RIGID	DI=	0
MP:	7.611	-	7.711	LANE	1	RIGID	DI=	0.9
MP:	7.711	-	7.811	LANE	1	RIGID	DI=	0
MP:	7.811	-	7.911	LANE	1	RIGID	DI=	0
MP:	7.911	-	8.011	LANE	1	RIGID	DI=	0.9
MP:	8.011	-	8.136	LANE	1	RIGID	DI=	3.1
MP:	8.136	-	8.163	LANE	0	BRIDGE	DI=	0
MP:	8.163	-	8.263	LANE	1	RIGID	DI=	4.1
MP:	8.263	-	8.363	LANE	1	RIGID	DI=	1.4
MP:	8.363	-	8.463	LANE	1	RIGID	DI=	0
MP:	8.463	-	8.563	LANE	1	RIGID	DI=	0
MP:	8.563	-	8.663	LANE	1	RIGID	DI=	1.8
MP:	8.663	-	8.797	LANE	1	RIGID	DI=	0


Control Section 19042 Eastbound Distress Index vs. Milepost
Distress Index
25
20
15
10
5
0
0
2
4
6
8
10
Milepost

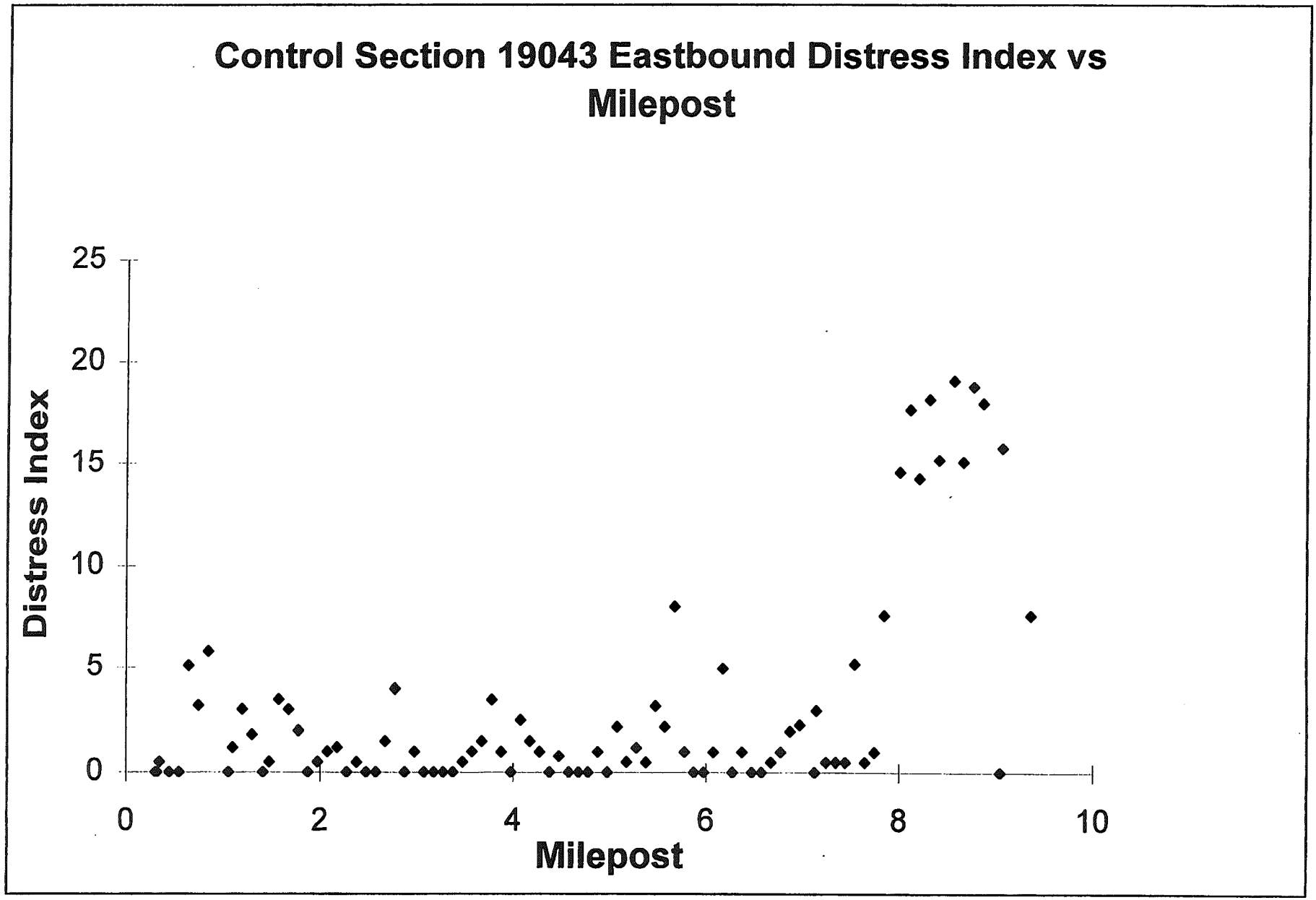
District 5	I-69 WB		TAPE	ID=95-37-08		BMP=00.000		
Control Section:	19042		Milepost:	9.056-0.189		No. of Segments:	88	DI=0.4
MP:	9.056	-	8.956	LANE	1	RIGID	DI=	0.5
MP:	8.956	-	8.856	LANE	1	RIGID	DI=	0
MP:	8.856	-	8.756	LANE	1	RIGID	DI=	0
MP:	8.756	-	8.656	LANE	1	RIGID	DI=	2
MP:	8.656	-	8.556	LANE	1	RIGID	DI=	0.3
MP:	8.556	-	8.426	LANE	1	RIGID	DI=	0.4
MP:	8.426	-	8.398	LANE	0	BRIDGE	DI=	0
MP:	8.398	-	8.298	LANE	1	RIGID	DI=	0
MP:	8.298	-	8.198	LANE	1	RIGID	DI=	0
MP:	8.198	-	8.098	LANE	1	RIGID	DI=	0.5
MP:	8.098	-	7.998	LANE	1	RIGID	DI=	3.6
MP:	7.998	-	7.898	LANE	1	RIGID	DI=	5.5
MP:	7.898	-	7.798	LANE	1	RIGID	DI=	0.5
MP:	7.798	-	7.698	LANE	1	RIGID	DI=	2.5
MP:	7.698	-	7.598	LANE	1	RIGID	DI=	0.5
MP:	7.598	-	7.498	LANE	1	RIGID	DI=	0
MP:	7.498	-	7.398	LANE	1	RIGID	DI=	0
MP:	7.398	-	7.298	LANE	1	RIGID	DI=	1.9
MP:	7.298	-	7.198	LANE	1	RIGID	DI=	0
MP:	7.198	-	7.098	LANE	1	RIGID	DI=	2
MP:	7.098	-	6.998	LANE	1	RIGID	DI=	0
MP:	6.998	-	6.898	LANE	1	RIGID	DI=	0
MP:	6.898	-	6.798	LANE	1	RIGID	DI=	1
MP:	6.798	-	6.698	LANE	1	RIGID	DI=	0
MP:	6.698	-	6.598	LANE	1	RIGID	DI=	0
MP:	6.598	-	6.498	LANE	1	RIGID	DI=	0
MP:	6.498	-	6.398	LANE	1	RIGID	DI=	0
MP:	6.398	-	6.298	LANE	1	RIGID	DI=	0
MP:	6.298	-	6.198	LANE	1	RIGID	DI=	0
MP:	6.198	-	6.098	LANE	1	RIGID	DI=	0.9
MP:	6.098	-	5.998	LANE	1	RIGID	DI=	0.5
MP:	5.998	-	5.898	LANE	1	RIGID	DI=	0.9
MP:	5.898	-	5.798	LANE	1	RIGID	DI=	0
MP:	5.798	-	5.698	LANE	1	RIGID	DI=	0.5
MP:	5.698	-	5.598	LANE	1	RIGID	DI=	0
MP:	5.598	-	5.498	LANE	1	RIGID	DI=	0
MP:	5.498	-	5.398	LANE	1	RIGID	DI=	3
MP:	5.398	-	5.298	LANE	1	RIGID	DI=	0
MP:	5.298	-	5.198	LANE	1	RIGID	DI=	1.9
MP:	5.198	-	5.098	LANE	1	RIGID	DI=	0.5
MP:	5.098	-	4.998	LANE	1	RIGID	DI=	0
MP:	4.998	-	4.898	LANE	1	RIGID	DI=	0
MP:	4.898	-	4.798	LANE	1	RIGID	DI=	0
MP:	4.798	-	4.698	LANE	1	RIGID	DI=	0
MP:	4.698	-	4.598	LANE	1	RIGID	DI=	0.5
MP:	4.598	-	4.498	LANE	1	RIGID	DI=	0
MP:	4.498	-	4.398	LANE	1	RIGID	DI=	1
MP:	4.398	-	4.298	LANE	1	RIGID	DI=	0

MP:	4.298	-	4.198	LANE	1	RIGID	DI=	0
MP:	4.198	-	4.098	LANE	1	RIGID	DI=	0
MP:	4.098	-	3.998	LANE	1	RIGID	DI=	0
MP:	3.998	-	3.898	LANE	1	RIGID	DI=	0
MP:	3.898	-	3.798	LANE	1	RIGID	DI=	0
MP:	3.798	-	3.698	LANE	1	RIGID	DI=	0
MP:	3.698	-	3.598	LANE	1	RIGID	DI=	0
MP:	3.598	-	3.498	LANE	1	RIGID	DI=	0
MP:	3.498	-	3.398	LANE	1	RIGID	DI=	0
MP:	3.398	-	3.298	LANE	1	RIGID	DI=	0
MP:	3.298	-	3.198	LANE	1	RIGID	DI=	0
MP:	3.198	-	3.098	LANE	1	RIGID	DI=	0
MP:	3.098	-	2.998	LANE	1	RIGID	DI=	0
MP:	2.998	-	2.898	LANE	1	RIGID	DI=	0
MP:	2.898	-	2.798	LANE	1	RIGID	DI=	0
MP:	2.798	-	2.698	LANE	1	RIGID	DI=	0
MP:	2.698	-	2.598	LANE	1	RIGID	DI=	1
MP:	2.598	-	2.498	LANE	1	RIGID	DI=	1
MP:	2.498	-	2.398	LANE	1	RIGID	DI=	0
MP:	2.398	-	2.298	LANE	1	RIGID	DI=	0
MP:	2.298	-	2.198	LANE	1	RIGID	DI=	0
MP:	2.198	-	2.098	LANE	1	RIGID	DI=	0
MP:	2.098	-	1.998	LANE	1	RIGID	DI=	0
MP:	1.998	-	1.898	LANE	1	RIGID	DI=	0
MP:	1.898	-	1.798	LANE	1	RIGID	DI=	0
MP:	1.798	-	1.698	LANE	1	RIGID	DI=	0
MP:	1.698	-	1.598	LANE	1	RIGID	DI=	0
MP:	1.598	-	1.498	LANE	1	RIGID	DI=	0
MP:	1.498	-	1.398	LANE	1	RIGID	DI=	1
MP:	1.398	-	1.298	LANE	1	RIGID	DI=	0
MP:	1.298	-	1.198	LANE	1	RIGID	DI=	0
MP:	1.198	-	1.098	LANE	1	RIGID	DI=	0
MP:	1.098	-	0.998	LANE	1	RIGID	DI=	0
MP:	0.998	-	0.898	LANE	1	RIGID	DI=	0
MP:	0.898	-	0.763	LANE	1	RIGID	DI=	0
MP:	0.763	-	0.659	LANE	0	BRIDGE	DI=	0
MP:	0.659	-	0.559	LANE	1	RIGID	DI=	0
MP:	0.559	-	0.459	LANE	1	RIGID	DI=	0
MP:	0.459	-	0.359	LANE	1	RIGID	DI=	0
MP:	0.359	-	0.189	LANE	1	RIGID	DI=	0


Control Section 19042 Westbound Distress Index vs. Milepost
Distress Index
25
20
15
10
5
0
0
2
4
6
8
10
Milepost

District 5	I-69 EB		TAPE	ID=95-37-07		BMP=00.001		
Control Section:	19043		Milepost:	0.306-9.506		No. of Segments:	93	DI=4.6
MP:	0.306	-	0.32	LANE	1	RIGID	DI=	0
MP:	0.32	-	0.346	LANE	0	BRIDGE	DI=	0
MP:	0.346	-	0.446	LANE	1	RIGID	DI=	0.5
MP:	0.446	-	0.546	LANE	1	RIGID	DI=	0
MP:	0.546	-	0.646	LANE	1	RIGID	DI=	0
MP:	0.646	-	0.746	LANE	1	RIGID	DI=	5.1
MP:	0.746	-	0.846	LANE	1	RIGID	DI=	3.2
MP:	0.846	-	0.946	LANE	1	RIGID	DI=	5.8
MP:	0.946	-	1.055	LANE	1	RIGID	DI=	25.8
MP:	1.055	-	1.098	LANE	0	BRIDGE	DI=	0
MP:	1.098	-	1.198	LANE	1	RIGID	DI=	1.2
MP:	1.198	-	1.298	LANE	1	RIGID	DI=	3
MP:	1.298	-	1.41	LANE	1	RIGID	DI=	1.8
MP:	1.41	-	1.474	LANE	0	BRIDGE	DI=	0
MP:	1.474	-	1.574	LANE	1	RIGID	DI=	0.5
MP:	1.574	-	1.674	LANE	1	RIGID	DI=	3.5
MP:	1.674	-	1.774	LANE	1	RIGID	DI=	3
MP:	1.774	-	1.874	LANE	1	RIGID	DI=	2
MP:	1.874	-	1.974	LANE	1	RIGID	DI=	0
MP:	1.974	-	2.074	LANE	1	RIGID	DI=	0.5
MP:	2.074	-	2.174	LANE	1	RIGID	DI=	1
MP:	2.174	-	2.274	LANE	1	RIGID	DI=	1.2
MP:	2.274	-	2.374	LANE	1	RIGID	DI=	0
MP:	2.374	-	2.474	LANE	1	RIGID	DI=	0.5
MP:	2.474	-	2.574	LANE	1	RIGID	DI=	0
MP:	2.574	-	2.674	LANE	1	RIGID	DI=	0
MP:	2.674	-	2.774	LANE	1	RIGID	DI=	1.5
MP:	2.774	-	2.874	LANE	1	RIGID	DI=	4
MP:	2.874	-	2.974	LANE	1	RIGID	DI=	0
MP:	2.974	-	3.074	LANE	1	RIGID	DI=	1
MP:	3.074	-	3.174	LANE	1	RIGID	DI=	0
MP:	3.174	-	3.274	LANE	1	RIGID	DI=	0
MP:	3.274	-	3.374	LANE	1	RIGID	DI=	0
MP:	3.374	-	3.474	LANE	1	RIGID	DI=	0
MP:	3.474	-	3.574	LANE	1	RIGID	DI=	0.5
MP:	3.574	-	3.674	LANE	1	RIGID	DI=	1
MP:	3.674	-	3.774	LANE	1	RIGID	DI=	1.5
MP:	3.774	-	3.874	LANE	1	RIGID	DI=	3.5
MP:	3.874	-	3.974	LANE	1	RIGID	DI=	1
MP:	3.974	-	4.074	LANE	1	RIGID	DI=	0
MP:	4.074	-	4.174	LANE	1	RIGID	DI=	2.5
MP:	4.174	-	4.274	LANE	1	RIGID	DI=	1.5
MP:	4.274	-	4.374	LANE	1	RIGID	DI=	1
MP:	4.374	-	4.474	LANE	1	RIGID	DI=	0
MP:	4.474	-	4.574	LANE	1	RIGID	DI=	0.8
MP:	4.574	-	4.674	LANE	1	RIGID	DI=	0
MP:	4.674	-	4.774	LANE	1	RIGID	DI=	0
MP:	4.774	-	4.874	LANE	1	RIGID	DI=	0
MP:	4.874	-	4.974	LANE	1	RIGID	DI=	1
MP:	4.974	-	5.074	LANE	1	RIGID	DI=	0
MP:	5.074	-	5.174	LANE	1	RIGID	DI=	2.2
MP:	5.174	-	5.274	LANE	1	RIGID	DI=	0.5

MP:	5.274	-	5.374	LANE	1	RIGID	DI=	1.2
MP:	5.374	-	5.474	LANE	1	RIGID	DI=	0.5
MP:	5.474	-	5.574	LANE	1	RIGID	DI=	3.2
MP:	5.574	-	5.674	LANE	1	RIGID	DI=	2.2
MP:	5.674	-	5.774	LANE	1	RIGID	DI=	8
MP:	5.774	-	5.874	LANE	1	RIGID	DI=	1
MP:	5.874	-	5.974	LANE	1	RIGID	DI=	0
MP:	5.974	-	6.074	LANE	1	RIGID	DI=	0
MP:	6.074	-	6.174	LANE	1	RIGID	DI=	1
MP:	6.174	-	6.274	LANE	1	RIGID	DI=	5
MP:	6.274	-	6.374	LANE	1	RIGID	DI=	0
MP:	6.374	-	6.474	LANE	1	RIGID	DI=	1
MP:	6.474	-	6.574	LANE	1	RIGID	DI=	0
MP:	6.574	-	6.674	LANE	1	RIGID	DI=	0
MP:	6.674	-	6.774	LANE	1	RIGID	DI=	0.5
MP:	6.774	-	6.874	LANE	1	RIGID	DI=	1
MP:	6.874	-	6.974	LANE	1	RIGID	DI=	2
MP:	6.974	-	7.125	LANE	1	RIGID	DI=	2.3
MP:	7.125	-	7.145	LANE	0	BRIDGE	DI=	0
MP:	7.145	-	7.245	LANE	1	RIGID	DI=	3
MP:	7.245	-	7.345	LANE	1	RIGID	DI=	0.5
MP:	7.345	-	7.445	LANE	1	RIGID	DI=	0.5
MP:	7.445	-	7.545	LANE	1	RIGID	DI=	0.5
MP:	7.545	-	7.645	LANE	1	RIGID	DI=	5.2
MP:	7.645	-	7.745	LANE	1	RIGID	DI=	0.5
MP:	7.745	-	7.845	LANE	1	RIGID	DI=	1
MP:	7.845	-	8.008	LANE	1	RIGID	DI=	7.6
MP:	8.008	-	8.108	LANE	2	RIGID	DI=	14.6
MP:	8.108	-	8.208	LANE	2	RIGID	DI=	17.7
MP:	8.208	-	8.308	LANE	2	RIGID	DI=	14.3
MP:	8.308	-	8.408	LANE	2	RIGID	DI=	18.2
MP:	8.408	-	8.562	LANE	2	RIGID	DI=	15.2
MP:	8.562	-	8.662	LANE	1	RIGID	DI=	19.1
MP:	8.662	-	8.762	LANE	1	RIGID	DI=	15.1
MP:	8.762	-	8.862	LANE	1	RIGID	DI=	18.8
MP:	8.862	-	9.045	LANE	1	RIGID	DI=	18
MP:	9.045	-	9.063	LANE	0	BRIDGE	DI=	0
MP:	9.063	-	9.163	LANE	1	RIGID	DI=	15.8
MP:	9.163	-	9.263	LANE	1	RIGID	DI=	39.7
MP:	9.263	-	9.363	LANE	1	RIGID	DI=	33.1
MP:	9.363	-	9.506	LANE	1	RIGID	DI=	7.6


Control Section 19043 Eastbound Distress Index vs Milepost
Distress Index
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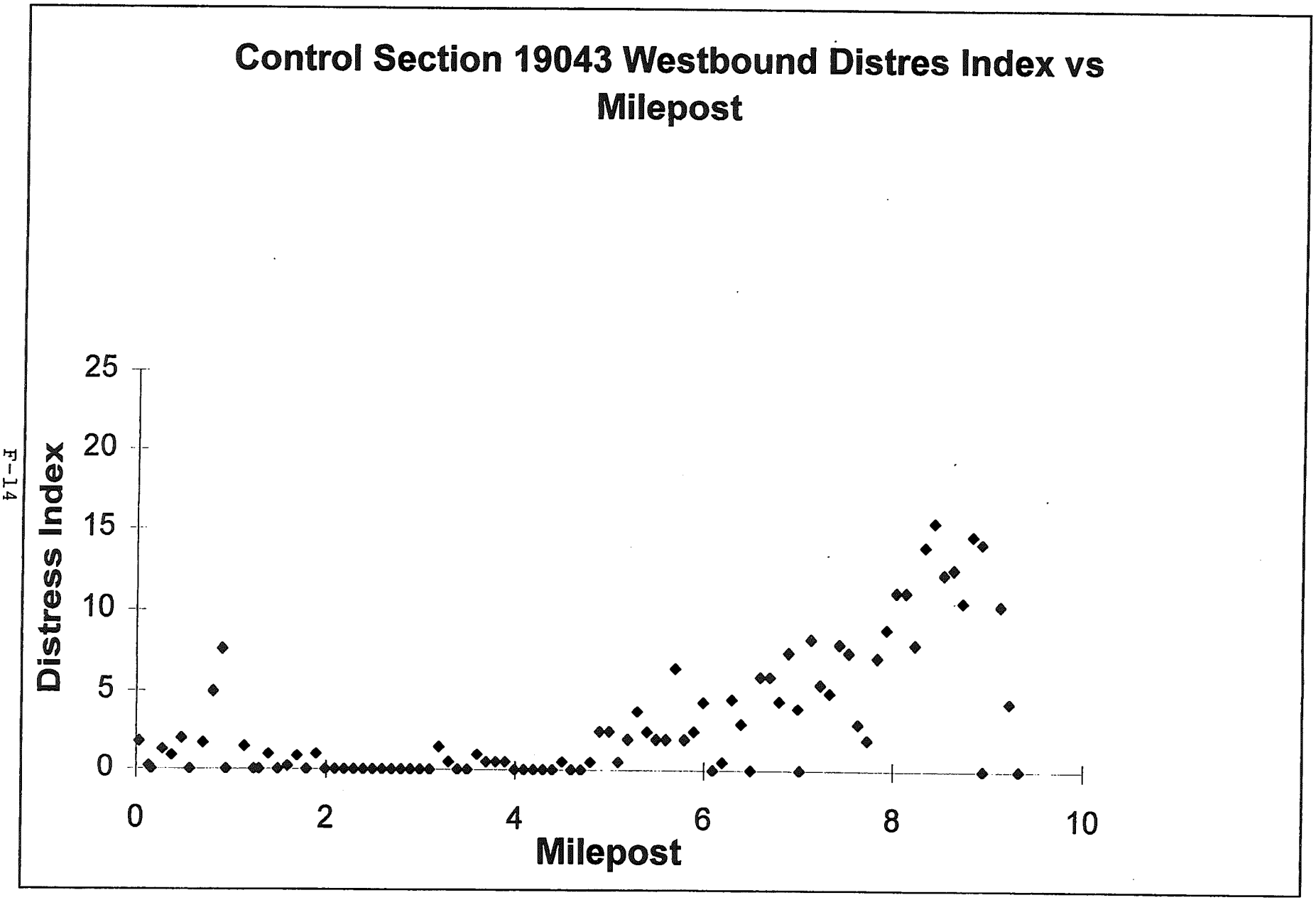
Milepost

District 5	I-69 WB		TAPE	ID=95-37-09		BMP=00.000		
Control Section:	19043		Milepost:	9.326–0.172		No. of Segments:	96	3.3
MP:	9.326	-	9.226	LANE	1	RIGID	DI=	0
MP:	9.226	-	9.126	LANE	1	RIGID	DI=	4.4
MP:	9.126	-	8.946	LANE	1	RIGID	DI=	10.4
MP:	8.946	-	8.928	LANE	0	BRIDGE	DI=	0
MP:	8.928	-	8.828	LANE	1	RIGID	DI=	14.2
MP:	8.828	-	8.728	LANE	1	RIGID	DI=	14.7
MP:	8.728	-	8.628	LANE	1	RIGID	DI=	10.6
MP:	8.628	-	8.528	LANE	1	RIGID	DI=	12.6
MP:	8.528	-	8.428	LANE	1	RIGID	DI=	12.3
MP:	8.428	-	8.328	LANE	1	RIGID	DI=	15.5
MP:	8.328	-	8.228	LANE	1	RIGID	DI=	14
MP:	8.228	-	8.128	LANE	1	RIGID	DI=	8
MP:	8.128	-	8.028	LANE	1	RIGID	DI=	11.2
MP:	8.028	-	7.928	LANE	1	RIGID	DI=	11.2
MP:	7.928	-	7.828	LANE	1	RIGID	DI=	8.9
MP:	7.828	-	7.728	LANE	1	RIGID	DI=	7.2
MP:	7.728	-	7.628	LANE	1	RIGID	DI=	2
MP:	7.628	-	7.528	LANE	1	RIGID	DI=	3
MP:	7.528	-	7.428	LANE	1	RIGID	DI=	7.5
MP:	7.428	-	7.328	LANE	1	RIGID	DI=	8
MP:	7.328	-	7.228	LANE	1	RIGID	DI=	5
MP:	7.228	-	7.128	LANE	1	RIGID	DI=	5.5
MP:	7.128	-	7.014	LANE	1	RIGID	DI=	8.3
MP:	7.014	-	6.992	LANE	0	BRIDGE	DI=	0
MP:	6.992	-	6.892	LANE	1	RIGID	DI=	4
MP:	6.892	-	6.792	LANE	1	RIGID	DI=	7.5
MP:	6.792	-	6.692	LANE	1	RIGID	DI=	4.5
MP:	6.692	-	6.592	LANE	1	RIGID	DI=	6
MP:	6.592	-	6.492	LANE	1	RIGID	DI=	6
MP:	6.492	-	6.392	LANE	1	RIGID	DI=	0
MP:	6.392	-	6.292	LANE	1	RIGID	DI=	3
MP:	6.292	-	6.192	LANE	1	RIGID	DI=	4.6
MP:	6.192	-	6.092	LANE	1	RIGID	DI=	0.5
MP:	6.092	-	5.992	LANE	1	RIGID	DI=	0
MP:	5.992	-	5.892	LANE	1	RIGID	DI=	4.4
MP:	5.892	-	5.792	LANE	1	RIGID	DI=	2.5
MP:	5.792	-	5.692	LANE	1	RIGID	DI=	2
MP:	5.692	-	5.592	LANE	1	RIGID	DI=	6.5
MP:	5.592	-	5.492	LANE	1	RIGID	DI=	2
MP:	5.492	-	5.392	LANE	1	RIGID	DI=	2
MP:	5.392	-	5.292	LANE	1	RIGID	DI=	2.5
MP:	5.292	-	5.192	LANE	1	RIGID	DI=	3.8
MP:	5.192	-	5.092	LANE	1	RIGID	DI=	2
MP:	5.092	-	4.992	LANE	1	RIGID	DI=	0.5
MP:	4.992	-	4.892	LANE	1	RIGID	DI=	2.5
MP:	4.892	-	4.792	LANE	1	RIGID	DI=	2.5
MP:	4.792	-	4.692	LANE	1	RIGID	DI=	0.5
MP:	4.692	-	4.592	LANE	1	RIGID	DI=	0
MP:	4.592	-	4.492	LANE	1	RIGID	DI=	0
MP:	4.492	-	4.392	LANE	1	RIGID	DI=	0.5
MP:	4.392	-	4.292	LANE	1	RIGID	DI=	0
MP:	4.292	-	4.192	LANE	1	RIGID	DI=	0

MP:	4.192	-	4.092	LANE	1	RIGID	DI=	0
MP:	4.092	-	3.992	LANE	1	RIGID	DI=	0
MP:	3.992	-	3.892	LANE	1	RIGID	DI=	0
MP:	3.892	-	3.792	LANE	1	RIGID	DI=	0.5
MP:	3.792	-	3.692	LANE	1	RIGID	DI=	0.5
MP:	3.692	-	3.592	LANE	1	RIGID	DI=	0.5
MP:	3.592	-	3.492	LANE	1	RIGID	DI=	1
MP:	3.492	-	3.392	LANE	1	RIGID	DI=	0
MP:	3.392	-	3.292	LANE	1	RIGID	DI=	0
MP:	3.292	-	3.192	LANE	1	RIGID	DI=	0.5
MP:	3.192	-	3.092	LANE	1	RIGID	DI=	1.5
MP:	3.092	-	2.992	LANE	1	RIGID	DI=	0
MP:	2.992	-	2.892	LANE	1	RIGID	DI=	0
MP:	2.892	-	2.792	LANE	1	RIGID	DI=	0
MP:	2.792	-	2.692	LANE	1	RIGID	DI=	0
MP:	2.692	-	2.592	LANE	1	RIGID	DI=	0
MP:	2.592	-	2.492	LANE	1	RIGID	DI=	0
MP:	2.492	-	2.392	LANE	1	RIGID	DI=	0
MP:	2.392	-	2.292	LANE	1	RIGID	DI=	0
MP:	2.292	-	2.192	LANE	1	RIGID	DI=	0
MP:	2.192	-	2.092	LANE	1	RIGID	DI=	0
MP:	2.092	-	1.992	LANE	1	RIGID	DI=	0
MP:	1.992	-	1.892	LANE	1	RIGID	DI=	0
MP:	1.892	-	1.792	LANE	1	RIGID	DI=	1
MP:	1.792	-	1.692	LANE	1	RIGID	DI=	0
MP:	1.692	-	1.592	LANE	1	RIGID	DI=	0.9
MP:	1.592	-	1.492	LANE	1	RIGID	DI=	0.2
MP:	1.492	-	1.392	LANE	1	RIGID	DI=	0
MP:	1.392	-	1.291	LANE	1	RIGID	DI=	1
MP:	1.291	-	1.238	LANE	0	BRIDGE	DI=	0
MP:	1.238	-	1.138	LANE	1	RIGID	DI=	0
MP:	1.138	-	0.945	LANE	1	RIGID	DI=	1.5
MP:	0.945	-	0.903	LANE	0	BRIDGE	DI=	0
MP:	0.903	-	0.803	LANE	1	RIGID	DI=	7.6
MP:	0.803	-	0.703	LANE	1	RIGID	DI=	5
MP:	0.703	-	0.565	LANE	1	RIGID	DI=	1.7
MP:	0.565	-	0.476	LANE	0	BRIDGE	DI=	0
MP:	0.476	-	0.376	LANE	1	RIGID	DI=	2
MP:	0.376	-	0.276	LANE	1	RIGID	DI=	0.9
MP:	0.276	-	0.158	LANE	1	RIGID	DI=	1.3
MP:	0.158	-	0.132	LANE	0	BRIDGE	DI=	0
MP:	0.132	-	0.032	LANE	1	RIGID	DI=	0.2
MP:	0.032	-	-0.068	LANE	1	RIGID	DI=	1.8


Control Section 19043 Westbound Distres Index vs Milepost
Distress Index
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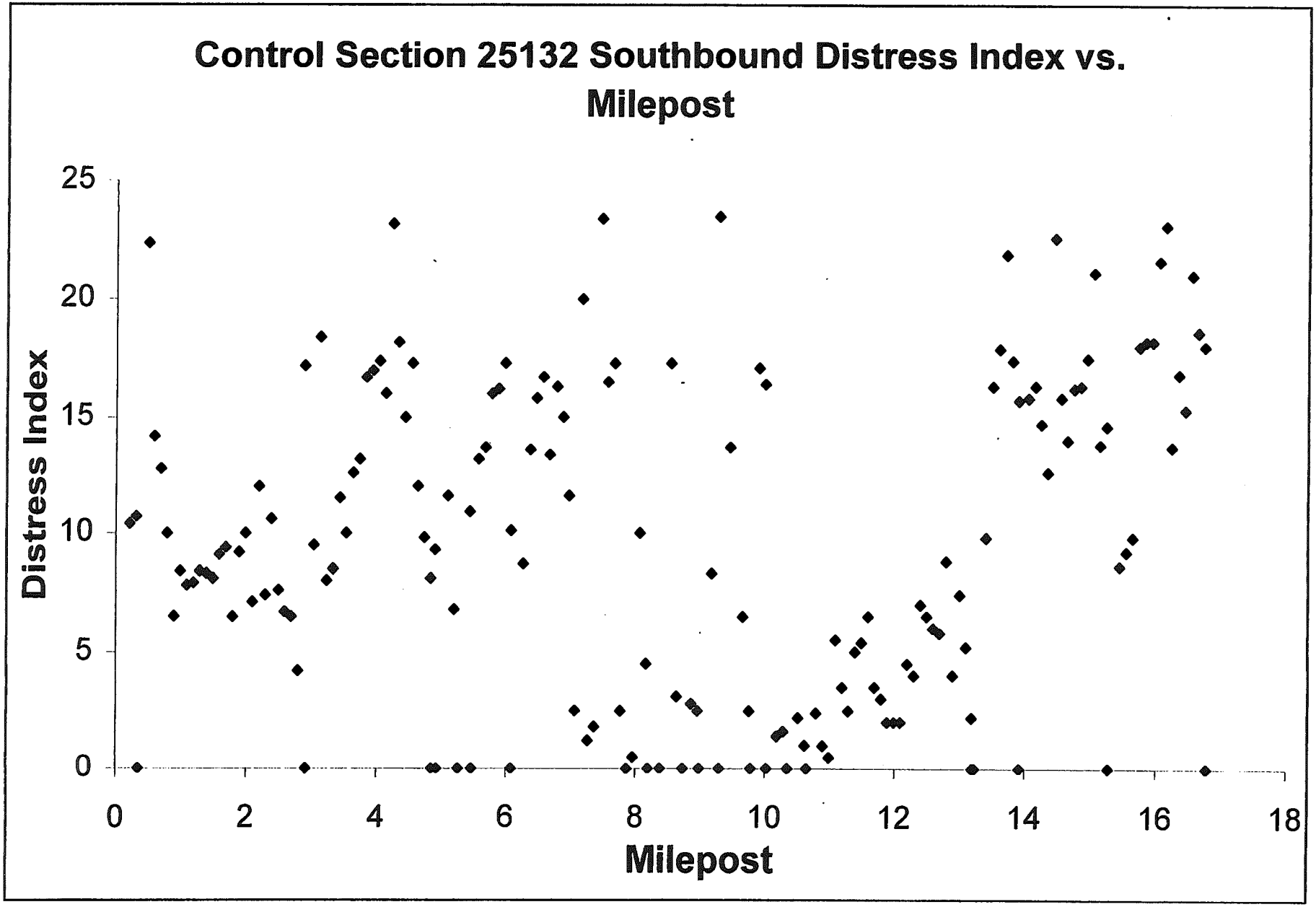
Milepost

District 6	I-475 NB		TAPE	ID=95-37-11		BMP=00.000		
Control Section:	25132		Milepost:	0-16.982		No. of Segments:	174	DI=9.6
MP:	0	-	0.136	LANE	1	COMP.	DI=	26.5
MP:	0.136	-	0.236	LANE	1	RIGID	DI=	6
MP:	0.236	-	0.336	LANE	1	RIGID	DI=	5
MP:	0.336	-	0.436	LANE	1	RIGID	DI=	6
MP:	0.436	-	0.536	LANE	1	RIGID	DI=	5.7
MP:	0.536	-	0.636	LANE	1	RIGID	DI=	6.9
MP:	0.636	-	0.736	LANE	1	RIGID	DI=	9.4
MP:	0.736	-	0.836	LANE	1	RIGID	DI=	8.7
MP:	0.836	-	0.936	LANE	1	RIGID	DI=	6.9
MP:	0.936	-	1.036	LANE	1	RIGID	DI=	8.6
MP:	1.036	-	1.136	LANE	1	RIGID	DI=	11.3
MP:	1.136	-	1.236	LANE	1	RIGID	DI=	8.3
MP:	1.236	-	1.336	LANE	1	RIGID	DI=	14.5
MP:	1.336	-	1.436	LANE	1	RIGID	DI=	8.7
MP:	1.436	-	1.536	LANE	1	RIGID	DI=	6.4
MP:	1.536	-	1.636	LANE	1	RIGID	DI=	6.3
MP:	1.636	-	1.736	LANE	1	RIGID	DI=	8.8
MP:	1.736	-	1.836	LANE	1	RIGID	DI=	7
MP:	1.836	-	1.936	LANE	1	RIGID	DI=	8.2
MP:	1.936	-	2.036	LANE	1	RIGID	DI=	14.1
MP:	2.036	-	2.136	LANE	1	RIGID	DI=	11.9
MP:	2.136	-	2.236	LANE	1	RIGID	DI=	9
MP:	2.236	-	2.336	LANE	1	RIGID	DI=	5
MP:	2.336	-	2.436	LANE	1	RIGID	DI=	10.9
MP:	2.436	-	2.536	LANE	1	RIGID	DI=	6
MP:	2.536	-	2.636	LANE	1	RIGID	DI=	8.1
MP:	2.636	-	2.833	LANE	1	RIGID	DI=	9.3
MP:	2.833	-	2.857	LANE	0	BRIDGE	DI=	0
MP:	2.857	-	2.957	LANE	1	RIGID	DI=	6
MP:	2.957	-	3.057	LANE	1	RIGID	DI=	16.5
MP:	3.057	-	3.157	LANE	1	RIGID	DI=	11
MP:	3.157	-	3.257	LANE	1	RIGID	DI=	10.5
MP:	3.257	-	3.357	LANE	1	RIGID	DI=	9.5
MP:	3.357	-	3.457	LANE	1	RIGID	DI=	8.5
MP:	3.457	-	3.557	LANE	1	RIGID	DI=	11.5
MP:	3.557	-	3.657	LANE	1	RIGID	DI=	10
MP:	3.757	-	3.857	LANE	1	RIGID	DI=	12.3
MP:	3.857	-	3.957	LANE	1	RIGID	DI=	13.6
MP:	3.957	-	4.057	LANE	1	RIGID	DI=	14.5
MP:	4.057	-	4.157	LANE	1	RIGID	DI=	21.2
MP:	4.157	-	4.257	LANE	1	RIGID	DI=	16
MP:	4.257	-	4.357	LANE	1	RIGID	DI=	14.6
MP:	4.357	-	4.457	LANE	1	RIGID	DI=	19.2
MP:	4.457	-	4.557	LANE	1	RIGID	DI=	12.5
MP:	4.557	-	4.74	LANE	1	RIGID	DI=	13.7
MP:	4.74	-	4.775	LANE	2	RIGID	DI=	8.6
MP:	4.775	-	4.793	LANE	0	BRIDGE	DI=	0
MP:	4.793	-	4.847	LANE	2	RIGID	DI=	8.3
MP:	4.847	-	4.869	LANE	0	BRIDGE	DI=	0
MP:	4.869	-	4.969	LANE	2	RIGID	DI=	5.6
MP:	4.969	-	5.087	LANE	2	RIGID	DI=	10.2
MP:	5.087	-	5.12	LANE	3	RIGID	DI=	11.1
MP:	5.12	-	5.191	LANE	0	BRIDGE	DI=	0
MP:	5.191	-	5.192	LANE	3	RIGID	DI=	8
MP:	5.192	-	5.356	LANE	1	RIGID	DI=	10.9
MP:	5.356	-	5.386	LANE	0	BRIDGE	DI=	0

MP:	5.386	-	5.486	LANE	1	RIGID	DI=	7.4
MP:	5.486	-	5.586	LANE	1	RIGID	DI=	8.3
MP:	5.586	-	5.686	LANE	1	RIGID	DI=	5.9
MP:	5.686	-	5.786	LANE	1	RIGID	DI=	10.9
MP:	5.786	-	5.886	LANE	1	RIGID	DI=	8.1
MP:	5.886	-	6.014	LANE	1	RIGID	DI=	15.6
MP:	6.014	-	6.021	LANE	0	BRIDGE	DI=	0
MP:	6.021	-	6.121	LANE	1	RIGID	DI=	8.9
MP:	6.121	-	6.229	LANE	1	RIGID	DI=	11.1
MP:	6.229	-	6.329	LANE	2	RIGID	DI=	15.3
MP:	6.329	-	6.429	LANE	2	RIGID	DI=	19.7
MP:	6.429	-	6.529	LANE	2	RIGID	DI=	15.6
MP:	6.529	-	6.629	LANE	2	RIGID	DI=	10.6
MP:	6.629	-	6.729	LANE	2	RIGID	DI=	15.5
MP:	6.729	-	6.909	LANE	2	RIGID	DI=	11.2
MP:	6.909	-	6.915	LANE	3	RIGID	DI=	16.7
MP:	6.915	-	7.015	LANE	2	RIGID	DI=	7.1
MP:	7.015	-	7.163	LANE	2	RIGID	DI=	3.2
MP:	7.163	-	7.29	LANE	1	RIGID	DI=	6
MP:	7.29	-	7.426	LANE	2	RIGID	DI=	4.6
MP:	7.426	-	7.526	LANE	1	RIGID	DI=	1.5
MP:	7.526	-	7.626	LANE	1	RIGID	DI=	1
MP:	7.626	-	7.726	LANE	1	RIGID	DI=	4.5
MP:	7.726	-	7.826	LANE	1	RIGID	DI=	9.2
MP:	7.826	-	7.926	LANE	1	RIGID	DI=	5
MP:	7.926	-	8.111	LANE	1	RIGID	DI=	3.6
MP:	8.143	-	8.237	LANE	1	RIGID	DI=	2.7
MP:	8.237	-	8.319	LANE	0	BRIDGE	DI=	0
MP:	8.319	-	8.461	LANE	1	RIGID	DI=	8
MP:	8.461	-	8.531	LANE	2	RIGID	DI=	11.2
MP:	8.531	-	8.595	LANE	1	RIGID	DI=	9.7
MP:	8.595	-	8.695	LANE	0	BRIDGE	DI=	0
MP:	8.695	-	8.795	LANE	1	RIGID	DI=	4.7
MP:	8.795	-	8.895	LANE	1	RIGID	DI=	5
MP:	8.895	-	8.925	LANE	0	BRIDGE	DI=	0
MP:	8.925	-	9.025	LANE	1	RIGID	DI=	4
MP:	9.025	-	9.212	LANE	1	RIGID	DI=	6.7
MP:	9.212	-	9.234	LANE	0	BRIDGE	DI=	0
MP:	9.234	-	9.334	LANE	1	RIGID	DI=	3.9
MP:	9.334	-	9.434	LANE	1	RIGID	DI=	0
MP:	9.434	-	9.534	LANE	1	RIGID	DI=	2.7
MP:	9.534	-	9.695	LANE	1	RIGID	DI=	6
MP:	9.695	-	9.725	LANE	0	BRIDGE	DI=	0
MP:	9.725	-	9.825	LANE	1	RIGID	DI=	2.8
MP:	9.825	-	9.959	LANE	1	RIGID	DI=	19.1
MP:	9.959	-	9.987	LANE	0	BRIDGE	DI=	0
MP:	9.987	-	10.087	LANE	1	RIGID	DI=	1
MP:	10.087	-	10.235	LANE	1	RIGID	DI=	1
MP:	10.235	-	10.311	LANE	0	BRIDGE	DI=	0
MP:	10.311	-	10.411	LANE	1	RIGID	DI=	4.5
MP:	10.411	-	10.574	LANE	1	RIGID	DI=	2.6
MP:	10.574	-	10.598	LANE	0	BRIDGE	DI=	0
MP:	10.598	-	10.698	LANE	1	RIGID	DI=	4.9
MP:	10.698	-	10.798	LANE	1	RIGID	DI=	1
MP:	10.798	-	10.898	LANE	1	RIGID	DI=	1.5
MP:	10.898	-	10.998	LANE	1	RIGID	DI=	4.5
MP:	10.998	-	11.098	LANE	1	RIGID	DI=	5.2
MP:	11.098	-	11.198	LANE	1	RIGID	DI=	6

MP:	11.198	-	11.298	LANE	1	RIGID	DI=	5
MP:	11.298	-	11.398	LANE	1	RIGID	DI=	2
MP:	11.398	-	11.498	LANE	1	RIGID	DI=	5.5
MP:	11.498	-	11.598	LANE	1	RIGID	DI=	3.1
MP:	11.598	-	11.698	LANE	1	RIGID	DI=	4.4
MP:	11.698	-	11.798	LANE	1	RIGID	DI=	0
MP:	11.798	-	11.898	LANE	1	RIGID	DI=	3.4
MP:	11.898	-	11.998	LANE	1	RIGID	DI=	10.7
MP:	11.998	-	12.098	LANE	1	RIGID	DI=	9.5
MP:	12.098	-	12.198	LANE	1	RIGID	DI=	2
MP:	12.198	-	12.298	LANE	1	RIGID	DI=	5.8
MP:	12.298	-	12.398	LANE	1	RIGID	DI=	6.9
MP:	12.398	-	12.498	LANE	1	RIGID	DI=	6.5
MP:	12.498	-	12.598	LANE	1	RIGID	DI=	5.2
MP:	12.598	-	12.698	LANE	1	RIGID	DI=	3.5
MP:	12.698	-	12.798	LANE	1	RIGID	DI=	1.5
MP:	12.798	-	12.898	LANE	1	RIGID	DI=	8.6
MP:	12.898	-	12.998	LANE	1	RIGID	DI=	6.8
MP:	12.998	-	13.151	LANE	1	RIGID	DI=	3.1
MP:	13.151	-	13.183	LANE	0	BRIDGE	DI=	0
MP:	13.183	-	13.283	LANE	1	RIGID	DI=	7.5
MP:	13.283	-	13.383	LANE	1	RIGID	DI=	15
MP:	13.383	-	13.483	LANE	1	RIGID	DI=	17.7
MP:	13.483	-	13.583	LANE	1	RIGID	DI=	14.8
MP:	13.583	-	13.683	LANE	1	RIGID	DI=	18.4
MP:	13.683	-	13.854	LANE	1	RIGID	DI=	14.8
MP:	13.854	-	13.875	LANE	0	BRIDGE	DI=	0
MP:	13.875	-	13.975	LANE	1	RIGID	DI=	16.7
MP:	13.975	-	14.075	LANE	1	RIGID	DI=	16.2
MP:	14.075	-	14.175	LANE	1	RIGID	DI=	17.4
MP:	14.175	-	14.275	LANE	1	RIGID	DI=	22.2
MP:	14.275	-	14.375	LANE	1	RIGID	DI=	17.9
MP:	14.375	-	14.475	LANE	1	RIGID	DI=	13.9
MP:	14.475	-	14.575	LANE	1	RIGID	DI=	15.2
MP:	14.575	-	14.675	LANE	1	RIGID	DI=	12.5
MP:	14.675	-	14.775	LANE	1	RIGID	DI=	15.3
MP:	14.775	-	14.875	LANE	1	RIGID	DI=	23.4
MP:	14.875	-	14.975	LANE	1	RIGID	DI=	10.2
MP:	14.975	-	15.075	LANE	1	RIGID	DI=	11.2
MP:	15.075	-	15.194	LANE	1	RIGID	DI=	12.2
MP:	15.194	-	15.225	LANE	0	BRIDGE	DI=	0
MP:	15.225	-	15.325	LANE	1	RIGID	DI=	7
MP:	15.325	-	15.425	LANE	1	RIGID	DI=	2.2
MP:	15.425	-	15.525	LANE	1	RIGID	DI=	7.5
MP:	15.525	-	15.625	LANE	1	RIGID	DI=	6.7
MP:	15.625	-	15.725	LANE	1	RIGID	DI=	6.4
MP:	15.725	-	15.825	LANE	1	RIGID	DI=	12.4
MP:	15.825	-	15.925	LANE	1	RIGID	DI=	13.5
MP:	15.925	-	16.025	LANE	1	RIGID	DI=	18.8
MP:	16.025	-	16.125	LANE	1	RIGID	DI=	20.7
MP:	16.125	-	16.225	LANE	1	RIGID	DI=	21
MP:	16.225	-	16.325	LANE	1	RIGID	DI=	16.4
MP:	16.325	-	16.425	LANE	1	RIGID	DI=	13.9
MP:	16.425	-	16.525	LANE	1	RIGID	DI=	17.9
MP:	16.525	-	16.625	LANE	1	RIGID	DI=	13.8
MP:	16.625	-	16.725	LANE	1	RIGID	DI=	16
MP:	16.725	-	16.911	LANE	1	RIGID	DI=	14.2
MP:	16.911	-	16.982	LANE	1	COMP.	DI=	23.1


Control Section 25132 Southbound Distress Index vs. Milepost
Distress Index
25
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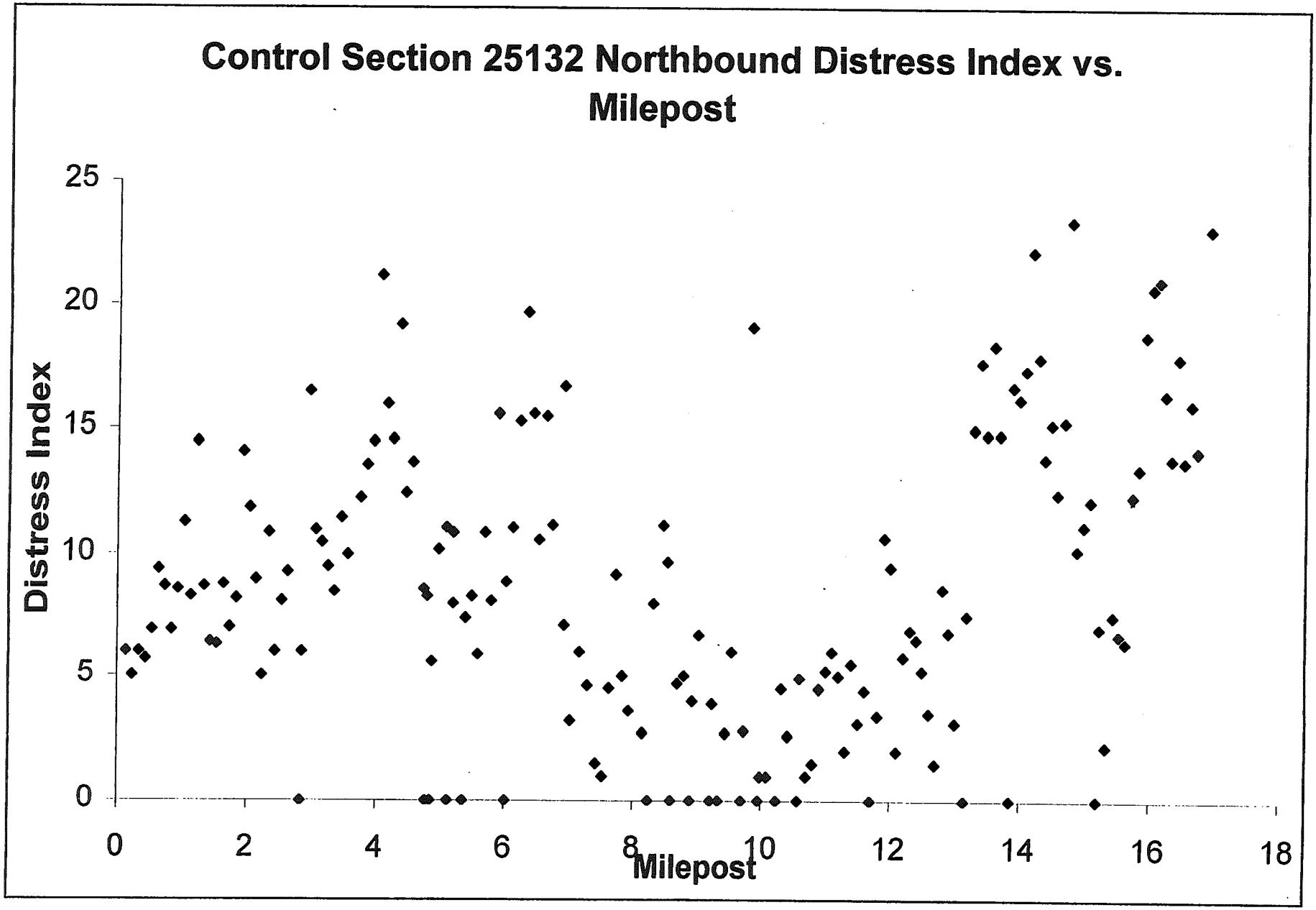
14
16
18
Milepost

District 6	I-475 SB		TAPE	ID=95-37-14		BMP=00.000		
Control Section :	25132		Milepost:	16.78- -0.033		No. of Segments:	173	DI=11.2
MP:	16.78	-	16.743	LANE	0	BRIDGE	DI=	0
MP:	16.743	-	16.643	LANE	1	RIGID	DI=	18
MP:	16.643	-	16.543	LANE	1	RIGID	DI=	18.6
MP:	16.543	-	16.443	LANE	1	RIGID	DI=	21
MP:	16.443	-	16.343	LANE	1	RIGID	DI=	15.3
MP:	16.343	-	16.243	LANE	1	RIGID	DI=	16.8
MP:	16.243	-	16.143	LANE	1	RIGID	DI=	13.7
MP:	16.143	-	16.043	LANE	1	RIGID	DI=	23.1
MP:	16.043	-	15.943	LANE	1	RIGID	DI=	21.6
MP:	15.943	-	15.843	LANE	1	RIGID	DI=	18.2
MP:	15.843	-	15.743	LANE	1	RIGID	DI=	18.2
MP:	15.743	-	15.643	LANE	1	RIGID	DI=	18
MP:	15.643	-	15.543	LANE	1	RIGID	DI=	9.8
MP:	15.543	-	15.443	LANE	1	RIGID	DI=	9.2
MP:	15.443	-	15.272	LANE	1	RIGID	DI=	8.6
MP:	15.272	-	15.241	LANE	0	BRIDGE	DI=	0
MP:	15.241	-	15.141	LANE	1	RIGID	DI=	14.6
MP:	15.141	-	15.041	LANE	1	RIGID	DI=	13.8
MP:	15.041	-	14.941	LANE	1	RIGID	DI=	21.1
MP:	14.941	-	14.841	LANE	1	RIGID	DI=	17.5
MP:	14.841	-	14.741	LANE	1	RIGID	DI=	16.3
MP:	14.741	-	14.641	LANE	1	RIGID	DI=	16.2
MP:	14.641	-	14.541	LANE	1	RIGID	DI=	14
MP:	14.541	-	14.441	LANE	1	RIGID	DI=	15.8
MP:	14.441	-	14.341	LANE	1	RIGID	DI=	22.6
MP:	14.341	-	14.241	LANE	1	RIGID	DI=	12.6
MP:	14.241	-	14.141	LANE	1	RIGID	DI=	14.7
MP:	14.141	-	14.041	LANE	1	RIGID	DI=	16.3
MP:	14.041	-	13.916	LANE	1	RIGID	DI=	15.8
MP:	13.916	-	13.896	LANE	0	BRIDGE	DI=	0
MP:	13.896	-	13.796	LANE	1	RIGID	DI=	15.7
MP:	13.796	-	13.696	LANE	1	RIGID	DI=	17.4
MP:	13.696	-	13.596	LANE	1	RIGID	DI=	21.9
MP:	13.596	-	13.496	LANE	1	RIGID	DI=	17.9
MP:	13.496	-	13.396	LANE	1	RIGID	DI=	16.3
MP:	13.396	-	13.225	LANE	1	RIGID	DI=	9.8
MP:	13.225	-	13.193	LANE	0	BRIDGE	DI=	0
MP:	13.193	-	13.191	LANE	1	RIGID	DI=	0
MP:	13.191	-	13.091	LANE	2	RIGID	DI=	2.2
MP:	13.091	-	12.991	LANE	2	RIGID	DI=	5.2
MP:	12.991	-	12.891	LANE	2	RIGID	DI=	7.4
MP:	12.891	-	12.789	LANE	2	RIGID	DI=	4
MP:	12.789	-	12.689	LANE	1	RIGID	DI=	8.8
MP:	12.689	-	12.589	LANE	1	RIGID	DI=	5.8
MP:	12.589	-	12.489	LANE	1	RIGID	DI=	6
MP:	12.489	-	12.389	LANE	1	RIGID	DI=	6.5
MP:	12.389	-	12.289	LANE	1	RIGID	DI=	7
MP:	12.289	-	12.189	LANE	1	RIGID	DI=	4
MP:	12.189	-	12.089	LANE	1	RIGID	DI=	4.5
MP:	12.089	-	11.989	LANE	1	RIGID	DI=	2
MP:	11.989	-	11.889	LANE	1	RIGID	DI=	2
MP:	11.889	-	11.789	LANE	1	RIGID	DI=	2
MP:	11.789	-	11.689	LANE	1	RIGID	DI=	3
MP:	11.689	-	11.589	LANE	1	RIGID	DI=	3.5
MP:	11.589	-	11.489	LANE	1	RIGID	DI=	6.5
MP:	11.489	-	11.389	LANE	1	RIGID	DI=	5.4
MP:	11.389	-	11.289	LANE	1	RIGID	DI=	5

MP:	11.289	-	11.189	LANE	1	RIGID	DI=	2.5
MP:	11.189	-	11.089	LANE	1	RIGID	DI=	3.5
MP:	11.089	-	10.989	LANE	1	RIGID	DI=	5.5
MP:	10.989	-	10.889	LANE	1	RIGID	DI=	0.5
MP:	10.889	-	10.789	LANE	1	RIGID	DI=	1
MP:	10.789	-	10.643	LANE	1	RIGID	DI=	2.4
MP:	10.643	-	10.618	LANE	0	BRIDGE	DI=	0
MP:	10.618	-	10.518	LANE	1	RIGID	DI=	1
MP:	10.518	-	10.351	LANE	1	RIGID	DI=	2.2
MP:	10.351	-	10.285	LANE	0	BRIDGE	DI=	0
MP:	10.285	-	10.185	LANE	1	RIGID	DI=	1.6
MP:	10.185	-	10.024	LANE	1	RIGID	DI=	1.4
MP:	10.024	-	9.995	LANE	0	BRIDGE	DI=	0
MP:	9.995	-	9.895	LANE	1	RIGID	DI=	16.4
MP:	9.895	-	9.783	LANE	1	RIGID	DI=	17.1
MP:	9.783	-	9.755	LANE	0	BRIDGE	DI=	0
MP:	9.755	-	9.655	LANE	1	RIGID	DI=	2.5
MP:	9.655	-	9.555	LANE	1	RIGID	DI=	6.5
MP:	9.555	-	9.455	LANE	1	RIGID	DI=	25.6
MP:	9.455	-	9.294	LANE	1	RIGID	DI=	13.7
MP:	9.294	-	9.273	LANE	0	BRIDGE	DI=	0
MP:	9.273	-	9.173	LANE	1	RIGID	DI=	23.5
MP:	9.173	-	8.986	LANE	1	RIGID	DI=	8.3
MP:	8.986	-	8.956	LANE	0	BRIDGE	DI=	0
MP:	8.956	-	8.856	LANE	1	RIGID	DI=	2.5
MP:	8.856	-	8.733	LANE	1	RIGID	DI=	2.8
MP:	8.733	-	8.634	LANE	0	BRIDGE	DI=	0
MP:	8.634	-	8.534	LANE	1	RIGID	DI=	3.1
MP:	8.534	-	8.379	LANE	1	RIGID	DI=	17.3
MP:	8.379	-	8.297	LANE	0	BRIDGE	DI=	0
MP:	8.297	-	8.195	LANE	1	RIGID	DI=	41.8
MP:	8.195	-	8.163	LANE	0	BRIDGE	DI=	0
MP:	8.163	-	8.063	LANE	1	RIGID	DI=	4.5
MP:	8.063	-	7.963	LANE	1	RIGID	DI=	10
MP:	7.963	-	7.863	LANE	1	RIGID	DI=	0.5
MP:	7.863	-	7.763	LANE	1	RIGID	DI=	0
MP:	7.763	-	7.663	LANE	1	RIGID	DI=	2.5
MP:	7.663	-	7.563	LANE	1	RIGID	DI=	17.3
MP:	7.563	-	7.463	LANE	1	RIGID	DI=	16.5
MP:	7.463	-	7.363	LANE	1	RIGID	DI=	23.4
MP:	7.363	-	7.263	LANE	1	RIGID	DI=	1.8
MP:	7.263	-	7.163	LANE	1	RIGID	DI=	1.2
MP:	7.163	-	7.063	LANE	1	RIGID	DI=	20
MP:	7.063	-	6.963	LANE	1	RIGID	DI=	2.5
MP:	6.963	-	6.863	LANE	1	RIGID	DI=	11.6
MP:	6.863	-	6.763	LANE	1	RIGID	DI=	15
MP:	6.763	-	6.663	LANE	1	RIGID	DI=	16.3
MP:	6.663	-	6.563	LANE	1	RIGID	DI=	13.4
MP:	6.563	-	6.463	LANE	1	RIGID	DI=	16.7
MP:	6.463	-	6.363	LANE	1	RIGID	DI=	15.8
MP:	6.363	-	6.263	LANE	1	RIGID	DI=	13.6
MP:	6.263	-	6.079	LANE	1	RIGID	DI=	8.7
MP:	6.079	-	6.072	LANE	0	BRIDGE	DI=	0
MP:	6.072	-	5.972	LANE	1	RIGID	DI=	10.1
MP:	5.972	-	5.872	LANE	1	RIGID	DI=	17.3
MP:	5.872	-	5.772	LANE	1	RIGID	DI=	16.2
MP:	5.772	-	5.672	LANE	1	RIGID	DI=	16
MP:	5.672	-	5.572	LANE	1	RIGID	DI=	13.7
MP:	5.572	-	5.468	LANE	1	RIGID	DI=	13.2

MP:	5.468	-	5.437	LANE	0	BRIDGE	DI=	0
MP:	5.437	-	5.261	LANE	1	RIGID	DI=	10.9
MP:	5.261	-	5.193	LANE	0	BRIDGE	DI=	0
MP:	5.193	-	5.093	LANE	1	RIGID	DI=	6.8
MP:	5.093	-	4.928	LANE	1	RIGID	DI=	11.6
MP:	4.928	-	4.906	LANE	0	BRIDGE	DI=	0
MP:	4.906	-	4.852	LANE	1	RIGID	DI=	9.3
MP:	4.852	-	4.834	LANE	0	BRIDGE	DI=	0
MP:	4.834	-	4.734	LANE	1	RIGID	DI=	8.1
MP:	4.734	-	4.634	LANE	1	RIGID	DI=	9.8
MP:	4.634	-	4.534	LANE	1	RIGID	DI=	12
MP:	4.534	-	4.434	LANE	1	RIGID	DI=	17.3
MP:	4.434	-	4.334	LANE	1	RIGID	DI=	15
MP:	4.334	-	4.234	LANE	1	RIGID	DI=	18.2
MP:	4.234	-	4.134	LANE	1	RIGID	DI=	23.2
MP:	4.134	-	4.034	LANE	1	RIGID	DI=	16
MP:	4.034	-	3.934	LANE	1	RIGID	DI=	17.4
MP:	3.934	-	3.834	LANE	1	RIGID	DI=	17
MP:	3.834	-	3.734	LANE	1	RIGID	DI=	16.7
MP:	3.734	-	3.634	LANE	1	RIGID	DI=	13.2
MP:	3.634	-	3.534	LANE	1	RIGID	DI=	12.6
MP:	3.534	-	3.434	LANE	1	RIGID	DI=	10
MP:	3.434	-	3.334	LANE	1	RIGID	DI=	11.5
MP:	3.334	-	3.234	LANE	1	RIGID	DI=	8.5
MP:	3.234	-	3.134	LANE	1	RIGID	DI=	8
MP:	3.134	-	3.034	LANE	1	RIGID	DI=	18.4
MP:	3.034	-	2.912	LANE	1	RIGID	DI=	9.5
MP:	2.912	-	2.889	LANE	0	BRIDGE	DI=	0
MP:	2.889	-	2.789	LANE	1	RIGID	DI=	17.2
MP:	2.789	-	2.689	LANE	1	RIGID	DI=	4.2
MP:	2.689	-	2.589	LANE	1	RIGID	DI=	6.5
MP:	2.589	-	2.489	LANE	1	RIGID	DI=	6.7
MP:	2.489	-	2.389	LANE	1	RIGID	DI=	7.6
MP:	2.389	-	2.289	LANE	1	RIGID	DI=	10.6
MP:	2.289	-	2.189	LANE	1	RIGID	DI=	7.4
MP:	2.189	-	2.089	LANE	1	RIGID	DI=	12
MP:	2.089	-	1.989	LANE	1	RIGID	DI=	7.1
MP:	1.989	-	1.889	LANE	1	RIGID	DI=	10
MP:	1.889	-	1.789	LANE	1	RIGID	DI=	9.2
MP:	1.789	-	1.689	LANE	1	RIGID	DI=	6.5
MP:	1.689	-	1.589	LANE	1	RIGID	DI=	9.4
MP:	1.589	-	1.489	LANE	1	RIGID	DI=	9.1
MP:	1.489	-	1.389	LANE	1	RIGID	DI=	8.1
MP:	1.389	-	1.289	LANE	1	RIGID	DI=	8.3
MP:	1.289	-	1.189	LANE	1	RIGID	DI=	8.4
MP:	1.189	-	1.089	LANE	1	RIGID	DI=	7.9
MP:	1.089	-	0.989	LANE	1	RIGID	DI=	7.8
MP:	0.989	-	0.889	LANE	1	RIGID	DI=	8.4
MP:	0.889	-	0.789	LANE	1	RIGID	DI=	6.5
MP:	0.789	-	0.689	LANE	1	RIGID	DI=	10
MP:	0.689	-	0.589	LANE	1	RIGID	DI=	12.8
MP:	0.589	-	0.489	LANE	1	RIGID	DI=	14.2
MP:	0.489	-	0.349	LANE	1	RIGID	DI=	22.4
MP:	0.349	-	0.314	LANE	0	BRIDGE	DI=	0
MP:	0.314	-	0.214	LANE	1	RIGID	DI=	10.7
MP:	0.214	-	0.033	LANE	1	RIGID	DI=	10.4
MP:	0.033	-	-0.033	LANE	1	COMP.	DI=	34


Control Section 25132 Northbound Distress Index vs. Milepost
Distress Index
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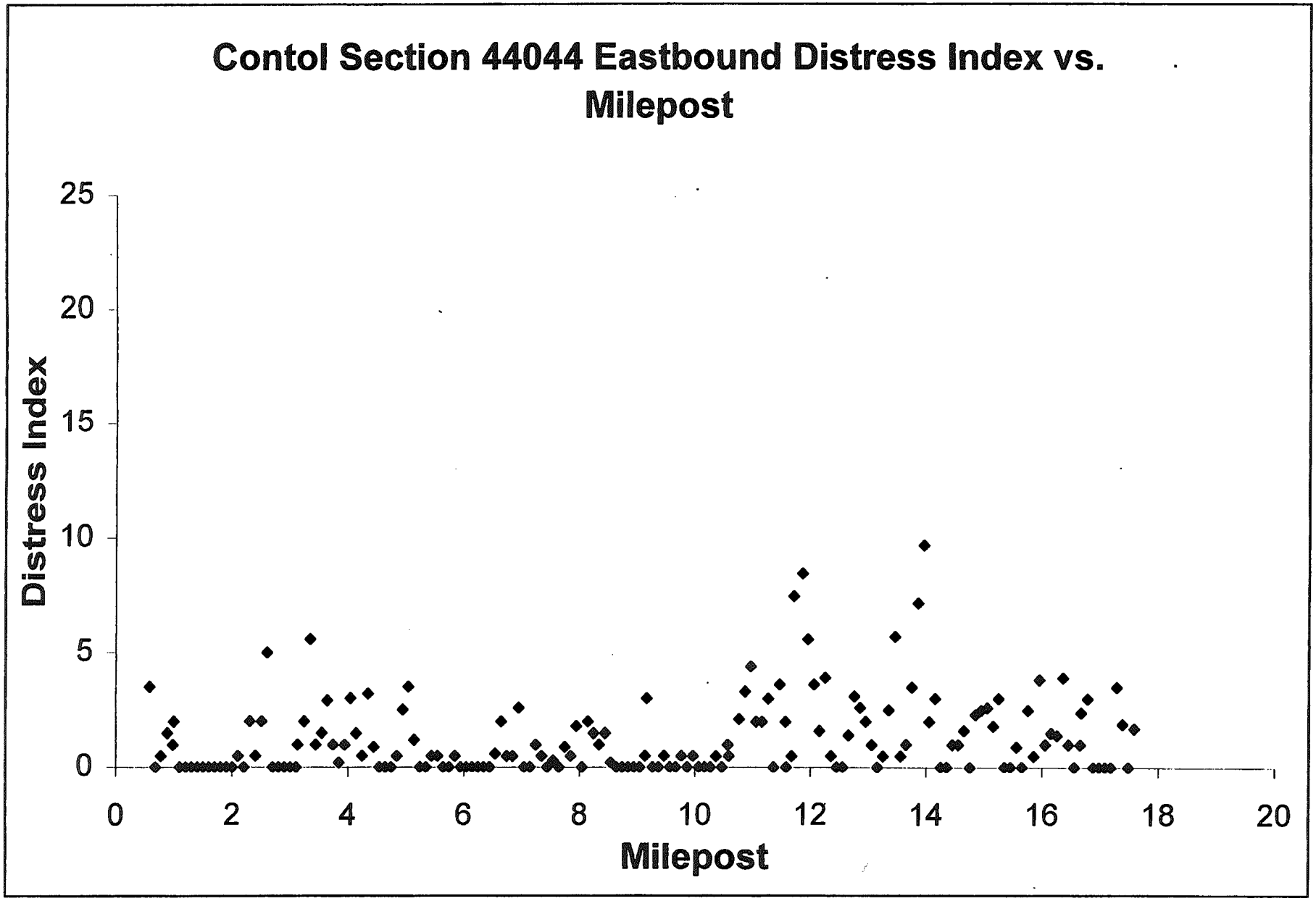
Milepost

District 6	I-69 EB		TAPE	ID=95-36-02	BMP=00.000			
Control Section:	44044		Milepost:	0-17.349		No of Segments:	176	DI=1.3
MP:	0	-	0.029	LANE	1	RIGID	DI=	1.7
MP:	0.029	-	0.052	LANE	0	BRIDGE	DI=	0
MP:	0.052	-	0.152	LANE	1	RIGID	DI=	1.9
MP:	0.152	-	0.252	LANE	1	RIGID	DI=	3.5
MP:	0.252	-	0.352	LANE	1	RIGID	DI=	0
MP:	0.352	-	0.452	LANE	1	RIGID	DI=	0
MP:	0.452	-	0.552	LANE	1	RIGID	DI=	0
MP:	0.73	-	0.747	LANE	0	BRIDGE	DI=	0
MP:	0.747	-	0.847	LANE	1	RIGID	DI=	3
MP:	0.847	-	0.947	LANE	1	RIGID	DI=	2.4
MP:	0.947	-	1.047	LANE	1	RIGID	DI=	1
MP:	1.047	-	1.147	LANE	1	RIGID	DI=	0
MP:	1.147	-	1.247	LANE	1	RIGID	DI=	1
MP:	1.247	-	1.347	LANE	1	RIGID	DI=	3.9
MP:	1.347	-	1.447	LANE	1	RIGID	DI=	1.4
MP:	1.447	-	1.547	LANE	1	RIGID	DI=	1.5
MP:	1.547	-	1.647	LANE	1	RIGID	DI=	1
MP:	1.647	-	1.747	LANE	1	RIGID	DI=	3.8
MP:	1.747	-	1.847	LANE	1	RIGID	DI=	0.5
MP:	1.847	-	1.947	LANE	1	RIGID	DI=	2.5
MP:	1.947	-	2.047	LANE	1	RIGID	DI=	0
MP:	2.047	-	2.147	LANE	1	RIGID	DI=	0.9
MP:	2.147	-	2.247	LANE	1	RIGID	DI=	0
MP:	2.247	-	2.347	LANE	1	RIGID	DI=	0
MP:	2.347	-	2.447	LANE	1	RIGID	DI=	3
MP:	2.447	-	2.547	LANE	1	RIGID	DI=	1.8
MP:	2.547	-	2.647	LANE	1	RIGID	DI=	2.6
MP:	2.647	-	2.747	LANE	1	RIGID	DI=	2.5
MP:	2.747	-	2.858	LANE	1	RIGID	DI=	2.3
MP:	2.858	-	2.882	LANE	0	BRIDGE	DI=	0
MP:	2.882	-	2.982	LANE	1	RIGID	DI=	1.6
MP:	2.982	-	3.082	LANE	1	RIGID	DI=	1
MP:	3.082	-	3.182	LANE	1	RIGID	DI=	1
MP:	3.182	-	3.282	LANE	1	RIGID	DI=	0
MP:	3.282	-	3.382	LANE	1	RIGID	DI=	0
MP:	3.382	-	3.482	LANE	1	RIGID	DI=	3
MP:	3.482	-	3.582	LANE	1	RIGID	DI=	2
MP:	3.582	-	3.682	LANE	1	RIGID	DI=	9.7
MP:	3.682	-	3.782	LANE	1	RIGID	DI=	7.2
MP:	3.782	-	3.882	LANE	1	RIGID	DI=	3.5
MP:	3.882	-	3.982	LANE	1	RIGID	DI=	1
MP:	3.982	-	4.082	LANE	1	RIGID	DI=	0.5
MP:	4.082	-	4.182	LANE	1	RIGID	DI=	5.7
MP:	4.182	-	4.282	LANE	1	RIGID	DI=	2.5
MP:	4.282	-	4.382	LANE	1	RIGID	DI=	0.5
MP:	4.382	-	4.482	LANE	1	RIGID	DI=	0
MP:	4.482	-	4.582	LANE	1	RIGID	DI=	1
MP:	4.582	-	4.682	LANE	1	RIGID	DI=	2
MP:	4.682	-	4.782	LANE	1	RIGID	DI=	2.6
MP:	4.782	-	4.882	LANE	1	RIGID	DI=	3.1
MP:	4.882	-	4.982	LANE	1	RIGID	DI=	1.4

MP:	4.982	-	5.082	LANE	1	RIGID	DI=	0
MP:	5.082	-	5.182	LANE	1	RIGID	DI=	0
MP:	5.182	-	5.282	LANE	1	RIGID	DI=	0.5
MP:	5.282	-	5.382	LANE	1	RIGID	DI=	3.9
MP:	5.382	-	5.482	LANE	1	RIGID	DI=	1.6
MP:	5.482	-	5.582	LANE	1	RIGID	DI=	3.6
MP:	5.582	-	5.682	LANE	1	RIGID	DI=	5.6
MP:	5.682	-	5.782	LANE	1	RIGID	DI=	8.5
MP:	5.782	-	5.882	LANE	1	RIGID	DI=	7.5
MP:	5.882	-	5.982	LANE	1	RIGID	DI=	0.5
MP:	5.982	-	6.082	LANE	1	RIGID	DI=	0
MP:	6.082	-	6.182	LANE	1	RIGID	DI=	2
MP:	6.182	-	6.282	LANE	1	RIGID	DI=	3.6
MP:	6.282	-	6.382	LANE	1	RIGID	DI=	0
MP:	6.382	-	6.482	LANE	1	RIGID	DI=	3
MP:	6.482	-	6.582	LANE	1	RIGID	DI=	2
MP:	6.582	-	6.682	LANE	1	RIGID	DI=	2
MP:	6.682	-	6.782	LANE	1	RIGID	DI=	4.4
MP:	6.782	-	6.882	LANE	1	RIGID	DI=	3.3
MP:	6.882	-	6.982	LANE	1	RIGID	DI=	2.1
MP:	6.982	-	7.082	LANE	1	RIGID	DI=	0.5
MP:	7.082	-	7.182	LANE	1	RIGID	DI=	1
MP:	7.182	-	7.282	LANE	1	RIGID	DI=	0
MP:	7.282	-	7.382	LANE	1	RIGID	DI=	0.5
MP:	7.382	-	7.482	LANE	1	RIGID	DI=	0
MP:	7.482	-	7.582	LANE	1	RIGID	DI=	0
MP:	7.582	-	7.682	LANE	1	RIGID	DI=	0
MP:	7.682	-	7.782	LANE	1	RIGID	DI=	0.5
MP:	7.782	-	7.882	LANE	1	RIGID	DI=	0
MP:	7.882	-	7.982	LANE	1	RIGID	DI=	0.5
MP:	7.982	-	8.082	LANE	1	RIGID	DI=	0
MP:	8.082	-	8.182	LANE	1	RIGID	DI=	0
MP:	8.182	-	8.282	LANE	1	RIGID	DI=	0.5
MP:	8.282	-	8.382	LANE	1	RIGID	DI=	0
MP:	8.382	-	8.482	LANE	1	RIGID	DI=	0
MP:	8.482	-	8.582	LANE	1	RIGID	DI=	3
MP:	8.582	-	8.682	LANE	1	RIGID	DI=	0.5
MP:	8.682	-	8.856	LANE	1	RIGID	DI=	0
MP:	8.856	-	8.879	LANE	0	BRIDGE	DI=	0
MP:	8.879	-	8.979	LANE	1	RIGID	DI=	0
MP:	8.979	-	9.079	LANE	1	RIGID	DI=	0
MP:	9.079	-	9.179	LANE	1	RIGID	DI=	0
MP:	9.179	-	9.279	LANE	1	RIGID	DI=	0.2
MP:	9.279	-	9.379	LANE	1	RIGID	DI=	1.5
MP:	9.379	-	9.479	LANE	1	RIGID	DI=	1
MP:	9.479	-	9.579	LANE	1	RIGID	DI=	1.5
MP:	9.579	-	9.679	LANE	1	RIGID	DI=	2
MP:	9.679	-	9.779	LANE	1	RIGID	DI=	0
MP:	9.779	-	9.879	LANE	1	RIGID	DI=	1.8
MP:	9.879	-	9.979	LANE	1	RIGID	DI=	0.5
MP:	9.979	-	10.079	LANE	1	RIGID	DI=	0.9
MP:	10.079	-	10.179	LANE	1	RIGID	DI=	0
MP:	10.179	-	10.349	LANE	1	RIGID	DI=	0.3

MP:	10.349	-	10.366	LANE	0	BRIDGE	DI=	0
MP:	10.366	-	10.466	LANE	1	RIGID	DI=	0.5
MP:	10.466	-	10.566	LANE	1	RIGID	DI=	1
MP:	10.566	-	10.666	LANE	1	RIGID	DI=	0
MP:	10.666	-	10.766	LANE	1	RIGID	DI=	0
MP:	10.766	-	10.866	LANE	1	RIGID	DI=	2.6
MP:	10.866	-	10.966	LANE	1	RIGID	DI=	0.5
MP:	10.966	-	11.066	LANE	1	RIGID	DI=	0.5
MP:	11.066	-	11.166	LANE	1	RIGID	DI=	2
MP:	11.166	-	11.343	LANE	1	RIGID	DI=	0.6
MP:	11.343	-	11.361	LANE	0	BRIDGE	DI=	0
MP:	11.361	-	11.439	LANE	1	RIGID	DI=	0
MP:	11.439	-	11.471	LANE	0	BRIDGE	DI=	0
MP:	11.471	-	11.571	LANE	1	RIGID	DI=	0
MP:	11.571	-	11.671	LANE	1	RIGID	DI=	0
MP:	11.671	-	11.771	LANE	1	RIGID	DI=	0
MP:	11.771	-	11.871	LANE	1	RIGID	DI=	0.5
MP:	11.871	-	11.971	LANE	1	RIGID	DI=	0
MP:	11.971	-	12.071	LANE	1	RIGID	DI=	0
MP:	12.071	-	12.171	LANE	1	RIGID	DI=	0.5
MP:	12.171	-	12.271	LANE	1	RIGID	DI=	0.5
MP:	12.271	-	12.371	LANE	1	RIGID	DI=	0
MP:	12.371	-	12.471	LANE	1	RIGID	DI=	0
MP:	12.471	-	12.571	LANE	1	RIGID	DI=	1.2
MP:	12.571	-	12.671	LANE	1	RIGID	DI=	3.5
MP:	12.671	-	12.771	LANE	1	RIGID	DI=	2.5
MP:	12.771	-	12.871	LANE	1	RIGID	DI=	0.5
MP:	12.871	-	12.971	LANE	1	RIGID	DI=	0
MP:	12.971	-	13.071	LANE	1	RIGID	DI=	0
MP:	13.071	-	13.171	LANE	1	RIGID	DI=	0
MP:	13.171	-	13.271	LANE	1	RIGID	DI=	0.9
MP:	13.271	-	13.371	LANE	1	RIGID	DI=	3.2
MP:	13.371	-	13.471	LANE	1	RIGID	DI=	0.5
MP:	13.471	-	13.571	LANE	1	RIGID	DI=	1.5
MP:	13.571	-	13.671	LANE	1	RIGID	DI=	3
MP:	13.671	-	13.771	LANE	1	RIGID	DI=	1
MP:	13.771	-	13.871	LANE	1	RIGID	DI=	0.2
MP:	13.871	-	13.971	LANE	1	RIGID	DI=	1
MP:	13.971	-	14.071	LANE	1	RIGID	DI=	2.9
MP:	14.071	-	14.171	LANE	1	RIGID	DI=	1.5
MP:	14.171	-	14.271	LANE	1	RIGID	DI=	1
MP:	14.271	-	14.371	LANE	1	RIGID	DI=	5.6
MP:	14.371	-	14.471	LANE	1	RIGID	DI=	2
MP:	14.471	-	14.571	LANE	1	RIGID	DI=	1
MP:	14.571	-	14.671	LANE	1	RIGID	DI=	0
MP:	14.671	-	14.771	LANE	1	RIGID	DI=	0
MP:	14.771	-	14.871	LANE	1	RIGID	DI=	0
MP:	14.871	-	14.971	LANE	1	RIGID	DI=	0
MP:	14.971	-	15.071	LANE	1	RIGID	DI=	0
MP:	15.071	-	15.171	LANE	1	RIGID	DI=	5
MP:	15.171	-	15.271	LANE	1	RIGID	DI=	2
MP:	15.271	-	15.371	LANE	1	RIGID	DI=	0.5
MP:	15.371	-	15.471	LANE	1	RIGID	DI=	2

MP:	15.471	-	15.571	LANE	1	RIGID	DI=	0
MP:	15.571	-	15.671	LANE	1	RIGID	DI=	0.5
MP:	15.671	-	15.771	LANE	1	RIGID	DI=	0
MP:	15.771	-	15.871	LANE	1	RIGID	DI=	0
MP:	15.871	-	15.971	LANE	1	RIGID	DI=	0
MP:	15.971	-	16.071	LANE	1	RIGID	DI=	0
MP:	16.071	-	16.171	LANE	1	RIGID	DI=	0
MP:	16.171	-	16.271	LANE	1	RIGID	DI=	0
MP:	16.271	-	16.432	LANE	1	RIGID	DI=	0
MP:	16.432	-	16.449	LANE	0	BRIDGE	DI=	0
MP:	16.449	-	16.549	LANE	1	RIGID	DI=	0
MP:	16.549	-	16.649	LANE	1	RIGID	DI=	0
MP:	16.649	-	16.749	LANE	1	RIGID	DI=	2
MP:	16.749	-	16.849	LANE	1	RIGID	DI=	1
MP:	16.849	-	16.949	LANE	1	RIGID	DI=	1.5
MP:	16.949	-	17.049	LANE	1	RIGID	DI=	0.5
MP:	17.049	-	17.149	LANE	1	RIGID	DI=	0
MP:	17.149	-	17.349	LANE	1	RIGID	DI=	3.5

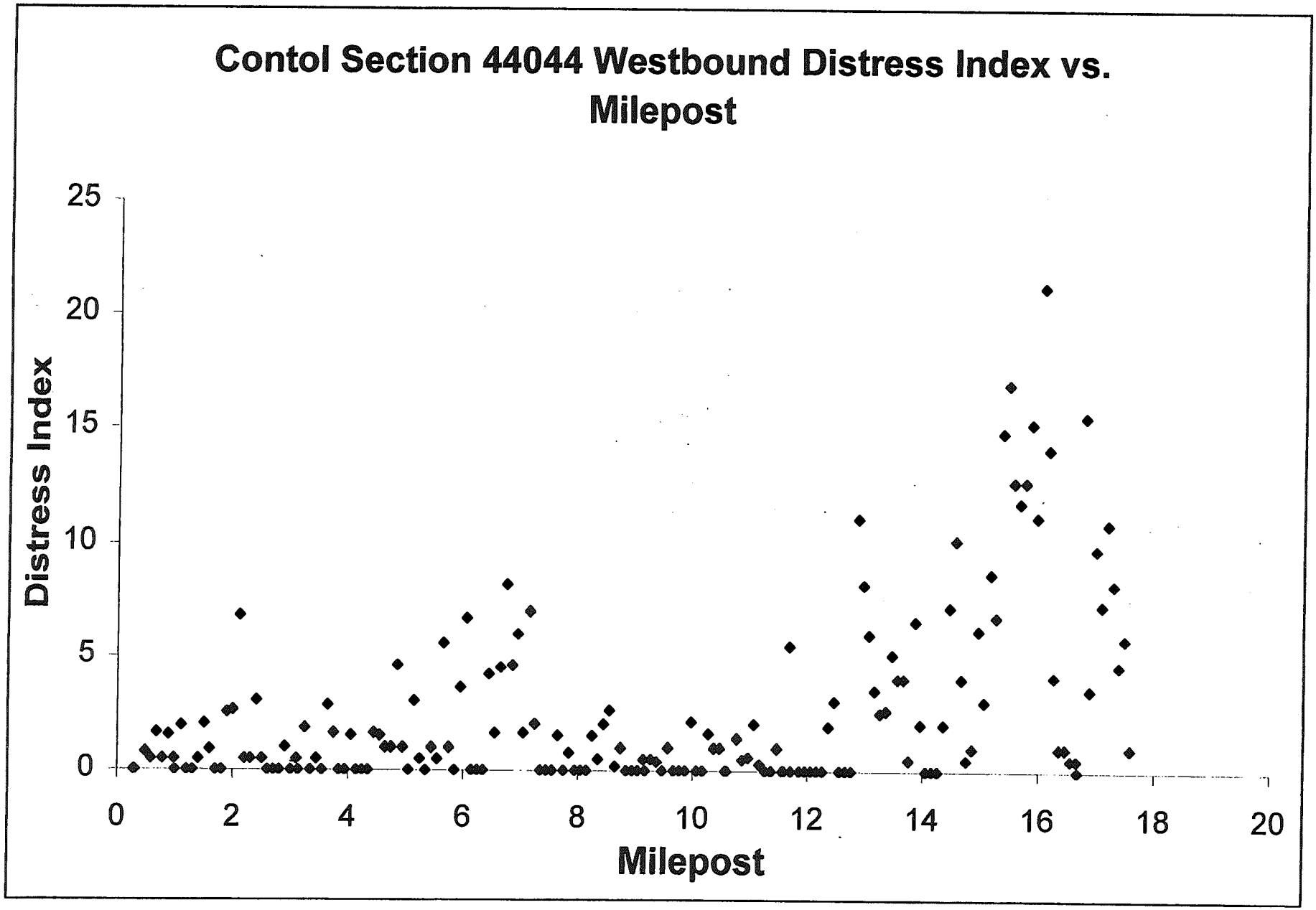

Contol Section 44044 Eastbound Distress Index vs. Milepost
Distress Index
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
Milepost

District 6	I-69 WB		TAPE	ID=95-36-09		BMP=00.001		
Control Section:	44044		Milepost:	17.583- -0.017		No. of Segments:	180	DI=2.6
MP:	17.583	-	17.483	LANE	1	RIGID	DI=	1
MP:	17.483	-	17.383	LANE	1	RIGID	DI=	5.8
MP:	17.383	-	17.283	LANE	1	RIGID	DI=	4.6
MP:	17.283	-	17.183	LANE	1	RIGID	DI=	8.2
MP:	17.183	-	17.083	LANE	1	RIGID	DI=	10.9
MP:	17.083	-	16.983	LANE	1	RIGID	DI=	7.3
MP:	16.983	-	16.883	LANE	1	RIGID	DI=	9.8
MP:	16.883	-	16.783	LANE	1	RIGID	DI=	3.5
MP:	16.783	-	16.673	LANE	1	RIGID	DI=	15.5
MP:	16.673	-	16.656	LANE	0	BRIDGE	DI=	0
MP:	16.656	-	16.556	LANE	1	RIGID	DI=	0.5
MP:	16.556	-	16.456	LANE	1	RIGID	DI=	0.5
MP:	16.456	-	16.356	LANE	1	RIGID	DI=	1
MP:	16.356	-	16.256	LANE	1	RIGID	DI=	1
MP:	16.256	-	16.156	LANE	1	RIGID	DI=	4.1
MP:	16.156	-	16.056	LANE	1	RIGID	DI=	14.1
MP:	16.056	-	15.956	LANE	1	RIGID	DI=	21.2
MP:	15.956	-	15.856	LANE	1	RIGID	DI=	11.2
MP:	15.856	-	15.756	LANE	1	RIGID	DI=	15.2
MP:	15.756	-	15.656	LANE	1	RIGID	DI=	12.7
MP:	15.656	-	15.556	LANE	1	RIGID	DI=	11.8
MP:	15.556	-	15.456	LANE	1	RIGID	DI=	12.7
MP:	15.456	-	15.356	LANE	1	RIGID	DI=	16.9
MP:	15.356	-	15.256	LANE	1	RIGID	DI=	14.8
MP:	15.256	-	15.156	LANE	1	RIGID	DI=	6.8
MP:	15.156	-	15.056	LANE	1	RIGID	DI=	8.7
MP:	15.056	-	14.956	LANE	1	RIGID	DI=	3
MP:	14.956	-	14.856	LANE	1	RIGID	DI=	6.2
MP:	14.856	-	14.756	LANE	1	RIGID	DI=	1
MP:	14.756	-	14.656	LANE	1	RIGID	DI=	0.5
MP:	14.656	-	14.556	LANE	1	RIGID	DI=	4
MP:	14.556	-	14.456	LANE	1	RIGID	DI=	10.2
MP:	14.456	-	14.356	LANE	1	RIGID	DI=	7.2
MP:	14.356	-	14.256	LANE	1	RIGID	DI=	2
MP:	14.256	-	14.156	LANE	1	RIGID	DI=	0
MP:	14.156	-	14.056	LANE	1	RIGID	DI=	0
MP:	14.056	-	13.956	LANE	1	RIGID	DI=	0
MP:	13.956	-	13.856	LANE	1	RIGID	DI=	2
MP:	13.856	-	13.756	LANE	1	RIGID	DI=	6.6
MP:	13.756	-	13.656	LANE	1	RIGID	DI=	0.5
MP:	13.656	-	13.556	LANE	1	RIGID	DI=	4
MP:	13.556	-	13.456	LANE	1	RIGID	DI=	4
MP:	13.456	-	13.356	LANE	1	RIGID	DI=	5.1
MP:	13.356	-	13.256	LANE	1	RIGID	DI=	2.6
MP:	13.256	-	13.156	LANE	1	RIGID	DI=	2.5
MP:	13.156	-	13.056	LANE	1	RIGID	DI=	3.5
MP:	13.056	-	12.956	LANE	1	RIGID	DI=	6
MP:	12.956	-	12.856	LANE	1	RIGID	DI=	8.2
MP:	12.856	-	12.756	LANE	1	RIGID	DI=	11.1
MP:	12.756	-	12.656	LANE	1	RIGID	DI=	0
MP:	12.656	-	12.556	LANE	1	RIGID	DI=	0

MP:	12.556	-	12.456	LANE	1	RIGID	DI=	0
MP:	12.456	-	12.356	LANE	1	RIGID	DI=	3
MP:	12.356	-	12.256	LANE	1	RIGID	DI=	1.9
MP:	12.256	-	12.156	LANE	1	RIGID	DI=	0
MP:	12.156	-	12.056	LANE	1	RIGID	DI=	0
MP:	12.056	-	11.956	LANE	1	RIGID	DI=	0
MP:	11.956	-	11.856	LANE	1	RIGID	DI=	0
MP:	11.856	-	11.711	LANE	1	RIGID	DI=	0
MP:	11.711	-	11.679	LANE	0	BRIDGE	DI=	0
MP:	11.679	-	11.584	LANE	1	RIGID	DI=	5.5
MP:	11.584	-	11.567	LANE	0	BRIDGE	DI=	0
MP:	11.567	-	11.467	LANE	1	RIGID	DI=	0
MP:	11.467	-	11.367	LANE	1	RIGID	DI=	1
MP:	11.367	-	11.267	LANE	1	RIGID	DI=	0
MP:	11.267	-	11.167	LANE	1	RIGID	DI=	0
MP:	11.167	-	11.067	LANE	1	RIGID	DI=	0.3
MP:	11.067	-	10.967	LANE	1	RIGID	DI=	2
MP:	10.967	-	10.867	LANE	1	RIGID	DI=	0.6
MP:	10.867	-	10.767	LANE	1	RIGID	DI=	0.5
MP:	10.767	-	10.59	LANE	1	RIGID	DI=	1.4
MP:	10.59	-	10.571	LANE	0	BRIDGE	DI=	0
MP:	10.571	-	10.471	LANE	1	RIGID	DI=	0
MP:	10.471	-	10.371	LANE	1	RIGID	DI=	1
MP:	10.371	-	10.271	LANE	1	RIGID	DI=	1
MP:	10.271	-	10.171	LANE	1	RIGID	DI=	1.6
MP:	10.171	-	10.071	LANE	1	RIGID	DI=	0
MP:	10.071	-	9.971	LANE	1	RIGID	DI=	0
MP:	9.971	-	9.871	LANE	1	RIGID	DI=	2.1
MP:	9.871	-	9.771	LANE	1	RIGID	DI=	0
MP:	9.771	-	9.671	LANE	1	RIGID	DI=	0
MP:	9.671	-	9.571	LANE	1	RIGID	DI=	0
MP:	9.571	-	9.471	LANE	1	RIGID	DI=	1
MP:	9.471	-	9.371	LANE	1	RIGID	DI=	0
MP:	9.371	-	9.271	LANE	1	RIGID	DI=	0.4
MP:	9.271	-	9.165	LANE	1	RIGID	DI=	0.5
MP:	9.165	-	9.143	LANE	0	BRIDGE	DI=	0
MP:	9.143	-	9.043	LANE	1	RIGID	DI=	0.5
MP:	9.043	-	8.943	LANE	1	RIGID	DI=	0
MP:	8.943	-	8.843	LANE	1	RIGID	DI=	0
MP:	8.843	-	8.743	LANE	1	RIGID	DI=	0
MP:	8.743	-	8.643	LANE	1	RIGID	DI=	1
MP:	8.643	-	8.543	LANE	1	RIGID	DI=	0.2
MP:	8.543	-	8.443	LANE	1	RIGID	DI=	2.6
MP:	8.443	-	8.343	LANE	1	RIGID	DI=	2
MP:	8.343	-	8.243	LANE	1	RIGID	DI=	0.5
MP:	8.243	-	8.143	LANE	1	RIGID	DI=	1.5
MP:	8.143	-	8.043	LANE	1	RIGID	DI=	0
MP:	8.043	-	7.943	LANE	1	RIGID	DI=	0
MP:	7.943	-	7.843	LANE	1	RIGID	DI=	0
MP:	7.843	-	7.743	LANE	1	RIGID	DI=	0.8
MP:	7.743	-	7.643	LANE	1	RIGID	DI=	0
MP:	7.643	-	7.543	LANE	1	RIGID	DI=	1.5
MP:	7.543	-	7.443	LANE	1	RIGID	DI=	0

MP:	7.443	-	7.343	LANE	1	RIGID	DI=	0
MP:	7.343	-	7.243	LANE	1	RIGID	DI=	0
MP:	7.243	-	7.143	LANE	1	RIGID	DI=	2
MP:	7.143	-	7.043	LANE	1	RIGID	DI=	7
MP:	7.043	-	6.943	LANE	1	RIGID	DI=	1.6
MP:	6.943	-	6.843	LANE	1	RIGID	DI=	6
MP:	6.843	-	6.743	LANE	1	RIGID	DI=	4.6
MP:	6.743	-	6.643	LANE	1	RIGID	DI=	8.2
MP:	6.643	-	6.543	LANE	1	RIGID	DI=	4.5
MP:	6.543	-	6.443	LANE	1	RIGID	DI=	1.6
MP:	6.443	-	6.343	LANE	1	RIGID	DI=	4.2
MP:	6.343	-	6.243	LANE	1	RIGID	DI=	0
MP:	6.243	-	6.143	LANE	1	RIGID	DI=	0
MP:	6.143	-	6.043	LANE	1	RIGID	DI=	0
MP:	6.043	-	5.943	LANE	1	RIGID	DI=	6.7
MP:	5.943	-	5.843	LANE	1	RIGID	DI=	3.6
MP:	5.843	-	5.743	LANE	1	RIGID	DI=	0
MP:	5.743	-	5.643	LANE	1	RIGID	DI=	1
MP:	5.643	-	5.543	LANE	1	RIGID	DI=	5.6
MP:	5.543	-	5.443	LANE	1	RIGID	DI=	0.5
MP:	5.443	-	5.343	LANE	1	RIGID	DI=	1
MP:	5.343	-	5.243	LANE	1	RIGID	DI=	0
MP:	5.243	-	5.143	LANE	1	RIGID	DI=	0.5
MP:	5.143	-	5.043	LANE	1	RIGID	DI=	3
MP:	5.043	-	4.943	LANE	1	RIGID	DI=	0
MP:	4.943	-	4.843	LANE	1	RIGID	DI=	1
MP:	4.843	-	4.743	LANE	1	RIGID	DI=	4.6
MP:	4.743	-	4.643	LANE	1	RIGID	DI=	1
MP:	4.643	-	4.543	LANE	1	RIGID	DI=	1
MP:	4.543	-	4.443	LANE	1	RIGID	DI=	1.5
MP:	4.443	-	4.343	LANE	1	RIGID	DI=	1.6
MP:	4.343	-	4.243	LANE	1	RIGID	DI=	0
MP:	4.243	-	4.143	LANE	1	RIGID	DI=	0
MP:	4.143	-	4.043	LANE	1	RIGID	DI=	0
MP:	4.043	-	3.943	LANE	1	RIGID	DI=	1.5
MP:	3.943	-	3.843	LANE	1	RIGID	DI=	0
MP:	3.843	-	3.743	LANE	1	RIGID	DI=	0
MP:	3.743	-	3.643	LANE	1	RIGID	DI=	1.6
MP:	3.643	-	3.543	LANE	1	RIGID	DI=	2.8
MP:	3.543	-	3.443	LANE	1	RIGID	DI=	0
MP:	3.443	-	3.343	LANE	1	RIGID	DI=	0.5
MP:	3.343	-	3.243	LANE	1	RIGID	DI=	0
MP:	3.243	-	3.131	LANE	1	RIGID	DI=	1.8
MP:	3.131	-	3.105	LANE	0	BRIDGE	DI=	0
MP:	3.105	-	3.005	LANE	1	RIGID	DI=	0.5
MP:	3.005	-	2.905	LANE	1	RIGID	DI=	0
MP:	2.905	-	2.805	LANE	1	RIGID	DI=	1
MP:	2.805	-	2.705	LANE	1	RIGID	DI=	0
MP:	2.705	-	2.605	LANE	1	RIGID	DI=	0
MP:	2.605	-	2.505	LANE	1	RIGID	DI=	0
MP:	2.505	-	2.405	LANE	1	RIGID	DI=	0.5
MP:	2.405	-	2.305	LANE	1	RIGID	DI=	3
MP:	2.305	-	2.205	LANE	1	RIGID	DI=	0.5

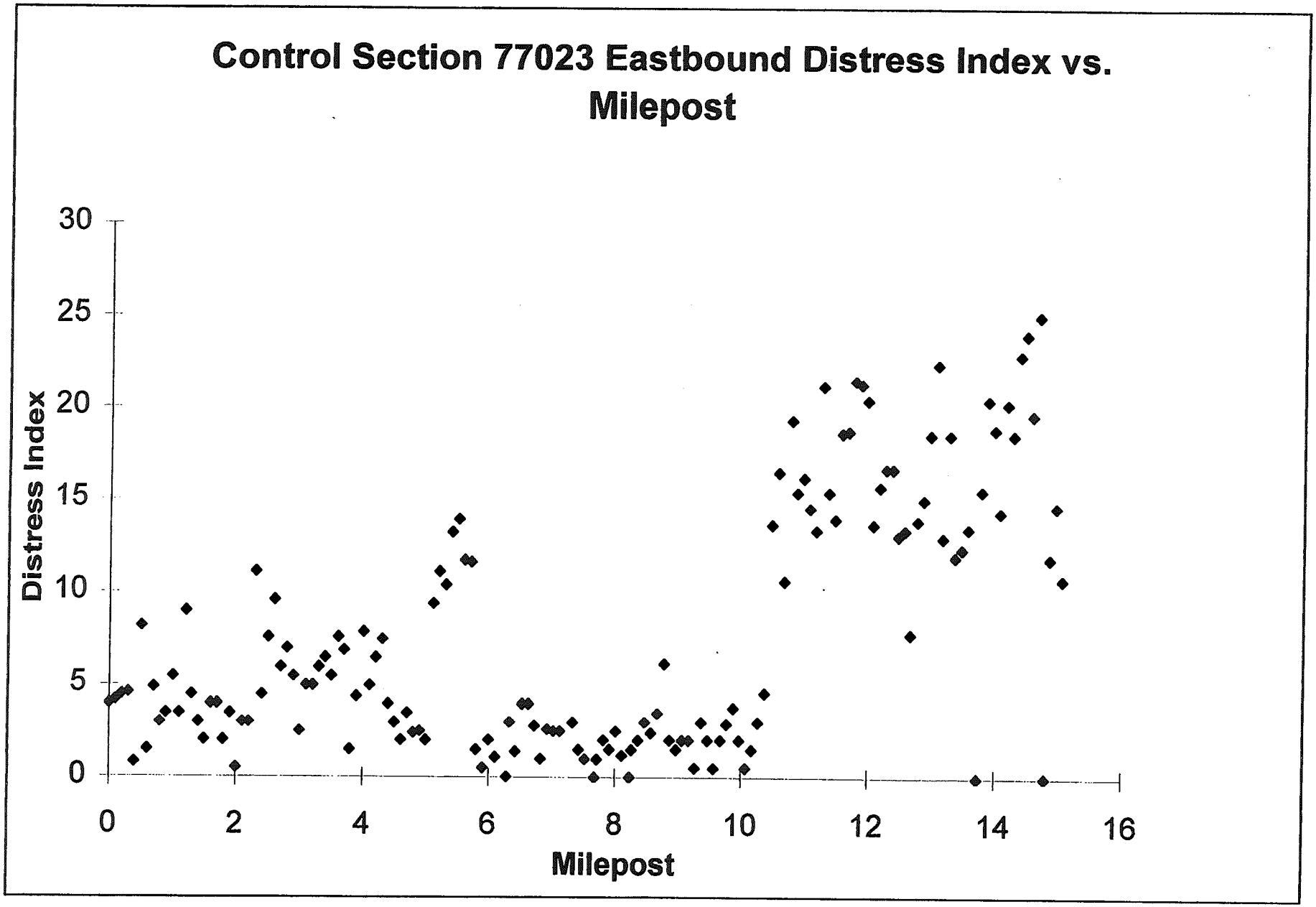
MP:	2.205	-	2.105	LANE	1	RIGID	DI=	0.5
MP:	2.105	-	2.005	LANE	1	RIGID	DI=	6.8
MP:	2.005	-	1.905	LANE	1	RIGID	DI=	2.6
MP:	1.905	-	1.805	LANE	1	RIGID	DI=	2.5
MP:	1.805	-	1.705	LANE	1	RIGID	DI=	0
MP:	1.705	-	1.605	LANE	1	RIGID	DI=	0
MP:	1.605	-	1.505	LANE	1	RIGID	DI=	0.9
MP:	1.505	-	1.405	LANE	1	RIGID	DI=	2
MP:	1.405	-	1.305	LANE	1	RIGID	DI=	0.5
MP:	1.305	-	1.205	LANE	1	RIGID	DI=	0
MP:	1.205	-	1.105	LANE	1	RIGID	DI=	0
MP:	1.105	-	0.999	LANE	1	RIGID	DI=	1.9
MP:	0.999	-	0.982	LANE	0	BRIDGE	DI=	0
MP:	0.982	-	0.882	LANE	1	RIGID	DI=	0.5
MP:	0.882	-	0.782	LANE	1	RIGID	DI=	1.5
MP:	0.782	-	0.682	LANE	1	RIGID	DI=	0.5
MP:	0.682	-	0.582	LANE	1	RIGID	DI=	1.6
MP:	0.582	-	0.482	LANE	1	RIGID	DI=	0.5
MP:	0.482	-	0.304	LANE	1	RIGID	DI=	0.8
MP:	0.304	-	0.282	LANE	0	BRIDGE	DI=	0
MP:	0.282	-	0.182	LANE	1	RIGID	DI=	0


Contol Section 44044 Westbound Distress Index vs. Milepost
Distress Index
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
Milepost

District 9	I-69 EB		TAPE	ID=95-36-04		BMP=00.000		
Control Section:	77023		Milepost:	0-15.283		No. of Segments:	153	DI=8.1
MP:	0	-	0.1	LANE	1	RIGID	DI=	4
MP:	0.1	-	0.2	LANE	1	RIGID	DI=	4.2
MP:	0.2	-	0.3	LANE	1	RIGID	DI=	4.5
MP:	0.3	-	0.4	LANE	1	RIGID	DI=	4.6
MP:	0.4	-	0.5	LANE	1	RIGID	DI=	0.8
MP:	0.5	-	0.6	LANE	1	RIGID	DI=	8.2
MP:	0.6	-	0.7	LANE	1	RIGID	DI=	1.5
MP:	0.7	-	0.8	LANE	1	RIGID	DI=	4.9
MP:	0.8	-	0.9	LANE	1	RIGID	DI=	3
MP:	0.9	-	1	LANE	1	RIGID	DI=	3.5
MP:	1	-	1.1	LANE	1	RIGID	DI=	5.5
MP:	1.1	-	1.2	LANE	1	RIGID	DI=	3.5
MP:	1.2	-	1.3	LANE	1	RIGID	DI=	9
MP:	1.3	-	1.4	LANE	1	RIGID	DI=	4.5
MP:	1.4	-	1.5	LANE	1	RIGID	DI=	3
MP:	1.5	-	1.6	LANE	1	RIGID	DI=	2
MP:	1.6	-	1.7	LANE	1	RIGID	DI=	4
MP:	1.7	-	1.8	LANE	1	RIGID	DI=	4
MP:	1.8	-	1.9	LANE	1	RIGID	DI=	2
MP:	1.9	-	2	LANE	1	RIGID	DI=	3.5
MP:	2	-	2.1	LANE	1	RIGID	DI=	0.5
MP:	2.1	-	2.2	LANE	1	RIGID	DI=	3
MP:	2.2	-	2.3	LANE	1	RIGID	DI=	3
MP:	2.3	-	2.4	LANE	1	RIGID	DI=	11.1
MP:	2.4	-	2.5	LANE	1	RIGID	DI=	4.5
MP:	2.5	-	2.6	LANE	1	RIGID	DI=	7.6
MP:	2.6	-	2.7	LANE	1	RIGID	DI=	9.6
MP:	2.7	-	2.8	LANE	1	RIGID	DI=	6
MP:	2.8	-	2.9	LANE	1	RIGID	DI=	7
MP:	2.9	-	3	LANE	1	RIGID	DI=	5.5
MP:	3	-	3.1	LANE	1	RIGID	DI=	2.5
MP:	3.1	-	3.2	LANE	1	RIGID	DI=	5
MP:	3.2	-	3.3	LANE	1	RIGID	DI=	5
MP:	3.3	-	3.4	LANE	1	RIGID	DI=	6
MP:	3.4	-	3.5	LANE	1	RIGID	DI=	6.5
MP:	3.5	-	3.6	LANE	1	RIGID	DI=	5.5
MP:	3.6	-	3.7	LANE	1	RIGID	DI=	7.6
MP:	3.7	-	3.8	LANE	1	RIGID	DI=	6.9
MP:	3.8	-	3.9	LANE	1	RIGID	DI=	1.5
MP:	3.9	-	4	LANE	1	RIGID	DI=	4.4
MP:	4	-	4.1	LANE	1	RIGID	DI=	7.9
MP:	4.1	-	4.2	LANE	1	RIGID	DI=	5
MP:	4.2	-	4.3	LANE	1	RIGID	DI=	6.5
MP:	4.3	-	4.4	LANE	1	RIGID	DI=	7.5
MP:	4.4	-	4.5	LANE	1	RIGID	DI=	4
MP:	4.5	-	4.6	LANE	1	RIGID	DI=	3
MP:	4.6	-	4.7	LANE	1	RIGID	DI=	2
MP:	4.7	-	4.8	LANE	1	RIGID	DI=	3.5
MP:	4.8	-	4.9	LANE	1	RIGID	DI=	2.4
MP:	4.9	-	5	LANE	1	RIGID	DI=	2.5
MP:	5	-	5.1	LANE	1	RIGID	DI=	2

MP:	5.1	-	5.2	LANE	1	RIGID	DI=	9.4
MP:	5.2	-	5.3	LANE	1	RIGID	DI=	11.1
MP:	5.3	-	5.4	LANE	1	RIGID	DI=	10.4
MP:	5.4	-	5.5	LANE	1	RIGID	DI=	13.2
MP:	5.5	-	5.6	LANE	1	RIGID	DI=	13.9
MP:	5.6	-	5.7	LANE	1	RIGID	DI=	11.7
MP:	5.7	-	5.8	LANE	1	RIGID	DI=	11.6
MP:	5.8	-	5.9	LANE	1	RIGID	DI=	1.5
MP:	5.9	-	6	LANE	1	RIGID	DI=	0.5
MP:	6	-	6.1	LANE	1	RIGID	DI=	2
MP:	6.1	-	6.285	LANE	1	RIGID	DI=	1.1
MP:	6.285	-	6.323	LANE	0	BRIDGE	DI=	0
MP:	6.323	-	6.423	LANE	1	RIGID	DI=	3
MP:	6.423	-	6.523	LANE	1	RIGID	DI=	1.4
MP:	6.523	-	6.623	LANE	1	RIGID	DI=	4
MP:	6.623	-	6.723	LANE	1	RIGID	DI=	4
MP:	6.723	-	6.823	LANE	1	RIGID	DI=	2.8
MP:	6.823	-	6.923	LANE	1	RIGID	DI=	1
MP:	6.923	-	7.023	LANE	1	RIGID	DI=	2.6
MP:	7.023	-	7.123	LANE	1	RIGID	DI=	2.5
MP:	7.123	-	7.223	LANE	1	RIGID	DI=	2.5
MP:	7.323	-	7.423	LANE	1	RIGID	DI=	3
MP:	7.423	-	7.523	LANE	1	RIGID	DI=	1.5
MP:	7.523	-	7.676	LANE	1	RIGID	DI=	1
MP:	7.676	-	7.714	LANE	0	BRIDGE	DI=	0
MP:	7.714	-	7.814	LANE	1	RIGID	DI=	1
MP:	7.814	-	7.914	LANE	1	RIGID	DI=	2
MP:	7.914	-	8.014	LANE	1	RIGID	DI=	1.5
MP:	8.014	-	8.114	LANE	1	RIGID	DI=	2.5
MP:	8.114	-	8.234	LANE	1	RIGID	DI=	1.2
MP:	8.234	-	8.269	LANE	0	BRIDGE	DI=	0
MP:	8.269	-	8.369	LANE	1	RIGID	DI=	1.5
MP:	8.369	-	8.469	LANE	1	RIGID	DI=	2
MP:	8.469	-	8.569	LANE	1	RIGID	DI=	3
MP:	8.569	-	8.669	LANE	1	RIGID	DI=	2.4
MP:	8.669	-	8.769	LANE	1	RIGID	DI=	3.5
MP:	8.769	-	8.869	LANE	1	RIGID	DI=	6.2
MP:	8.869	-	8.969	LANE	1	RIGID	DI=	2
MP:	8.969	-	9.069	LANE	1	RIGID	DI=	1.5
MP:	9.069	-	9.169	LANE	1	RIGID	DI=	2
MP:	9.169	-	9.269	LANE	1	RIGID	DI=	2
MP:	9.269	-	9.369	LANE	1	RIGID	DI=	0.5
MP:	9.369	-	9.469	LANE	1	RIGID	DI=	3
MP:	9.469	-	9.569	LANE	1	RIGID	DI=	2
MP:	9.569	-	9.669	LANE	1	RIGID	DI=	0.5
MP:	9.669	-	9.769	LANE	1	RIGID	DI=	2
MP:	9.769	-	9.869	LANE	1	RIGID	DI=	2.9
MP:	9.869	-	9.969	LANE	1	RIGID	DI=	3.8
MP:	9.969	-	10.069	LANE	1	RIGID	DI=	2
MP:	10.069	-	10.169	LANE	1	RIGID	DI=	0.5
MP:	10.169	-	10.269	LANE	1	RIGID	DI=	1.5
MP:	10.269	-	10.369	LANE	1	RIGID	DI=	3
MP:	10.369	-	10.469	LANE	1	RIGID	DI=	4.6

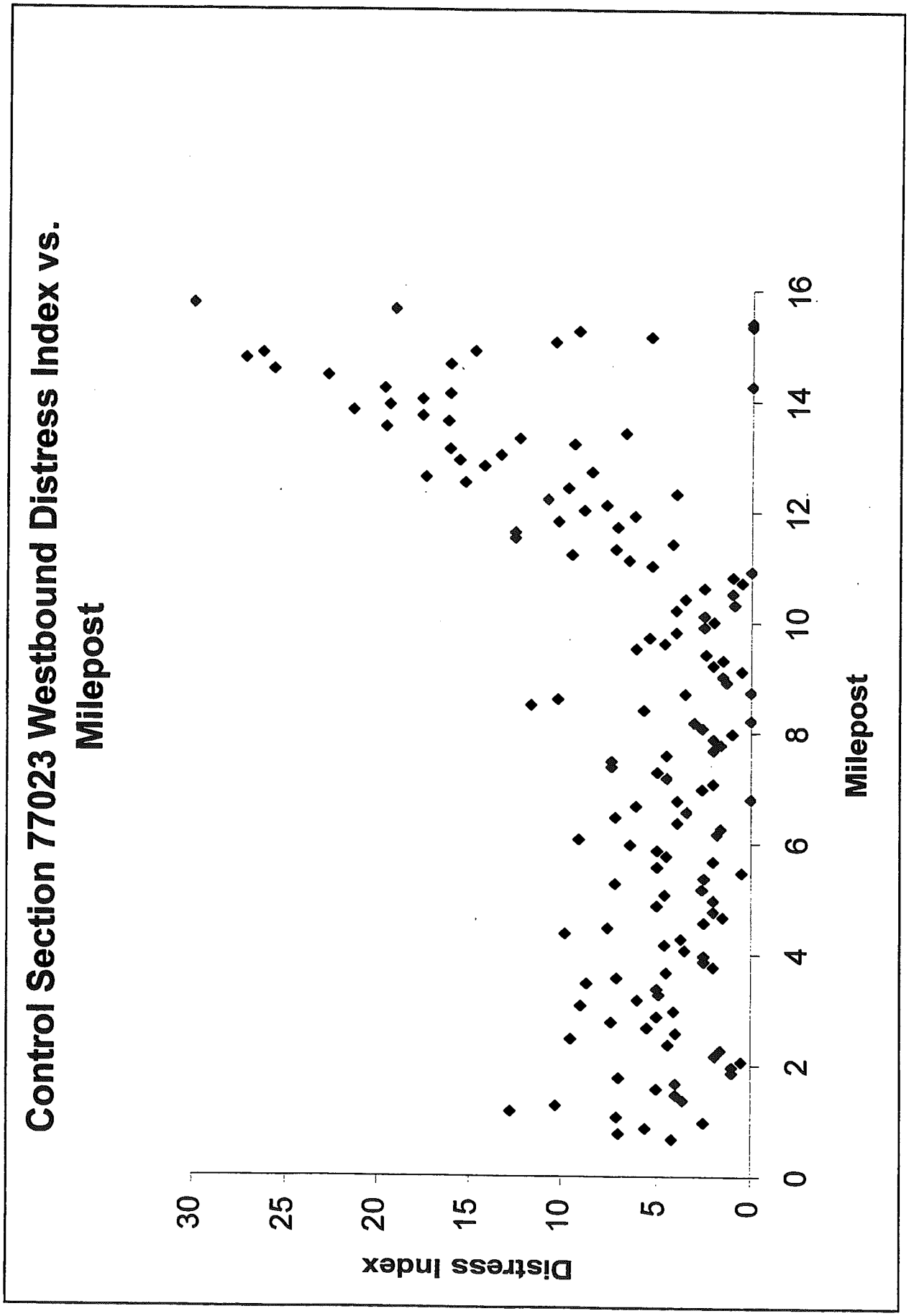
MP:	10.469	-	10.569	LANE	1	RIGID	DI=	13.6
MP:	10.569	-	10.669	LANE	1	RIGID	DI=	16.5
MP:	10.669	-	10.769	LANE	1	RIGID	DI=	10.6
MP:	10.769	-	10.869	LANE	1	RIGID	DI=	19.3
MP:	10.869	-	10.969	LANE	1	RIGID	DI=	15.4
MP:	10.969	-	11.069	LANE	1	RIGID	DI=	16.2
MP:	11.069	-	11.169	LANE	1	RIGID	DI=	14.5
MP:	11.169	-	11.269	LANE	1	RIGID	DI=	13.3
MP:	11.269	-	11.369	LANE	1	RIGID	DI=	21.2
MP:	11.369	-	11.469	LANE	1	RIGID	DI=	15.4
MP:	11.469	-	11.569	LANE	1	RIGID	DI=	13.9
MP:	11.569	-	11.669	LANE	1	RIGID	DI=	18.6
MP:	11.669	-	11.769	LANE	1	RIGID	DI=	18.7
MP:	11.769	-	11.869	LANE	1	RIGID	DI=	21.5
MP:	11.869	-	11.969	LANE	1	RIGID	DI=	21.3
MP:	11.969	-	12.069	LANE	1	RIGID	DI=	20.4
MP:	12.069	-	12.169	LANE	1	RIGID	DI=	13.6
MP:	12.169	-	12.269	LANE	1	RIGID	DI=	15.7
MP:	12.269	-	12.369	LANE	1	RIGID	DI=	16.7
MP:	12.369	-	12.469	LANE	1	RIGID	DI=	16.7
MP:	12.469	-	12.569	LANE	1	RIGID	DI=	13
MP:	12.569	-	12.669	LANE	1	RIGID	DI=	13.3
MP:	12.669	-	12.769	LANE	1	RIGID	DI=	7.8
MP:	12.769	-	12.869	LANE	1	RIGID	DI=	13.8
MP:	12.869	-	12.969	LANE	1	RIGID	DI=	15
MP:	12.969	-	13.069	LANE	1	RIGID	DI=	18.5
MP:	13.069	-	13.169	LANE	1	RIGID	DI=	22.4
MP:	13.169	-	13.269	LANE	1	RIGID	DI=	12.9
MP:	13.269	-	13.369	LANE	1	RIGID	DI=	18.5
MP:	13.369	-	13.469	LANE	1	RIGID	DI=	11.9
MP:	13.469	-	13.569	LANE	1	RIGID	DI=	12.3
MP:	13.569	-	13.73	LANE	1	RIGID	DI=	13.4
MP:	13.73	-	13.775	LANE	0	BRIDGE	DI=	0
MP:	13.775	-	13.875	LANE	1	RIGID	DI=	15.5
MP:	13.875	-	13.975	LANE	1	RIGID	DI=	20.4
MP:	13.975	-	14.075	LANE	1	RIGID	DI=	18.8
MP:	14.075	-	14.175	LANE	1	RIGID	DI=	14.3
MP:	14.175	-	14.275	LANE	1	RIGID	DI=	20.2
MP:	14.275	-	14.375	LANE	1	RIGID	DI=	18.5
MP:	14.375	-	14.475	LANE	1	RIGID	DI=	22.9
MP:	14.475	-	14.575	LANE	1	RIGID	DI=	24
MP:	14.575	-	14.675	LANE	1	RIGID	DI=	19.6
MP:	14.675	-	14.796	LANE	1	RIGID	DI=	25
MP:	14.796	-	14.856	LANE	0	BRIDGE	DI=	0
MP:	14.856	-	14.956	LANE	1	RIGID	DI=	11.8
MP:	14.956	-	15.056	LANE	1	RIGID	DI=	14.6
MP:	15.056	-	15.156	LANE	1	RIGID	DI=	10.7
MP:	15.156	-	15.283	LANE	1	RIGID	DI=	34


Control Section 77023 Eastbound Distress Index vs. Milepost
Distress Index
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
Milepost

District 9	I-69 WB		TAPE	ID=95-36-07		BMP=00.000		
Control Section:	77023		Milepost:	15.744-0.515		No. of Segments:	152	DI=7.6
MP:	15.744	-	15.644	LANE	1	RIGID	DI=	30
MP:	15.644	-	15.544	LANE	1	RIGID	DI=	19.1
MP:	15.544	-	15.408	LANE	1	RIGID	DI=	66.8
MP:	15.408	-	15.357	LANE	0	BRIDGE	DI=	0
MP:	15.357	-	15.337	LANE	1	RIGID	DI=	0
MP:	15.337	-	15.253	LANE	0	BRIDGE	DI=	0
MP:	15.253	-	15.153	LANE	1	RIGID	DI=	9.2
MP:	15.153	-	15.053	LANE	1	RIGID	DI=	5.4
MP:	15.053	-	14.887	LANE	1	RIGID	DI=	10.4
MP:	14.887	-	14.851	LANE	2	RIGID	DI=	14.8
MP:	14.851	-	14.751	LANE	1	RIGID	DI=	26.3
MP:	14.751	-	14.651	LANE	1	RIGID	DI=	27.2
MP:	14.651	-	14.551	LANE	1	RIGID	DI=	16.1
MP:	14.551	-	14.451	LANE	1	RIGID	DI=	25.7
MP:	14.451	-	14.268	LANE	1	RIGID	DI=	22.8
MP:	14.268	-	14.222	LANE	0	BRIDGE	DI=	0
MP:	14.222	-	14.122	LANE	1	RIGID	DI=	19.7
MP:	14.122	-	14.022	LANE	1	RIGID	DI=	16.1
MP:	14.022	-	13.922	LANE	1	RIGID	DI=	17.6
MP:	13.922	-	13.822	LANE	1	RIGID	DI=	19.4
MP:	13.822	-	13.722	LANE	1	RIGID	DI=	21.4
MP:	13.722	-	13.622	LANE	1	RIGID	DI=	17.6
MP:	13.622	-	13.522	LANE	1	RIGID	DI=	16.2
MP:	13.522	-	13.422	LANE	1	RIGID	DI=	19.6
MP:	13.422	-	13.322	LANE	1	RIGID	DI=	6.7
MP:	13.322	-	13.222	LANE	1	RIGID	DI=	12.4
MP:	13.222	-	13.122	LANE	1	RIGID	DI=	9.4
MP:	13.122	-	13.022	LANE	1	RIGID	DI=	16.1
MP:	13.022	-	12.922	LANE	1	RIGID	DI=	13.4
MP:	12.922	-	12.822	LANE	1	RIGID	DI=	15.6
MP:	12.822	-	12.722	LANE	1	RIGID	DI=	14.3
MP:	12.722	-	12.622	LANE	1	RIGID	DI=	8.5
MP:	12.622	-	12.522	LANE	1	RIGID	DI=	17.4
MP:	12.522	-	12.422	LANE	1	RIGID	DI=	15.3
MP:	12.422	-	12.322	LANE	1	RIGID	DI=	9.7
MP:	12.322	-	12.222	LANE	1	RIGID	DI=	4
MP:	12.222	-	12.122	LANE	1	RIGID	DI=	10.8
MP:	12.122	-	12.022	LANE	1	RIGID	DI=	7.7
MP:	12.022	-	11.922	LANE	1	RIGID	DI=	8.9
MP:	11.922	-	11.822	LANE	1	RIGID	DI=	6.2
MP:	11.822	-	11.722	LANE	1	RIGID	DI=	10.2
MP:	11.722	-	11.622	LANE	1	RIGID	DI=	7.1
MP:	11.622	-	11.522	LANE	1	RIGID	DI=	12.6
MP:	11.522	-	11.422	LANE	1	RIGID	DI=	12.6
MP:	11.422	-	11.322	LANE	1	RIGID	DI=	4.2
MP:	11.322	-	11.222	LANE	1	RIGID	DI=	7.2
MP:	11.222	-	11.122	LANE	1	RIGID	DI=	9.5
MP:	11.122	-	11.022	LANE	1	RIGID	DI=	6.5
MP:	11.022	-	10.922	LANE	1	RIGID	DI=	5.3
MP:	10.922	-	10.822	LANE	1	RIGID	DI=	0

MP:	10.822	-	10.722	LANE	1	RIGID	DI=	1
MP:	10.722	-	10.622	LANE	1	RIGID	DI=	0.5
MP:	10.622	-	10.522	LANE	1	RIGID	DI=	2.5
MP:	10.522	-	10.422	LANE	1	RIGID	DI=	1
MP:	10.422	-	10.322	LANE	1	RIGID	DI=	3.5
MP:	10.322	-	10.222	LANE	1	RIGID	DI=	0.9
MP:	10.222	-	10.122	LANE	1	RIGID	DI=	4
MP:	10.122	-	10.022	LANE	1	RIGID	DI=	2.5
MP:	10.022	-	9.922	LANE	1	RIGID	DI=	2
MP:	9.922	-	9.822	LANE	1	RIGID	DI=	2.5
MP:	9.822	-	9.722	LANE	1	RIGID	DI=	4
MP:	9.722	-	9.622	LANE	1	RIGID	DI=	5.4
MP:	9.622	-	9.522	LANE	1	RIGID	DI=	4.6
MP:	9.522	-	9.422	LANE	1	RIGID	DI=	6.1
MP:	9.422	-	9.322	LANE	1	RIGID	DI=	2.4
MP:	9.322	-	9.222	LANE	1	RIGID	DI=	1.5
MP:	9.222	-	9.122	LANE	1	RIGID	DI=	2
MP:	9.122	-	9.022	LANE	1	RIGID	DI=	0.5
MP:	9.022	-	8.922	LANE	1	RIGID	DI=	1.5
MP:	8.922	-	8.733	LANE	1	RIGID	DI=	1.3
MP:	8.733	-	8.701	LANE	0	BRIDGE	DI=	0
MP:	8.701	-	8.601	LANE	1	RIGID	DI=	3.5
MP:	8.601	-	8.501	LANE	1	RIGID	DI=	10.2
MP:	8.501	-	8.401	LANE	1	RIGID	DI=	11.7
MP:	8.401	-	8.223	LANE	1	RIGID	DI=	5.7
MP:	8.223	-	8.184	LANE	0	BRIDGE	DI=	0
MP:	8.184	-	8.084	LANE	1	RIGID	DI=	3
MP:	8.084	-	7.984	LANE	1	RIGID	DI=	2.6
MP:	7.984	-	7.884	LANE	1	RIGID	DI=	1
MP:	7.884	-	7.784	LANE	1	RIGID	DI=	2
MP:	7.784	-	7.684	LANE	1	RIGID	DI=	1.6
MP:	7.684	-	7.584	LANE	1	RIGID	DI=	2
MP:	7.584	-	7.484	LANE	1	RIGID	DI=	4.5
MP:	7.484	-	7.384	LANE	1	RIGID	DI=	7.4
MP:	7.384	-	7.284	LANE	1	RIGID	DI=	7.4
MP:	7.284	-	7.184	LANE	1	RIGID	DI=	5
MP:	7.184	-	7.084	LANE	1	RIGID	DI=	4.5
MP:	7.084	-	6.984	LANE	1	RIGID	DI=	2
MP:	6.984	-	6.804	LANE	1	RIGID	DI=	2.6
MP:	6.804	-	6.77	LANE	0	BRIDGE	DI=	0
MP:	6.77	-	6.67	LANE	1	RIGID	DI=	3.9
MP:	6.67	-	6.57	LANE	1	RIGID	DI=	6.1
MP:	6.57	-	6.47	LANE	1	RIGID	DI=	3.4
MP:	6.47	-	6.37	LANE	1	RIGID	DI=	7.2
MP:	6.37	-	6.27	LANE	1	RIGID	DI=	3.9
MP:	6.27	-	6.17	LANE	1	RIGID	DI=	1.6
MP:	6.17	-	6.07	LANE	1	RIGID	DI=	1.8
MP:	6.07	-	5.97	LANE	1	RIGID	DI=	9.1
MP:	5.97	-	5.87	LANE	1	RIGID	DI=	6.4
MP:	5.87	-	5.77	LANE	1	RIGID	DI=	5
MP:	5.77	-	5.67	LANE	1	RIGID	DI=	4.5
MP:	5.67	-	5.57	LANE	1	RIGID	DI=	2
MP:	5.57	-	5.47	LANE	1	RIGID	DI=	5

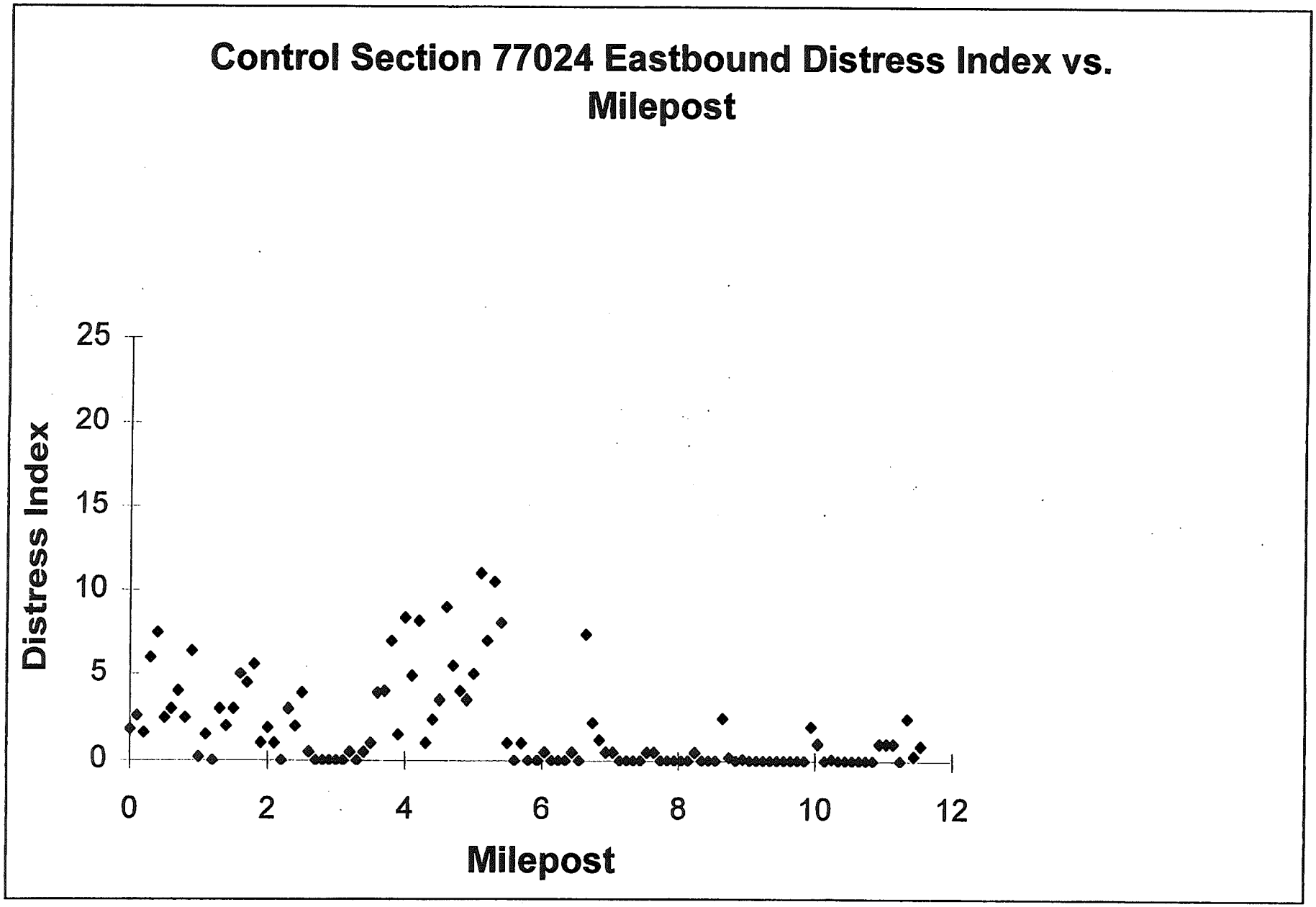
MP:	5.47	-	5.37	LANE	1	RIGID	DI=	0.5
MP:	5.37	-	5.27	LANE	1	RIGID	DI=	2.5
MP:	5.27	-	5.17	LANE	1	RIGID	DI=	7.2
MP:	5.17	-	5.07	LANE	1	RIGID	DI=	2.6
MP:	5.07	-	4.97	LANE	1	RIGID	DI=	4.6
MP:	4.97	-	4.87	LANE	1	RIGID	DI=	2
MP:	4.87	-	4.77	LANE	1	RIGID	DI=	5
MP:	4.77	-	4.67	LANE	1	RIGID	DI=	2
MP:	4.67	-	4.57	LANE	1	RIGID	DI=	1.5
MP:	4.57	-	4.47	LANE	1	RIGID	DI=	2.5
MP:	4.47	-	4.37	LANE	1	RIGID	DI=	7.6
MP:	4.37	-	4.27	LANE	1	RIGID	DI=	9.8
MP:	4.27	-	4.17	LANE	1	RIGID	DI=	3.7
MP:	4.17	-	4.07	LANE	1	RIGID	DI=	4.6
MP:	4.07	-	3.97	LANE	1	RIGID	DI=	3.5
MP:	3.97	-	3.87	LANE	1	RIGID	DI=	2.5
MP:	3.87	-	3.77	LANE	1	RIGID	DI=	2.5
MP:	3.77	-	3.67	LANE	1	RIGID	DI=	2
MP:	3.67	-	3.57	LANE	1	RIGID	DI=	4.5
MP:	3.57	-	3.47	LANE	1	RIGID	DI=	7.1
MP:	3.47	-	3.37	LANE	1	RIGID	DI=	8.7
MP:	3.37	-	3.27	LANE	1	RIGID	DI=	5
MP:	3.27	-	3.17	LANE	1	RIGID	DI=	4.9
MP:	3.17	-	3.07	LANE	1	RIGID	DI=	6
MP:	3.07	-	2.97	LANE	1	RIGID	DI=	9
MP:	2.97	-	2.87	LANE	1	RIGID	DI=	4.1
MP:	2.87	-	2.77	LANE	1	RIGID	DI=	5
MP:	2.77	-	2.67	LANE	1	RIGID	DI=	7.4
MP:	2.67	-	2.57	LANE	1	RIGID	DI=	5.5
MP:	2.57	-	2.47	LANE	1	RIGID	DI=	4
MP:	2.47	-	2.37	LANE	1	RIGID	DI=	9.5
MP:	2.37	-	2.27	LANE	1	RIGID	DI=	4.4
MP:	2.27	-	2.17	LANE	1	RIGID	DI=	1.6
MP:	2.17	-	2.07	LANE	1	RIGID	DI=	1.9
MP:	2.07	-	1.97	LANE	1	RIGID	DI=	0.5
MP:	1.97	-	1.87	LANE	1	RIGID	DI=	1
MP:	1.87	-	1.77	LANE	1	RIGID	DI=	1
MP:	1.77	-	1.67	LANE	1	RIGID	DI=	7
MP:	1.67	-	1.57	LANE	1	RIGID	DI=	4
MP:	1.57	-	1.47	LANE	1	RIGID	DI=	5
MP:	1.47	-	1.37	LANE	1	RIGID	DI=	4
MP:	1.37	-	1.27	LANE	1	RIGID	DI=	3.6
MP:	1.27	-	1.17	LANE	1	RIGID	DI=	10.3
MP:	1.17	-	1.07	LANE	1	RIGID	DI=	12.8
MP:	1.07	-	0.97	LANE	1	RIGID	DI=	7.1
MP:	0.97	-	0.87	LANE	1	RIGID	DI=	2.5
MP:	0.87	-	0.77	LANE	1	RIGID	DI=	5.6
MP:	0.77	-	0.67	LANE	1	RIGID	DI=	7
MP:	0.67	-	0.515	LANE	1	RIGID	DI=	4.2


Control Section 77023 Westbound Distress Index vs. Milepost
Distress Index
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
Milepost

District 9	I-69 EB		TAPE	ID=95-36-03		BMP=00.000		
Control Section:	77024		Milepost:	0-11.657		No. of Segments:	117	DI=1.9
MP:	0	-	0.1	LANE	1	RIGID	DI=	1.8
MP:	0.1	-	0.2	LANE	1	RIGID	DI=	2.6
MP:	0.2	-	0.3	LANE	1	RIGID	DI=	1.6
MP:	0.3	-	0.4	LANE	1	RIGID	DI=	6
MP:	0.4	-	0.5	LANE	1	RIGID	DI=	7.5
MP:	0.5	-	0.6	LANE	1	RIGID	DI=	2.5
MP:	0.6	-	0.7	LANE	1	RIGID	DI=	3
MP:	0.7	-	0.8	LANE	1	RIGID	DI=	4
MP:	0.8	-	0.9	LANE	1	RIGID	DI=	2.5
MP:	0.9	-	1	LANE	1	RIGID	DI=	6.4
MP:	1	-	1.1	LANE	1	RIGID	DI=	0.2
MP:	1.1	-	1.2	LANE	1	RIGID	DI=	1.5
MP:	1.2	-	1.3	LANE	1	RIGID	DI=	0
MP:	1.3	-	1.4	LANE	1	RIGID	DI=	3
MP:	1.4	-	1.5	LANE	1	RIGID	DI=	2
MP:	1.5	-	1.6	LANE	1	RIGID	DI=	3
MP:	1.6	-	1.7	LANE	1	RIGID	DI=	5
MP:	1.7	-	1.8	LANE	1	RIGID	DI=	4.5
MP:	1.8	-	1.9	LANE	1	RIGID	DI=	5.6
MP:	1.9	-	2	LANE	1	RIGID	DI=	1
MP:	2	-	2.1	LANE	1	RIGID	DI=	1.9
MP:	2.1	-	2.2	LANE	1	RIGID	DI=	1
MP:	2.2	-	2.3	LANE	1	RIGID	DI=	0
MP:	2.3	-	2.4	LANE	1	RIGID	DI=	3
MP:	2.4	-	2.5	LANE	1	RIGID	DI=	2
MP:	2.5	-	2.6	LANE	1	RIGID	DI=	3.9
MP:	2.6	-	2.7	LANE	1	RIGID	DI=	0.5
MP:	2.7	-	2.8	LANE	1	RIGID	DI=	0
MP:	2.8	-	2.9	LANE	1	RIGID	DI=	0
MP:	2.9	-	3	LANE	1	RIGID	DI=	0
MP:	3	-	3.1	LANE	1	RIGID	DI=	0
MP:	3.1	-	3.2	LANE	1	RIGID	DI=	0
MP:	3.2	-	3.3	LANE	1	RIGID	DI=	0.5
MP:	3.3	-	3.4	LANE	1	RIGID	DI=	0
MP:	3.4	-	3.5	LANE	1	RIGID	DI=	0.5
MP:	3.5	-	3.6	LANE	1	RIGID	DI=	1
MP:	3.6	-	3.7	LANE	1	RIGID	DI=	3.9
MP:	3.7	-	3.8	LANE	1	RIGID	DI=	4
MP:	3.8	-	3.9	LANE	1	RIGID	DI=	7
MP:	3.9	-	4	LANE	1	RIGID	DI=	1.5
MP:	4	-	4.1	LANE	1	RIGID	DI=	8.4
MP:	4.1	-	4.2	LANE	1	RIGID	DI=	4.9
MP:	4.2	-	4.3	LANE	1	RIGID	DI=	8.2
MP:	4.3	-	4.4	LANE	1	RIGID	DI=	1
MP:	4.4	-	4.5	LANE	1	RIGID	DI=	2.4
MP:	4.5	-	4.6	LANE	1	RIGID	DI=	3.5
MP:	4.6	-	4.7	LANE	1	RIGID	DI=	9
MP:	4.7	-	4.8	LANE	1	RIGID	DI=	5.5
MP:	4.8	-	4.9	LANE	1	RIGID	DI=	4
MP:	4.9	-	5	LANE	1	RIGID	DI=	3.5
MP:	5	-	5.1	LANE	1	RIGID	DI=	5
MP:	5.1	-	5.2	LANE	1	RIGID	DI=	11
MP:	5.2	-	5.3	LANE	1	RIGID	DI=	7
MP:	5.3	-	5.4	LANE	1	RIGID	DI=	10.5

MP:	5.4	-	5.5	LANE	1	RIGID	DI=	8.1
MP:	5.5	-	5.6	LANE	1	RIGID	DI=	1
MP:	5.6	-	5.7	LANE	1	RIGID	DI=	0
MP:	5.7	-	5.8	LANE	1	RIGID	DI=	1
MP:	5.8	-	5.926	LANE	1	RIGID	DI=	0
MP:	5.926	-	5.94	LANE	0	BRIDGE	DI=	0
MP:	5.94	-	6.04	LANE	1	RIGID	DI=	0
MP:	6.04	-	6.14	LANE	1	RIGID	DI=	0.5
MP:	6.14	-	6.24	LANE	1	RIGID	DI=	0
MP:	6.24	-	6.34	LANE	1	RIGID	DI=	0
MP:	6.34	-	6.44	LANE	1	RIGID	DI=	0
MP:	6.44	-	6.54	LANE	1	RIGID	DI=	0.5
MP:	6.54	-	6.64	LANE	1	RIGID	DI=	0
MP:	6.64	-	6.74	LANE	1	RIGID	DI=	7.4
MP:	6.74	-	6.84	LANE	1	RIGID	DI=	2.2
MP:	6.84	-	6.94	LANE	1	RIGID	DI=	1.2
MP:	6.94	-	7.04	LANE	1	RIGID	DI=	0.5
MP:	7.04	-	7.14	LANE	1	RIGID	DI=	0.5
MP:	7.14	-	7.24	LANE	1	RIGID	DI=	0
MP:	7.24	-	7.34	LANE	1	RIGID	DI=	0
MP:	7.34	-	7.44	LANE	1	RIGID	DI=	0
MP:	7.44	-	7.54	LANE	1	RIGID	DI=	0
MP:	7.54	-	7.64	LANE	1	RIGID	DI=	0.5
MP:	7.64	-	7.74	LANE	1	RIGID	DI=	0.5
MP:	7.74	-	7.84	LANE	1	RIGID	DI=	0
MP:	7.84	-	7.94	LANE	1	RIGID	DI=	0
MP:	7.94	-	8.04	LANE	1	RIGID	DI=	0
MP:	8.04	-	8.14	LANE	1	RIGID	DI=	0
MP:	8.14	-	8.24	LANE	1	RIGID	DI=	0
MP:	8.24	-	8.34	LANE	1	RIGID	DI=	0.5
MP:	8.34	-	8.44	LANE	1	RIGID	DI=	0
MP:	8.44	-	8.54	LANE	1	RIGID	DI=	0
MP:	8.54	-	8.64	LANE	1	RIGID	DI=	0
MP:	8.64	-	8.74	LANE	1	RIGID	DI=	2.5
MP:	8.74	-	8.84	LANE	1	RIGID	DI=	0.2
MP:	8.84	-	8.94	LANE	1	RIGID	DI=	0
MP:	8.94	-	9.04	LANE	1	RIGID	DI=	0.1
MP:	9.04	-	9.14	LANE	1	RIGID	DI=	0
MP:	9.14	-	9.24	LANE	1	RIGID	DI=	0
MP:	9.24	-	9.34	LANE	1	RIGID	DI=	0
MP:	9.34	-	9.44	LANE	1	RIGID	DI=	0
MP:	9.44	-	9.54	LANE	1	RIGID	DI=	0
MP:	9.54	-	9.64	LANE	1	RIGID	DI=	0
MP:	9.64	-	9.74	LANE	1	RIGID	DI=	0
MP:	9.74	-	9.84	LANE	1	RIGID	DI=	0
MP:	9.84	-	9.94	LANE	1	RIGID	DI=	0
MP:	9.94	-	10.04	LANE	1	RIGID	DI=	2
MP:	10.04	-	10.14	LANE	1	RIGID	DI=	1
MP:	10.14	-	10.24	LANE	1	RIGID	DI=	0
MP:	10.24	-	10.34	LANE	1	RIGID	DI=	0.1
MP:	10.34	-	10.44	LANE	1	RIGID	DI=	0
MP:	10.44	-	10.54	LANE	1	RIGID	DI=	0
MP:	10.54	-	10.64	LANE	1	RIGID	DI=	0
MP:	10.64	-	10.74	LANE	1	RIGID	DI=	0
MP:	10.74	-	10.84	LANE	1	RIGID	DI=	0
MP:	10.84	-	10.94	LANE	1	RIGID	DI=	0

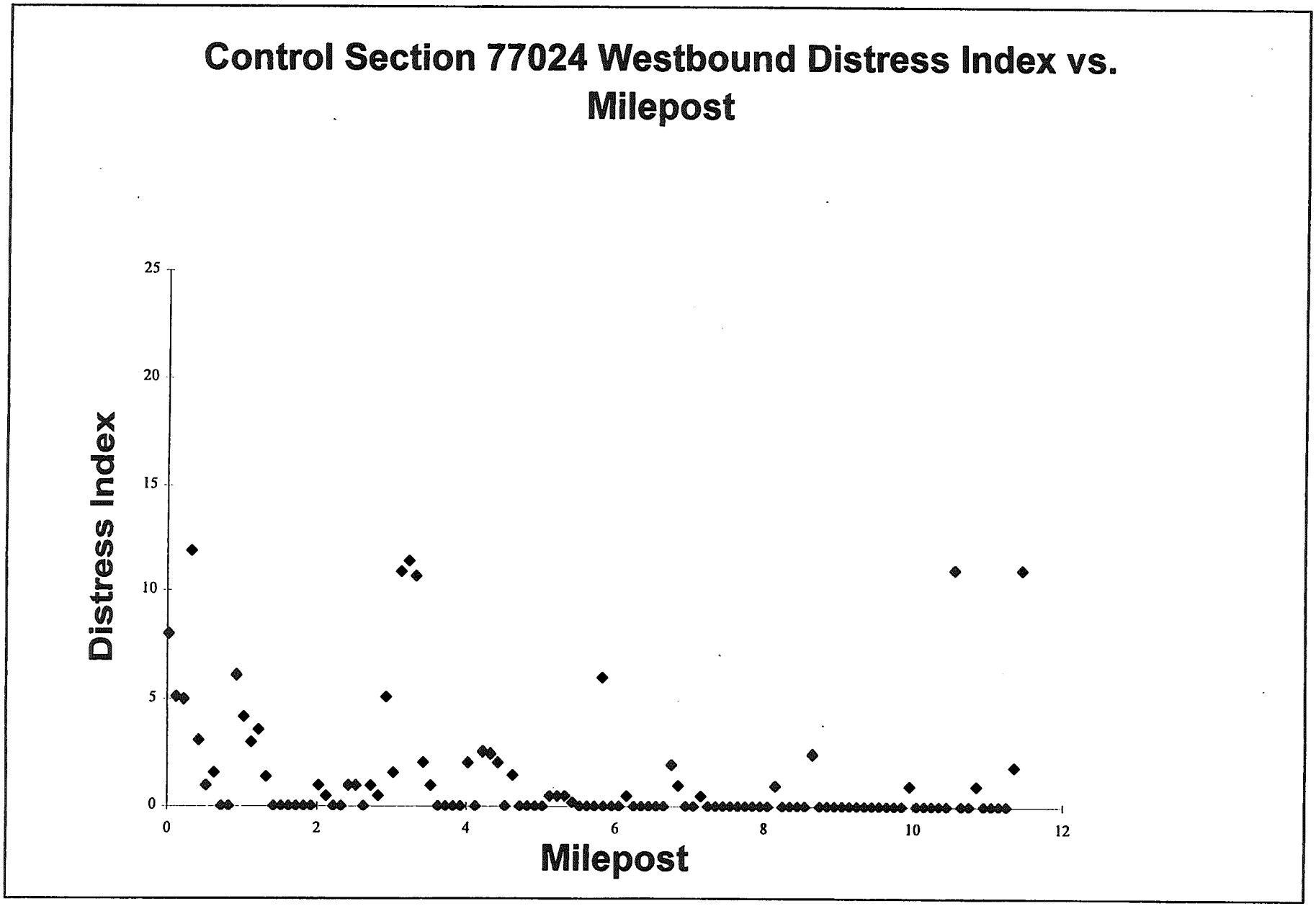
MP:	10.94	-	11.04	LANE	1	RIGID	DI=	1
MP:	11.04	-	11.14	LANE	1	RIGID	DI=	1
MP:	11.14	-	11.24	LANE	1	RIGID	DI=	1
MP:	11.24	-	11.34	LANE	1	RIGID	DI=	0
MP:	11.34	-	11.44	LANE	1	RIGID	DI=	2.5
MP:	11.44	-	11.54	LANE	1	RIGID	DI=	0.3
MP:	11.54	-	11.657	LANE	1	RIGID	DI=	0.9


Control Section 77024 Eastbound Distress Index vs. Milepost
Distress Index
25
20
15
10
5
0
0
2
4
6
8
10
12
Milepost

District 9	I-69 WB		TAPE	ID=95-36-08		BMP=00.000		
Control Section:	77024		Milepost:	11.55–0.109		No. of Segments:	117	DI=1.4
MP:	11.55	-	11.45	LANE	1	RIGID	DI=	3
MP:	11.45	-	11.35	LANE	1	RIGID	DI=	11
MP:	11.35	-	11.25	LANE	1	RIGID	DI=	1.9
MP:	11.25	-	11.15	LANE	1	RIGID	DI=	0
MP:	11.15	-	11.05	LANE	1	RIGID	DI=	0
MP:	11.05	-	10.95	LANE	1	RIGID	DI=	0
MP:	10.95	-	10.85	LANE	1	RIGID	DI=	0
MP:	10.85	-	10.75	LANE	1	RIGID	DI=	1
MP:	10.75	-	10.65	LANE	1	RIGID	DI=	0
MP:	10.65	-	10.55	LANE	1	RIGID	DI=	0
MP:	10.55	-	10.45	LANE	1	RIGID	DI=	11
MP:	10.45	-	10.35	LANE	1	RIGID	DI=	0
MP:	10.35	-	10.25	LANE	1	RIGID	DI=	0
MP:	10.25	-	10.15	LANE	1	RIGID	DI=	0
MP:	10.15	-	10.05	LANE	1	RIGID	DI=	0
MP:	10.05	-	9.95	LANE	1	RIGID	DI=	0
MP:	9.95	-	9.85	LANE	1	RIGID	DI=	1
MP:	9.85	-	9.75	LANE	1	RIGID	DI=	0
MP:	9.75	-	9.65	LANE	1	RIGID	DI=	0
MP:	9.65	-	9.55	LANE	1	RIGID	DI=	0
MP:	9.55	-	9.45	LANE	1	RIGID	DI=	0
MP:	9.45	-	9.35	LANE	1	RIGID	DI=	0
MP:	9.35	-	9.25	LANE	1	RIGID	DI=	0
MP:	9.25	-	9.15	LANE	1	RIGID	DI=	0
MP:	9.15	-	9.05	LANE	1	RIGID	DI=	0
MP:	9.05	-	8.95	LANE	1	RIGID	DI=	0
MP:	8.95	-	8.85	LANE	1	RIGID	DI=	0
MP:	8.85	-	8.75	LANE	1	RIGID	DI=	0
MP:	8.75	-	8.65	LANE	1	RIGID	DI=	0
MP:	8.65	-	8.55	LANE	1	RIGID	DI=	2.5
MP:	8.55	-	8.45	LANE	1	RIGID	DI=	0
MP:	8.45	-	8.35	LANE	1	RIGID	DI=	0
MP:	8.35	-	8.25	LANE	1	RIGID	DI=	0
MP:	8.25	-	8.15	LANE	1	RIGID	DI=	0
MP:	8.15	-	8.05	LANE	1	RIGID	DI=	1
MP:	8.05	-	7.95	LANE	1	RIGID	DI=	0
MP:	7.95	-	7.85	LANE	1	RIGID	DI=	0
MP:	7.85	-	7.75	LANE	1	RIGID	DI=	0
MP:	7.75	-	7.65	LANE	1	RIGID	DI=	0
MP:	7.65	-	7.55	LANE	1	RIGID	DI=	0
MP:	7.55	-	7.45	LANE	1	RIGID	DI=	0
MP:	7.45	-	7.35	LANE	1	RIGID	DI=	0
MP:	7.35	-	7.25	LANE	1	RIGID	DI=	0
MP:	7.25	-	7.15	LANE	1	RIGID	DI=	0
MP:	7.15	-	7.05	LANE	1	RIGID	DI=	0.5
MP:	7.05	-	6.95	LANE	1	RIGID	DI=	0
MP:	6.95	-	6.85	LANE	1	RIGID	DI=	0
MP:	6.85	-	6.75	LANE	1	RIGID	DI=	1
MP:	6.75	-	6.65	LANE	1	RIGID	DI=	2
MP:	6.65	-	6.55	LANE	1	RIGID	DI=	0
MP:	6.55	-	6.45	LANE	1	RIGID	DI=	0
MP:	6.45	-	6.35	LANE	1	RIGID	DI=	0
MP:	6.35	-	6.25	LANE	1	RIGID	DI=	0

MP:	6.25	-	6.15	LANE	1	RIGID	DI=	0
MP:	6.15	-	6.05	LANE	1	RIGID	DI=	0.5
MP:	6.05	-	5.95	LANE	1	RIGID	DI=	0
MP:	5.95	-	5.838	LANE	1	RIGID	DI=	0
MP:	5.838	-	5.82	LANE	0	BRIDGE	DI=	0
MP:	5.82	-	5.72	LANE	1	RIGID	DI=	6
MP:	5.72	-	5.62	LANE	1	RIGID	DI=	0
MP:	5.62	-	5.52	LANE	1	RIGID	DI=	0
MP:	5.52	-	5.42	LANE	1	RIGID	DI=	0
MP:	5.42	-	5.32	LANE	1	RIGID	DI=	0.2
MP:	5.32	-	5.22	LANE	1	RIGID	DI=	0.5
MP:	5.22	-	5.12	LANE	1	RIGID	DI=	0.5
MP:	5.12	-	5.02	LANE	1	RIGID	DI=	0.5
MP:	5.02	-	4.92	LANE	1	RIGID	DI=	0
MP:	4.92	-	4.82	LANE	1	RIGID	DI=	0
MP:	4.82	-	4.72	LANE	1	RIGID	DI=	0
MP:	4.72	-	4.62	LANE	1	RIGID	DI=	0
MP:	4.62	-	4.52	LANE	1	RIGID	DI=	1.5
MP:	4.52	-	4.42	LANE	1	RIGID	DI=	0
MP:	4.42	-	4.32	LANE	1	RIGID	DI=	2.1
MP:	4.32	-	4.22	LANE	1	RIGID	DI=	2.5
MP:	4.22	-	4.12	LANE	1	RIGID	DI=	2.6
MP:	4.12	-	4.02	LANE	1	RIGID	DI=	0
MP:	4.02	-	3.92	LANE	1	RIGID	DI=	2.1
MP:	3.92	-	3.82	LANE	1	RIGID	DI=	0
MP:	3.82	-	3.72	LANE	1	RIGID	DI=	0
MP:	3.72	-	3.62	LANE	1	RIGID	DI=	0
MP:	3.62	-	3.52	LANE	1	RIGID	DI=	0
MP:	3.52	-	3.42	LANE	1	RIGID	DI=	1
MP:	3.42	-	3.32	LANE	1	RIGID	DI=	2.1
MP:	3.32	-	3.22	LANE	1	RIGID	DI=	10.7
MP:	3.22	-	3.12	LANE	1	RIGID	DI=	11.4
MP:	3.12	-	3.02	LANE	1	RIGID	DI=	10.9
MP:	3.02	-	2.92	LANE	1	RIGID	DI=	1.6
MP:	2.92	-	2.82	LANE	1	RIGID	DI=	5.1
MP:	2.82	-	2.72	LANE	1	RIGID	DI=	0.5
MP:	2.72	-	2.62	LANE	1	RIGID	DI=	1
MP:	2.62	-	2.52	LANE	1	RIGID	DI=	0
MP:	2.52	-	2.42	LANE	1	RIGID	DI=	1
MP:	2.42	-	2.32	LANE	1	RIGID	DI=	1
MP:	2.32	-	2.22	LANE	1	RIGID	DI=	0
MP:	2.22	-	2.12	LANE	1	RIGID	DI=	0
MP:	2.12	-	2.02	LANE	1	RIGID	DI=	0.5
MP:	2.02	-	1.92	LANE	1	RIGID	DI=	1
MP:	1.92	-	1.82	LANE	1	RIGID	DI=	0
MP:	1.82	-	1.72	LANE	1	RIGID	DI=	0
MP:	1.72	-	1.62	LANE	1	RIGID	DI=	0
MP:	1.62	-	1.52	LANE	1	RIGID	DI=	0
MP:	1.52	-	1.42	LANE	1	RIGID	DI=	0
MP:	1.42	-	1.32	LANE	1	RIGID	DI=	0
MP:	1.32	-	1.22	LANE	1	RIGID	DI=	1.4
MP:	1.22	-	1.12	LANE	1	RIGID	DI=	3.6
MP:	1.12	-	1.02	LANE	1	RIGID	DI=	3
MP:	1.02	-	0.92	LANE	1	RIGID	DI=	4.2
MP:	0.92	-	0.82	LANE	1	RIGID	DI=	6.1
MP:	0.82	-	0.72	LANE	1	RIGID	DI=	0

MP:	0.72	-	0.62	LANE	1	RIGID	DI=	0
MP:	0.62	-	0.52	LANE	1	RIGID	DI=	1.6
MP:	0.52	-	0.42	LANE	1	RIGID	DI=	1
MP:	0.42	-	0.32	LANE	1	RIGID	DI=	3.1
MP:	0.32	-	0.22	LANE	1	RIGID	DI=	11.9
MP:	0.22	-	0.12	LANE	1	RIGID	DI=	5
MP:	0.12	-	0.02	LANE	1	RIGID	DI=	5.1
MP:	0.02	-	-0.109	LANE	1	RIGID	DI=	8


Control Section 77024 Westbound Distress Index vs. Milepost
Distress Index
25
20
15
10
5
0
0
2
4
6
8
10
12
Milepost

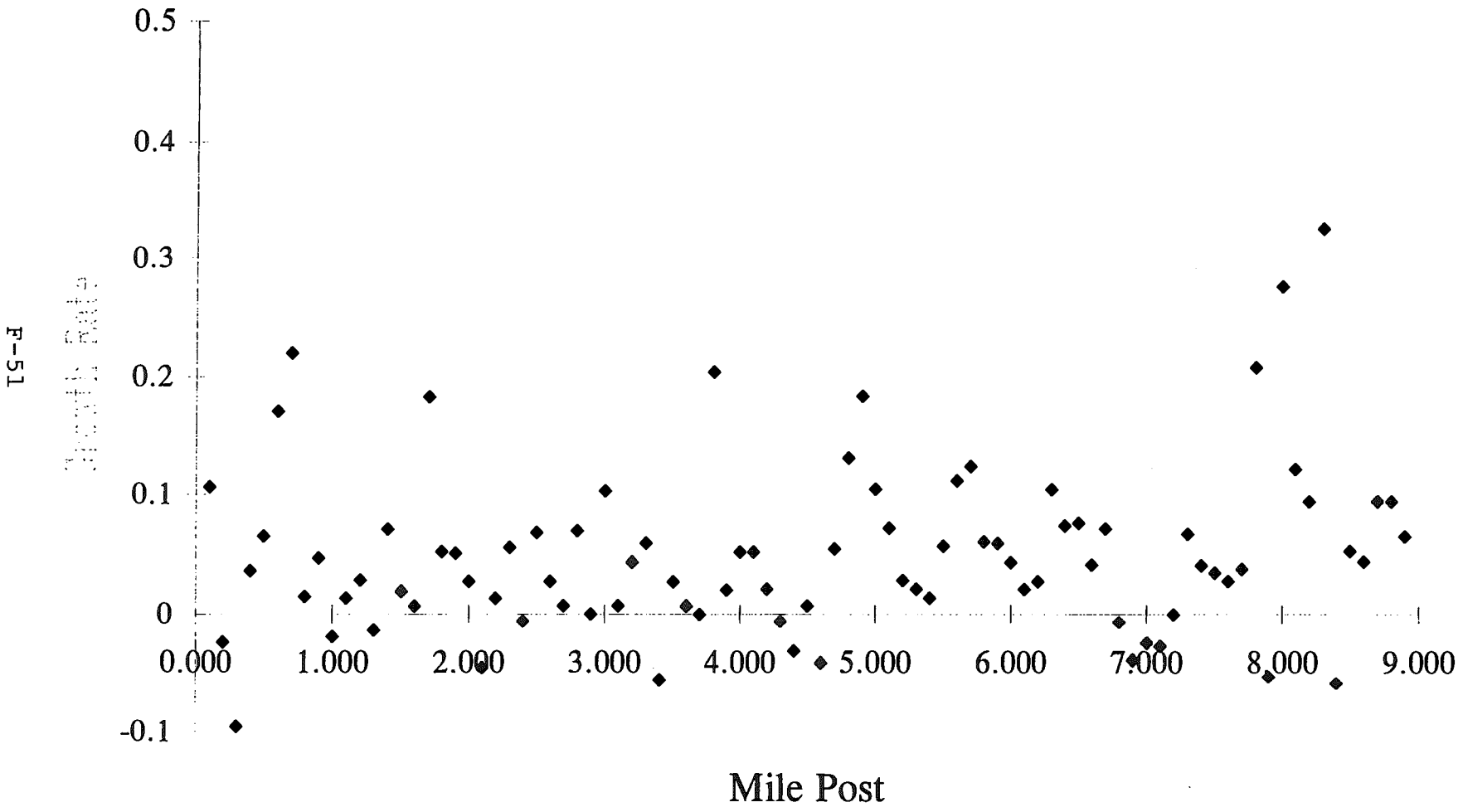
Control Section 19042 EB

RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
24861n	6/1/87	49.7368	51.4211	52.73684	55.947	0.04894	7.48956	8.105662	7.90107	7.735012
24680n	11/1/86	48.8889	47.1481	50.03704	52.074	0.02536	5.1838	4.912337	4.85546	5.121042
2233n	8/1/87	46.5429	47.7714	49.51429	53.429	0.05636	5.39795	3.308507	3.10001	4.603616

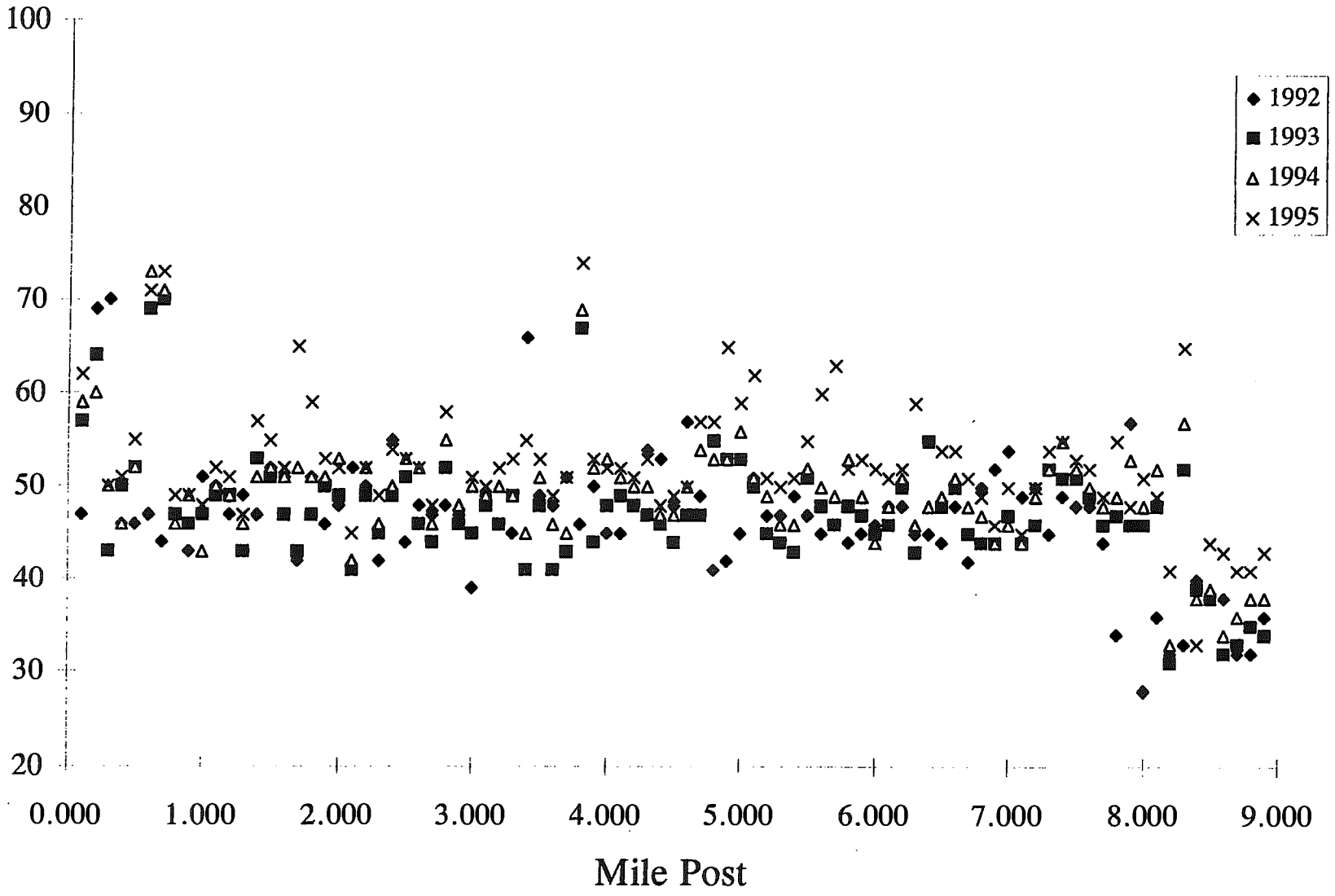
19042 EB			BMP	EMP	1992	1993	1994	1995	Growth
5	I69 NB	19042N	0.000	0.100	47	57	59	62	0.106383
5	I69 NB	19042N	0.100	0.200	69	64	60	64	-0.024155
5	I69 NB	19042N	0.200	0.300	70	43	50	50	-0.095238
5	I69 NB	19042N	0.300	0.400	46	50	46	51	0.036232
5	I69 NB	19042N	0.400	0.500	46	52	52	55	0.065217
5	I69 NB	19042N	0.500	0.600	47	69	73	71	0.170213
5	I69 NB	19042N	0.600	0.700	44	70	71	73	0.219697
5	I69 NB	19042N	0.700	0.800	47	47	46	49	0.014184
5	I69 NB	19042N	0.800	0.900	43	46	49	49	0.046512
5	I69 NB	19042N	0.900	1.000	51	47	43	48	-0.019608
5	I69 NB	19042N	1.000	1.100	50	49	50	52	0.013333
5	I69 NB	19042N	1.100	1.200	47	49	49	51	0.028369
5	I69 NB	19042N	1.200	1.300	49	43	46	47	-0.013605
5	I69 NB	19042N	1.300	1.400	47	53	51	57	0.070922
5	I69 NB	19042N	1.400	1.500	52	51	52	55	0.019231
5	I69 NB	19042N	1.500	1.600	51	47	51	52	0.006536
5	I69 NB	19042N	1.600	1.700	42	43	52	65	0.18254
5	I69 NB	19042N	1.700	1.800	51	47	51	59	0.052288
5	I69 NB	19042N	1.800	1.900	46	50	51	53	0.050725
5	I69 NB	19042N	1.900	2.000	48	49	53	52	0.027778
5	I69 NB	19042N	2.000	2.100	52	41	42	45	-0.044872
5	I69 NB	19042N	2.100	2.200	50	49	52	52	0.013333
5	I69 NB	19042N	2.200	2.300	42	45	46	49	0.055556
5	I69 NB	19042N	2.300	2.400	55	49	50	54	-0.006061
5	I69 NB	19042N	2.400	2.500	44	51	53	53	0.068182
5	I69 NB	19042N	2.500	2.600	48	46	52	52	0.027778
5	I69 NB	19042N	2.600	2.700	47	44	46	48	0.007092
5	I69 NB	19042N	2.700	2.800	48	52	55	58	0.069444
5	I69 NB	19042N	2.800	2.900	47	46	48	47	0
5	I69 NB	19042N	2.900	3.000	39	45	50	51	0.102564
5	I69 NB	19042N	3.000	3.100	49	48	49	50	0.006803
5	I69 NB	19042N	3.100	3.200	46	46	50	52	0.043478
5	I69 NB	19042N	3.200	3.300	45	49	49	53	0.059259
5	I69 NB	19042N	3.300	3.400	66	41	45	55	-0.055556
5	I69 NB	19042N	3.400	3.500	49	48	51	53	0.027211
5	I69 NB	19042N	3.500	3.600	48	41	46	49	0.006944
5	I69 NB	19042N	3.600	3.700	51	43	45	51	0
5	I69 NB	19042N	3.700	3.800	46	67	69	74	0.202899
5	I69 NB	19042N	3.800	3.900	50	44	52	53	0.02
5	I69 NB	19042N	3.900	4.000	45	48	53	52	0.051852
5	I69 NB	19042N	4.000	4.100	45	49	51	52	0.051852
5	I69 NB	19042N	4.100	4.200	48	48	50	51	0.020833
5	I69 NB	19042N	4.200	4.300	54	47	50	53	-0.006173
5	I69 NB	19042N	4.300	4.400	53	46	47	48	-0.031447
5	I69 NB	19042N	4.400	4.500	48	44	47	49	0.006944
5	I69 NB	19042N	4.500	4.600	57	47	50	50	-0.040936
5	I69 NB	19042N	4.600	4.700	49	47	54	57	0.054422
5	I69 NB	19042N	4.700	4.800	41	55	53	57	0.130081
5	I69 NB	19042N	4.800	4.900	42	53	53	65	0.18254

5	I69 NB	19042N	4.900	5.000	45	53	56	59	0.103704
5	I69 NB	19042N	5.000	5.100	51	50	51	62	0.071895
5	I69 NB	19042N	5.100	5.200	47	45	49	51	0.028369
5	I69 NB	19042N	5.200	5.300	47	44	46	50	0.021277
5	I69 NB	19042N	5.300	5.400	49	43	46	51	0.013605
5	I69 NB	19042N	5.400	5.500	47	51	52	55	0.056738
5	I69 NB	19042N	5.500	5.600	45	48	50	60	0.111111
5	I69 NB	19042N	5.600	5.700	46	46	49	63	0.123188
5	I69 NB	19042N	5.700	5.800	44	48	53	52	0.060606
5	I69 NB	19042N	5.800	5.900	45	47	49	53	0.059259
5	I69 NB	19042N	5.900	6.000	46	45	44	52	0.043478
5	I69 NB	19042N	6.000	6.100	48	46	48	51	0.020833
5	I69 NB	19042N	6.100	6.200	48	50	51	52	0.027778
5	I69 NB	19042N	6.200	6.300	45	43	46	59	0.103704
5	I69 NB	19042N	6.300	6.400	45	55	48	55	0.074074
5	I69 NB	19042N	6.400	6.500	44	48	49	54	0.075758
5	I69 NB	19042N	6.500	6.600	48	50	51	54	0.041667
5	I69 NB	19042N	6.600	6.700	42	45	48	51	0.071429
5	I69 NB	19042N	6.700	6.800	50	44	47	49	-0.006667
5	I69 NB	19042N	6.800	6.900	52	44	44	46	-0.038462
5	I69 NB	19042N	6.900	7.000	54	47	46	50	-0.024691
5	I69 NB	19042N	7.000	7.100	49	44	44	45	-0.027211
5	I69 NB	19042N	7.100	7.200	50	46	49	50	0
5	I69 NB	19042N	7.200	7.300	45	52	52	54	0.066667
5	I69 NB	19042N	7.300	7.400	49	51	55	55	0.040816
5	I69 NB	19042N	7.400	7.500	48	51	52	53	0.034722
5	I69 NB	19042N	7.500	7.600	48	49	50	52	0.027778
5	I69 NB	19042N	7.600	7.700	44	46	48	49	0.037879
5	I69 NB	19042N	7.700	7.800	34	47	49	55	0.205882
5	I69 NB	19042N	7.800	7.900	57	46	53	48	-0.052632
5	I69 NB	19042N	7.900	8.000	28	46	48	51	0.27381
5	I69 NB	19042N	8.000	8.100	36	48	52	49	0.12037
5	I69 NB	19042N	8.100	8.200	32	31	33	41	0.09375
5	I69 NB	19042N	8.200	8.300	33	52	57	65	0.323232
5	I69 NB	19042N	8.300	8.400	40	39	38	33	-0.058333
5	I69 NB	19042N	8.400	8.500	38	38	39	44	0.052632
5	I69 NB	19042N	8.500	8.600	38	32	34	43	0.04386
5	I69 NB	19042N	8.600	8.700	32	33	36	41	0.09375
5	I69 NB	19042N	8.700	8.800	32	35	38	41	0.09375
5	I69 NB	19042N	8.800	8.900	36	34	38	43	0.064815

RQI Growth Rate, annual % per year



RQI Data:19042 EB



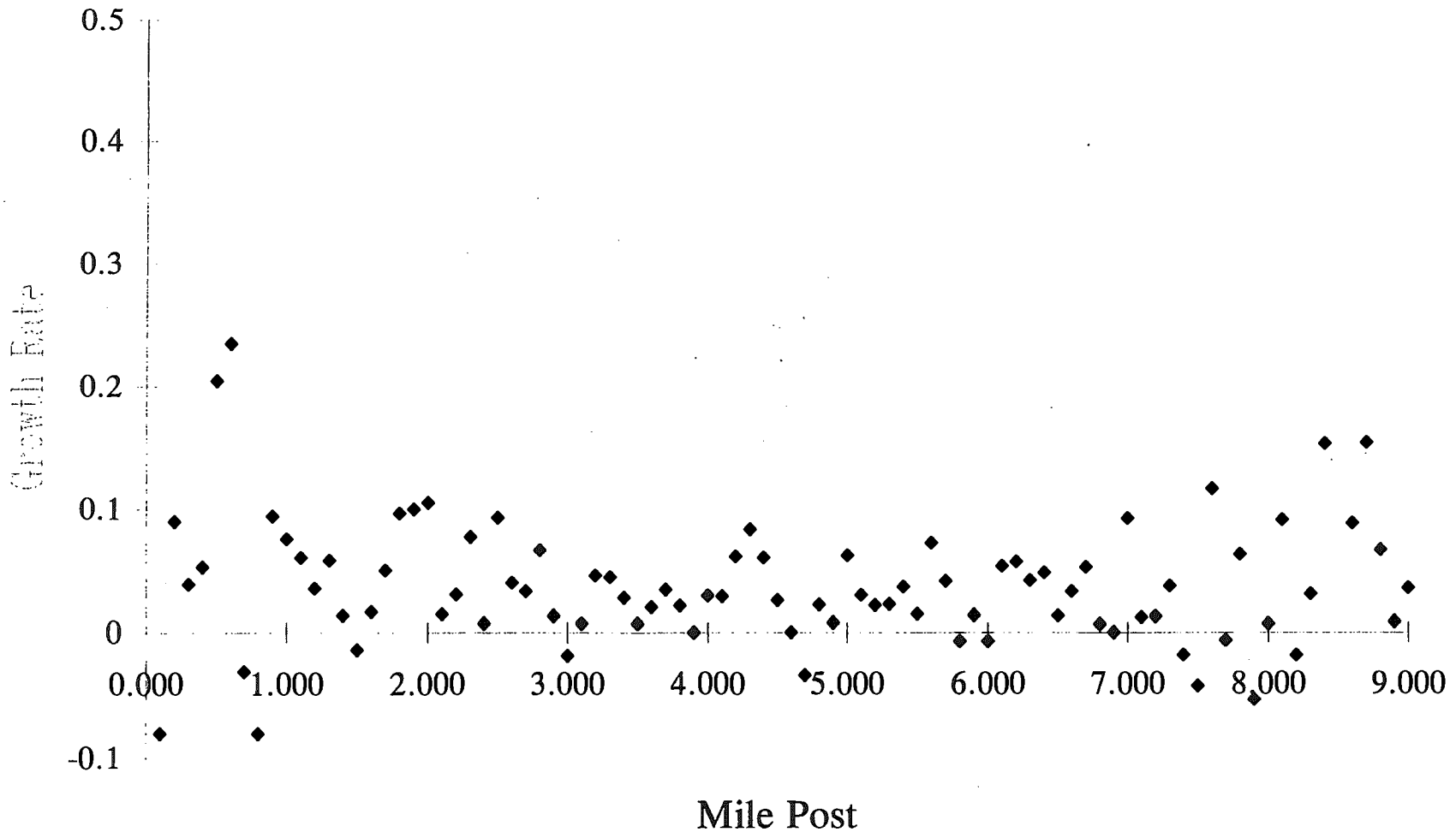
Control Section 19042 WB

RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAv	92std	93std	94std	95std
24861s	31929	46.15789	46.36842	48.3158	52.1053	0.053	9.155	8.39451	7.70319	7.607706
24680s	31717	47.85185	47.03704	49.0741	52.7407	0.035	3.549	4.21062	4.12241	3.737467
2233s	31990	49.48571	49.14286	51.0857	52.7143	0.023	4.032	4.42681	4.33435	4.560517

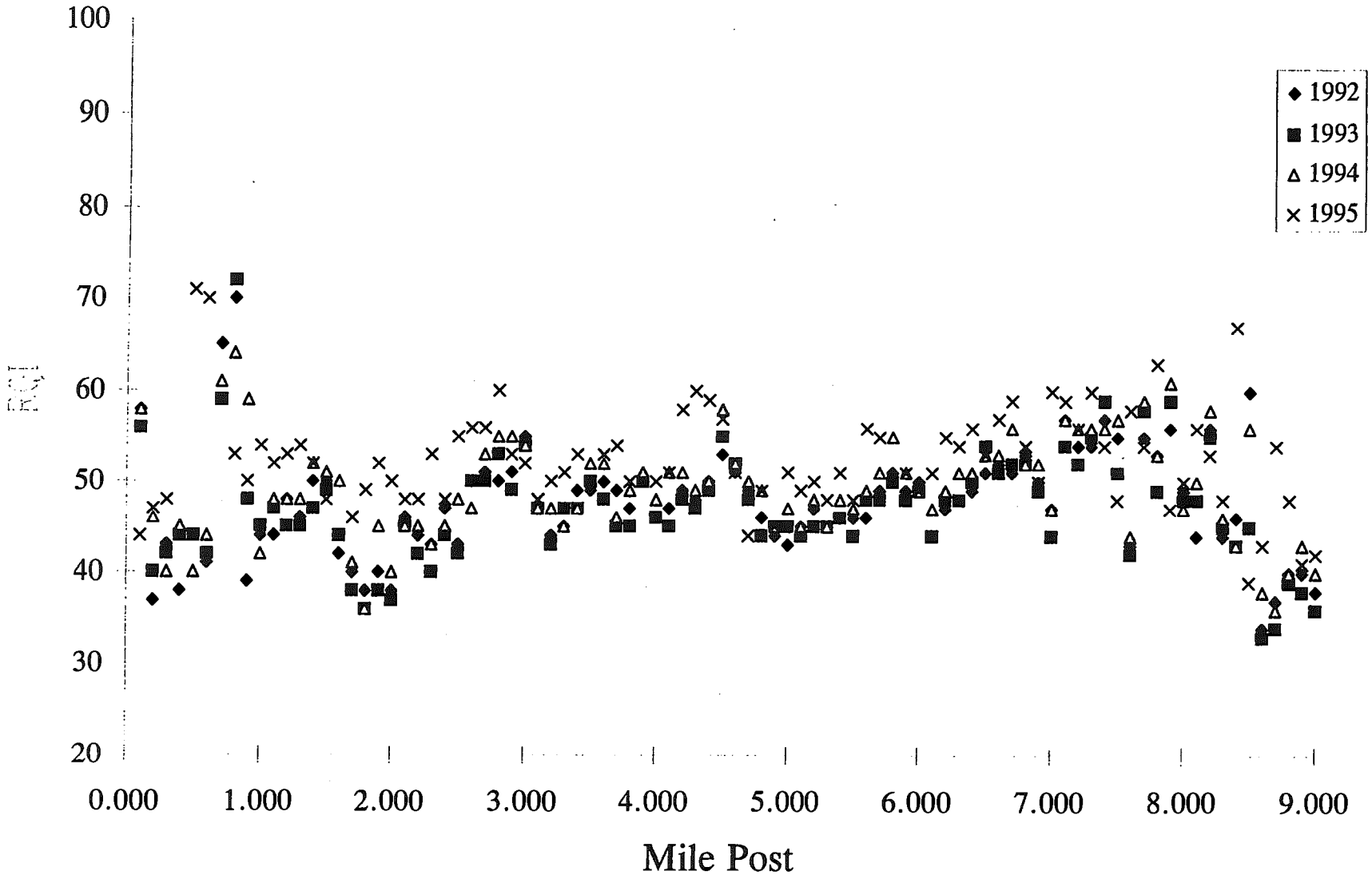
	19042 WB		BMP	EMP	RQI 1992	1993	1994	1995	Growth
5	I69 SB	19042S	0.000	0.100	58	56	58	44	-0.08046
5	I69 SB	19042S	0.100	0.200	37	40	46	47	0.09009
5	I69 SB	19042S	0.200	0.300	43	42	40	48	0.03876
5	I69 SB	19042S	0.300	0.400	38	44	45	44	0.052632
5	I69 SB	19042S	0.400	0.500	44	44	40	71	0.204545
5	I69 SB	19042S	0.500	0.600	41	42	44	70	0.235772
5	I69 SB	19042S	0.600	0.700	65	59	61	59	-0.03077
5	I69 SB	19042S	0.700	0.800	70	72	64	53	-0.08095
5	I69 SB	19042S	0.800	0.900	39	48	59	50	0.094017
5	I69 SB	19042S	0.900	1.000	44	45	42	54	0.075758
5	I69 SB	19042S	1.000	1.100	44	47	48	52	0.060606
5	I69 SB	19042S	1.100	1.200	48	45	48	53	0.034722
5	I69 SB	19042S	1.200	1.300	46	45	48	54	0.057971
5	I69 SB	19042S	1.300	1.400	50	47	52	52	0.013333
5	I69 SB	19042S	1.400	1.500	50	49	51	48	-0.01333
5	I69 SB	19042S	1.500	1.600	42	44	50	44	0.015873
5	I69 SB	19042S	1.600	1.700	40	38	41	46	0.05
5	I69 SB	19042S	1.700	1.800	38	36	36	49	0.096491
5	I69 SB	19042S	1.800	1.900	40	38	45	52	0.1
5	I69 SB	19042S	1.900	2.000	38	37	40	50	0.105263
5	I69 SB	19042S	2.000	2.100	46	45	45	48	0.014493
5	I69 SB	19042S	2.100	2.200	44	42	45	48	0.030303
5	I69 SB	19042S	2.200	2.300	43	40	43	53	0.077519
5	I69 SB	19042S	2.300	2.400	47	44	45	48	0.007092
5	I69 SB	19042S	2.400	2.500	43	42	48	55	0.093023
5	I69 SB	19042S	2.500	2.600	50	50	47	56	0.04
5	I69 SB	19042S	2.600	2.700	51	50	53	56	0.03268
5	I69 SB	19042S	2.700	2.800	50	53	55	60	0.066667
5	I69 SB	19042S	2.800	2.900	51	49	55	53	0.013072
5	I69 SB	19042S	2.900	3.000	55	54	54	52	-0.01818
5	I69 SB	19042S	3.000	3.100	47	47	47	48	0.007092
5	I69 SB	19042S	3.100	3.200	44	43	47	50	0.045455
5	I69 SB	19042S	3.200	3.300	45	47	45	51	0.044444
5	I69 SB	19042S	3.300	3.400	49	47	47	53	0.027211
5	I69 SB	19042S	3.400	3.500	49	50	52	50	0.006803
5	I69 SB	19042S	3.500	3.600	50	48	52	53	0.02
5	I69 SB	19042S	3.600	3.700	49	45	46	54	0.034014
5	I69 SB	19042S	3.700	3.800	47	45	49	50	0.021277
5	I69 SB	19042S	3.800	3.900	50	50	51	50	0
5	I69 SB	19042S	3.900	4.000	46	46	48	50	0.028986
5	I69 SB	19042S	4.000	4.100	47	45	51	51	0.028369
5	I69 SB	19042S	4.100	4.200	49	48	51	58	0.061224

5	I69 SB	19042S	4.200	4.300	48	47	49	60	0.083333
5	I69 SB	19042S	4.300	4.400	50	49	50	59	0.06
5	I69 SB	19042S	4.400	4.500	53	55	58	57	0.025157
5	I69 SB	19042S	4.500	4.600	51	52	52	51	0
5	I69 SB	19042S	4.600	4.700	49	48	50	44	-0.03401
5	I69 SB	19042S	4.700	4.800	46	44	49	49	0.021739
5	I69 SB	19042S	4.800	4.900	44	45	45	45	0.007576
5	I69 SB	19042S	4.900	5.000	43	45	47	51	0.062016
5	I69 SB	19042S	5.000	5.100	45	44	45	49	0.02963
5	I69 SB	19042S	5.100	5.200	47	45	48	50	0.021277
5	I69 SB	19042S	5.200	5.300	45	45	45	48	0.022222
5	I69 SB	19042S	5.300	5.400	46	46	48	51	0.036232
5	I69 SB	19042S	5.400	5.500	46	44	47	48	0.014493
5	I69 SB	19042S	5.500	5.600	46	48	49	56	0.072464
5	I69 SB	19042S	5.600	5.700	49	48	51	55	0.040816
5	I69 SB	19042S	5.700	5.800	51	50	55	50	-0.00654
5	I69 SB	19042S	5.800	5.900	49	48	51	51	0.013605
5	I69 SB	19042S	5.900	6.000	50	49	49	49	-0.00667
5	I69 SB	19042S	6.000	6.100	44	44	47	51	0.05303
5	I69 SB	19042S	6.100	6.200	47	48	49	55	0.056738
5	I69 SB	19042S	6.200	6.300	48	48	51	54	0.041667
5	I69 SB	19042S	6.300	6.400	49	50	51	56	0.047619
5	I69 SB	19042S	6.400	6.500	51	54	53	53	0.013072
5	I69 SB	19042S	6.500	6.600	52	51	53	57	0.032051
5	I69 SB	19042S	6.600	6.700	51	52	56	59	0.052288
5	I69 SB	19042S	6.700	6.800	53	52	52	54	0.006289
5	I69 SB	19042S	6.800	6.900	50	49	52	50	0
5	I69 SB	19042S	6.900	7.000	47	44	47	60	0.092199
5	I69 SB	19042S	7.000	7.100	57	54	57	59	0.011696
5	I69 SB	19042S	7.100	7.200	54	52	56	56	0.012346
5	I69 SB	19042S	7.200	7.300	54	55	56	60	0.037037
5	I69 SB	19042S	7.300	7.400	57	59	56	54	-0.01754
5	I69 SB	19042S	7.400	7.500	55	51	57	48	-0.04242
5	I69 SB	19042S	7.500	7.600	43	42	44	58	0.116279
5	I69 SB	19042S	7.600	7.700	55	58	59	54	-0.00606
5	I69 SB	19042S	7.700	7.800	53	49	53	63	0.062893
5	I69 SB	19042S	7.800	7.900	56	59	61	47	-0.05357
5	I69 SB	19042S	7.900	8.000	49	48	47	50	0.006803
5	I69 SB	19042S	8.000	8.100	44	48	50	56	0.090909
5	I69 SB	19042S	8.100	8.200	56	55	58	53	-0.01786
5	I69 SB	19042S	8.200	8.300	44	45	46	48	0.030303
5	I69 SB	19042S	8.300	8.400	46	43	43	67	0.152174
5	I69 SB	19042S	8.400	8.500	60	45	56	39	-0.11667
5	I69 SB	19042S	8.500	8.600	34	33	38	43	0.088235
5	I69 SB	19042S	8.600	8.700	37	34	36	54	0.153153
5	I69 SB	19042S	8.700	8.800	40	39	40	48	0.066667
5	I69 SB	19042S	8.800	8.900	40	38	43	41	0.008333
5	I69 SB	19042S	8.900	9.000	38	36	40	42	0.035088

RQI Growth Rate, annual % per year



RQI Data:19042 WB



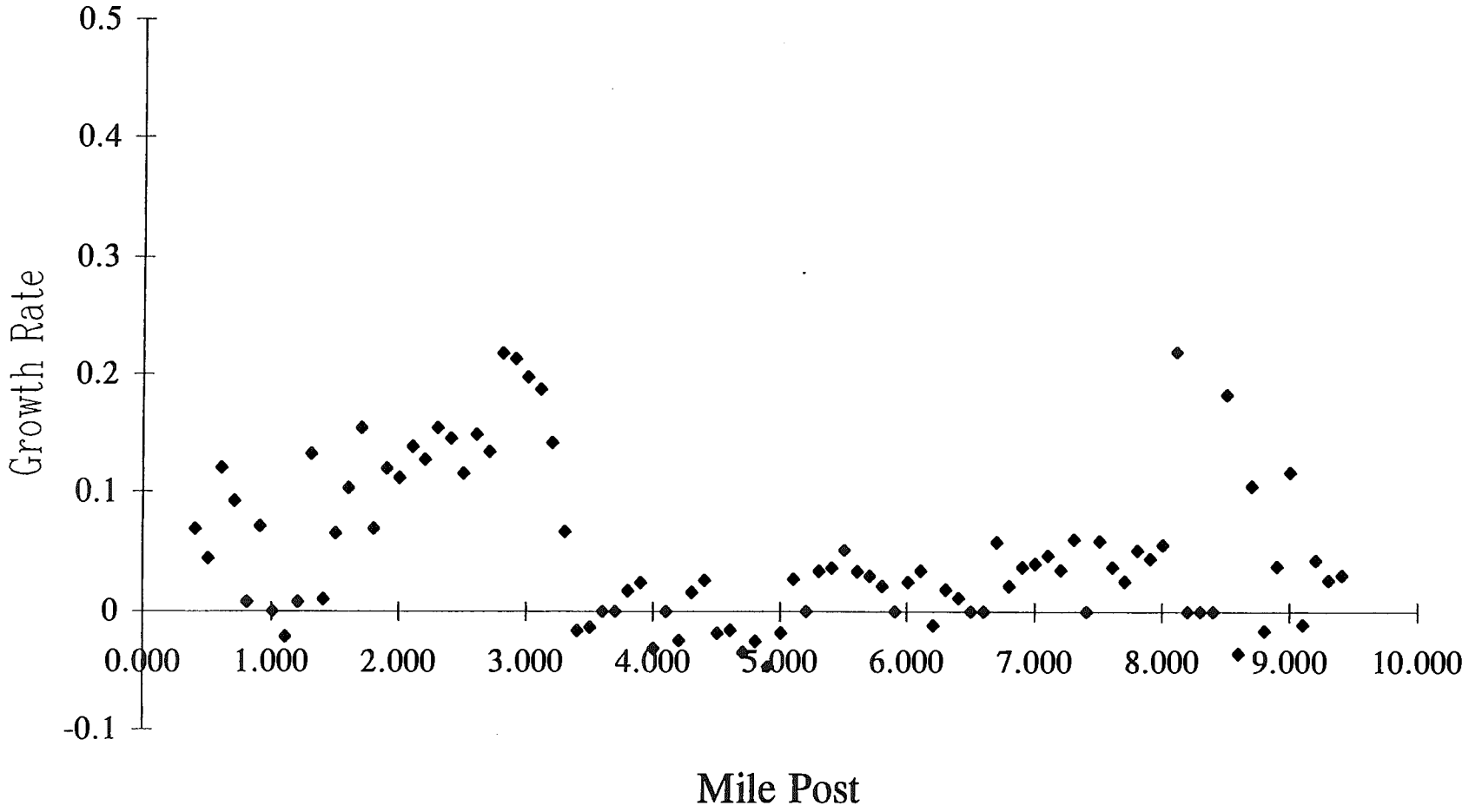
Control Section 19043 EB

RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
18355n	6/1/83	38.33333		38.8333	46	0.06707	2.80476		5.3821	5.215362
18632n	7/1/85	36.20513		32.0769	41.7692	0.06753	9.86002		9.7316	6.795748
02234n	6/1/82	50.83333		49.7667	54.4	0.02379	5.13999		5.9694	6.12288
01930n	6/1/79	45.66667		49	52	0.05017	7.85281		9.8489	10.39918

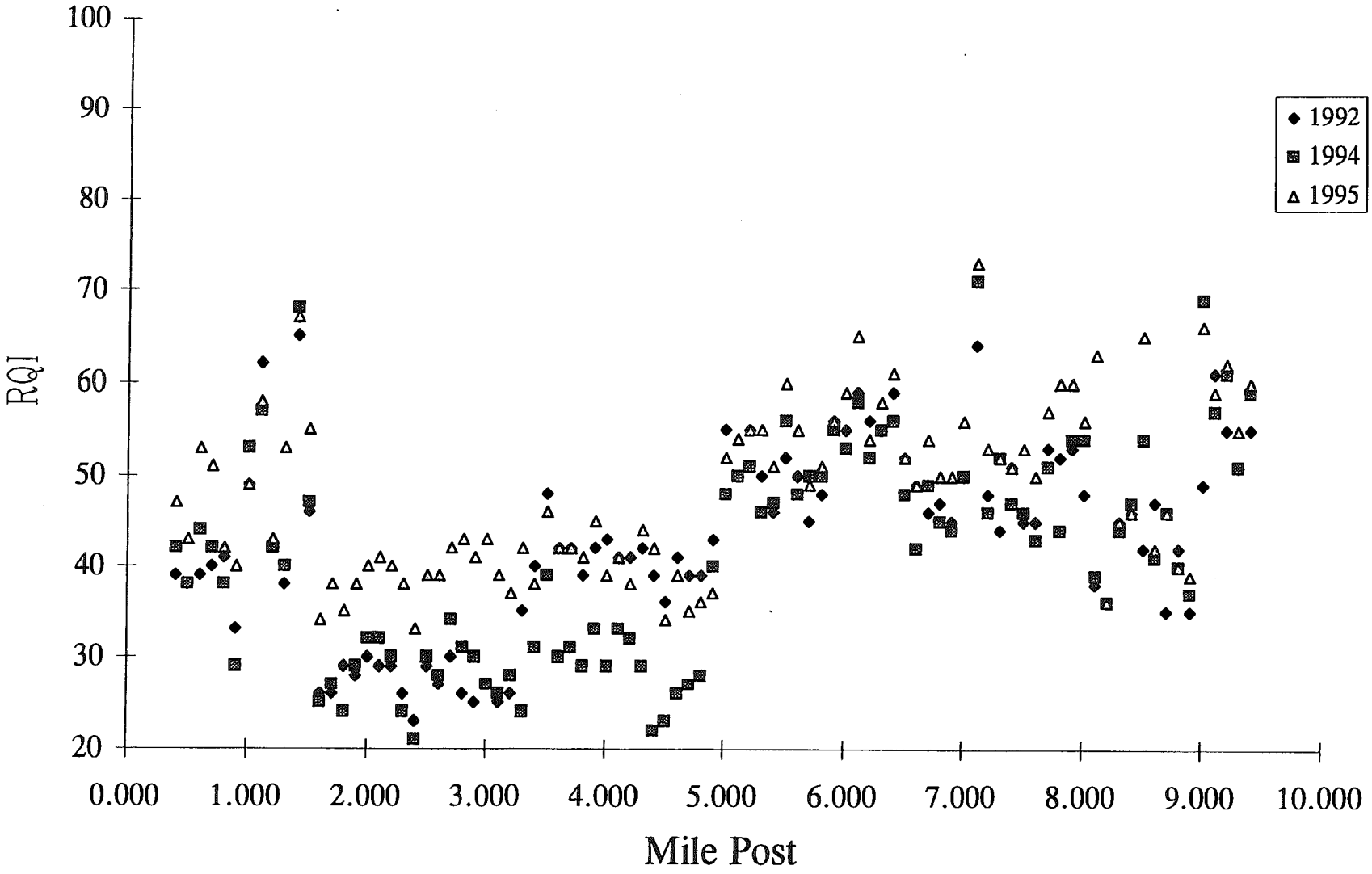
19043 EB			BMP	EMP	1992	1993	1994	1995	Growth
5	I69 NB		0.306	0.406	39		42	47	0.068376
5	I69 NB	19043N	0.406	0.506	38		38	43	0.04386
5	I69 NB	19043N	0.506	0.606	39		44	53	0.119658
5	I69 NB	19043N	0.606	0.706	40		42	51	0.091667
5	I69 NB	19043N	0.706	0.806	41		38	42	0.00813
5	I69 NB	19043N	0.806	0.906	33		29	40	0.070707
5	I69 NB	19043N	0.906	1.006	49		53	49	0
5	I69 NB	19043N	1.006	1.106	62		57	58	-0.02151
5	I69 NB	19043N	1.106	1.206	42		42	43	0.007937
5	I69 NB	19043N	1.206	1.306	38		40	53	0.131579
5	I69 NB	19043N	1.306	1.406	65		68	67	0.010256
5	I69 NB	19043N	1.406	1.506	46		47	55	0.065217
5	I69 NB	19043N	1.506	1.606	26		25	34	0.102564
5	I69 NB	19043N	1.606	1.706	26		27	38	0.153846
5	I69 NB	19043N	1.706	1.806	29		24	35	0.068966
5	I69 NB	19043N	1.806	1.906	28		29	38	0.119048
5	I69 NB	19043N	1.906	2.006	30		32	40	0.111111
5	I69 NB	19043N	2.006	2.106	29		32	41	0.137931
5	I69 NB	19043N	2.106	2.206	29		30	40	0.126437
5	I69 NB	19043N	2.206	2.306	26		24	38	0.153846
5	I69 NB	19043N	2.306	2.406	23		21	33	0.144928
5	I69 NB	19043N	2.406	2.506	29		30	39	0.114943
5	I69 NB	19043N	2.506	2.606	27		28	39	0.148148
5	I69 NB	19043N	2.606	2.706	30		34	42	0.133333
5	I69 NB	19043N	2.706	2.806	26		31	43	0.217949
5	I69 NB	19043N	2.806	2.906	25		30	41	0.213333
5	I69 NB	19043N	2.906	3.006	27		27	43	0.197531
5	I69 NB	19043N	3.006	3.106	25		26	39	0.186667
5	I69 NB	19043N	3.106	3.206	26		28	37	0.141026
5	I69 NB	19043N	3.206	3.306	35		24	42	0.066667
5	I69 NB	19043N	3.306	3.406	40		31	38	-0.01667
5	I69 NB	19043N	3.406	3.506	48		39	46	-0.01389
5	I69 NB	19043N	3.506	3.606	42		30	42	0
5	I69 NB	19043N	3.606	3.706	42		31	42	0
5	I69 NB	19043N	3.706	3.806	39		29	41	0.017094
5	I69 NB	19043N	3.806	3.906	42		33	45	0.02381
5	I69 NB	19043N	3.906	4.006	43		29	39	-0.03101
5	I69 NB	19043N	4.006	4.106	41		33	41	0
5	I69 NB	19043N	4.106	4.206	41		32	38	-0.02439
5	I69 NB	19043N	4.206	4.306	42		29	44	0.015873
5	I69 NB	19043N	4.306	4.406	39		22	42	0.025641
5	I69 NB	19043N	4.406	4.506	36		23	34	-0.01852

5	I69 NB	19043N	4.506	4.606	41		26	39	-0.01626
5	I69 NB	19043N	4.606	4.706	39		27	35	-0.03419
5	I69 NB	19043N	4.706	4.806	39		28	36	-0.02564
5	I69 NB	19043N	4.806	4.906	43		40	37	-0.04651
5	I69 NB	19043N	4.906	5.006	55		48	52	-0.01818
5	I69 NB	19043N	5.006	5.106	50		50	54	0.026667
5	I69 NB	19043N	5.106	5.206	55		51	55	0
5	I69 NB	19043N	5.206	5.306	50		46	55	0.033333
5	I69 NB	19043N	5.306	5.406	46		47	51	0.036232
5	I69 NB	19043N	5.406	5.506	52		56	60	0.051282
5	I69 NB	19043N	5.506	5.606	50		48	55	0.033333
5	I69 NB	19043N	5.606	5.706	45		50	49	0.02963
5	I69 NB	19043N	5.706	5.806	48		50	51	0.020833
5	I69 NB	19043N	5.806	5.906	56		55	56	0
5	I69 NB	19043N	5.906	6.006	55		53	59	0.024242
5	I69 NB	19043N	6.006	6.106	59		58	65	0.033898
5	I69 NB	19043N	6.106	6.206	56		52	54	-0.0119
5	I69 NB	19043N	6.206	6.306	55		55	58	0.018182
5	I69 NB	19043N	6.306	6.406	59		56	61	0.011299
5	I69 NB	19043N	6.406	6.506	52		48	52	0
5	I69 NB	19043N	6.506	6.606	49		42	49	0
5	I69 NB	19043N	6.606	6.706	46		49	54	0.057971
5	I69 NB	19043N	6.706	6.806	47		45	50	0.021277
5	I69 NB	19043N	6.806	6.906	45		44	50	0.037037
5	I69 NB	19043N	6.906	7.006	50		50	56	0.04
5	I69 NB	19043N	7.006	7.106	64		71	73	0.046875
5	I69 NB	19043N	7.106	7.206	48		46	53	0.034722
5	I69 NB	19043N	7.206	7.306	44		52	52	0.060606
5	I69 NB	19043N	7.306	7.406	51		47	51	0
5	I69 NB	19043N	7.406	7.506	45		46	53	0.059259
5	I69 NB	19043N	7.506	7.606	45		43	50	0.037037
5	I69 NB	19043N	7.606	7.706	53		51	57	0.025157
5	I69 NB	19043N	7.706	7.806	52		44	60	0.051282
5	I69 NB	19043N	7.806	7.906	53		54	60	0.044025
5	I69 NB	19043N	7.906	8.006	48		54	56	0.055556
5	I69 NB	19043N	8.006	8.106	38		39	63	0.219298
5	I69 NB	19043N	8.106	8.206	36		36	36	0
5	I69 NB	19043N	8.206	8.306	45		44	45	0
5	I69 NB	19043N	8.306	8.406	46		47	46	0
5	I69 NB	19043N	8.406	8.506	42		54	65	0.18254
5	I69 NB	19043N	8.506	8.606	47		41	42	-0.03546
5	I69 NB	19043N	8.606	8.706	35		46	46	0.104762
5	I69 NB	19043N	8.706	8.806	42		40	40	-0.01587
5	I69 NB	19043N	8.806	8.906	35		37	39	0.038095
5	I69 NB	19043N	8.906	9.006	49		69	66	0.115646
5	I69 NB	19043N	9.006	9.106	61		57	59	-0.01093
5	I69 NB	19043N	9.106	9.206	55		61	62	0.042424
5	I69 NB	19043N	9.206	9.306	51		51	55	0.026144
5	I69 NB	19043N	9.306	9.406	55		59	60	0.030303
5	I69 NB	19043N	9.406	9.506	68				
5	I69 NB	19043N	9.506	9.606	37				
5	I69 NB	19043N	9.606	9.706	44				
5	I69 NB	19043N	9.706	9.744	44				

RQI Growth Rate, annual % per year



RQI Data:19043 EB



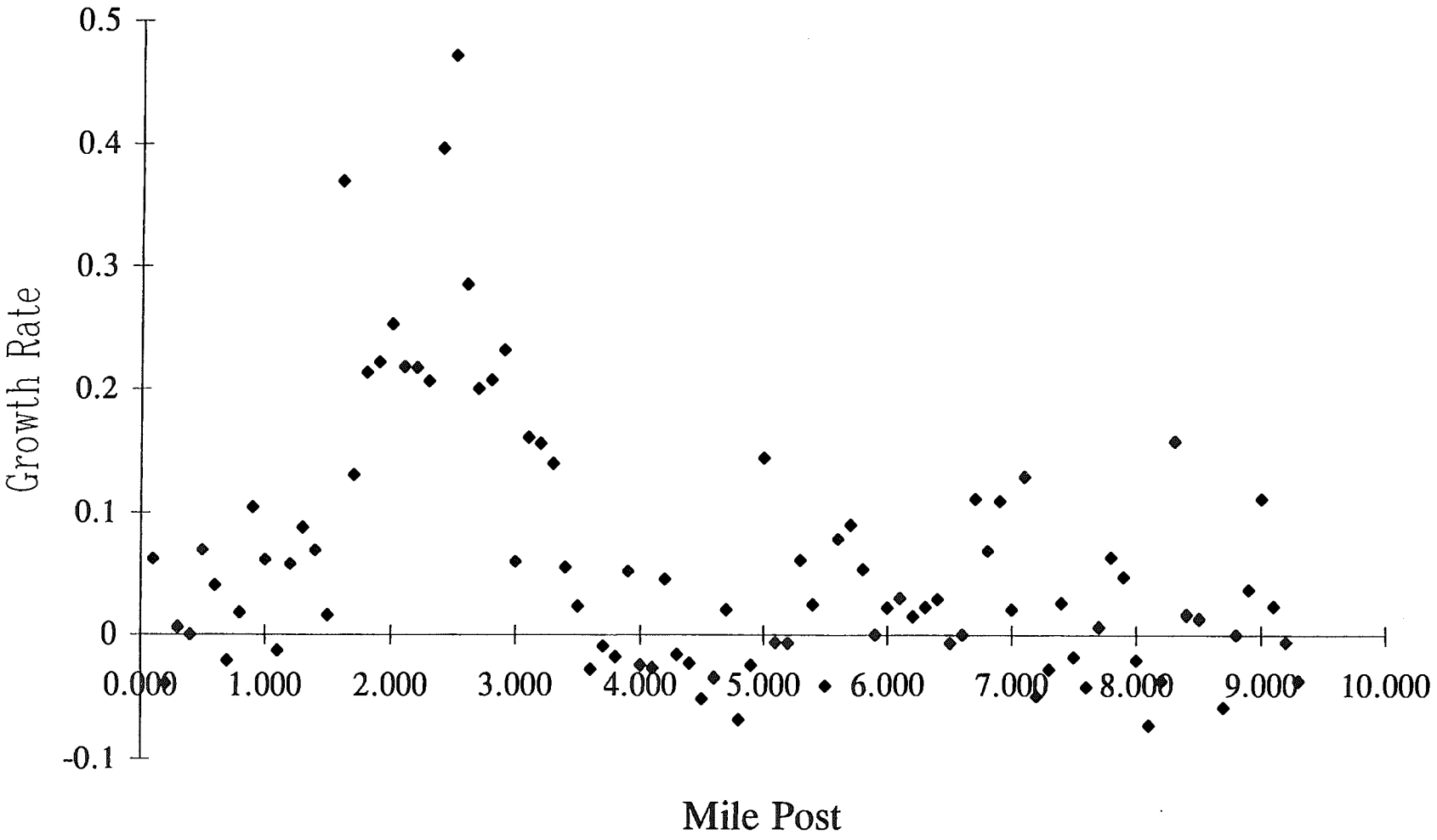
Control Section 19043 WB

RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
18355s	30468		48.33333	49.8333	50.5	0.02277		16.232	15.065	13.80942
18632s	31229		34.25641	34.1795	42.5385	0.11516		11.88	11.693	7.823198
02234s	30103		49.63333	47.2	53.1667	0.02542		6.7081	11.306	9.139091
01930s	29007		44.86667	47.7333	50.6	0.02019		13.426	5.2572	6.674044

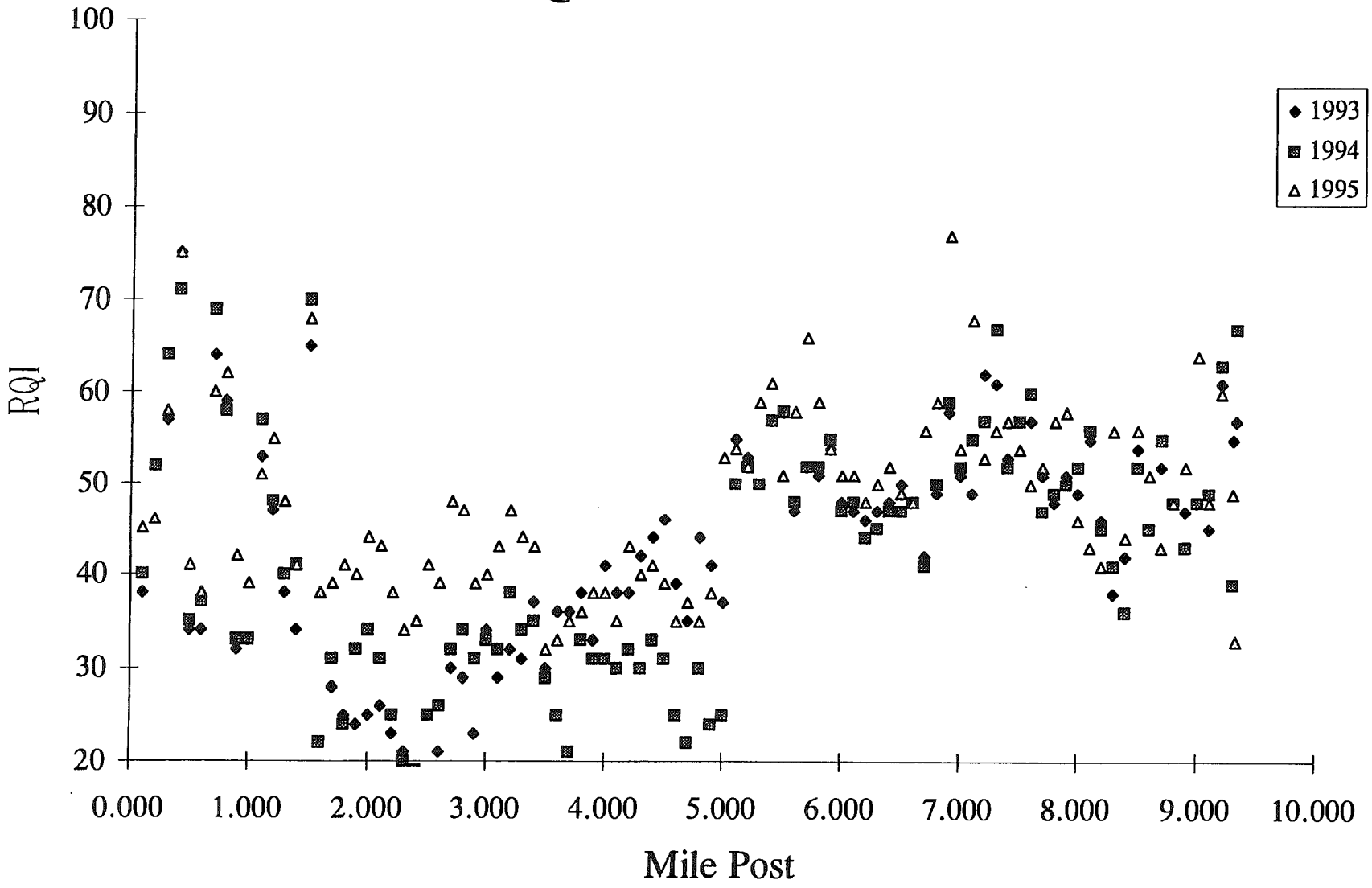
	19043 WB		BMP	EMP		1993	1994	1995	Growth
5	I69 SB	19043S	0.000	0.100		38	40	45	0.061404
5	I69 SB	19043S	0.100	0.200		52	52	46	-0.03846
5	I69 SB	19043S	0.200	0.300		57	64	58	0.005848
5	I69 SB	19043S	0.300	0.400		75	71	75	0
5	I69 SB	19043S	0.400	0.500		34	35	41	0.068627
5	I69 SB	19043S	0.500	0.600		34	37	38	0.039216
5	I69 SB	19043S	0.600	0.700		64	69	60	-0.02083
5	I69 SB	19043S	0.700	0.800		59	58	62	0.016949
5	I69 SB	19043S	0.800	0.900		32	33	42	0.104167
5	I69 SB	19043S	0.900	1.000		33	33	39	0.060606
5	I69 SB	19043S	1.000	1.100		53	57	51	-0.01258
5	I69 SB	19043S	1.100	1.200		47	48	55	0.056738
5	I69 SB	19043S	1.200	1.300		38	40	48	0.087719
5	I69 SB	19043S	1.300	1.400		34	41	41	0.068627
5	I69 SB	19043S	1.400	1.500		65	70	68	0.015385
5	I69 SB	19043S	1.500	1.600		18	22	38	0.37037
5	I69 SB	19043S	1.600	1.700		28	31	39	0.130952
5	I69 SB	19043S	1.700	1.800		25	24	41	0.213333
5	I69 SB	19043S	1.800	1.900		24	32	40	0.222222
5	I69 SB	19043S	1.900	2.000		25	34	44	0.253333
5	I69 SB	19043S	2.000	2.100		26	31	43	0.217949
5	I69 SB	19043S	2.100	2.200		23	25	38	0.217391
5	I69 SB	19043S	2.200	2.300		21	20	34	0.206349
5	I69 SB	19043S	2.300	2.400		16	19	35	0.395833
5	I69 SB	19043S	2.400	2.500		17	25	41	0.470588
5	I69 SB	19043S	2.500	2.600		21	26	39	0.285714
5	I69 SB	19043S	2.600	2.700		30	32	48	0.2
5	I69 SB	19043S	2.700	2.800		29	34	47	0.206897
5	I69 SB	19043S	2.800	2.900		23	31	39	0.231884
5	I69 SB	19043S	2.900	3.000		34	33	40	0.058824
5	I69 SB	19043S	3.000	3.100		29	32	43	0.16092
5	I69 SB	19043S	3.100	3.200		32	38	47	0.15625
5	I69 SB	19043S	3.200	3.300		31	34	44	0.139785
5	I69 SB	19043S	3.300	3.400		37	35	43	0.054054
5	I69 SB	19043S	3.400	3.500		30	29	32	0.022222
5	I69 SB	19043S	3.500	3.600		36	25	33	-0.02778
5	I69 SB	19043S	3.600	3.700		36	21	35	-0.00926
5	I69 SB	19043S	3.700	3.800		38	33	36	-0.01754
5	I69 SB	19043S	3.800	3.900		33	31	38	0.050505
5	I69 SB	19043S	3.900	4.000		41	31	38	-0.02439
5	I69 SB	19043S	4.000	4.100		38	30	35	-0.02632
5	I69 SB	19043S	4.100	4.200		38	32	43	0.04386

5	I69 SB	19043S	4.200	4.300		42	30	40	-0.01587
5	I69 SB	19043S	4.300	4.400		44	33	41	-0.02273
5	I69 SB	19043S	4.400	4.500		46	31	39	-0.05072
5	I69 SB	19043S	4.500	4.600		39	25	35	-0.03419
5	I69 SB	19043S	4.600	4.700		35	22	37	0.019048
5	I69 SB	19043S	4.700	4.800		44	30	35	-0.06818
5	I69 SB	19043S	4.800	4.900		41	24	38	-0.02439
5	I69 SB	19043S	4.900	5.000		37	25	53	0.144144
5	I69 SB	19043S	5.000	5.100		55	50	54	-0.00606
5	I69 SB	19043S	5.100	5.200		53	52	52	-0.00629
5	I69 SB	19043S	5.200	5.300		50	50	59	0.06
5	I69 SB	19043S	5.300	5.400		57	57	61	0.023392
5	I69 SB	19043S	5.400	5.500		58	58	51	-0.04023
5	I69 SB	19043S	5.500	5.600		47	48	58	0.078014
5	I69 SB	19043S	5.600	5.700		52	52	66	0.089744
5	I69 SB	19043S	5.700	5.800		51	52	59	0.052288
5	I69 SB	19043S	5.800	5.900		54	55	54	0
5	I69 SB	19043S	5.900	6.000		48	47	51	0.020833
5	I69 SB	19043S	6.000	6.100		47	48	51	0.028369
5	I69 SB	19043S	6.100	6.200		46	44	48	0.014493
5	I69 SB	19043S	6.200	6.300		47	45	50	0.021277
5	I69 SB	19043S	6.300	6.400		48	47	52	0.027778
5	I69 SB	19043S	6.400	6.500		50	47	49	-0.00667
5	I69 SB	19043S	6.500	6.600		48	48	48	0
5	I69 SB	19043S	6.600	6.700		42	41	56	0.111111
5	I69 SB	19043S	6.700	6.800		49	50	59	0.068027
5	I69 SB	19043S	6.800	6.900		58	59	77	0.109195
5	I69 SB	19043S	6.900	7.000		51	52	54	0.019608
5	I69 SB	19043S	7.000	7.100		49	55	68	0.129252
5	I69 SB	19043S	7.100	7.200		62	57	53	-0.04839
5	I69 SB	19043S	7.200	7.300		61	67	56	-0.02732
5	I69 SB	19043S	7.300	7.400		53	52	57	0.025157
5	I69 SB	19043S	7.400	7.500		57	57	54	-0.01754
5	I69 SB	19043S	7.500	7.600		57	60	50	-0.04094
5	I69 SB	19043S	7.600	7.700		51	47	52	0.006536
5	I69 SB	19043S	7.700	7.800		48	49	57	0.0625
5	I69 SB	19043S	7.800	7.900		51	50	58	0.045752
5	I69 SB	19043S	7.900	8.000		49	52	46	-0.02041
5	I69 SB	19043S	8.000	8.100		55	56	43	-0.07273
5	I69 SB	19043S	8.100	8.200		46	45	41	-0.03623
5	I69 SB	19043S	8.200	8.300		38	41	56	0.157895
5	I69 SB	19043S	8.300	8.400		42	36	44	0.015873
5	I69 SB	19043S	8.400	8.500		54	52	56	0.012346
5	I69 SB	19043S	8.500	8.600		-1	45	51	
5	I69 SB	19043S	8.600	8.700		52	55	43	-0.05769
5	I69 SB	19043S	8.700	8.800		48	48	48	0
5	I69 SB	19043S	8.800	8.900		47	43	52	0.035461
5	I69 SB	19043S	8.900	9.000		48	48	64	0.111111
5	I69 SB	19043S	9.000	9.100		45	49	48	0.022222
5	I69 SB	19043S	9.100	9.200		61	63	60	-0.00546
5	I69 SB	19043S	9.200	9.300		55	39	49	-0.03636
5	I69 SB	19043S	9.300	9.326		57	67	33	-0.14035

RQI Growth Rate, annual % per year



RQI Data:19043 WB



Control Section 25132 NB

RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
06573n	6/1/80	52.5263	51.8421	53.895	53.737	0.0069106	8.15386	9.335	9.775	10.1151
06577n	6/1/80	60.4286	60.6429	62.357	62.857	0.0127035	11.8822	11.83	13.52	13.7944
06582n	6/1/80	57.44	56.04	57.28	58.2	0.0042483	7.04793	8.304	7.092	7.90042
06581n	6/1/78	63	59.5	59.6	62.4	0.0147087	15.7056	11.56	10.96	11.8152

25132 NB			BMP	EMP	1992	1993	1994	1995	growth
6	I475 NB	25132N	0.000	0.100	32	55	48	56	0.25
6	I475 NB	25132N	0.100	0.200	53	55	56	54	0.00629
6	I475 NB	25132N	0.200	0.300	52	47	49	47	-0.03205
6	I475 NB	25132N	0.300	0.400	52	54	69	59	0.04487
6	I475 NB	25132N	0.400	0.500	55	51	55	49	-0.03636
6	I475 NB	25132N	0.500	0.600	50	50	52	51	0.00667
6	I475 NB	25132N	0.600	0.700	61	57	61	56	-0.02732
6	I475 NB	25132N	0.700	0.800	57	56	59	59	0.0117
6	I475 NB	25132N	0.800	0.900	49	44	48	44	-0.03401
6	I475 NB	25132N	0.900	1.000	58	54	53	55	-0.01724
6	I475 NB	25132N	1.000	1.100	53	49	51	54	0.00629
6	I475 NB	25132N	1.100	1.200	52	48	52	50	-0.01282
6	I475 NB	25132N	1.200	1.300	56	54	57	55	-0.00595
6	I475 NB	25132N	1.300	1.400	58	72	87	49	-0.05172
6	I475 NB	25132N	1.400	1.500	54	54	54	54	0
6	I475 NB	25132N	1.500	1.600	61	57	59	58	-0.01639
6	I475 NB	25132N	1.600	1.700	51	53	55	56	0.03268
6	I475 NB	25132N	1.700	1.800	60	56	58	54	-0.03333
6	I475 NB	25132N	1.800	1.900	57	59	56	57	0
6	I475 NB	25132N	1.900	2.000	58	59	59	58	0
6	I475 NB	25132N	2.000	2.100	59	56	59	58	-0.00565
6	I475 NB	25132N	2.100	2.200	59	58	59	60	0.00565
6	I475 NB	25132N	2.200	2.300	59	58	61	60	0.00565
6	I475 NB	25132N	2.300	2.400	59	53	57	58	-0.00565
6	I475 NB	25132N	2.400	2.500	55	52	55	53	-0.01212
6	I475 NB	25132N	2.500	2.600	55	55	57	54	-0.00606
6	I475 NB	25132N	2.600	2.700	64	62	65	63	-0.00521
6	I475 NB	25132N	2.700	2.800	74	68	68	66	-0.03604
6	I475 NB	25132N	2.800	2.900	79	80	81	81	0.00844
6	I475 NB	25132N	2.900	3.000	53	67	57	61	0.05031
6	I475 NB	25132N	3.000	3.100	70	63	77	70	0
6	I475 NB	25132N	3.100	3.200	50	54	52	51	0.00667
6	I475 NB	25132N	3.200	3.300	51	52	53	54	0.01961
6	I475 NB	25132N	3.300	3.400	52	48	51	51	-0.00641
6	I475 NB	25132N	3.400	3.500	52	50	52	51	-0.00641
6	I475 NB	25132N	3.500	3.600	45	53	44	43	-0.01481
6	I475 NB	25132N	3.600	3.700	53	50	53	54	0.00629
6	I475 NB	25132N	3.700	3.800	47	50	48	47	0
6	I475 NB	25132N	3.800	3.900	58	58	68	61	0.01724
6	I475 NB	25132N	3.900	4.000	54	69	55	56	0.01235
6	I475 NB	25132N	4.000	4.100	54	56	72	59	0.03086
6	I475 NB	25132N	4.100	4.200	73	68	67	78	0.02283
6	I475 NB	25132N	4.200	4.300	54	50	53	51	-0.01852
6	I475 NB	25132N	4.300	4.400	45	45	45	49	0.02963
6	I475 NB	25132N	4.400	4.500	49	47	47	55	0.04082
6	I475 NB	25132N	4.500	4.600	49	53	52	51	0.01361
6	I475 NB	25132N	4.600	4.700	56	52	55	54	-0.0119
6	I475 NB	25132N	4.700	4.800	64	75	67	71	0.03646
6	I475 NB	25132N	4.800	4.900	76	68	91	70	-0.02632

6	I475 NB	25132N	4.900	5.000	54	52	60	48	-0.03704
6	I475 NB	25132N	5.000	5.100	54	52	59	53	-0.00617
6	I475 NB	25132N	5.100	5.200	66	72	75	77	0.05556
6	I475 NB	25132N	5.200	5.300	67	55	61	63	-0.0199
6	I475 NB	25132N	5.300	5.400	67	72	72	86	0.09453
6	I475 NB	25132N	5.400	5.500	59	53	58	56	-0.01695
6	I475 NB	25132N	5.500	5.600	57	56	59	54	-0.01754
6	I475 NB	25132N	5.600	5.700	50	47	53	52	0.01333
6	I475 NB	25132N	5.700	5.800	47	52	52	53	0.04255
6	I475 NB	25132N	5.800	5.900	56	54	59	53	-0.01786
6	I475 NB	25132N	5.900	6.000	50	56	85	57	0.04667
6	I475 NB	25132N	6.000	6.100	64	58	64	63	-0.00521
6	I475 NB	25132N	6.100	6.200	53	51	50	52	-0.00629
6	I475 NB	25132N	6.200	6.300	58	62	59	69	0.06322
6	I475 NB	25132N	6.300	6.400	55	62	57	56	0.00606
6	I475 NB	25132N	6.400	6.500	59	50	96	74	0.08475
6	I475 NB	25132N	6.500	6.600	45	44	45	45	0
6	I475 NB	25132N	6.600	6.700	56	55	56	58	0.0119
6	I475 NB	25132N	6.700	6.800	51	46	51	51	0
6	I475 NB	25132N	6.800	6.900	45	59	50	42	-0.02222
6	I475 NB	25132N	6.900	7.000	67	58	66	70	0.01493
6	I475 NB	25132N	7.000	7.100	48	39	44	45	-0.02083
6	I475 NB	25132N	7.100	7.200	46	39	43	44	-0.01449
6	I475 NB	25132N	7.200	7.300	55	54	57	56	0.00606
6	I475 NB	25132N	7.300	7.400	51	46	54	56	0.03268
6	I475 NB	25132N	7.400	7.500	46	42	56	46	0
6	I475 NB	25132N	7.500	7.600	43	50	42	53	0.07752
6	I475 NB	25132N	7.600	7.700	47	49	50	51	0.02837
6	I475 NB	25132N	7.700	7.800	60	51	65	60	0
6	I475 NB	25132N	7.800	7.900	43	45	43	45	0.0155
6	I475 NB	25132N	7.900	8.000	45	42	42	44	-0.00741
6	I475 NB	25132N	8.000	8.100	50	49	49	44	-0.04
6	I475 NB	25132N	8.100	8.200	64	61	71	69	0.02604
6	I475 NB	25132N	8.200	8.300	62	65	62	66	0.02151
6	I475 NB	25132N	8.300	8.400	62	54	63	67	0.02688
6	I475 NB	25132N	8.400	8.500	49	46	43	46	-0.02041
6	I475 NB	25132N	8.500	8.600	50	64	56	48	-0.01333
6	I475 NB	25132N	8.600	8.700	65	72	68	69	0.02051
6	I475 NB	25132N	8.700	8.800	72	61	70	76	0.01852
6	I475 NB	25132N	8.800	8.900	70	67	76	75	0.02381
6	I475 NB	25132N	8.900	9.000	74	71	78	80	0.02703
6	I475 NB	25132N	9.000	9.100	50	56	52	52	0.01333
6	I475 NB	25132N	9.100	9.200	63	61	77	62	-0.00529
6	I475 NB	25132N	9.200	9.300	77	63	79	87	0.04329
6	I475 NB	25132N	9.300	9.400	45	44	43	46	0.00741
6	I475 NB	25132N	9.400	9.500	41	58	42	43	0.01626
6	I475 NB	25132N	9.500	9.600	49	49	50	50	0.0068
6	I475 NB	25132N	9.600	9.700	54	54	56	62	0.04938
6	I475 NB	25132N	9.700	9.800	72	65	72	70	-0.00926
6	I475 NB	25132N	9.800	9.900	52	51	49	52	0
6	I475 NB	25132N	9.900	10.000	60	93	68	54	-0.03333
6	I475 NB	25132N	10.000	10.100	67	56	61	71	0.0199
6	I475 NB	25132N	10.100	10.200	52	49	48	50	-0.01282
6	I475 NB	25132N	10.200	10.300	66	75	67	64	-0.0101
6	I475 NB	25132N	10.300	10.400	64	58	66	69	0.02604
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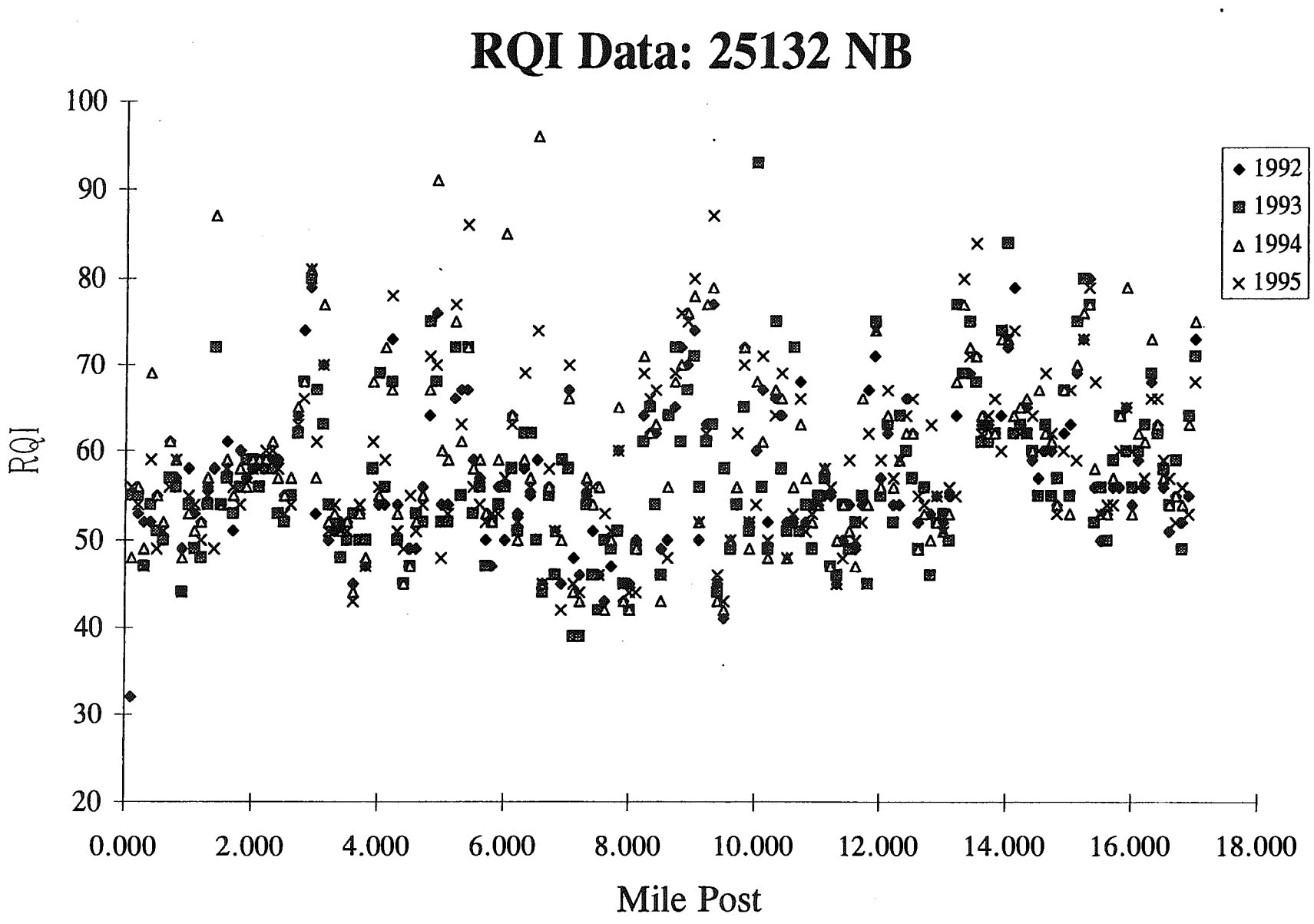
6	I475 NB	25132N	10.600	10.700	68	51	63	66	-0.0098
6	I475 NB	25132N	10.700	10.800	52	54	57	51	-0.00641
6	I475 NB	25132N	10.800	10.900	54	49	52	53	-0.00617
6	I475 NB	25132N	10.900	11.000	54	55	54	54	0

6	I475 NB	25132N	11.000	11.100	55	57	58	58	0.01818
6	I475 NB	25132N	11.100	11.200	55	47	47	56	0.00606
6	I475 NB	25132N	11.200	11.300	45	46	50	45	0
6	I475 NB	25132N	11.300	11.400	50	54	54	48	-0.01333
6	I475 NB	25132N	11.400	11.500	54	49	51	59	0.03086
6	I475 NB	25132N	11.500	11.600	49	52	47	50	0.0068
6	I475 NB	25132N	11.600	11.700	54	55	66	52	-0.01235
6	I475 NB	25132N	11.700	11.800	67	45	54	62	-0.02488
6	I475 NB	25132N	11.800	11.900	71	75	74	74	0.01408
6	I475 NB	25132N	11.900	12.000	57	55	56	59	0.0117
6	I475 NB	25132N	12.000	12.100	62	63	64	67	0.02688
6	I475 NB	25132N	12.100	12.200	54	52	56	57	0.01852
6	I475 NB	25132N	12.200	12.300	54	64	59	59	0.03086
6	I475 NB	25132N	12.300	12.400	66	60	62	64	-0.0101
6	I475 NB	25132N	12.400	12.500	62	57	62	66	0.02151
6	I475 NB	25132N	12.500	12.600	52	49	49	55	0.01923
6	I475 NB	25132N	12.600	12.700	56	56	53	54	-0.0119
6	I475 NB	25132N	12.700	12.800	53	46	50	63	0.06289
6	I475 NB	25132N	12.800	12.900	55	52	52	55	0
6	I475 NB	25132N	12.900	13.000	52	53	51	51	-0.00641
6	I475 NB	25132N	13.000	13.100	55	50	53	56	0.00606
6	I475 NB	25132N	13.100	13.200	64	77	68	55	-0.04688
6	I475 NB	25132N	13.200	13.300	103	69	77	80	0.0534
6	I475 NB	25132N	13.300	13.400	69	75	72	71	0.00966
6	I475 NB	25132N	13.400	13.500	71	68	71	84	0.06103
6	I475 NB	25132N	13.500	13.600	63	61	64	62	-0.00529
6	I475 NB	25132N	13.600	13.700	63	61	62	64	0.00529
6	I475 NB	25132N	13.700	13.800	62	62	62	66	0.02151
6	I475 NB	25132N	13.800	13.900	64	74	73	60	-0.02083
6	I475 NB	25132N	13.900	14.000	72	84	73	73	0.00463
6	I475 NB	25132N	14.000	14.100	79	62	64	74	-0.0211
6	I475 NB	25132N	14.100	14.200	63	63	65	62	-0.00529
6	I475 NB	25132N	14.200	14.300	65	62	66	62	-0.01538
6	I475 NB	25132N	14.300	14.400	59	60	60	64	0.02825
6	I475 NB	25132N	14.400	14.500	57	55	67	60	0.01754
6	I475 NB	25132N	14.500	14.600	60	63	62	69	0.05
6	I475 NB	25132N	14.600	14.700	60	55	61	62	0.01111
6	I475 NB	25132N	14.700	14.800	54	57	54	53	-0.00617
6	I475 NB	25132N	14.800	14.900	62	67	67	60	-0.01075
6	I475 NB	25132N	14.900	15.000	63	55	53	67	0.02116
6	I475 NB	25132N	15.000	15.100	69	75	70	59	-0.04831
6	I475 NB	25132N	15.100	15.200	73	80	76	73	0
6	I475 NB	25132N	15.200	15.300	80	77	77	79	-0.00417
6	I475 NB	25132N	15.300	15.400	56	52	58	68	0.07143
6	I475 NB	25132N	15.400	15.500	50	56	53	53	0.02
6	I475 NB	25132N	15.500	15.600	53	50	53	54	0.00629
6	I475 NB	25132N	15.600	15.700	56	59	57	54	-0.0119
6	I475 NB	25132N	15.700	15.800	56	64	64	60	0.02381
6	I475 NB	25132N	15.800	15.900	65	60	79	65	0
6	I475 NB	25132N	15.900	16.000	54	56	53	60	0.03704
6	I475 NB	25132N	16.000	16.100	59	60	62	56	-0.01695
6	I475 NB	25132N	16.100	16.200	56	63	61	57	0.00595
6	I475 NB	25132N	16.200	16.300	68	69	73	66	-0.0098
6	I475 NB	25132N	16.300	16.400	63	62	63	66	0.01587
6	I475 NB	25132N	16.400	16.500	56	58	57	59	0.01786
6	I475 NB	25132N	16.500	16.600	51	54	54	57	0.03922
6	I475 NB	25132N	16.600	16.700	55	59	55	52	-0.01818
6	I475 NB	25132N	16.700	16.800	52	49	54	56	0.02564
6	I475 NB	25132N	16.800	16.900	55	64	63	53	-0.01212
6	I475 NB	25132N	16.900	16.994	73	71	75	68	-0.02283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70
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50
40
30
20
RQI
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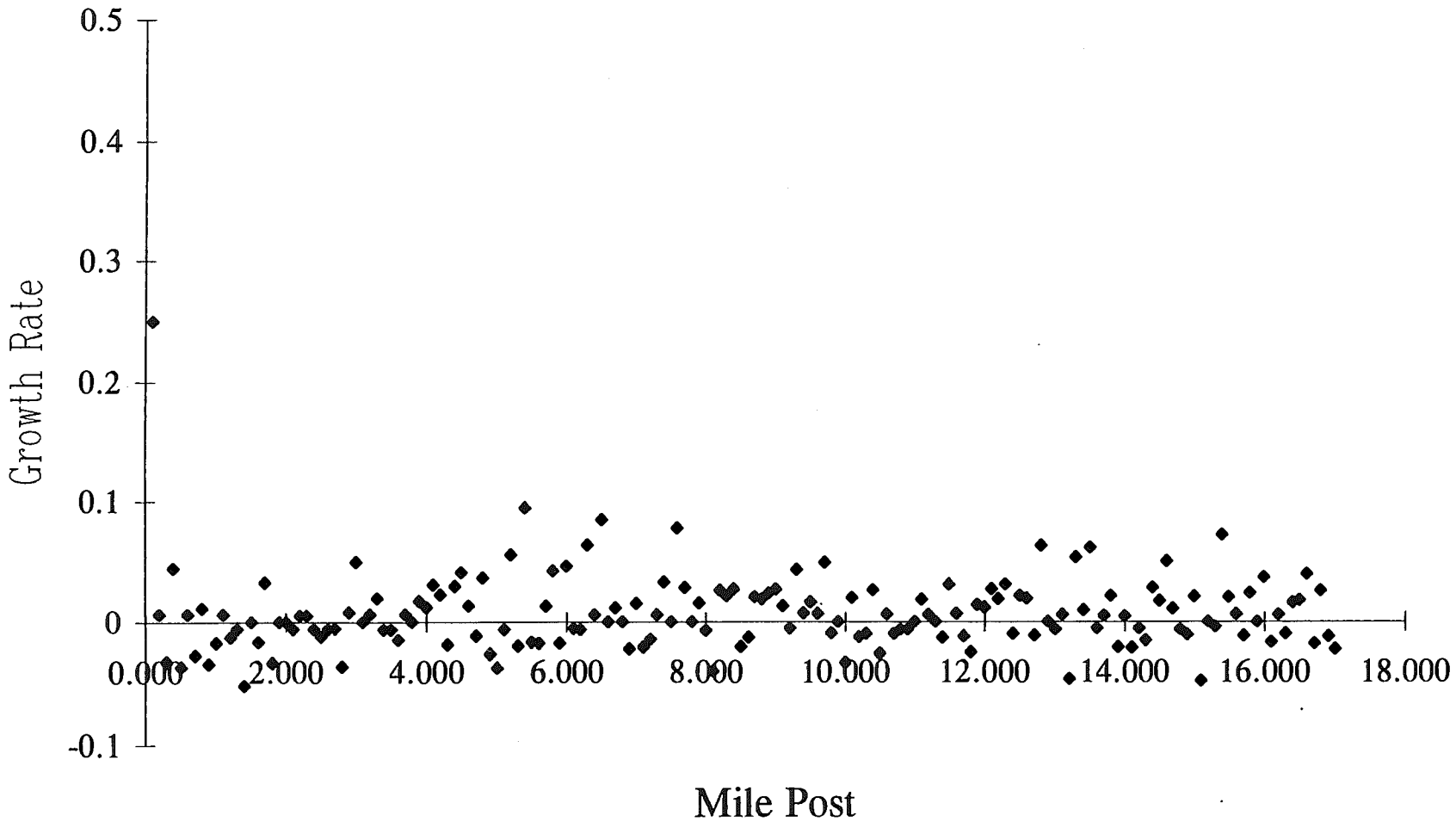
2.000
4.000
6.000
8.000
10.000
12.000
14.000
16.000
18.000
Mile Post
1992
1993
1994
1995

RQI Growth Rate, annual % per year



Control Section 25132 SB

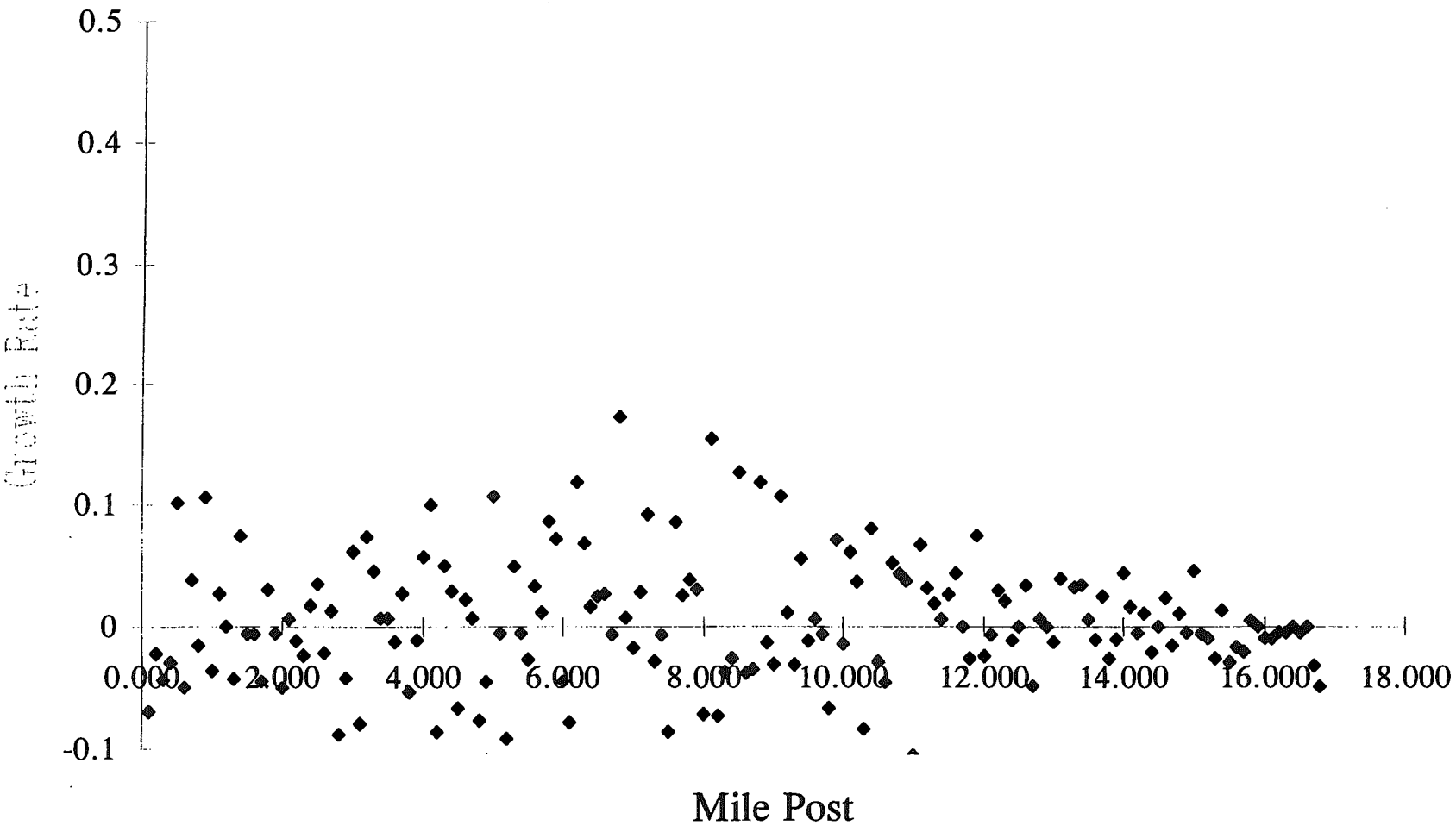
RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
06573s	29373	58.7368	54.8947	60.105	58.789	0.0090013	13.999	12.4092	13.42	11.8864
06577s	29373	61.2857	59.4286	66.286	64	0.0183736	8.9823	10.0897	10.666	9.4054
06582s	29373	54.36	53.36	54.72	55.88	0.0118063	6.2241	7.85748	7.3797	7.59561
06581s	28642	55.4	54.6	55.8	54.1	-0.003817	7.7917	7.30601	8.3772	8.04777

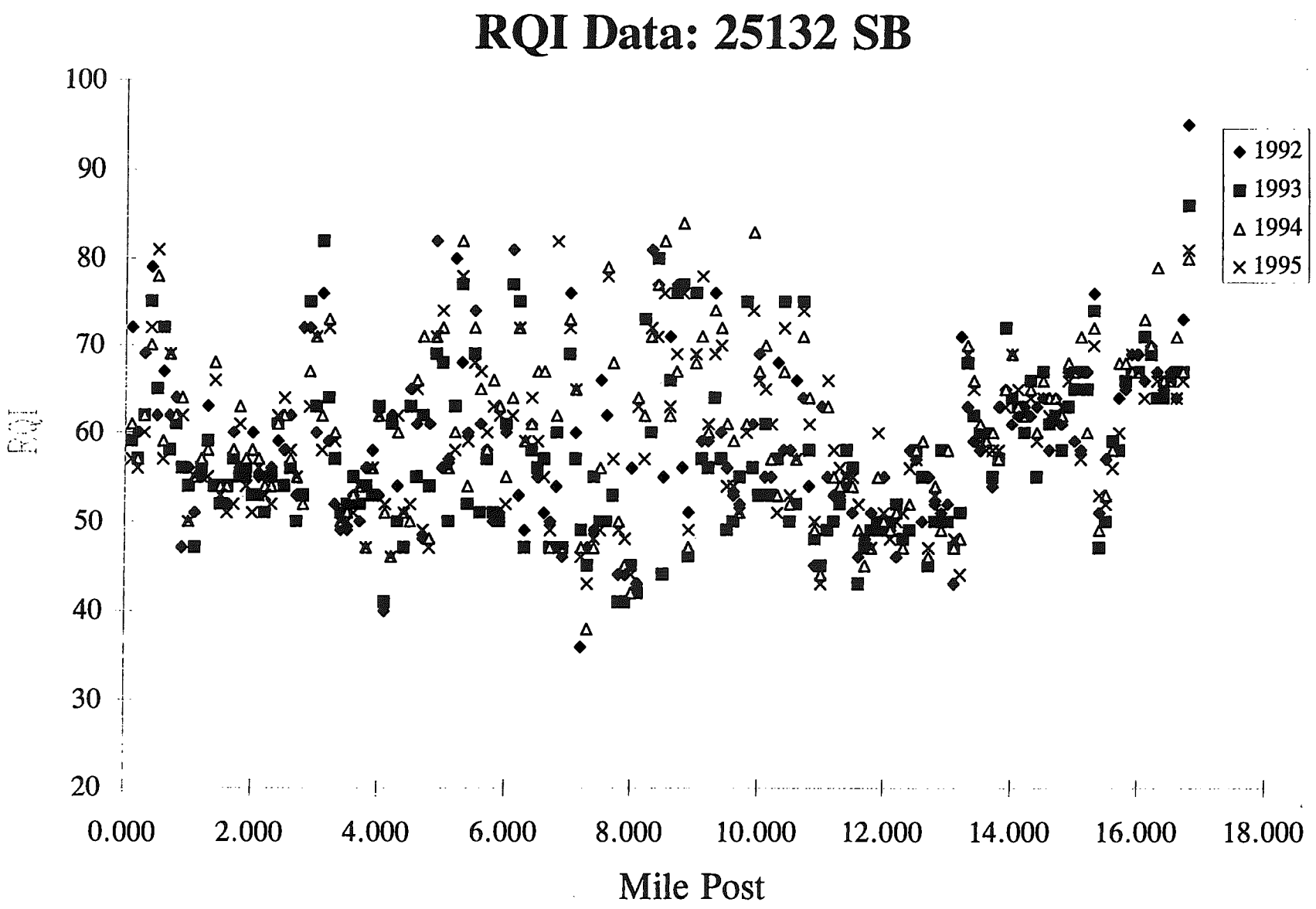
	25132 NB		BMP	EMP	1992	1993	1994	1995	growth
6	I475 SB	25132S	0.000	0.100	72	59	61	57	-0.06944
6	I475 SB	25132S	0.100	0.200	60	57	57	56	-0.02222
6	I475 SB	25132S	0.200	0.300	69	62	62	60	-0.04348
6	I475 SB	25132S	0.300	0.400	79	75	70	72	-0.02954
6	I475 SB	25132S	0.400	0.500	62	65	78	81	0.10215
6	I475 SB	25132S	0.500	0.600	67	72	59	57	-0.04975
6	I475 SB	25132S	0.600	0.700	62	58	69	69	0.03763
6	I475 SB	25132S	0.700	0.800	64	61	62	61	-0.01563
6	I475 SB	25132S	0.800	0.900	47	56	64	62	0.10638
6	I475 SB	25132S	0.900	1.000	56	54	50	50	-0.03571
6	I475 SB	25132S	1.000	1.100	51	47	55	55	0.02614
6	I475 SB	25132S	1.100	1.200	55	56	57	55	0
6	I475 SB	25132S	1.200	1.300	63	59	58	55	-0.04233
6	I475 SB	25132S	1.300	1.400	54	54	68	66	0.07407
6	I475 SB	25132S	1.400	1.500	54	52	54	53	-0.00617
6	I475 SB	25132S	1.500	1.600	52	54	54	51	-0.00641
6	I475 SB	25132S	1.600	1.700	60	57	58	52	-0.04444
6	I475 SB	25132S	1.700	1.800	56	55	63	61	0.02976
6	I475 SB	25132S	1.800	1.900	55	56	57	54	-0.00606
6	I475 SB	25132S	1.900	2.000	60	53	58	51	-0.05
6	I475 SB	25132S	2.000	2.100	55	53	57	56	0.00606
6	I475 SB	25132S	2.100	2.200	55	51	54	53	-0.01212
6	I475 SB	25132S	2.200	2.300	56	55	54	52	-0.02381
6	I475 SB	25132S	2.300	2.400	59	61	61	62	0.01695
6	I475 SB	25132S	2.400	2.500	58	54	62	64	0.03448
6	I475 SB	25132S	2.500	2.600	62	56	57	58	-0.02151
6	I475 SB	25132S	2.600	2.700	53	50	55	55	0.01258
6	I475 SB	25132S	2.700	2.800	72	53	52	53	-0.08796
6	I475 SB	25132S	2.800	2.900	72	75	67	63	-0.04167
6	I475 SB	25132S	2.900	3.000	60	63	71	71	0.06111
6	I475 SB	25132S	3.000	3.100	76	82	62	58	-0.07895
6	I475 SB	25132S	3.100	3.200	59	64	73	72	0.07345
6	I475 SB	25132S	3.200	3.300	52	57	60	59	0.04487
6	I475 SB	25132S	3.300	3.400	49	51	50	50	0.0068
6	I475 SB	25132S	3.400	3.500	49	52	51	50	0.0068
6	I475 SB	25132S	3.500	3.600	53	55	53	51	-0.01258
6	I475 SB	25132S	3.600	3.700	50	52	54	54	0.02667
6	I475 SB	25132S	3.700	3.800	56	54	47	47	-0.05357
6	I475 SB	25132S	3.800	3.900	58	53	56	56	-0.01149
6	I475 SB	25132S	3.900	4.000	53	63	62	62	0.0566
6	I475 SB	25132S	4.000	4.100	40	41	51	52	0.1
6	I475 SB	25132S	4.100	4.200	62	61	46	46	-0.08602
6	I475 SB	25132S	4.200	4.300	54	50	60	62	0.04938
6	I475 SB	25132S	4.300	4.400	47	47	51	51	0.02837
6	I475 SB	25132S	4.400	4.500	65	63	50	52	-0.06667
6	I475 SB	25132S	4.500	4.600	61	55	66	65	0.02186
6	I475 SB	25132S	4.600	4.700	48	62	71	49	0.00694
6	I475 SB	25132S	4.700	4.800	61	54	48	47	-0.0765
6	I475 SB	25132S	4.800	4.900	82	69	71	71	-0.04472

6	I475 SB	25132S	4.900	5.000	56	68	72	74	0.10714
6	I475 SB	25132S	5.000	5.100	57	50	56	56	-0.00585
6	I475 SB	25132S	5.100	5.200	80	63	60	58	-0.09167
6	I475 SB	25132S	5.200	5.300	68	77	82	78	0.04902
6	I475 SB	25132S	5.300	5.400	60	52	54	59	-0.00556
6	I475 SB	25132S	5.400	5.500	74	69	72	68	-0.02703
6	I475 SB	25132S	5.500	5.600	61	51	65	67	0.03279
6	I475 SB	25132S	5.600	5.700	58	57	58	60	0.01149
6	I475 SB	25132S	5.700	5.800	50	51	66	63	0.08667
6	I475 SB	25132S	5.800	5.900	51	50	63	62	0.0719
6	I475 SB	25132S	5.900	6.000	60	61	55	52	-0.04444
6	I475 SB	25132S	6.000	6.100	81	77	64	62	-0.07819
6	I475 SB	25132S	6.100	6.200	53	75	72	72	0.1195
6	I475 SB	25132S	6.200	6.300	49	47	59	59	0.06803
6	I475 SB	25132S	6.300	6.400	61	58	61	64	0.01639
6	I475 SB	25132S	6.400	6.500	55	56	67	59	0.02424
6	I475 SB	25132S	6.500	6.600	51	57	67	55	0.02614
6	I475 SB	25132S	6.600	6.700	50	47	47	49	-0.00667
6	I475 SB	25132S	6.700	6.800	54	60	62	82	0.17284
6	I475 SB	25132S	6.800	6.900	46	47	47	47	0.00725
6	I475 SB	25132S	6.900	7.000	76	69	73	72	-0.01754
6	I475 SB	25132S	7.000	7.100	60	57	65	65	0.02778
6	I475 SB	25132S	7.100	7.200	36	49	47	46	0.09259
6	I475 SB	25132S	7.200	7.300	47	45	38	43	-0.02837
6	I475 SB	25132S	7.300	7.400	49	55	47	48	-0.0068
6	I475 SB	25132S	7.400	7.500	66	50	56	49	-0.08586
6	I475 SB	25132S	7.500	7.600	62	50	79	78	0.08602
6	I475 SB	25132S	7.600	7.700	53	53	68	57	0.02516
6	I475 SB	25132S	7.700	7.800	44	41	50	49	0.03788
6	I475 SB	25132S	7.800	7.900	44	41	45	48	0.0303
6	I475 SB	25132S	7.900	8.000	56	45	42	44	-0.07143
6	I475 SB	25132S	8.000	8.100	43	42	64	63	0.15504
6	I475 SB	25132S	8.100	8.200	73	73	62	57	-0.07306
6	I475 SB	25132S	8.200	8.300	81	60	71	72	-0.03704
6	I475 SB	25132S	8.300	8.400	77	80	77	71	-0.02597
6	I475 SB	25132S	8.400	8.500	55	44	82	76	0.12727
6	I475 SB	25132S	8.500	8.600	71	66	62	63	-0.03756
6	I475 SB	25132S	8.600	8.700	77	76	67	69	-0.03463
6	I475 SB	25132S	8.700	8.800	56	77	84	76	0.11905
6	I475 SB	25132S	8.800	8.900	51	46	47	49	-0.01307
6	I475 SB	25132S	8.900	9.000	76	76	68	69	-0.0307
6	I475 SB	25132S	9.000	9.100	59	57	71	78	0.10734
6	I475 SB	25132S	9.100	9.200	59	56	60	61	0.0113
6	I475 SB	25132S	9.200	9.300	76	64	74	69	-0.0307
6	I475 SB	25132S	9.300	9.400	60	57	72	70	0.05556
6	I475 SB	25132S	9.400	9.500	56	49	61	54	-0.0119
6	I475 SB	25132S	9.500	9.600	53	50	59	54	0.00629
6	I475 SB	25132S	9.600	9.700	52	55	51	51	-0.00641
6	I475 SB	25132S	9.700	9.800	75	75	61	60	-0.06667
6	I475 SB	25132S	9.800	9.900	61	56	83	74	0.07104
6	I475 SB	25132S	9.900	10.000	69	53	67	66	-0.01449
6	I475 SB	25132S	10.000	10.100	55	61	70	65	0.06061
6	I475 SB	25132S	10.100	10.200	55	53	57	61	0.03636
6	I475 SB	25132S	10.200	10.300	68	57	53	51	-0.08333
6	I475 SB	25132S	10.300	10.400	58	75	67	72	0.08046
6	I475 SB	25132S	10.400	10.500	58	50	52	53	-0.02874
6	I475 SB	25132S	10.500	10.600	66	52	57	57	-0.04545
6	I475 SB	25132S	10.600	10.700	64	75	71	74	0.05208
6	I475 SB	25132S	10.700	10.800	54	58	64	61	0.04321
6	I475 SB	25132S	10.800	10.900	45	48	49	50	0.03704
6	I475 SB	25132S	10.900	11.000	63	45	44	43	-0.10582

6	I475 SB	25132S	11.000	11.100	55	49	63	66	0.06667
6	I475 SB	25132S	11.100	11.200	53	50	55	58	0.03145
6	I475 SB	25132S	11.200	11.300	53	52	54	56	0.01887
6	I475 SB	25132S	11.300	11.400	54	58	55	55	0.00617
6	I475 SB	25132S	11.400	11.500	51	56	54	55	0.02614
6	I475 SB	25132S	11.500	11.600	46	43	49	52	0.04348
6	I475 SB	25132S	11.600	11.700	48	47	45	48	0
6	I475 SB	25132S	11.700	11.800	51	49	47	47	-0.02614
6	I475 SB	25132S	11.800	11.900	49	50	55	60	0.07483
6	I475 SB	25132S	11.900	12.000	55	49	50	51	-0.02424
6	I475 SB	25132S	12.000	12.100	49	50	49	48	-0.0068
6	I475 SB	25132S	12.100	12.200	46	52	51	50	0.02899
6	I475 SB	25132S	12.200	12.300	48	48	47	51	0.02083
6	I475 SB	25132S	12.300	12.400	58	49	52	56	-0.01149
6	I475 SB	25132S	12.400	12.500	57	58	58	57	0
6	I475 SB	25132S	12.500	12.600	50	55	59	55	0.03333
6	I475 SB	25132S	12.600	12.700	55	45	46	47	-0.04848
6	I475 SB	25132S	12.700	12.800	52	50	54	53	0.00641
6	I475 SB	25132S	12.800	12.900	51	58	49	51	0
6	I475 SB	25132S	12.900	13.000	52	50	58	50	-0.01282
6	I475 SB	25132S	13.000	13.100	43	47	47	48	0.03876
6	I475 SB	25132S	13.100	13.200	71	51	48	44	-0.12676
6	I475 SB	25132S	13.200	13.300	63	68	70	69	0.03175
6	I475 SB	25132S	13.300	13.400	59	62	66	65	0.0339
6	I475 SB	25132S	13.400	13.500	58	60	61	59	0.00575
6	I475 SB	25132S	13.500	13.600	60	60	59	58	-0.01111
6	I475 SB	25132S	13.600	13.700	54	55	60	58	0.02469
6	I475 SB	25132S	13.700	13.800	63	57	57	58	-0.02646
6	I475 SB	25132S	13.800	13.900	65	72	65	63	-0.01026
6	I475 SB	25132S	13.900	14.000	61	64	69	69	0.04372
6	I475 SB	25132S	14.000	14.100	62	63	63	65	0.01613
6	I475 SB	25132S	14.100	14.200	63	60	62	62	-0.00529
6	I475 SB	25132S	14.200	14.300	62	66	65	64	0.01075
6	I475 SB	25132S	14.300	14.400	63	55	60	59	-0.02116
6	I475 SB	25132S	14.400	14.500	64	67	66	64	0
6	I475 SB	25132S	14.500	14.600	58	61	64	62	0.02299
6	I475 SB	25132S	14.600	14.700	64	62	64	61	-0.01563
6	I475 SB	25132S	14.700	14.800	61	58	62	63	0.01093
6	I475 SB	25132S	14.800	14.900	67	63	68	66	-0.00498
6	I475 SB	25132S	14.900	15.000	59	65	67	67	0.0452
6	I475 SB	25132S	15.000	15.100	58	67	71	57	-0.00575
6	I475 SB	25132S	15.100	15.200	67	65	60	65	-0.00995
6	I475 SB	25132S	15.200	15.300	76	74	72	70	-0.02632
6	I475 SB	25132S	15.300	15.400	51	47	49	53	0.01307
6	I475 SB	25132S	15.400	15.500	57	50	53	52	-0.02924
6	I475 SB	25132S	15.500	15.600	59	59	58	56	-0.01695
6	I475 SB	25132S	15.600	15.700	64	58	68	60	-0.02083
6	I475 SB	25132S	15.700	15.800	65	66	68	66	0.00513
6	I475 SB	25132S	15.800	15.900	69	67	67	69	0
6	I475 SB	25132S	15.900	16.000	69	67	67	67	-0.00966
6	I475 SB	25132S	16.000	16.100	66	71	73	64	-0.0101
6	I475 SB	25132S	16.100	16.200	70	69	70	69	-0.00476
6	I475 SB	25132S	16.200	16.300	67	64	79	66	-0.00498
6	I475 SB	25132S	16.300	16.400	65	64	66	65	0
6	I475 SB	25132S	16.400	16.500	67	66	66	66	-0.00498
6	I475 SB	25132S	16.500	16.600	64	67	71	64	0
6	I475 SB	25132S	16.600	16.700	73	67	67	66	-0.03196
6	I475 SB	25132S	16.700	16.780	95	86	80	81	-0.04912

RQI Growth Rate, annual % per year

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90
80
70
60
50
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20
RQI
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2.000
4.000
6.000
8.000
10.000
12.000
14.000
16.000
18.000
Mile Post
1992
1993
1994
1995

Control Section 44044 WB

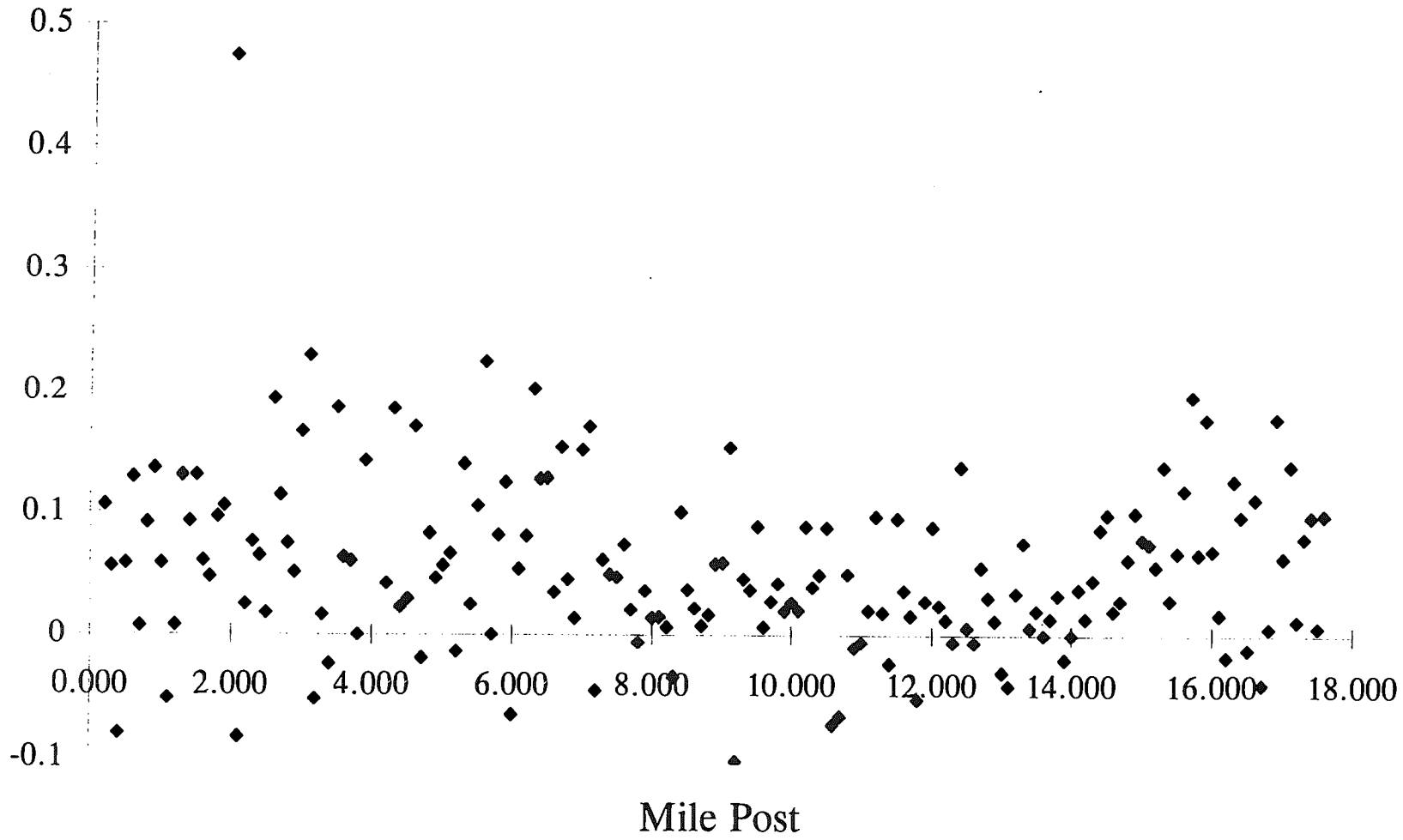
RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
18804w	30834	43.86111	43.44444	49.4167	50.8333	0.0730718	5.867	6.357	7.45	7.79962
18805w	30834	43.78788	45.34286	50.5429	53.2	0.0808401	6.2887	8.721	7.95	7.790643
18807w	30834	45.81818	46.72727	50.4545	49.7273	0.0325962	6.076	6.197	6.588	5.496162
18802w	30834	53.63636	54.5	56.364	57.515	0.0283193	7.2492	4.833	6.244	5.717961
20821w	30536	50.06122	52.85714	54.449	57.816	0.054231	5.7641	6.819	7.528	8.398099

44044 WB			BMP	EMP	1992	1993	1994	1995	Growth
6	I69 WB	44044W	0.000	0.100	89	68	80	51	-0.14232
6	I69 WB	44044W	0.100	0.200	44	45	52	58	0.106061
6	I69 WB	44044W	0.200	0.300	53	61	53	62	0.056604
6	I69 WB	44044W	0.300	0.400	66	55	67	50	-0.08081
6	I69 WB	44044W	0.400	0.500	40	41	47	47	0.058333
6	I69 WB	44044W	0.500	0.600	39	42	48	54	0.128205
6	I69 WB	44044W	0.600	0.700	47	48	52	48	0.007092
6	I69 WB	44044W	0.700	0.800	40	41	47	51	0.091667
6	I69 WB	44044W	0.800	0.900	42	44	53	59	0.134921
6	I69 WB	44044W	0.900	1.000	51	55	58	60	0.058824
6	I69 WB	44044W	1.000	1.100	57	54	60	48	-0.05263
6	I69 WB	44044W	1.100	1.200	44	38	51	45	0.007576
6	I69 WB	44044W	1.200	1.300	36	34	40	50	0.12963
6	I69 WB	44044W	1.300	1.400	36	34	42	46	0.092593
6	I69 WB	44044W	1.400	1.500	36	38	44	50	0.12963
6	I69 WB	44044W	1.500	1.600	44	44	50	52	0.060606
6	I69 WB	44044W	1.600	1.700	42	41	50	48	0.047619
6	I69 WB	44044W	1.700	1.800	38	38	46	49	0.096491
6	I69 WB	44044W	1.800	1.900	38	38	42	50	0.105263
6	I69 WB	44044W	1.900	2.000	33	34	45	80	0.474747
6	I69 WB	44044W	2.000	2.100	68	67	71	51	-0.08333
6	I69 WB	44044W	2.100	2.200	40	39	43	43	0.025
6	I69 WB	44044W	2.200	2.300	35	34	40	43	0.07619
6	I69 WB	44044W	2.300	2.400	36	39	47	43	0.064815
6	I69 WB	44044W	2.400	2.500	37	33	45	39	0.018018
6	I69 WB	44044W	2.500	2.600	31	30	41	49	0.193548
6	I69 WB	44044W	2.600	2.700	38	39	50	51	0.114035
6	I69 WB	44044W	2.700	2.800	40	39	46	49	0.075
6	I69 WB	44044W	2.800	2.900	39	40	41	45	0.051282
6	I69 WB	44044W	2.900	3.000	34	35	38	51	0.166667
6	I69 WB	44044W	3.000	3.100	39	44	46	66	0.230769
6	I69 WB	44044W	3.100	3.200	69	64	65	58	-0.05314
6	I69 WB	44044W	3.200	3.300	41	43	55	43	0.01626
6	I69 WB	44044W	3.300	3.400	41	42	42	38	-0.02439
6	I69 WB	44044W	3.400	3.500	34	40	34	53	0.186275
6	I69 WB	44044W	3.500	3.600	42	43	48	50	0.063492
6	I69 WB	44044W	3.600	3.700	44	46	47	52	0.060606
6	I69 WB	44044W	3.700	3.800	46	46	52	46	0
6	I69 WB	44044W	3.800	3.900	40	49	49	57	0.141667
6	I69 WB	44044W	3.900	4.000		52	60	48	
6	I69 WB	44044W	4.000	4.100		41	51	44	
6	I69 WB	44044W	4.100	4.200	39	38	45	44	0.042735
6	I69 WB	44044W	4.200	4.300	36	38	42	56	0.185185
6	I69 WB	44044W	4.300	4.400	44	43	49	47	0.022727
6	I69 WB	44044W	4.400	4.500	45	35	43	49	0.02963
6	I69 WB	44044W	4.500	4.600	41	40	46	62	0.170732
6	I69 WB	44044W	4.600	4.700	50	49	55	47	-0.02
6	I69 WB	44044W	4.700	4.800	44	41	50	55	0.083333
6	I69 WB	44044W	4.800	4.900	43	45	52	49	0.046512
6	I69 WB	44044W	4.900	5.000	41	38	43	48	0.056911
6	I69 WB	44044W	5.000	5.100	45	43	47	54	0.066667
6	I69 WB	44044W	5.100	5.200	47	44	49	45	-0.01418

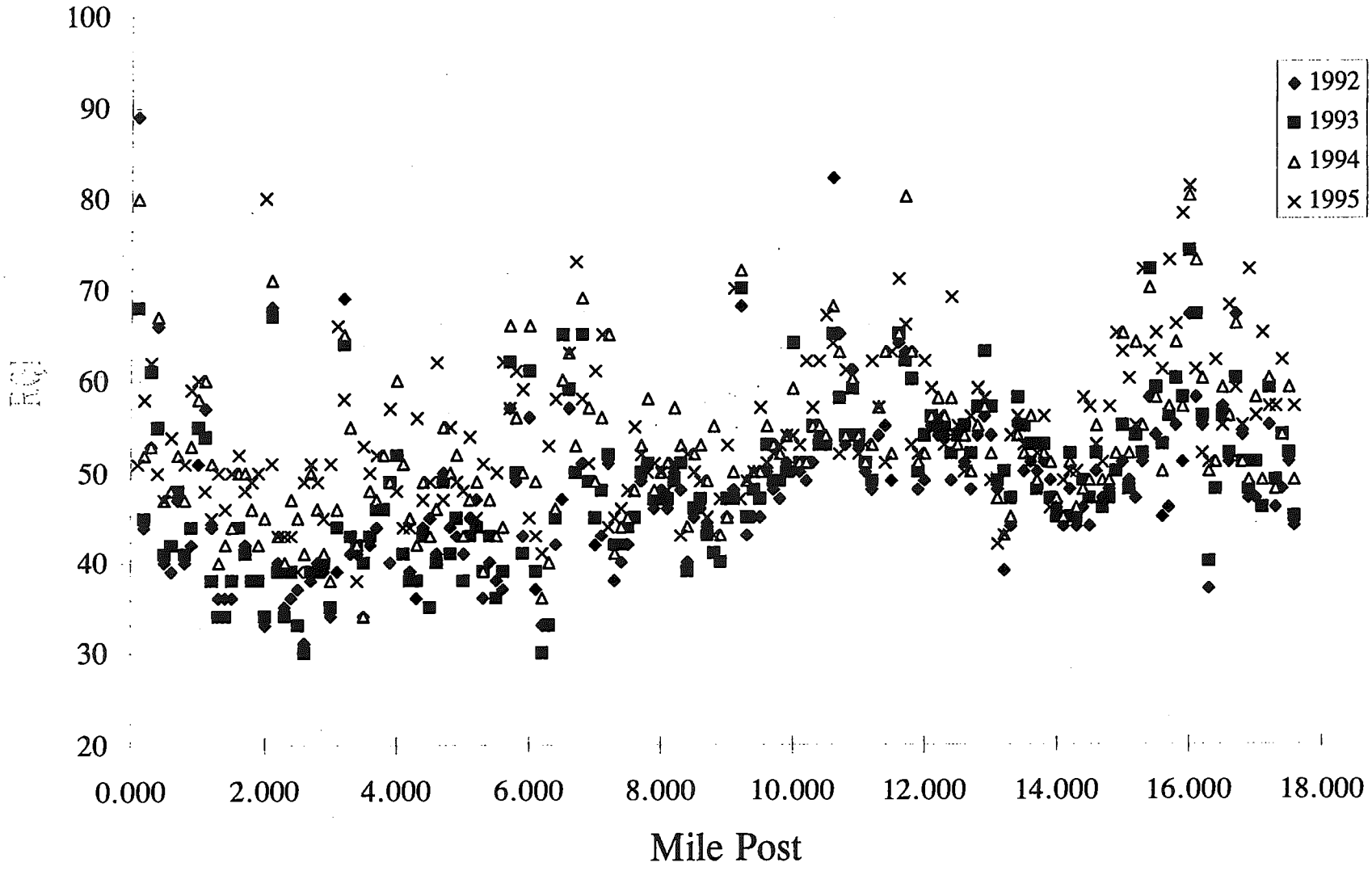
6	I69 WB	44044W	5.200	5.300	36	39	39	51	0.138889
6	I69 WB	44044W	5.300	5.400	40	43	47	43	0.025
6	I69 WB	44044W	5.400	5.500	38	36	43	50	0.105263
6	I69 WB	44044W	5.500	5.600	37	39	44	62	0.225225
6	I69 WB	44044W	5.600	5.700	57	62	66	57	0
6	I69 WB	44044W	5.700	5.800	49	50	56	61	0.081633
6	I69 WB	44044W	5.800	5.900	43	41	50	59	0.124031
6	I69 WB	44044W	5.900	6.000	56	61	66	45	-0.06548
6	I69 WB	44044W	6.000	6.100	37	39	49	43	0.054054
6	I69 WB	44044W	6.100	6.200	33	30	36	41	0.080808
6	I69 WB	44044W	6.200	6.300	33	33	40	53	0.20202
6	I69 WB	44044W	6.300	6.400	42	45	46	58	0.126984
6	I69 WB	44044W	6.400	6.500	47	65	60	65	0.12766
6	I69 WB	44044W	6.500	6.600	57	59	63	63	0.035088
6	I69 WB	44044W	6.600	6.700	50	50	53	73	0.153333
6	I69 WB	44044W	6.700	6.800	51	65	69	58	0.045752
6	I69 WB	44044W	6.800	6.900	49	49	57	51	0.013605
6	I69 WB	44044W	6.900	7.000	42	45	49	61	0.150794
6	I69 WB	44044W	7.000	7.100	43	48	56	65	0.170543
6	I69 WB	44044W	7.100	7.200	51	52	65	44	-0.04575
6	I69 WB	44044W	7.200	7.300	38	42	41	45	0.061404
6	I69 WB	44044W	7.300	7.400	40	42	44	46	0.05
6	I69 WB	44044W	7.400	7.500	42	44	45	48	0.047619
6	I69 WB	44044W	7.500	7.600	45	45	48	55	0.074074
6	I69 WB	44044W	7.600	7.700	49	50	53	52	0.020408
6	I69 WB	44044W	7.700	7.800	51	51	58	50	-0.00654
6	I69 WB	44044W	7.800	7.900	46	47	48	51	0.036232
6	I69 WB	44044W	7.900	8.000	48	47	50	50	0.013889
6	I69 WB	44044W	8.000	8.100	46	47	51	48	0.014493
6	I69 WB	44044W	8.100	8.200	50	49	57	51	0.006667
6	I69 WB	44044W	8.200	8.300	48	51	53	43	-0.03472
6	I69 WB	44044W	8.300	8.400	40	39	44	52	0.1
6	I69 WB	44044W	8.400	8.500	45	46	52	50	0.037037
6	I69 WB	44044W	8.500	8.600	46	47	53	49	0.021739
6	I69 WB	44044W	8.600	8.700	44	43	49	45	0.007576
6	I69 WB	44044W	8.700	8.800	41	41	55	43	0.01626
6	I69 WB	44044W	8.800	8.900	40	40	43	47	0.058333
6	I69 WB	44044W	8.900	9.000	45	47	45	53	0.059259
6	I69 WB	44044W	9.000	9.100	48	47	50	70	0.152778
6	I69 WB	44044W	9.100	9.200	68	70	72	47	-0.10294
6	I69 WB	44044W	9.200	9.300	43	45	49	49	0.046512
6	I69 WB	44044W	9.300	9.400	45	48	50	50	0.037037
6	I69 WB	44044W	9.400	9.500	45	47	50	57	0.088889
6	I69 WB	44044W	9.500	9.600	50	53	55	51	0.006667
6	I69 WB	44044W	9.600	9.700	48	49	53	52	0.027778
6	I69 WB	44044W	9.700	9.800	47	49	52	53	0.042553
6	I69 WB	44044W	9.800	9.900	51	50	54	54	0.019608
6	I69 WB	44044W	9.900	10.000	50	64	59	54	0.026667
6	I69 WB	44044W	10.000	10.100	50	51	51	53	0.02
6	I69 WB	44044W	10.100	10.200	49	51	51	62	0.088435
6	I69 WB	44044W	10.200	10.300	51	55	55	57	0.039216
6	I69 WB	44044W	10.300	10.400	54	53	55	62	0.049383
6	I69 WB	44044W	10.400	10.500	53	53	54	67	0.08805
6	I69 WB	44044W	10.500	10.600	82	65	68	64	-0.07317
6	I69 WB	44044W	10.600	10.700	65	58	63	52	-0.06667
6	I69 WB	44044W	10.700	10.800	53	54	54	61	0.050314
6	I69 WB	44044W	10.800	10.900	61	59	60	59	-0.01093
6	I69 WB	44044W	10.900	11.000	53	54	54	52	-0.00629
6	I69 WB	44044W	11.000	11.100	50	51	51	53	0.02
6	I69 WB	44044W	11.100	11.200	48	49	53	62	0.097222
6	I69 WB	44044W	11.200	11.300	54		57	57	0.018519
6	I69 WB	44044W	11.300	11.400	55		63	51	-0.02424
6	I69 WB	44044W	11.400	11.500	49		52	63	0.095238
6	I69 WB	44044W	11.500	11.600	64	65	65	71	0.036458
6	I69 WB	44044W	11.600	11.700	63	62	80	66	0.015873

6	I69 WB	44044W	11.700	11.800	63	60	63	53	-0.05291
6	I69 WB	44044W	11.800	11.900	48	50	51	52	0.027778
6	I69 WB	44044W	11.900	12.000	49	54	52	62	0.088435
6	I69 WB	44044W	12.000	12.100	55	56	56	59	0.024242
6	I69 WB	44044W	12.100	12.200	54	55	58	56	0.012346
6	I69 WB	44044W	12.200	12.300	54	55	56	53	-0.00617
6	I69 WB	44044W	12.300	12.400	49	52	58	69	0.136054
6	I69 WB	44044W	12.400	12.500	54	54	53	55	0.006173
6	I69 WB	44044W	12.500	12.600	51	55	54	50	-0.00654
6	I69 WB	44044W	12.600	12.700	48	52	50	56	0.055556
6	I69 WB	44044W	12.700	12.800	54	57	55	59	0.030864
6	I69 WB	44044W	12.800	12.900	56	63	57	58	0.011905
6	I69 WB	44044W	12.900	13.000	54	57	52	49	-0.03086
6	I69 WB	44044W	13.000	13.100	48	49	47	42	-0.04167
6	I69 WB	44044W	13.100	13.200	39	50	43	43	0.034188
6	I69 WB	44044W	13.200	13.300	44	47	45	54	0.075758
6	I69 WB	44044W	13.300	13.400	55	58	54	56	0.006061
6	I69 WB	44044W	13.400	13.500	50	55	52	53	0.02
6	I69 WB	44044W	13.500	13.600	51	53	56	51	0
6	I69 WB	44044W	13.600	13.700	50	48	49	52	0.013333
6	I69 WB	44044W	13.700	13.800	51	53	52	56	0.03268
6	I69 WB	44044W	13.800	13.900	49	47	51	46	-0.02041
6	I69 WB	44044W	13.900	14.000	46	45	47	46	0
6	I69 WB	44044W	14.000	14.100	44	45	45	49	0.037879
6	I69 WB	44044W	14.100	14.200	48	52	51	50	0.013889
6	I69 WB	44044W	14.200	14.300	44	45	46	50	0.045455
6	I69 WB	44044W	14.300	14.400	46	49	48	58	0.086957
6	I69 WB	44044W	14.400	14.500	44	47	49	57	0.098485
6	I69 WB	44044W	14.500	14.600	50	52	55	53	0.02
6	I69 WB	44044W	14.600	14.700	47	46	49	51	0.028369
6	I69 WB	44044W	14.700	14.800	48	47	49	57	0.0625
6	I69 WB	44044W	14.800	14.900	50	50	52	65	0.1
6	I69 WB	44044W	14.900	15.000	51	55	65	63	0.078431
6	I69 WB	44044W	15.000	15.100	49	48	52	60	0.07483
6	I69 WB	44044W	15.100	15.200	47	54	64	55	0.056738
6	I69 WB	44044W	15.200	15.300	51	52	55	72	0.137255
6	I69 WB	44044W	15.300	15.400	58	72	70	63	0.028736
6	I69 WB	44044W	15.400	15.500	54	59	58	65	0.067901
6	I69 WB	44044W	15.500	15.600	45	53	50	61	0.118519
6	I69 WB	44044W	15.600	15.700	46	56	57	73	0.195652
6	I69 WB	44044W	15.700	15.800	55	60	64	66	0.066667
6	I69 WB	44044W	15.800	15.900	51	58	57	78	0.176471
6	I69 WB	44044W	15.900	16.000	67	74	80	81	0.069652
6	I69 WB	44044W	16.000	16.100	58	67	73	61	0.017241
6	I69 WB	44044W	16.100	16.200	55	56	60	52	-0.01818
6	I69 WB	44044W	16.200	16.300	37	40	50	51	0.126126
6	I69 WB	44044W	16.300	16.400	48	48	51	62	0.097222
6	I69 WB	44044W	16.400	16.500	57	56	59	55	-0.0117
6	I69 WB	44044W	16.500	16.600	51	52	56	68	0.111111
6	I69 WB	44044W	16.600	16.700	67	60	66	59	-0.0398
6	I69 WB	44044W	16.700	16.800	54	51	51	55	0.006173
6	I69 WB	44044W	16.800	16.900	47	48	49	72	0.177305
6	I69 WB	44044W	16.900	17.000	47	51	58	56	0.06383
6	I69 WB	44044W	17.000	17.100	46	46	49	65	0.137681
6	I69 WB	44044W	17.100	17.200	55	59	60	57	0.012121
6	I69 WB	44044W	17.200	17.300	46	49	48	57	0.07971
6	I69 WB	44044W	17.300	17.400	48	54	54	62	0.097222
6	I69 WB	44044W	17.400	17.500	51	52	59	52	0.006536
6	I69 WB	44044W	17.500	17.583	44	45	49	57	0.098485

RQI Growth Rate, annual % per year



RQI Data: 44044 WB



Control Section 44044 EB

RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
18804e	30834	40.66667	41.97222	43.3333	48.4444	0.0762	5.772	5.746788	6.1393	5.467216
18805e	30834	43.14286	45.2	46.8857	52.6571	0.080352	6.558	7.115848	7.8619	7.112304
18807e	30834	47.95455	49.68182	49.7273	51.7273	0.028681	5.085	4.663806	4.5164	3.666863
18802e	30834	51.9697	52.45455	53.6364	55.8788	0.029115	6.64	6.703968	7.4575	7.043426
20821e	30536	46.79592	48.531	49.122	53.3265	0.048803	4.33	4.12867	4.4424	4.099735

	44044 EB		BMP	EMP	1992	1993	1994	1995	Growth
6	I69 EB	44044E	0.000	0.100	70	69	73	56	-0.06667
6	I69 EB	44044E	0.100	0.200	43	50	44	44	0.007752
6	I69 EB	44044E	0.200	0.300	42	38	44	71	0.230159
6	I69 EB	44044E	0.300	0.400	69	70	71	53	-0.07729
6	I69 EB	44044E	0.400	0.500	39	44	47	46	0.059829
6	I69 EB	44044E	0.500	0.600	37	41	42	43	0.054054
6	I69 EB	44044E	0.600	0.700	35	39	38	44	0.085714
6	I69 EB	44044E	0.700	0.800	36	37	38	43	0.064815
6	I69 EB	44044E	0.800	0.900	36	38	38	53	0.157407
6	I69 EB	44044E	0.900	1.000	51	48	59	67	0.104575
6	I69 EB	44044E	1.000	1.100	62	63	59	57	-0.02688
6	I69 EB	44044E	1.100	1.200	34	41	40	45	0.107843
6	I69 EB	44044E	1.200	1.300	34	36	38	48	0.137255
6	I69 EB	44044E	1.300	1.400	35	41	39	43	0.07619
6	I69 EB	44044E	1.400	1.500	34	38	37	44	0.098039
6	I69 EB	44044E	1.500	1.600	39	45	42	61	0.188034
6	I69 EB	44044E	1.600	1.700	39	48	47	48	0.076923
6	I69 EB	44044E	1.700	1.800	37	37	39	40	0.027027
6	I69 EB	44044E	1.800	1.900	33	34	37	41	0.080808
6	I69 EB	44044E	1.900	2.000	34	33	38	41	0.068627
6	I69 EB	44044E	2.000	2.100	32	30	29	41	0.09375
6	I69 EB	44044E	2.100	2.200	32	33	33	52	0.208333
6	I69 EB	44044E	2.200	2.300	44	41	47	43	-0.00758
6	I69 EB	44044E	2.300	2.400	33	30	32	38	0.050505
6	I69 EB	44044E	2.400	2.500	34	34	35	45	0.107843
6	I69 EB	44044E	2.500	2.600	35	34	36	45	0.095238
6	I69 EB	44044E	2.600	2.700	38	37	39	56	0.157895
6	I69 EB	44044E	2.700	2.800	48	49	50	51	0.020833
6	I69 EB	44044E	2.800	2.900	41	43	42	48	0.056911
6	I69 EB	44044E	2.900	3.000	37	39	37	45	0.072072
6	I69 EB	44044E	3.000	3.100	41	42	43	63	0.178862
6	I69 EB	44044E	3.100	3.200	66	61	67	52	-0.07071
6	I69 EB	44044E	3.200	3.300	44	41	44	46	0.015152
6	I69 EB	44044E	3.300	3.400	33	38	41	42	0.090909
6	I69 EB	44044E	3.400	3.500	33	32	34	44	0.111111
6	I69 EB	44044E	3.500	3.600	34	37	41	45	0.107843
6	I69 EB	44044E	3.600	3.700	37	39	37	47	0.09009
6	I69 EB	44044E	3.700	3.800	34	37	35	59	0.245098
6	I69 EB	44044E	3.800	3.900	48	49	57	55	0.048611
6	I69 EB	44044E	3.900	4.000	36	42	52	54	0.166667
6	I69 EB	44044E	4.000	4.100	37	40	42	53	0.144144
6	I69 EB	44044E	4.100	4.200	45	45	46	55	0.074074
6	I69 EB	44044E	4.200	4.300	47	47	49	55	0.056738
6	I69 EB	44044E	4.300	4.400	45	45	46	61	0.118519
6	I69 EB	44044E	4.400	4.500	38	43	38	45	0.061404
6	I69 EB	44044E	4.500	4.600	36	41	42	45	0.083333
6	I69 EB	44044E	4.600	4.700	35	39	38	49	0.133333
6	I69 EB	44044E	4.700	4.800	38	40	43	44	0.052632
6	I69 EB	44044E	4.800	4.900	40	45	45	52	0.1
6	I69 EB	44044E	4.900	5.000	45	43	46	49	0.02963
6	I69 EB	44044E	5.000	5.100	44	45	45	50	0.045455
6	I69 EB	44044E	5.100	5.200	39	38	43	43	0.034188

6	I69 EB	44044E	5.200	5.300	35	34	38	45	0.095238
6	I69 EB	44044E	5.300	5.400	38	37	40	45	0.061404
6	I69 EB	44044E	5.400	5.500	37	36	40	44	0.063063
6	I69 EB	44044E	5.500	5.600	42	41	45	52	0.079365
6	I69 EB	44044E	5.600	5.700	48	54	50	51	0.020833
6	I69 EB	44044E	5.700	5.800	47	49	49	45	-0.01418
6	I69 EB	44044E	5.800	5.900	34	36	38	63	0.284314
6	I69 EB	44044E	5.900	6.000	56	61	59	65	0.053571
6	I69 EB	44044E	6.000	6.100	45	57	59	54	0.066667
6	I69 EB	44044E	6.100	6.200	49	47	52	45	-0.02721
6	I69 EB	44044E	6.200	6.300	40	44	40	49	0.075
6	I69 EB	44044E	6.300	6.400	41	43	45	62	0.170732
6	I69 EB	44044E	6.400	6.500	53	61	62	49	-0.02516
6	I69 EB	44044E	6.500	6.600	45	45	44	66	0.155556
6	I69 EB	44044E	6.600	6.700	58	53	59	53	-0.02874
6	I69 EB	44044E	6.700	6.800	50	50	51	57	0.046667
6	I69 EB	44044E	6.800	6.900	44	49	46	70	0.19697
6	I69 EB	44044E	6.900	7.000	54	59	67	52	-0.01235
6	I69 EB	44044E	7.000	7.100	50	48	53	60	0.066667
6	I69 EB	44044E	7.100	7.200	56	57	60	57	0.005952
6	I69 EB	44044E	7.200	7.300	47	52	50	49	0.014184
6	I69 EB	44044E	7.300	7.400	47	48	50	51	0.028369
6	I69 EB	44044E	7.400	7.500	49	51	49	50	0.006803
6	I69 EB	44044E	7.500	7.600	43	46	48	48	0.03876
6	I69 EB	44044E	7.600	7.700	47	47	48	55	0.056738
6	I69 EB	44044E	7.700	7.800	47	48	48	47	0
6	I69 EB	44044E	7.800	7.900	44	44	46	50	0.045455
6	I69 EB	44044E	7.900	8.000	45	46	48	51	0.044444
6	I69 EB	44044E	8.000	8.100	45	49	48	52	0.051852
6	I69 EB	44044E	8.100	8.200	51	56	51	52	0.006536
6	I69 EB	44044E	8.200	8.300	45	48	49	52	0.051852
6	I69 EB	44044E	8.300	8.400	44	47	48	50	0.045455
6	I69 EB	44044E	8.400	8.500	44	45	45	50	0.045455
6	I69 EB	44044E	8.500	8.600	45	49	48	47	0.014815
6	I69 EB	44044E	8.600	8.700	47	44	45	52	0.035461
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6	I69 EB	44044E	8.800	8.900	56	55	55	58	0.011905
6	I69 EB	44044E	8.900	9.000	55	57	58	50	-0.0303
6	I69 EB	44044E	9.000	9.100	49	49	47	63	0.095238
6	I69 EB	44044E	9.100	9.200	65	63	65	54	-0.05641
6	I69 EB	44044E	9.200	9.300	48	50	50	49	0.006944
6	I69 EB	44044E	9.300	9.400	44	47	47	54	0.075758
6	I69 EB	44044E	9.400	9.500	50	50	49	52	0.013333
6	I69 EB	44044E	9.500	9.600	46	50	45	44	-0.01449
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6	I69 EB	44044E	9.700	9.800	42	40	42	51	0.071429
6	I69 EB	44044E	9.800	9.900	45	49	52	54	0.066667
6	I69 EB	44044E	9.900	10.000	49	50	51	50	0.006803
6	I69 EB	44044E	10.000	10.100	46	47	48	69	0.166667
6	I69 EB	44044E	10.100	10.200	64	64	71	53	-0.05729
6	I69 EB	44044E	10.200	10.300	53	53	52	57	0.025157
6	I69 EB	44044E	10.300	10.400	54	53	53	57	0.018519
6	I69 EB	44044E	10.400	10.500	55	53	55	51	-0.02424
6	I69 EB	44044E	10.500	10.600	48	49	51	64	0.111111
6	I69 EB	44044E	10.600	10.700	62	62	63	51	-0.05914
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6	I69 EB	44044E	11.700	11.800	75	74	80	48	-0.12
6	I69 EB	44044E	11.800	11.900	47	45	50	51	0.028369
6	I69 EB	44044E	11.900	12.000	49	48	50	56	0.047619
6	I69 EB	44044E	12.000	12.100	54	53	54	58	0.024691
6	I69 EB	44044E	12.100	12.200	52	52	53	55	0.019231
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6	I69 EB	44044E	12.600	12.700	51	49	50	56	0.03268
6	I69 EB	44044E	12.700	12.800	52	51	51	60	0.051282
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6	I69 EB	44044E	13.000	13.100	43	44	45	56	0.100775
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6	I69 EB	44044E	13.300	13.400	47	45	47	51	0.028369
6	I69 EB	44044E	13.400	13.500	46	48	48	56	0.072464
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6	I69 EB	44044E	13.700	13.800	43	44	44	58	0.116279
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6	I69 EB	44044E	14.900	15.000	46	49	50	51	0.036232
6	I69 EB	44044E	15.000	15.100	43	45	46	58	0.116279
6	I69 EB	44044E	15.100	15.200	52	52	52	55	0.019231
6	I69 EB	44044E	15.200	15.300	49	51	50	50	0.006803
6	I69 EB	44044E	15.300	15.400	45	46	47	54	0.066667
6	I69 EB	44044E	15.400	15.500	48	49	47	53	0.034722
6	I69 EB	44044E	15.500	15.600	46	46	48	51	0.036232
6	I69 EB	44044E	15.600	15.700	47	48	51	55	0.056738
6	I69 EB	44044E	15.700	15.800	49	54	50	51	0.013605
6	I69 EB	44044E	15.800	15.900	44	46	45	54	0.075758
6	I69 EB	44044E	15.900	16.000	49	52	50	58	0.061224
6	I69 EB	44044E	16.000	16.100	48	49	52	57	0.0625
6	I69 EB	44044E	16.100	16.200	46	47	49	54	0.057971
6	I69 EB	44044E	16.200	16.300	46	48	48	50	0.028986
6	I69 EB	44044E	16.300	16.400	43	45	46	49	0.046512
6	I69 EB	44044E	16.400	16.500	44	47	46	50	0.045455
6	I69 EB	44044E	16.500	16.600	44	43	44	58	0.106061
6	I69 EB	44044E	16.600	16.700	62	59	62	63	0.005376
6	I69 EB	44044E	16.700	16.800	55	56	56	53	-0.01212
6	I69 EB	44044E	16.800	16.900	47	48	47	56	0.06383
6	I69 EB	44044E	16.900	17.000	43	47	53	47	0.031008
6	I69 EB	44044E	17.000	17.100	42	44	42	48	0.047619
6	I69 EB	44044E	17.100	17.200	48	45	43	50	0.013889
6	I69 EB	44044E	17.200	17.300	45	44	47	47	0.014815
6	I69 EB	44044E	17.300	17.400	42	44	47	52	0.079365
6	I69 EB	44044E	17.400	17.500	43	49	53	61	0.139535
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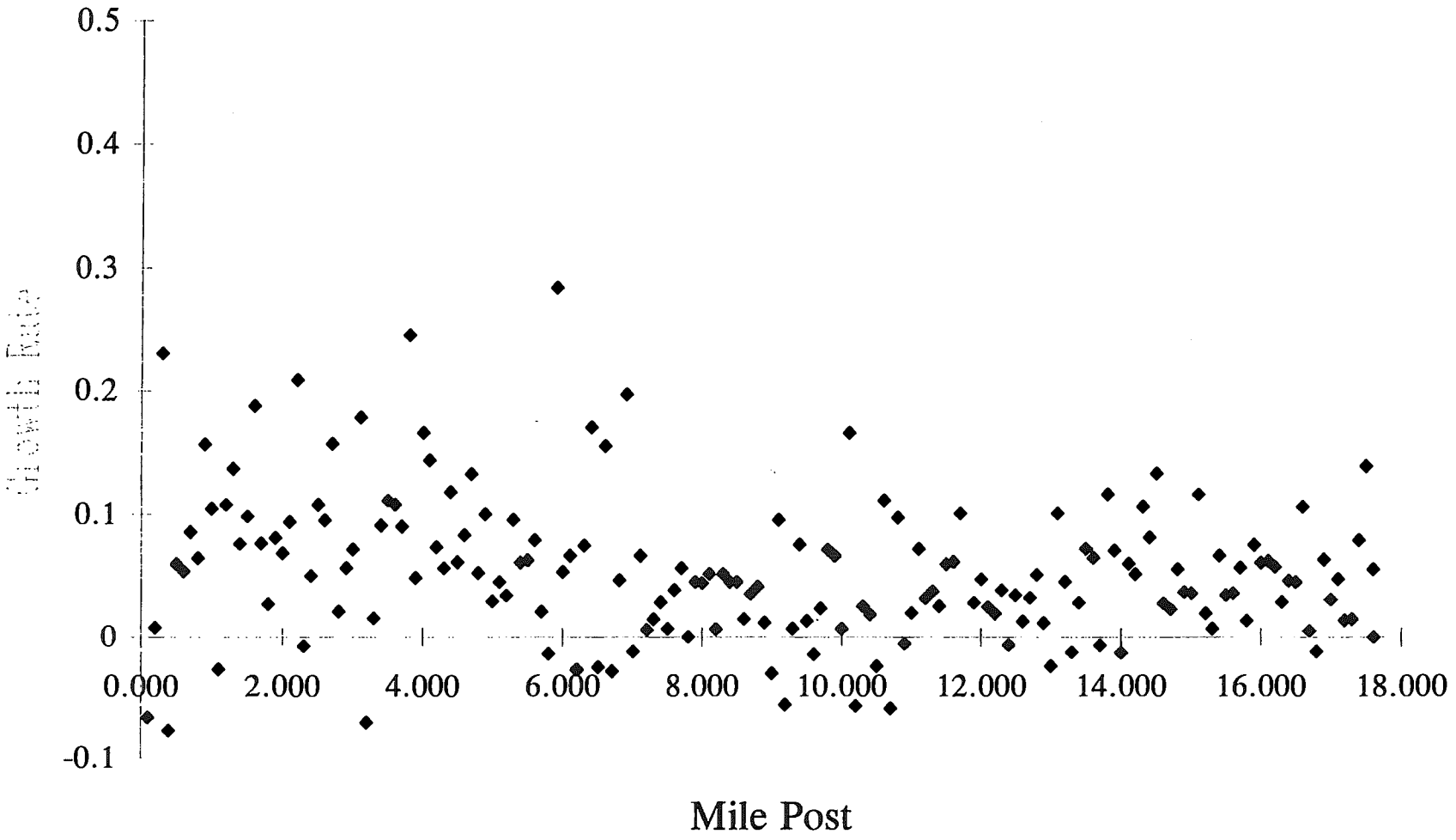
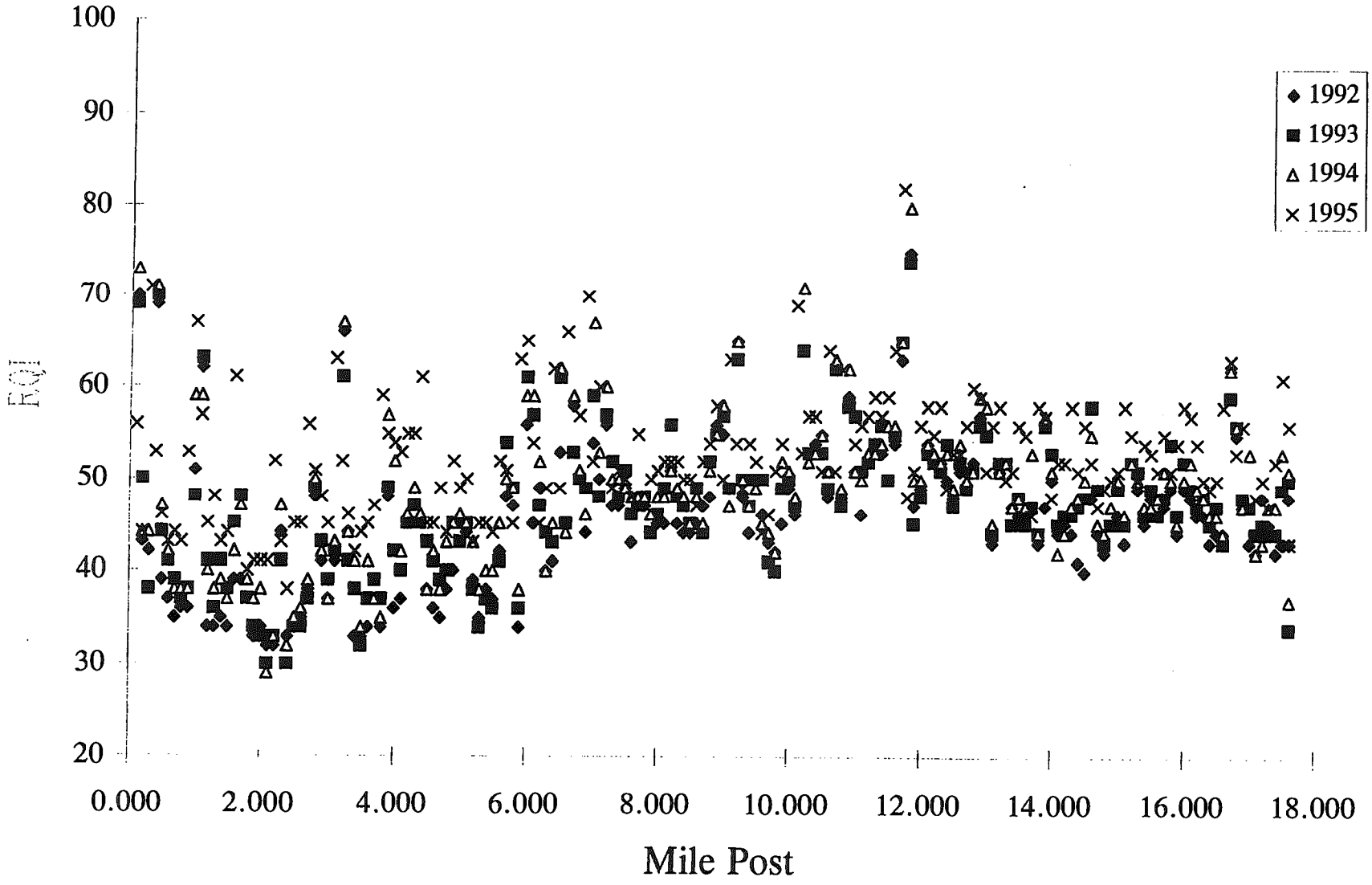
RQI Growth Rate, annual % per year



RQI Data: 44044 EB



Control Section 77024 EB

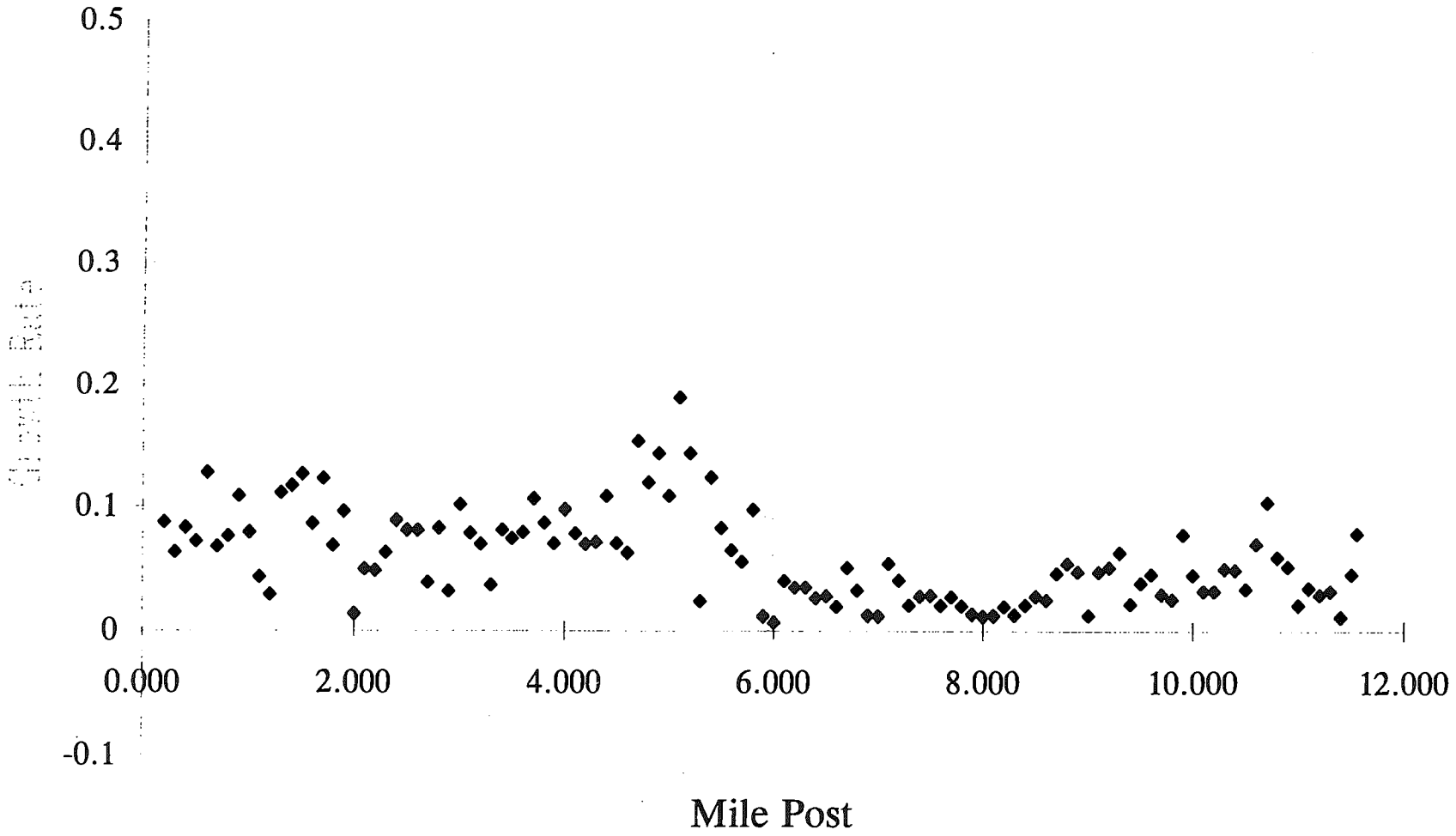
RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
17988e	30895	50.6552	52.224	52.397	55.897	0.035068	3.9495	4.80147	4.626	4.26199

77024 EB			BMP	EMP	1992	1993	1994	1995	Growth
9	I69 EB		0.000	0.100	49	54	50		
9	I69 EB	77024E	0.100	0.200	57	60	60	72	0.08772
9	I69 EB	77024E	0.200	0.300	47	48	50	56	0.06383
9	I69 EB	77024E	0.300	0.400	52	55	59	65	0.08333
9	I69 EB	77024E	0.400	0.500	55	56	60	67	0.07273
9	I69 EB	77024E	0.500	0.600	42	45	47	58	0.12698
9	I69 EB	77024E	0.600	0.700	44	45	45	53	0.06818
9	I69 EB	77024E	0.700	0.800	48	50	55	59	0.07639
9	I69 EB	77024E	0.800	0.900	43	50	45	57	0.10853
9	I69 EB	77024E	0.900	1.000	46	45	65	57	0.07971
9	I69 EB	77024E	1.000	1.100	46	46	48	52	0.04348
9	I69 EB	77024E	1.100	1.200	46	48	47	50	0.02899
9	I69 EB	77024E	1.200	1.300	42	44	50	56	0.11111
9	I69 EB	77024E	1.300	1.400	40	42	49	54	0.11667
9	I69 EB	77024E	1.400	1.500	45	48	56	62	0.12593
9	I69 EB	77024E	1.500	1.600	50	50	57	63	0.08667
9	I69 EB	77024E	1.600	1.700	49	53	62	67	0.12245
9	I69 EB	77024E	1.700	1.800	53	57	66	64	0.06918
9	I69 EB	77024E	1.800	1.900	52	56	63	67	0.09615
9	I69 EB	77024E	1.900	2.000	50	45	48	52	0.01333
9	I69 EB	77024E	2.000	2.100	40	41	42	46	0.05
9	I69 EB	77024E	2.100	2.200	41	43	44	47	0.04878
9	I69 EB	77024E	2.200	2.300	42	42	46	50	0.06349
9	I69 EB	77024E	2.300	2.400	41	42	45	52	0.08943
9	I69 EB	77024E	2.400	2.500	45	46	53	56	0.08148
9	I69 EB	77024E	2.500	2.600	45	44	49	56	0.08148
9	I69 EB	77024E	2.600	2.700	43	43	47	48	0.03876
9	I69 EB	77024E	2.700	2.800	36	37	37	45	0.08333
9	I69 EB	77024E	2.800	2.900	42	41	41	46	0.03175
9	I69 EB	77024E	2.900	3.000	36	38	39	47	0.10185
9	I69 EB	77024E	3.000	3.100	38	39	41	47	0.07895
9	I69 EB	77024E	3.100	3.200	38	37	40	46	0.07018
9	I69 EB	77024E	3.200	3.300	45	44	47	50	0.03704
9	I69 EB	77024E	3.300	3.400	45	48	44	56	0.08148
9	I69 EB	77024E	3.400	3.500	40	42	44	49	0.075
9	I69 EB	77024E	3.500	3.600	42	49	47	52	0.07937
9	I69 EB	77024E	3.600	3.700	47	53	64	62	0.10638
9	I69 EB	77024E	3.700	3.800	46	49	49	58	0.08696
9	I69 EB	77024E	3.800	3.900	52	58	60	63	0.07051
9	I69 EB	77024E	3.900	4.000	51	54	57	66	0.09804
9	I69 EB	77024E	4.000	4.100	51	54	54	63	0.07843
9	I69 EB	77024E	4.100	4.200	57	62	68	69	0.07018
9	I69 EB	77024E	4.200	4.300	51	58	62	62	0.0719
9	I69 EB	77024E	4.300	4.400	43	49	47	57	0.10853
9	I69 EB	77024E	4.400	4.500	47	48	51	57	0.07092
9	I69 EB	77024E	4.500	4.600	58	60	63	69	0.06322

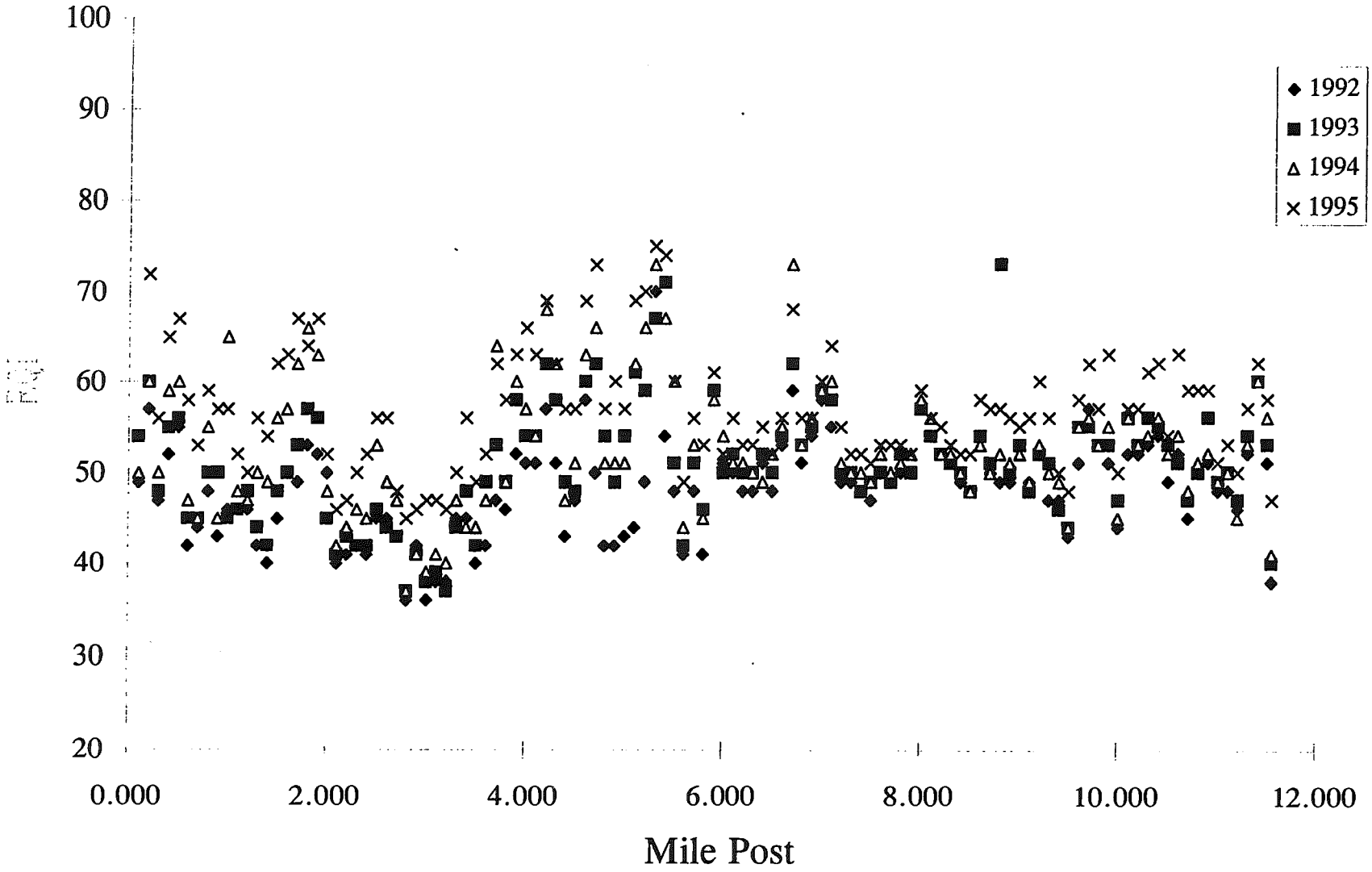
9	169 EB	770240	4.600	50	62	66	73	0.15333
9	169 EB	770240	4.700	42	54	51	57	0.11905
9	169 EB	770240	4.800	42	49	51	60	0.14286
9	169 EB	770240	4.900	43	54	51	57	0.10853
9	169 EB	770240	5.000	44	61	62	69	0.18939
9	169 EB	770240	5.100	49	59	66	70	0.14286
9	169 EB	770240	5.200	70	67	73	75	0.02381
9	169 EB	770240	5.300	54	71	67	74	0.12346
9	169 EB	770240	5.400	48	51	60	60	0.08333
9	169 EB	770240	5.500	41	42	44	49	0.06504
9	169 EB	770240	5.600	48	51	53	56	0.05556
9	169 EB	770240	5.700	41	46	45	53	0.09756
9	169 EB	770240	5.800	59	59	58	61	0.0113
9	169 EB	770240	5.900	51	60	54	52	0.00654
9	169 EB	770240	6.000	50	52	51	56	0.04
9	169 EB	770240	6.100	48	50	51	53	0.03472
9	169 EB	770240	6.200	48	50	50	53	0.03472
9	169 EB	770240	6.300	51	52	49	55	0.02614
9	169 EB	770240	6.400	48	50	52	52	0.02778
9	169 EB	770240	6.500	53	54	55	56	0.01887
9	169 EB	770240	6.600	59	62	73	68	0.05085
9	169 EB	770240	6.700	51	53	53	56	0.03268
9	169 EB	770240	6.800	54	55	56	56	0.01235
9	169 EB	770240	6.900	58	59	59	60	0.01149
9	169 EB	770240	7.000	55	58	60	64	0.05455
9	169 EB	770240	7.100	49	50	51	55	0.04082
9	169 EB	770240	7.200	49	50	50	52	0.02041
9	169 EB	770240	7.300	48	50	48	52	0.02778
9	169 EB	770240	7.400	47	49	49	51	0.02837
9	169 EB	770240	7.500	50	50	52	53	0.02
9	169 EB	770240	7.600	49	49	50	53	0.02721
9	169 EB	770240	7.700	50	52	51	53	0.02
9	169 EB	770240	7.800	50	50	52	52	0.01333
9	169 EB	770240	7.900	57	57	58	59	0.0117
9	169 EB	770240	8.000	54	54	56	56	0.01235
9	169 EB	770240	8.100	52	52	52	55	0.01923
9	169 EB	770240	8.200	51	51	52	53	0.01307
9	169 EB	770240	8.300	49	50	50	52	0.02041
9	169 EB	770240	8.400	48	48	48	52	0.02778
9	169 EB	770240	8.500	54	54	53	58	0.02469
9	169 EB	770240	8.600	50	51	50	57	0.04667
9	169 EB	770240	8.700	49	73	52	57	0.05442
9	169 EB	770240	8.800	49	50	51	56	0.04762
9	169 EB	770240	8.900	53	53	52	55	0.01258
9	169 EB	770240	9.000	49	48	49	56	0.04762
9	169 EB	770240	9.100	52	52	53	60	0.05128
9	169 EB	770240	9.200	47	51	50	56	0.06383
9	169 EB	770240	9.300	47	46	49	50	0.02128
9	169 EB	770240	9.400	43	44	44	48	0.03876
9	169 EB	770240	9.500	51	55	55	58	0.04575
9	169 EB	770240	9.600	57	55	56	62	0.02924
9	169 EB	770240	9.700	53	53	53	57	0.02516
9	169 EB	770240	9.800	51	53	55	63	0.07843
9	169 EB	770240	9.900	44	47	45	50	0.04545
9	169 EB	770240	10.000	52	56	56	57	0.03205

9	I69 EB	77024E	10.100	10.200	52	53	53	57	0.03205
9	I69 EB	77024E	10.200	10.300	53	56	54	61	0.05031
9	I69 EB	77024E	10.300	10.400	54	55	56	62	0.04938
9	I69 EB	77024E	10.400	10.500	49	53	52	54	0.03401
9	I69 EB	77024E	10.500	10.600	52	51	54	63	0.07051
9	I69 EB	77024E	10.600	10.700	45	47	48	59	0.1037
9	I69 EB	77024E	10.700	10.800	50	50	51	59	0.06
9	I69 EB	77024E	10.800	10.900	51	56	52	59	0.05229
9	I69 EB	77024E	10.900	11.000	48	49	49	51	0.02083
9	I69 EB	77024E	11.000	11.100	48	50	50	53	0.03472
9	I69 EB	77024E	11.100	11.200	46	47	45	50	0.02899
9	I69 EB	77024E	11.200	11.300	52	54	53	57	0.03205
9	I69 EB	77024E	11.300	11.400	60	60	60	62	0.01111
9	I69 EB	77024E	11.400	11.500	51	53	56	58	0.04575
9	I69 EB	77024E	11.500	11.550	38	40	41	47	0.07895

RQI Growth Rate, annual % per year



RQI Data: 77024 EB



Control Section 77024 WB

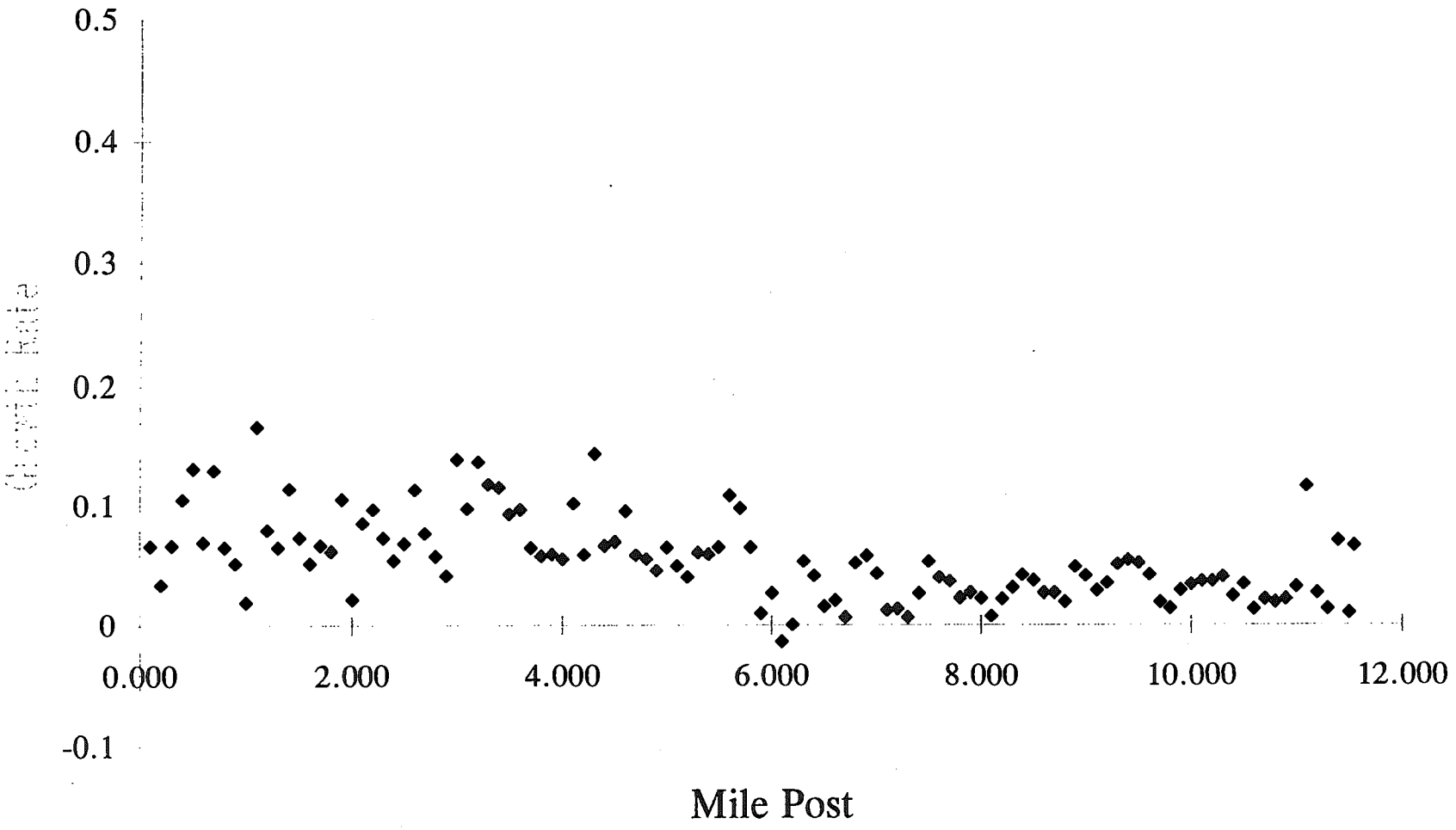
RQI										
Section	Date	92avg	93avg	94avg	95avg	grthAvg	92std	93std	94std	95std
17988w	30895	48.6724	50.3103	51.224	53.121	0.0311229	4.688	5.51937	6.1389	4.80525

77024 WB			BMP	EMP	1992	1993	1994	1995	Growth
9	I69 WB		0.000	0.100	50	55	56	60	0.06667
9	I69 WB	77024W	0.100	0.200	50	46	54	55	0.03333
9	I69 WB	77024W	0.200	0.300	45	47	54	54	0.06667
9	I69 WB	77024W	0.300	0.400	54	62	66	71	0.10494
9	I69 WB	77024W	0.400	0.500	48	53	60	67	0.13194
9	I69 WB	77024W	0.500	0.600	48	49	52	58	0.06944
9	I69 WB	77024W	0.600	0.700	41	43	48	57	0.13008
9	I69 WB	77024W	0.700	0.800	46	45	49	55	0.06522
9	I69 WB	77024W	0.800	0.900	45	43	47	52	0.05185
9	I69 WB	77024W	0.900	1.000	71	77	71	75	0.01878
9	I69 WB	77024W	1.000	1.100	38	40	49	57	0.16667
9	I69 WB	77024W	1.100	1.200	42	45	49	52	0.07937
9	I69 WB	77024W	1.200	1.300	41	41	46	49	0.06504
9	I69 WB	77024W	1.300	1.400	38	45	49	51	0.11404
9	I69 WB	77024W	1.400	1.500	41	45	47	50	0.07317
9	I69 WB	77024W	1.500	1.600	45	43	44	52	0.05185
9	I69 WB	77024W	1.600	1.700	40	39	41	48	0.06667
9	I69 WB	77024W	1.700	1.800	43	41	48	51	0.06202
9	I69 WB	77024W	1.800	1.900	38	44	45	50	0.10526
9	I69 WB	77024W	1.900	2.000	47	51	47	50	0.02128
9	I69 WB	77024W	2.000	2.100	43	50	45	54	0.08527
9	I69 WB	77024W	2.100	2.200	38	47	41	49	0.09649
9	I69 WB	77024W	2.200	2.300	41	43	44	50	0.07317
9	I69 WB	77024W	2.300	2.400	43	42	45	50	0.05426
9	I69 WB	77024W	2.400	2.500	44	43	47	53	0.06818
9	I69 WB	77024W	2.500	2.600	44	45	47	59	0.11364
9	I69 WB	77024W	2.600	2.700	39	43	42	48	0.07692
9	I69 WB	77024W	2.700	2.800	46	46	49	54	0.05797
9	I69 WB	77024W	2.800	2.900	49	52	51	55	0.04082
9	I69 WB	77024W	2.900	3.000	43	48	55	61	0.13953
9	I69 WB	77024W	3.000	3.100	41	48	46	53	0.09756
9	I69 WB	77024W	3.100	3.200	51	66	67	72	0.13725
9	I69 WB	77024W	3.200	3.300	48	48	53	65	0.11806
9	I69 WB	77024W	3.300	3.400	55	62	67	74	0.11515
9	I69 WB	77024W	3.400	3.500	43	46	46	55	0.09302
9	I69 WB	77024W	3.500	3.600	38	40	43	49	0.09649
9	I69 WB	77024W	3.600	3.700	41	44	44	49	0.06504
9	I69 WB	77024W	3.700	3.800	46	48	48	54	0.05797
9	I69 WB	77024W	3.800	3.900	45	44	47	53	0.05926
9	I69 WB	77024W	3.900	4.000	48	47	49	56	0.05556
9	I69 WB	77024W	4.000	4.100	46	45	56	60	0.10145
9	I69 WB	77024W	4.100	4.200	45	50	46	53	0.05926
9	I69 WB	77024W	4.200	4.300	44	49	51	63	0.14394
9	I69 WB	77024W	4.300	4.400	50	62	53	60	0.06667
9	I69 WB	77024W	4.400	4.500	43	49	45	52	0.06977
9	I69 WB	77024W	4.500	4.600	42	52	44	54	0.09524

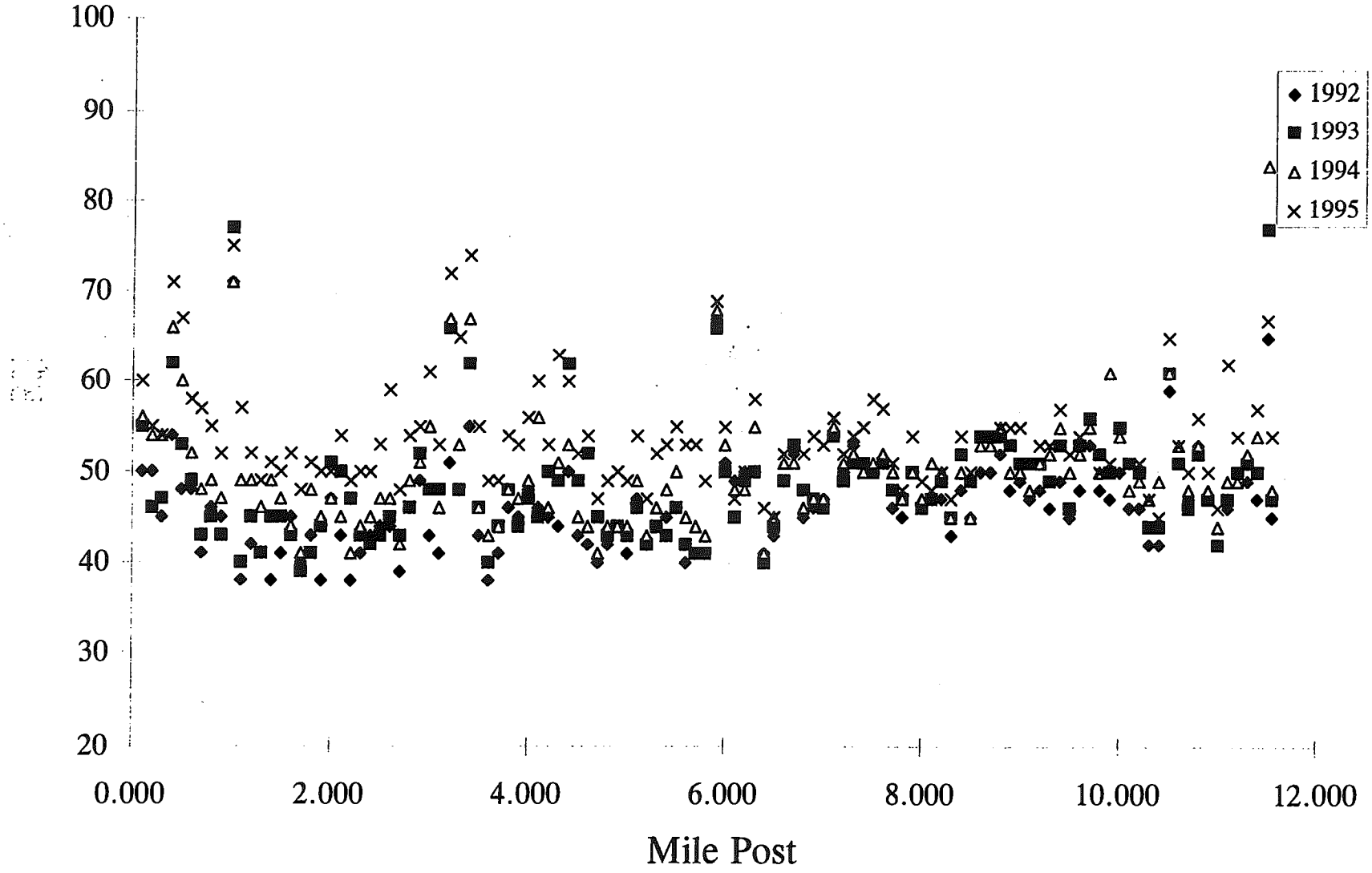
9	I69 WB	77024W	4.600	4.700	40	45	41	47	0.05833
9	I69 WB	77024W	4.700	4.800	42	43	44	49	0.05556
9	I69 WB	77024W	4.800	4.900	44	44	44	50	0.04545
9	I69 WB	77024W	4.900	5.000	41	43	44	49	0.06504
9	I69 WB	77024W	5.000	5.100	47	46	49	54	0.04965
9	I69 WB	77024W	5.100	5.200	42	42	43	47	0.03968
9	I69 WB	77024W	5.200	5.300	44	44	46	52	0.06061
9	I69 WB	77024W	5.300	5.400	45	43	48	53	0.05926
9	I69 WB	77024W	5.400	5.500	46	46	50	55	0.06522
9	I69 WB	77024W	5.500	5.600	40	42	45	53	0.10833
9	I69 WB	77024W	5.600	5.700	41	41	44	53	0.09756
9	I69 WB	77024W	5.700	5.800	41	41	43	49	0.06504
9	I69 WB	77024W	5.800	5.900	67	66	68	69	0.00995
9	I69 WB	77024W	5.900	6.000	51	50	53	55	0.02614
9	I69 WB	77024W	6.000	6.100	49	45	48	47	-0.01361
9	I69 WB	77024W	6.100	6.200	50	49	48	50	0
9	I69 WB	77024W	6.200	6.300	50	50	55	58	0.05333
9	I69 WB	77024W	6.300	6.400	41	40	41	46	0.04065
9	I69 WB	77024W	6.400	6.500	43	44	45	45	0.0155
9	I69 WB	77024W	6.500	6.600	49	49	51	52	0.02041
9	I69 WB	77024W	6.600	6.700	52	53	51	53	0.00641
9	I69 WB	77024W	6.700	6.800	45	48	46	52	0.05185
9	I69 WB	77024W	6.800	6.900	46	47	47	54	0.05797
9	I69 WB	77024W	6.900	7.000	47	46	47	53	0.04255
9	I69 WB	77024W	7.000	7.100	54	54	55	56	0.01235
9	I69 WB	77024W	7.100	7.200	50	49	51	52	0.01333
9	I69 WB	77024W	7.200	7.300	53	51	52	54	0.00629
9	I69 WB	77024W	7.300	7.400	51	51	50	55	0.02614
9	I69 WB	77024W	7.400	7.500	50	50	51	58	0.05333
9	I69 WB	77024W	7.500	7.600	51	51	52	57	0.03922
9	I69 WB	77024W	7.600	7.700	46	48	50	51	0.03623
9	I69 WB	77024W	7.700	7.800	45	47	47	48	0.02222
9	I69 WB	77024W	7.800	7.900	50	50	50	54	0.02667
9	I69 WB	77024W	7.900	8.000	46	46	47	49	0.02174
9	I69 WB	77024W	8.000	8.100	47	47	51	48	0.00709
9	I69 WB	77024W	8.100	8.200	47	49	50	50	0.02128
9	I69 WB	77024W	8.200	8.300	43	45	45	47	0.03101
9	I69 WB	77024W	8.300	8.400	48	52	50	54	0.04167
9	I69 WB	77024W	8.400	8.500	45	49	45	50	0.03704
9	I69 WB	77024W	8.500	8.600	50	54	53	54	0.02667
9	I69 WB	77024W	8.600	8.700	50	54	53	54	0.02667
9	I69 WB	77024W	8.700	8.800	52	54	55	55	0.01923
9	I69 WB	77024W	8.800	8.900	48	53	50	55	0.04861
9	I69 WB	77024W	8.900	9.000	49	51	50	55	0.04082
9	I69 WB	77024W	9.000	9.100	47	51	48	51	0.02837
9	I69 WB	77024W	9.100	9.200	48	51	51	53	0.03472
9	I69 WB	77024W	9.200	9.300	46	49	52	53	0.05072
9	I69 WB	77024W	9.300	9.400	49	53	55	57	0.05442
9	I69 WB	77024W	9.400	9.500	45	46	50	52	0.05185
9	I69 WB	77024W	9.500	9.600	48	53	52	54	0.04167
9	I69 WB	77024W	9.600	9.700	53	56	55	56	0.01887
9	I69 WB	77024W	9.700	9.800	48	52	50	50	0.01389
9	I69 WB	77024W	9.800	9.900	47	50	61	51	0.02837
9	I69 WB	77024W	9.900	10.000	50	55	54	55	0.03333
9	I69 WB	77024W	10.000	10.100	46	51	48	51	0.03623

9	I69 WB	77024W	10.100	10.200	46	50	49	51	0.03623
9	I69 WB	77024W	10.200	10.300	42	44	47	47	0.03968
9	I69 WB	77024W	10.300	10.400	42	44	49	45	0.02381
9	I69 WB	77024W	10.400	10.500	59	61	61	65	0.0339
9	I69 WB	77024W	10.500	10.600	51	51	53	53	0.01307
9	I69 WB	77024W	10.600	10.700	47	46	48	50	0.02128
9	I69 WB	77024W	10.700	10.800	53	52	53	56	0.01887
9	I69 WB	77024W	10.800	10.900	47	47	48	50	0.02128
9	I69 WB	77024W	10.900	11.000	42	42	44	46	0.03175
9	I69 WB	77024W	11.000	11.100	46	47	49	62	0.11594
9	I69 WB	77024W	11.100	11.200	50	50	49	54	0.02667
9	I69 WB	77024W	11.200	11.300	49	51	52	51	0.01361
9	I69 WB	77024W	11.300	11.400	47	50	54	57	0.07092
9	I69 WB	77024W	11.400	11.500	65	77	84	67	0.01026
9	I69 WB	77024W	11.500	11.550	45	47	48	54	0.06667

RQI Growth Rate, annual % per year



RQI Data: 77024 WB



APPENDIX G

Concrete Properties

Appendix G. Concrete Properties

This appendix includes laboratory data for the concrete core specimens obtained in the field.

Core sampling in the field was performed by MDOT personnel in accordance with ASTM C 42-94. In the laboratory, specimens were tested for compressive strength, split tensile strength, and elastic modulus. Prior to testing, the ends of the core samples had to be cut using a diamond blade saw to ensure plane and perpendicular surfaces. The compression cylinders were then capped with a sulfur compound in accordance with ASTM C 617-94.ASTM procedures followed were C 39-94 for compressive strength, C 496-94 for splitting tensile strength, and C 469-94 for elastic modulus.

It should be noted, though, that the procedure used for elastic modulus determination varied from the ASTM procedure as follows:

- 3 independent extensometers spaced at 120° intervals around the specimen perimeter were used to measure axial deformation. An average of the three values was reported.
- A chain gage extensometer was used to measure lateral expansion.
- The specimen was not repeatedly loaded. Instead, the specimen was preloaded to approximately 100 psi, followed by a regular compressive loading regime. Because the extensometers were applied directly to the specimen, and the specimen was subsequently preloaded, it was found that seating of the gages was not a factor in the measurements.

Three specimens from each site were tested for compressive strength and elastic modulus. Three other specimens were tested for splitting tensile strength. Specimens containing reinforcing steel and defects were avoided.

Compressive Strength & Elastic Modulus										
Test Section	Cylinder ID#	Station Location	Specimen Length (in)	Specimen Diameter (in)	L/D Ratio	L/D Correction Factor	Ultimate Load (kips)	Compressive Strength (psi)	Corrected Compressive Strength (psi)	Elastic Modulus (psi)
11017-32516A EB Section A	M2	1790+49	11.5	5.9	1.95	0.99	176.7	6200	6140	4.52E+06
	M4	1793+52	11.5	5.9	1.95	0.99	186.6	6600	6530	4.63E+06
	M6	1794+83	11.75	5.9	1.99	1	195.1	6900	6900	4.77E+06
	Average								6520	4.64E+06
11017-32516A EB Section C	M2	1683+48	11.5	5.9	1.95	0.99	197.9	7239	7170	4.08E+06
	M3	1684+35	11.5	5.9	1.95	0.99	185.2	6774	6710	4.51E+06
	M5	1687+01	11	5.9	1.86	0.985	206.5	7315	7210	
	Average								7030	4.30E+06
11017-32516A WB Section D	M1	1783+39	11.25	5.9	1.91	0.99	154.1	5640	5580	4.12E+06
	M7	1788+11	11.75	5.9	1.99	1	155.6	5694	5690	4.02E+06
	M13	1784+98	11.75	5.9	1.99	1	158.4	5795	5800	6.37E+06
	Average								5690	4.84E+06
19042-24680A EB Section B	6M	279+10	9.5	6	1.58	0.97	157.6	5574	5410	4.10E+06
	8M	279+87	9.6	6	1.60	0.97	201.2	7116	6900	4.68E+06
	9M	280+30	9.6	6	1.60	0.97	197.5	6985	6780	5.01E+06
	Average								6360	4.60E+06
19042-02233A EB Section C	1M	527+68	8.9	6.1	1.46	0.95	195.6	6693	6360	4.62E+06
	9M	530+95	9	6	1.50	0.9605735	197.2	6975	6700	4.59E+06
	11M	531+23	9.2	6.1	1.51	0.96	205.1	7018	6740	4.98E+06
	Average								6600	4.73E+06
19043-02234A EB	3M	137+42	8.8	6	1.47	0.95	234.9	8308	7890	4.98E+06
	7M	138+26	8.8	6	1.47	0.95	203.1	7183	6820	4.58E+06
	10M	138+62	8.9	6	1.48	0.96	194.6	6883	6610	6.12E+06
	Average								7110	5.23E+06
19043-02234A WB	1M	149+68	8.2	6.1	1.34	0.95	224	7665	7280	6.00E+06
	8M	148+60	8.25	6.125	1.35	0.95	214.9	7353	6990	5.71E+06
	13M	147+85	8.2	6.1	1.34	0.95	180.8	6187	5880	4.77E+06
	Average								6720	5.49E+06
25132-06582A SB	M1	660+19	8	5.9	1.36	0.955	169.7	6207	5930	5.66E+06
	M2	659+19	8.5	5.9	1.44	0.96	138.5	5068	4870	5.83E+06
	M4	655+56	8.75	5.9	1.48	0.97	175.3	6413	6220	5.57E+06
	Average								5670	5.69E+06
44044-18804A WB	3M	671+01	8.9	6.1	1.46	0.95	257.8	8821	8380	5.10E+06
	7M	669+35	9.1	6.125	1.49	0.96	196.1	6710	6440	4.04E+06
	9M	668+56	9	6	1.50	0.96	221.8	7845	7530	5.01E+06
	Average								7450	4.72E+06
47065-28215A EB	C3	700+00	10	5.9	1.69	0.98	139.9	4951	4850	3.65E+06
	C5	I-96 Bus.Lp.	10.75	5.9	1.82	0.985	123	4851	4780	3.36E+06
	C7	810+63	10.25	6	1.71	0.98	137.1	4351	4260	3.61E+06
	Average								4630	3.54E+06
47065-28215A WB	107		9.5	5.9	1.61	0.97	125.83	4605	4470	3.79E+06
	113		10	5.9	1.69	0.98	100.39	3674	3580	3.00E+06
	122		10	5.9	1.69	0.98	141.4	5175	5050	3.74E+06
	Average								4370	3.51E+06
77023-21586A EB	M1	1820+74	9	5.9	1.53	0.97	197.9	7239	7020	5.69E+06
	M8	1827+70	9.25	5.9	1.57	0.98	207.8	7602	7450	5.22E+06
	M10	1827+97	8.75	5.9	1.48	0.97	189.4	6930	6720	5.11E+06
	Average								7060	5.34E+06
77024-20821A EB Section A	M0	83+64	9.1	6	1.52	0.96	199.5	7056	6770	5.49E+06
	M6	88+58	9	6	1.50	0.96	191.7	6780	6510	5.37E+06
	M10	89+64	9.05	6	1.51	0.96	195.3	6907	6630	6.03E+06
	Average								6640	5.63E+06
77024-17988A EB Section B	1M	408+14	9.1	6.1	1.49	0.96	196.5	6724	6460	4.34E+06
	6M	414+67	9.56	6.125	1.56	0.97	166.7	5658	5490	4.30E+06
	9M	416+18	8.8	6	1.47	0.96	174.4	6168	5920	4.74E+06
	Average								5960	4.46E+06

Split Tensile Strength							
Test Section	Cylinder ID	Station Location	Specimen Length (in)	Specimen Diameter (in)	Ultimate Load (kips)	Split Tensile Strength (psi)	Comments
11017-32516A EB Section A	M1	1790+17	12	5.9	65.61	635	
	M3	1790+80	11	5.9	68.6	655	
	M5	1794+53	11	5.9	64.43	635	
	Average					640	
11017-32516A EB Section C	M1	1682+90	11.25	5.9	67	645	
	M4	1685+41	11	5.9	59.02	580	
	M6	1689+10	11	5.9	56.02	525	
	Average					585	
11017-32516A WB Section D	M5	1786+53	11	5.9	57.03	560	
	M9	1789+70	11.25	5.9	60.02	575	
	M11	1791+27	11.75	5.9	58.02	535	
	Average					550	
19042-24680A EB Section B	2M	276+59	8.2	5.9	48.89	645	
	4M	277+82	8.8	5.9	48.52	595	
	10M	280+71	9.4	5.9	49.3	565	
	Average					600	
19042-02233A EB Section C	3M	527+96	8.5	5.9	51.56	655	
	6M	528+93	8.4	5.9	55.67	715	
	7M	529+14	8.4	5.9	47.7	615	
	Average					660	
19043-02234A EB	6M	137+91.5	8.8	5.8	38.36	480	
	12M	138+75.5	8.5	5.9	45.99	585	
	13M	138+82.5	8.9	6	49.2	580	Tested Dry
	Average					550	
19043-02234A WB	4M	149+17.6	7.8	5.9	42.89	595	
	6M	148+68.7	8.3	5.9	43.12	560	
	10M	148+22.4	8.1	5.9	46.18	615	
	Average					590	
25132-06582A SB	M3	657+20	8	5.9	53.03	720	
	M5	653+71	8.625	5.9	55.5	695	
	M7	650+10	9.125	5.9	52.5	620	
	Average					680	
44044-18804A WB	2M	671+21	8.8	6	46.08	555	Tested Dry
	12M	666+92	9.1	5.9	44.23	525	
	13M	666+23	8.6	5.8	45.32	580	
	Average					555	
47065-28215A EB	C2	670+00	9.25	6	47.5	545	
	C4	720+00	10.5	6	59.5	600	
	C6	788+24	10.5	6	62.5	630	
	Average					590	
47065-28215A WB	110		9.5	5.9	41.03	490	
	116		10	5.9	53.99	570	
	118		10	5.9	60.55	655	
	Average					570	
77023-21586A EB	M4	1822+93	8.75	5.9	55.5	685	
	M7	1825+10	9	5.9	60	720	
	M14	1834+50	9	5.9	63	770	
	Average					725	
77024-20821A Section A	M3	85+43	8.6	5.9	52.1	655	
	M4	87+05	8.8	5.9	61.72	755	
	M7	88+85	9	5.9	63.09	755	
	Average					720	
77024-17988A Section B	3M	409+47	8.9	5.9	53.25	645	
	8M	415+93	8.65	5.9	49.62	620	
	13M	418+17	8.7	5.9	45.7	565	
	Average					610	

APPENDIX H

Foundation Properties

Appendix H. Foundation Properties

This section is dedicated to the properties of the materials beneath the concrete slab. Included here is all of the laboratory testing that was performed on base, subbase, and subgrade soil samples. This laboratory testing included loss on wash (ASTM C117-95) and sieve analysis (ASTM C136-95) for gradation.

For each DGBC section tested, a table showing the amount of material lost when washed on a #200 sieve is provided for the base, subbase and subgrade materials. In addition, tables showing the weight retained and percent passing the various sieves are provided for the sieve analysis. Plotted grain size distribution curves are found for each base, subbase and subgrade.

For OGDC sections, the same tables and plots are presented. Loss on wash was not conducted on the OGDC materials, though, because very small quantities of material finer than the #200 sieve were present.

Once gradation analyses were completed, filter criteria of the foundation layers and Hazen permeability values of the bases were determined. Tables summarizing these analyses for each test section are found at the end of this appendix.

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A	M2	885.91	0.00	101.38	301.57	304.58	148.80	13.09						16.16	885.58	0.04
Section A	M3	1023.92	0.00	40.05	359.97	324.08	228.07	44.37						26.77	1023.31	0.06
EB	M4	927.85	0.00	154.08	449.07	258.00	57.72	1.79						6.46	927.12	0.08
	M5	1018.49	0.00	53.39	411.86	302.89	191.20	39.48						19.20	1018.02	0.05
	M6	1015.25	0.00	93.69	396.01	299.47	184.85	29.12						11.71	1014.85	0.04
	J3	1021.00	0.00	87.20	422.58	316.77	162.51	16.04						15.93	1021.03	0.00
	C3	867.34	0.00	151.37	414.17	208.67	64.87	4.23						23.72	867.03	0.04

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A	M2	100.00	88.56	54.52	20.14	3.34	1.86					
Section A	M3	100.00	96.09	60.93	29.28	7.01	2.67					
EB	M4	100.00	83.39	34.99	7.19	0.97	0.77					
	M5	100.00	94.76	54.32	24.58	5.81	1.93					
	M6	100.00	90.77	51.77	22.27	4.06	1.19					
	J3	100.00	91.46	50.07	19.05	3.13	1.56					
	C3	100.00	82.55	34.80	10.74	3.26	2.77					

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
11017-32516A	M2	73.72	1098.41	1024.69	73.72	1015.56	941.84	82.85	8.09	
Section A	M3	73.72	1083.10	1009.38	73.72	1013.05	939.33	70.05	6.94	
EB	M4	73.72	1141.32	1067.60	73.72	1091.63	1017.91	49.69	4.65	
	M5	73.72	1096.27	1022.55	73.72	1042.12	968.40	54.15	5.30	
	M6	73.72	1093.94	1020.22	73.72	1058.92	985.20	35.02	3.43	
	J3	73.72	1092.47	1018.75	73.72	997.32	923.60	95.15	9.34	
	C3	73.72	1079.16	1005.44	73.72	1021.70	947.98	57.46	5.71	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A	M2	1024.69	0.00	9.34	0.00	9.49	24.82	26.27	64.73	198.70	501.05	82.40	17.90	86.92	1021.62	0.30
Section A	M3	1009.38	0.00	0.00	11.88	9.16	36.83	34.58	64.34	224.02	458.81	75.81	17.56	75.11	1008.10	0.13
EB	M4	1067.6	0.00	0.00	0.00	6.93	15.25	17.70	57.06	153.18	641.58	109.48	14.86	51.11	1067.15	0.04
	M5	1022.55	0.00	0.00	0.00	1.96	23.73	28.86	80.55	133.89	586.49	95.85	14.15	55.34	1020.82	0.17
	M6	1020.22	0.00	0.00	7.88	17.20	13.22	8.73	17.23	51.88	670.96	171.39	22.77	36.68	1017.94	0.22
	J3	1018.75	0.00	0.00	0.00	21.20	21.23	16.11	31.47	159.25	537.66	107.13	24.24	98.60	1016.89	0.18
	C3	1005.44	0.00	0.00	12.78	8.76	16.22	21.34	35.95	169.26	552.59	108.90	17.24	60.74	1003.78	0.17

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A	M2	100.00	99.09	99.09	98.16	95.74	93.18	86.86	67.47	18.57	10.53	8.78
Section A	M3	100.00	100.00	98.82	97.92	94.27	90.84	84.47	62.27	16.82	9.31	7.57
EB	M4	100.00	100.00	100.00	99.35	97.92	96.26	90.92	76.57	16.48	6.22	4.83
	M5	100.00	100.00	100.00	99.81	97.49	94.67	86.79	73.69	16.34	6.96	5.58
	M6	100.00	100.00	99.23	97.54	96.25	95.39	93.70	88.62	22.85	6.05	3.82
	J3	100.00	100.00	100.00	97.92	95.84	94.25	91.16	75.53	22.76	12.24	9.86
	C3	100.00	100.00	98.73	97.86	96.24	94.12	90.55	73.71	18.75	7.92	6.21

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A	M1	1200.52	0.00	223.27	533.66	309.65	128.65	0.04	0.02	0.05	0.25	0.31		4.12	1200.02	0.04
Section C	M2	966.90	0.00	157.05	327.77	350.47	111.52	1.64						18.36	966.81	0.01
EB	M3	1031.10	0.00	192.53	451.09	254.95	103.00	1.97						28.07	1031.61	-0.05
	M4	1113.10	0.00	138.60	335.34	393.04	201.75	13.13						31.53	1113.39	-0.03
	M5	1092.83	0.00	167.70	262.95	226.15	270.03	102.71						63.26	1092.8	0.00
	M6	1103.58	0.00	151.50	377.48	305.04	225.03	14.23						30.66	1103.94	-0.03

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A	M1	100.00	81.40	36.95	11.16	0.44	0.44					
Section C	M2	100.00	83.76	49.86	13.61	2.08	1.91					
EB	M3	100.00	81.33	37.58	12.85	2.86	2.67					
	M4	100.00	87.55	57.42	22.11	3.99	2.81					
	M5	100.00	84.65	60.59	39.90	15.19	5.79					
	M6	100.00	86.27	52.07	24.43	4.04	2.75					

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
11017-32516A Section C EB	M1	73.72	984.3	910.58	73.72	881.31	807.59	102.99	11.31	
	M2	73.72	1093.25	1019.53	73.72	988.64	914.92	104.61	10.26	
	M3	73.72	987.63	913.91	73.72	897.05	823.33	90.58	9.91	
	M4	73.72	1097.06	1023.34	73.72	991.72	918	105.34	10.29	
	M5	73.72	1084.14	1010.42	73.72	932.95	859.23	151.19	14.96	
	M6	73.72	1242.11	1168.39	73.72	1187.06	1113.3	55.05	4.71	
	Natural Soil	73.72	1208.87	1135.15	73.72	915.19	841.47	293.68	25.87	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A Section C EB	M1	807.59	0.00	0.00	0.00	5.17	3.95	3.13	6.67	23.39	235.44	363.68	154.22	11.93	807.58	0.00
	M2	914.92	0.00	0.00	0.00	1.43	8.17	4.26	6.35	27.48	418.95	321.24	120.01	6.95	914.84	0.01
	M3	823.33	0.00	0.00	11.14	3.62	7.60	5.05	8.10	30.25	371.80	279.78	99.06	6.30	822.70	0.08
	M4	918.00	0.00	0.00	2.91	1.00	4.09	2.70	4.45	13.43	317.38	438.61	118.00	14.55	917.12	0.10
	M5	859.23	0.00	0.00	6.47	6.13	6.51	2.68	4.72	15.29	192.90	455.13	153.51	15.32	858.66	0.07
	M6	1113.34	0.00	13.00	15.10	11.85	8.58	5.44	6.96	23.94	670.57	294.51	58.12	4.41	1112.48	0.08
	Natural Soil	1135.15	0.00	0.00	0.00	0.00	0.91	1.64	3.76	9.42	139.72	487.68	178.52	310.46	1132.11	0.27

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A Section C EB	M1	100.00	100.00	100.00	99.43	99.00	98.65	97.92	95.35	69.50	29.56	12.62
	M2	100.00	100.00	100.00	99.86	99.06	98.64	98.02	95.32	54.23	22.72	10.95
	M3	100.00	100.00	98.78	98.38	97.55	97.00	96.11	92.80	52.12	21.51	10.67
	M4	100.00	100.00	99.72	99.62	99.22	98.95	98.52	97.21	66.19	23.33	11.80
	M5	100.00	100.00	99.36	98.75	98.11	97.84	97.38	95.86	76.77	31.73	16.54
	M6	100.00	98.89	97.59	96.58	95.85	95.38	94.79	92.74	35.34	10.14	5.16
	Natural Soil	100.00	100.00	100.00	100.00	99.92	99.78	99.44	98.61	86.31	43.34	27.62

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A	M1	1157.30	0.00	201.45	603.20	283.85	43.28	0.38						25.17	1157.33	0.00
Section D	M3	1125.51	0.00	76.40	524.40	427.31	72.00	0.42						26.07	1126.60	-0.10
WB	M5	1154.68	0.00	34.70	546.60	434.05	115.62	0.81						22.80	1154.58	0.01
	M7	1180.60	0.00	179.21	698.63	249.87	32.04	0.29						20.47	1180.51	0.01
	M9	1169.20	0.00	146.53	579.36	376.74	43.21	0.33						22.72	1168.89	0.03
	M11	1146.78	0.00	128.07	613.61	322.93	50.78	2.02						29.18	1146.59	0.02
	M13	1181.07	0.00	123.55	625.93	337.8	67.86	0.47						25.17	1180.78	0.02

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A	M1	100.00	82.59	30.47	5.94	2.21	2.17					
Section D	M3	100.00	93.21	46.62	8.65	2.26	2.22					
WB	M5	100.00	96.99	49.66	12.07	2.05	1.98					
	M7	100.00	84.82	25.64	4.48	1.77	1.74					
	M9	100.00	87.47	37.92	5.69	2.00	1.97					
	M11	100.00	88.83	35.32	7.17	2.74	2.56					
	M13	100.00	89.54	36.54	7.94	2.20	2.16					

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
11017-32516A	M1	73.72	1187.20	1113.48	73.72	1103.34	1029.62	83.86	7.53	
Section D	M3	73.72	1261.86	1188.14	73.72	1209.93	1136.21	51.93	4.37	
WB	M5	73.72	1168.75	1095.03	73.72	1098.25	1024.53	70.50	6.44	
	M7	73.72	1097.09	1023.37	73.72	1026.91	953.19	70.18	6.86	
	M9	73.72	1110.12	1036.40	73.72	1033.72	960.00	76.40	7.37	
	M11	73.72	1175.72	1102.00	73.72	1086.06	1012.34	89.66	8.14	
	M13	73.72	1108.36	1034.64	73.72	1060.04	986.32	48.32	4.67	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A	M1	1113.48	0.00	0.00	4.31	9.82	19.85	24.00	40.20	211.81	495.98	172.57	46.64	87.11	1112.29	0.11
Section D	M3	1188.14	0.00	0.00	15.88	16.37	31.24	32.05	53.96	319.44	555.92	93.38	16.76	53.55	1188.55	-0.03
WB	M5	1095.03	0.00	0.00	43.03	33.88	27.56	25.36	49.39	165.09	539.26	117.32	26.92	72.77	1100.58	-0.51
	M7	1023.37	0.00	0.00	8.38	0.88	17.98	23.21	56.02	165.71	553.02	103.24	20.25	72.46	1021.15	0.22
	M9	1036.40	0.00	0.00	7.20	2.56	16.11	24.30	55.70	154.44	548.01	121.87	24.71	79.27	1034.17	0.22
	M11	1102.00	0.00	0.00	11.75	9.13	28.87	23.08	39.17	191.39	545.17	123.88	37.33	91.41	1101.18	0.07
	M13	1034.64	0.00	0.00	21.78	3.30	19.16	17.08	37.42	227.93	546.55	96.21	14.88	49.60	1033.91	0.07

		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A	M1	100.00	100.00	99.61	98.73	96.95	94.79	91.18	72.16	27.62	12.12	7.93
Section D	M3	100.00	100.00	98.66	97.29	94.66	91.96	87.42	60.53	13.74	5.88	4.47
WB	M5	100.00	100.00	96.07	92.98	90.46	88.14	83.63	68.56	19.31	8.60	6.14
	M7	100.00	100.00	99.18	99.10	97.34	95.07	89.60	73.40	19.36	9.28	7.30
	M9	100.00	100.00	99.31	99.06	97.50	95.16	89.78	74.88	22.01	10.25	7.86
	M11	100.00	100.00	98.93	98.11	95.49	93.39	89.84	72.47	23.00	11.76	8.37
	M13	100.00	100.00	97.89	97.58	95.72	94.07	90.46	68.43	15.60	6.30	4.86

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
11017-32516A Section D WB	M1	73.72	375.95	302.23	73.72	330.43	256.71	45.52	15.06	
	M3	73.72	1154.22	1080.5	73.72	1142.53	1068.8	11.69	1.08	
	M5	73.72	874.01	800.29	73.72	615.85	542.13	258.16	32.26	
	M7	73.72	833.85	760.13	73.72	637.42	563.7	196.43	25.84	
	M9	73.72	1229.94	1156.22	73.72	823.25	749.53	406.69	35.17	
	M11	73.72	413.03	339.31	73.72	364.43	290.71	48.6	14.32	
	M13	73.72	1146.57	1072.85	73.72	894.07	820.35	252.5	23.54	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
11017-32516A Section D WB	M1	302.23	0.00	0.00	0.00	3.20	17.26	13.31	15.66	22.98	61.80	71.31	38.10	57.78	301.40	0.27
	M3	1080.50	0.00	0.00	2.93	3.32	3.92	2.65	5.90	71.98	683.75	276.35	17.00	12.58	1080.38	0.01
	M5	800.29	0.00	0.00	28.74	19.54	34.70	22.19	28.17	49.87	160.03	137.82	55.54	261.27	797.87	0.30
	M7	760.13	56.55	20.99	9.28	18.86	27.33	26.19	27.55	36.26	158.01	128.99	51.13	199.45	760.59	-0.06
	M9	1156.22	0.00	0.00	9.38	13.51	30.03	34.21	47.78	56.43	209.88	219.51	119.14	415.05	1154.92	0.11
	M11	339.31	0.00	0.00	5.13	4.00	5.87	7.20	9.24	15.07	59.93	132.82	47.72	52.83	339.81	-0.15
	M13	820.35	0.00	0.00	36.07	11.96	27.75	23.79	35.05	67.29	55.75	214.96	90.56	256.99	820.17	0.02

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
11017-32516A Section D WB	M1	100.00	100.00	100.00	98.94	93.23	88.83	83.64	76.04	55.59	32.00	19.39
	M3	100.00	100.00	99.73	99.42	99.06	98.81	98.27	91.61	28.32	2.75	1.18
	M5	100.00	100.00	96.41	93.97	89.63	86.86	83.34	77.11	57.11	39.89	32.95
	M7	92.56	89.80	88.58	86.10	82.50	79.06	75.43	70.66	49.87	32.90	26.18
	M9	100.00	100.00	99.19	98.02	95.42	92.46	88.33	83.45	65.30	46.31	36.01
	M11	100.00	100.00	98.49	97.31	95.58	93.46	90.73	86.29	68.63	29.49	15.42
	M13	100.00	100.00	96.64	95.52	92.94	90.72	87.45	81.18	75.98	55.95	47.51

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19042-24680A	1M	1004.20	115.23	72.97	35.48	65.14	373.51	213.26	47.72	12.50	8.83	47.45	8.59	1.15	1001.83	0.24
Section B	2M	996.89	141.57	133.44	37.33	57.40	316.12	168.28	51.72	21.93	17.47	31.55	15.44	2.06	994.31	0.26
EB	3M	998.88	51.43	106.76	18.21	70.75	427.78	189.56	52.10	14,57				66.50	997.66	0.12
	4M	1115.56	164.47	111.03	21.51	54.68	362.59	254.63	62.72	12.26				68.14	1112.03	0.32
	5M	962.41	160.32	183.77	11.05	41.44	279.11	144.03	35.77	7.83				97.55	960.87	0.16
	6M	601.87	175.07	185.05	73.51	24.31	64.50	29.45	9.01	3.49				37.08	601.47	0.07
	7M	408.32	93.03	186.00	58.27	6.37	7.44	5.29	4.63	5.06				41.54	407.63	0.17
	8M	825.43	254.31	265.05	211.02	22.82	11.48	6.38	9.18	4.23				40.27	824.74	0.08
	9M	646.88	26.28	284.87	222.24	35.14	18.88	5.98	3.92	1.88				47.43	646.62	0.04
	10M	401.16	64.27	185.57	94.27	6.88	6.66	2.40	2.72	1.57				35.64	399.98	0.29

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19042-24680A	1M	88.53	81.26	77.73	71.24	34.04	12.81	8.06	6.81	5.93	1.21	0.35
Section B	2M	85.80	72.41	68.67	62.91	31.20	14.32	9.13	6.93	5.18	2.01	0.47
EB	3M	94.80	84.00	82.16	75.01	31.75	12.58	7.31	5.84			
	4M	85.26	75.30	73.38	68.47	35.97	13.15	7.52	6.42			
	5M	83.34	64.25	63.10	58.79	29.79	14.83	11.11	10.30			
	6M	70.91	40.17	27.95	23.91	13.20	8.30	6.81	6.23			
	7M	77.22	31.66	17.39	15.83	14.01	12.72	11.58	10.34			
	8M	69.19	37.08	11.52	8.75	7.36	6.59	5.47	4.96			
	9M	95.94	51.90	17.54	12.11	9.19	8.27	7.66	7.37			
	10M	83.98	37.72	14.22	12.51	10.85	10.25	9.57	9.18			

Loss on Wash - Subbase										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19042-24680A	1M	73.16	1077.19	1004.03	73.16	1004.23	931.07	72.96	7.27	
Section B	2M	73.16	1073.85	1000.69	73.16	1000.07	926.91	73.78	7.37	trace organic
EB	3M	73.16	1077.85	1004.69	73.16	1010.83	937.67	67.02	6.67	trace organic
	4M	73.16	1075.58	1002.42	73.16	1022.95	949.79	52.63	5.25	
	5M	73.16	993.99	920.83	73.16	937.4	864.24	56.59	6.15	
	6M	73.16	1078.92	1005.76	73.16	998.42	925.26	80.5	8.00	
	7M	73.16	1077.3	1004.14	73.16	1024.28	951.12	53.02	5.28	
	8M	73.16	1073.31	1000.15	73.16	1028.3	955.14	45.01	4.50	
	9M	73.16	1081.46	1008.3	73.16	933.19	860.03	148.27	14.70	
	10M	73.16	1075.32	1002.16	73.16	1033.18	960.02	42.14	4.20	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19042-24680A	1M	1004.03	110.01	0.00	23.54	24.25	52.25	41.87	36.39	44.46	294.51	252.38	44.98	76.98	1001.62	0.24
Section B	2M	1000.69	0.00	12.13	25.73	23.63	68.13	56.44	68.13	73.60	293.69	242.45	56.80	79.42	1000.15	0.05
EB	3M	1004.69	0.00	0.00	3.19	3.01	7.07	8.66	9.61	22.40	377.16	423.42	79.33	71.54	1005.39	-0.07
	4M	1002.42	0.00	16.82	8.95	2.66	6.55	7.44	8.33	17.31	243.18	527.13	102.48	61.44	1002.29	0.01
	5M	920.83	0.00	0.00	0.00	5.62	23.24	18.48	20.91	41.93	372.79	258.85	118.80	64.66	925.28	-0.48
	6M	1005.76	0.00	0.00	2.66	10.38	17.23	16.05	24.23	63.58	532.49	215.81	37.52	83.82	1003.77	0.20
	7M	1004.14	0.00	0.00	2.74	13.70	18.80	23.36	33.84	92.24	567.67	170.38	26.74	55.85	1005.32	-0.12
	8M	1000.15	0.00	0.00	0.00	10.50	13.19	12.71	19.31	89.67	630.23	157.33	19.52	47.12	999.58	0.06
	9M	1008.30	0.00	13.20	0.00	9.12	20.30	20.74	32.55	82.41	469.10	165.99	38.66	156.29	1008.36	-0.01
	10M	1002.16	0.00	13.64	23.53	10.54	23.12	25.22	41.86	53.70	342.73	367.56	53.71	44.35	999.96	0.22

		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19042-24680A	1M	89.04	89.04	86.70	84.28	79.08	74.91	71.28	66.86	37.52	12.39	7.91
Section B	2M	100.00	98.79	96.22	93.86	87.05	81.41	74.60	67.24	37.89	13.67	7.99
EB	3M	100.00	100.00	99.68	99.38	98.68	97.82	96.86	94.63	57.09	14.95	7.05
	4M	100.00	98.32	97.43	97.16	96.51	95.77	94.94	93.21	68.95	16.37	6.14
	5M	100.00	100.00	100.00	99.39	96.87	94.86	92.59	88.03	47.55	19.44	6.54
	6M	100.00	100.00	99.74	98.70	96.99	95.39	92.99	86.66	33.72	12.26	8.53
	7M	100.00	100.00	99.73	98.36	96.49	94.16	90.79	81.61	25.08	8.11	5.44
	8M	100.00	100.00	100.00	98.95	97.63	96.36	94.43	85.46	22.45	6.72	4.77
	9M	100.00	98.69	98.69	97.79	95.77	93.72	90.49	82.31	35.79	19.33	15.49
	10M	100.00	98.64	96.29	95.24	92.93	90.42	86.24	80.88	46.68	10.00	4.64

Loss on Wash - Subgrade										
		Before Washing			After washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19042-24680A	1M	73.16	1076.59	1003.43	73.16	987.00	913.84	89.59	8.93	trace organic
Section B	2M	73.16	1077.00	1003.84	73.16	1017.31	944.15	59.69	5.95	
EB	3M	73.16	1070.07	996.91	73.16	1032.37	959.21	37.70	3.78	
	4M	73.16	1074.10	1000.94	73.16	994.03	920.87	80.07	8.00	dark brown color
	5M	73.16	1073.96	1000.80	73.16	1037.49	964.33	36.47	3.64	
	6M	73.16	1086.71	1013.55	73.16	965.86	892.70	120.85	11.92	
	7M	73.16	1074.21	1001.05	73.16	1044.71	971.55	29.50	2.95	
	8M	73.16	1075.17	1002.01	73.16	1037.88	964.72	37.29	3.72	
	9M #1	73.16	1074.81	1001.65	73.16	642.41	569.25	432.40	43.17	
	9M #2	73.16	1073.00	999.84	73.16	1014.66	941.50	58.34	5.83	
	10M	73.16	1073.51	1000.35	73.16	1017.99	944.83	55.52	5.55	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19042-24680A	1M	1003.43	0.00	27.55	28.46	24.19	85.00	82.48	94.30	92.91	216.61	197.98	56.67	95.00	1001.15	0.23
Section B	2M	1003.84	0.00	58.34	36.84	28.71	93.45	86.04	106.23	107.59	211.42	163.34	45.18	63.86	1001.00	0.28
EB	3M	996.91	0.00	0.00	0.00	0.00	1.13	1.84	2.09	3.60	212.03	615.18	116.19	45.75	997.81	-0.09
	4M	1000.94	0.00	8.99	0.00	8.62	29.42	23.57	38.18	80.35	459.01	227.26	39.83	84.35	999.58	0.14
	5M	1000.80	0.00	0.00	0.00	0.00	10.37	9.01	9.47	29.09	448.77	391.63	63.70	39.09	1001.13	-0.03
	6M	1013.55	0.00	0.00	7.46	15.51	18.21	22.34	38.33	83.16	487.80	182.19	33.45	123.85	1012.30	0.12
	7M	1001.05	0.00	16.45	10.33	6.77	30.60	25.22	39.02	104.65	563.35	147.32	25.21	31.56	1000.48	0.06
	8M	1002.01	0.00	0.00	0.00	7.56	26.73	21.02	42.98	131.98	508.87	179.00	42.89	39.80	1000.83	0.12
	9M #1	1001.65	0.00	0.00	0.00	0.00	2.24	6.64	10.74	37.86	291.87	164.98	48.52	439.24	1002.09	-0.04
	9M #2	999.84	0.00	0.00	14.72	7.83	29.83	29.79	48.16	117.88	517.94	142.15	28.19	61.49	997.98	0.19
	10M	1000.35	28.04	0.00	12.68	2.63	36.17	45.60	67.42	98.07	324.51	261.90	63.69	57.78	998.49	0.19

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19042-24680A	1M	100.00	97.25	94.42	92.01	83.54	75.32	65.92	56.66	35.07	15.34	9.69
Section B	2M	100.00	94.19	90.52	87.66	78.35	69.78	59.20	48.48	27.42	11.15	6.64
EB	3M	100.00	100.00	100.00	100.00	99.89	99.70	99.49	99.13	77.86	16.15	4.50
	4M	100.00	99.10	99.10	98.24	95.30	92.95	89.13	81.10	35.25	12.54	8.56
	5M	100.00	100.00	100.00	100.00	98.96	98.06	97.12	94.21	49.37	10.24	3.87
	6M	100.00	100.00	99.26	97.73	95.94	93.73	89.95	81.75	33.62	15.64	12.34
	7M	100.00	98.36	97.32	96.65	93.59	91.07	87.17	76.72	20.44	5.73	3.21
	8M	100.00	100.00	100.00	99.25	96.58	94.48	90.19	77.02	26.23	8.37	4.09
	9M	100.00	100.00	100.00	100.00	99.78	99.11	98.04	94.26	65.12	48.65	43.81
	10M	97.20	97.20	95.93	95.67	92.05	87.49	80.75	70.95	38.51	12.33	5.96

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19042-02233A	1M	1226.88	83.13	298.62	313.02	171.95	174.71	61.23	34.91	11.80				73.27	1222.64	0.35
Section C	5M	1049.19	0.00	70.18	120.70	126.70	328.96	196.62	82.57	19.88				102.38	1047.99	0.11
EB	7M	577.28	69.88	74.73	56.08	42.02	153.05	86.52	24.86	5.31				63.49	575.94	0.23
	11M	1007.54	68.74	151.32	85.12	63.29	262.76	198.74	72.10	18.25				86.17	1006.49	0.10
	13M	737.36	114.58	48.16	56.76	58.98	199.34	137.83	55.00	15.61				47.14	733.40	0.54

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19042-02233A	1M	93.22	82.44	43.37	29.36	15.12	10.12	7.28	6.32			
Section C	5M	100.00	93.31	81.81	69.73	38.38	19.64	11.77	9.87			
EB	7M	87.89	74.95	65.24	57.96	31.44	16.46	12.15	11.23			
	11M	93.18	78.16	69.71	63.43	37.35	17.62	10.47	8.66			
	13M	84.46	77.93	70.23	62.23	35.20	16.51	9.05	6.93			

Loss on Wash - Subbase										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19042-02233A	1M	73.16	1081.59	1008.43	73.16	1010.98	937.82	70.61	7.00	
Section C	5M	73.16	1072.88	999.72	73.16	1004.71	931.55	68.17	6.82	
EB	7M	73.16	1078.74	1005.58	73.16	1015.13	941.97	63.61	6.33	
	11M	73.16	1076.17	1003.01	73.16	1014.66	941.50	61.51	6.13	
	13M	73.16	1078.72	1005.56	73.16	1024.58	951.42	54.14	5.38	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19042-02233A	1M	1008.43	0.00	0.00	9.38	18.46	32.30	28.37	38.34	53.64	270.08	362.69	113.67	80.66	1007.59	0.08
Section C	5M	999.72	0.00	0.00	10.24	17.42	45.76	35.53	38.43	53.03	250.49	354.43	113.10	80.68	999.11	0.06
EB	7M	1005.58	0.00	30.73	20.46	13.24	30.42	29.84	33.94	39.34	223.31	428.44	88.38	67.77	1005.87	-0.03
	11M	1003.01	48.58	31.67	3.58	5.25	38.89	43.26	48.82	52.23	201.48	373.70	84.00	70.43	1001.89	0.11
	13M	1005.56	26.20	9.42	26.32	23.23	61.16	52.48	60.08	57.34	213.54	343.64	73.05	61.01	1007.47	-0.19

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19042-02233A	1M	100.00	100.00	99.07	97.24	94.04	91.22	87.42	82.10	55.32	19.35	8.08
Section C	5M	100.00	100.00	98.98	97.23	92.66	89.10	85.26	79.95	54.90	19.44	8.13
EB	7M	100.00	96.94	94.91	93.59	90.57	87.60	84.23	80.31	58.11	15.50	6.71
	11M	95.16	92.00	91.64	91.12	87.24	82.93	78.06	72.85	52.77	15.51	7.13
	13M	97.39	96.46	93.84	91.53	85.45	80.23	74.25	68.55	47.32	13.14	5.88

Loss on Wash - Subgrade										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19042-02233A Section C EB	1M	73.16	1076.85	1003.69	73.16	1026.07	952.91	50.78	5.06	
	5M	73.16	1077.84	1004.68	73.16	1020.33	947.17	57.51	5.72	
	7M	73.16	361.88	288.72	73.16	237.73	164.57	124.15	43.00	
	11M	73.16	1072.48	999.32	73.16	991.37	918.21	81.11	8.12	
	13M	73.16	1071.92	998.76	73.16	1008.85	935.69	63.07	6.31	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19042-02233A Section C EB	1M	1003.69	0.00	7.60	20.38	24.06	53.75	46.86	58.49	86.07	366.16	212.95	71.95	55.62	1003.89	-0.02
	5M	1004.68	0.00	0.00	6.09	22.84	61.65	59.62	57.65	74.37	285.33	281.34	87.23	66.94	1003.06	0.16
	7M	288.72	0.00	0.00	0.00	0.00	4.46	5.56	8.91	10.17	30.55	61.86	38.46	129.36	289.33	-0.21
	11M	999.32	0.00	0.00	28.42	13.29	23.84	23.21	30.53	40.33	256.05	377.29	115.59	90.38	998.93	0.04
	13M	998.76	0.00	0.00	17.11	0.00	14.19	17.72	21.58	34.09	392.02	324.70	102.21	73.87	997.49	0.13

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19042-02233A Section C EB	1M	100.00	99.24	97.21	94.82	89.46	84.79	78.96	70.39	33.91	12.69	5.52
	5M	100.00	100.00	99.39	97.12	90.98	85.05	79.31	71.91	43.51	15.51	6.82
	7M	100.00	100.00	100.00	100.00	98.46	96.53	93.44	89.92	79.34	57.91	44.59
	11M	100.00	100.00	97.16	95.83	93.44	91.12	88.06	84.03	58.40	20.65	9.08
	13M	100.00	100.00	98.29	98.29	96.87	95.09	92.93	89.52	50.27	17.76	7.52

Loss on Wash - Base										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19043-02234A EB	1M	73.16	1071.99	998.83	73.16	1005.19	932.03	66.80	6.69	
	3M	73.16	1086.30	1013.14	73.16	1008.63	935.47	77.67	7.67	
	4M	73.16	1068.85	995.69	73.16	991.05	917.89	77.80	7.81	
	6M	73.16	1080.51	1007.35	73.16	1011.45	938.29	69.06	6.86	
	7M	73.16	1071.32	998.16	73.16	990.88	917.72	80.44	8.06	
	8M	73.16	1072.82	999.66	73.16	1000.54	927.38	72.28	7.23	
	9M	73.16	1071.74	998.58	73.16	1010.04	936.88	61.70	6.18	
	10M	73.16	1075.14	1001.98	73.16	1010.85	937.69	64.29	6.42	
	12M	73.16	1069.61	996.45	73.16	995.12	921.96	74.49	7.48	
	13M	73.16	1074.07	1000.91	73.16	1000.04	926.88	74.03	7.40	

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19043-02234A EB	1M	998.83	0	63.39	107.98	74.38	138.26	124.33	133.07	108.45	103.25	51.48	21.45	72.05	998.09	0.07
	3M	1013.14	0	62.73	139.08	58.4	155.76	119.54	122.98	102.33	95.4	44.38	22.61	85.7	1008.91	0.42
	4M	995.69	0	56.94	121.29	65.32	134.15	128.98	128.84	106.91	96.86	50.47	22.49	82.28	994.53	0.12
	6M	1007.35	0	0	175.64	101.64	182.61	117.15	106.15	90.75	87.42	45.34	21.55	78.99	1007.24	0.01
	7M	998.16	0	40.01	59.45	72.04	155.72	112	107.83	92.99	113.92	113.39	42.19	87.73	997.27	0.09
	8M	999.66	0	39.29	102.54	101.93	158.67	126.54	121.04	104.32	99.11	48.13	21.44	76.37	999.38	0.03
	9M	998.58	0	36.02	96.84	53.91	157.61	136.76	139.71	121.35	115.11	50.56	21.07	68.82	997.76	0.08
	10M	1001.98	0	29.54	89.24	77.28	171.84	143.89	139.53	116.74	100.71	44.14	18.49	70.93	1002.33	-0.03
	12M	996.45	0	11.02	99.17	75.07	164.7	134.67	135.18	111.09	104.64	55.75	24.58	81.33	997.2	-0.08
	13M	1000.91	0	15.24	136.92	83.44	140.48	126.6	125.36	106.02	101.25	61.01	24.44	78.96	999.72	0.12

		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19043-02234A EB	1M	100.00	93.65	82.84	75.40	61.55	49.11	35.78	24.93	14.59	9.44	7.29
	3M	100.00	93.81	80.08	74.32	58.94	47.14	35.01	24.90	15.49	11.11	8.88
	4M	100.00	94.28	82.10	75.54	62.07	49.11	36.17	25.44	15.71	10.64	8.38
	6M	100.00	100.00	82.56	72.47	54.35	42.72	32.18	23.17	14.49	9.99	7.85
	7M	100.00	95.99	90.04	82.82	67.22	56.00	45.19	35.88	24.47	13.11	8.88
	8M	100.00	96.07	85.81	75.62	59.74	47.09	34.98	24.54	14.63	9.81	7.67
	9M	100.00	96.39	86.70	81.30	65.51	51.82	37.83	25.67	14.15	9.08	6.97
	10M	100.00	97.05	88.15	80.43	63.28	48.92	35.00	23.35	13.29	8.89	7.04
	12M	100.00	98.89	88.94	81.41	64.88	51.36	37.80	26.65	16.15	10.55	8.09
	13M	100.00	98.48	84.80	76.46	62.43	49.78	37.25	26.66	16.54	10.45	8.01

Loss on Wash - Subbase										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19043-02234A EB	1M	73.16	1084.26	1011.10	73.16	984.06	910.90	100.20	9.91	
	3M	73.16	1076.90	1003.74	73.16	989.16	916.00	87.74	8.74	
	4M	73.16	1072.19	999.03	73.16	886.78	813.62	185.41	18.56	
	6M	73.16	1073.98	1000.82	73.16	906.11	832.95	167.87	16.77	
	7M	73.16	1073.06	999.90	73.16	1028.00	954.84	45.06	4.51	
	8M	73.16	1074.54	1001.38	73.16	1023.39	950.23	51.15	5.11	
	9M	73.16	1072.34	999.18	73.16	1037.22	964.06	35.12	3.51	
	10M	73.16	1076.37	1003.21	73.16	1020.77	947.61	55.60	5.54	
	12M	73.16	1076.42	1003.26	73.16	1016.32	943.16	60.10	5.99	
	13M	73.16	1067.98	994.82	73.16	1002.47	929.31	65.51	6.59	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19043-02234A EB	1M	1011.10	93.62	16.44	13.91	3.94	36.77	34.33	50.31	87.51	288.80	208.85	67.06	108.40	1009.94	0.11
	3M	1003.74	0.00	0.00	0.00	0.00	12.24	6.25	9.86	15.48	302.15	438.71	105.16	102.50	992.35	1.13
	4M	999.03	73.66	0.00	25.78	9.53	21.27	22.90	27.20	29.40	136.17	315.35	130.02	207.10	998.38	0.07
	6M	1000.82	0.00	65.71	7.68	16.31	35.85	37.05	39.90	37.01	152.39	262.91	156.98	188.86	1000.65	0.02
	7M	999.90	0.00	12.68	6.11	14.94	50.80	67.03	100.25	172.30	373.54	127.15	26.89	48.36	1000.05	-0.02
	8M	1001.38	0.00	0.00	38.79	5.79	53.39	64.68	98.21	184.34	329.71	137.24	32.07	53.07	997.29	0.41
	9M	999.18	65.58	26.37	16.34	24.34	56.61	64.56	110.89	192.76	304.83	85.08	14.70	36.93	998.99	0.02
	10M	1003.21	0.00	0.00	7.53	23.38	38.58	40.92	57.70	101.89	250.59	320.31	93.10	69.25	1003.25	0.00
	12M	1003.26	0.00	29.05	4.22	10.86	40.66	41.40	58.19	95.85	255.06	311.78	92.66	65.85	1005.58	-0.23
	13M	994.82	0.00	0.00	8.52	11.51	30.49	38.37	52.64	65.12	260.74	340.72	108.56	77.55	994.22	0.06

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19043-02234A EB	1M	90.74	89.11	87.74	87.35	83.71	80.32	75.34	66.69	38.12	17.47	10.84
	3M	100.00	100.00	100.00	100.00	98.78	98.16	97.18	95.63	65.53	21.82	11.35
	4M	92.63	92.63	90.05	89.09	86.96	84.67	81.95	79.01	65.38	33.81	20.80
	6M	100.00	93.43	92.67	91.04	87.46	83.75	79.77	76.07	60.84	34.57	18.89
	7M	100.00	98.73	98.12	96.63	91.55	84.84	74.82	57.58	20.23	7.51	4.82
	8M	100.00	100.00	96.13	95.55	90.22	83.76	73.95	55.54	22.62	8.91	5.71
	9M	93.44	90.80	89.16	86.73	81.06	74.60	63.50	44.21	13.70	5.19	3.72
	10M	100.00	100.00	99.25	96.92	93.07	88.99	83.24	73.09	48.11	16.18	6.90
	12M	100.00	97.10	96.68	95.60	91.55	87.42	81.62	72.07	46.64	15.57	6.33
	13M	100.00	100.00	99.14	97.99	94.92	91.06	85.77	79.23	53.02	18.77	7.86

Loss on Wash - Subgrade										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19043-02234A EB	1M	73.16	1074.64	1001.48	73.16	741.85	668.69	332.79	33.23	
	3M	73.16	1075.78	1002.62	73.16	1027.45	954.29	48.33	4.82	
	4M	73.16	1078.00	1004.84	73.16	914.50	841.34	163.50	16.27	
	6M	73.16	1086.45	1013.29	73.16	1001.72	928.56	84.73	8.36	
	7M	73.16	1071.22	998.06	73.16	1044.23	971.07	26.99	2.70	
	8M	73.16	1068.91	995.75	73.16	1030.93	957.77	37.98	3.81	
	9M	73.16	1075.90	1002.74	73.16	1008.46	935.30	67.44	6.73	
	10M	73.16	1075.40	1002.24	73.16	1038.11	964.95	37.29	3.72	
	12M	73.16	1070.92	997.76	73.16	1037.40	964.24	33.52	3.36	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19043-02234A EB	1M	1001.48	0.00	18.55	6.04	10.91	20.77	17.29	26.03	28.94	97.97	280.84	147.48	346.01	1000.83	0.06
	3M	1002.62	0.00	30.33	20.60	10.04	45.54	33.91	33.96	39.59	216.80	380.32	102.46	67.40	980.95	2.16
	4M	1004.84	0.00	0.00	3.58	6.91	36.31	38.41	53.29	53.40	266.03	228.67	142.24	174.81	1003.65	0.12
	6M	1013.29	0.00	0.00	15.91	17.69	41.98	43.92	56.01	60.96	298.41	264.65	125.02	95.90	1020.45	-0.71
	7M	998.06	40.90	9.85	33.73	22.63	55.59	55.74	92.57	158.86	382.21	103.79	12.97	28.45	997.29	0.08
	8M	995.75	0.00	0.00	9.24	22.67	54.52	70.31	105.40	180.01	386.93	101.43	15.62	39.31	985.44	1.04
	9M	1002.74	48.68	0.00	24.73	24.10	59.72	65.02	94.10	163.01	310.40	105.61	31.42	74.27	1001.06	0.17
	10M	1002.24	0.00	9.87	20.01	19.39	48.49	61.66	90.66	168.58	298.36	195.08	49.11	41.11	1002.32	-0.01
	12M	997.76	0.00	28.02	0.00	8.99	24.15	23.02	31.91	48.91	357.47	333.87	101.64	38.51	996.49	0.13

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19043-02234A EB	1M	100.00	98.15	97.54	96.46	94.38	92.65	90.06	87.17	77.38	49.34	34.61
	3M	100.00	96.97	94.92	93.92	89.38	85.99	82.61	78.66	57.04	19.10	8.88
	4M	100.00	100.00	99.64	98.96	95.34	91.52	86.22	80.90	54.43	31.67	17.52
	6M	100.00	100.00	98.43	96.68	92.54	88.21	82.68	76.66	47.21	21.10	8.76
	7M	95.90	94.92	91.54	89.27	83.70	78.11	68.84	52.92	14.63	4.23	2.93
	8M	100.00	100.00	99.07	96.80	91.32	84.26	73.67	55.60	16.74	6.55	4.98
	9M	95.15	95.15	92.68	90.28	84.32	77.84	68.45	52.19	21.24	10.71	7.57
	10M	100.00	99.02	97.02	95.08	90.25	84.09	75.05	58.23	28.46	8.99	4.09
	12M	100.00	97.19	97.19	96.29	93.87	91.56	88.36	83.46	47.64	14.17	3.99

Loss on Wash - Base										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19043-02234A WB	1M	73.16	1074.61	1001.45	73.16	992.75	919.59	81.86	8.17	
	2M	73.16	1073.38	1000.22	73.16	1001.05	927.89	72.33	7.23	
	4M	73.16	1079.07	1005.91	73.16	1012.53	939.37	66.54	6.61	
	5M	73.16	1083.42	1010.26	73.16	1009.47	936.31	73.95	7.32	
	6M	73.16	1080.64	1007.48	73.16	995.85	922.69	84.79	8.42	
	8M	73.16	1076.88	1003.72	73.16	1003.49	930.33	73.39	7.31	
	9M	73.16	1082.57	1009.41	73.16	999.47	926.31	83.10	8.23	
	10M	73.16	1082.16	1009.00	73.16	1004.95	931.79	77.21	7.65	
	11M	73.16	1074.44	1001.28	73.16	998.18	925.02	76.26	7.62	trace veg.
	13M	73.16	1079.24	1006.08	73.16	1009.96	936.80	69.28	6.89	

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19043-02234A WB	1M	1001.45	0.00	14.65	112.19	107.10	145.23	135.91	126.61	103.55	99.12	50.24	21.47	84.25	1000.32	0.11
	2M	1000.22	0.00	22.92	133.71	91.78	164.23	127.89	124.64	104.70	91.60	44.11	18.99	75.17	999.74	0.05
	4M	1005.91	0.00	36.41	104.59	84.56	161.58	130.21	132.68	113.96	103.84	47.54	18.75	70.19	1004.31	0.16
	5M	1010.26	0.00	9.28	102.24	91.20	191.48	141.36	125.83	99.42	96.64	53.70	22.05	76.61	1009.81	0.04
	6M	1007.48	0.00	0.00	102.12	61.93	183.03	138.86	132.02	111.95	107.85	57.33	23.36	86.69	1005.14	0.23
	8M	1003.72	0.00	31.12	82.29	77.37	172.93	141.33	137.77	109.62	105.09	51.02	18.99	75.27	1002.80	0.09
	9M	1009.41	0.00	20.49	104.84	88.70	194.09	139.99	117.53	87.98	91.63	54.52	23.54	86.16	1009.47	-0.01
	10M	1009.00	0.00	9.94	62.85	103.01	174.84	140.34	128.91	111.17	111.55	60.47	23.42	80.79	1007.29	0.17
	11M	1001.28	0.00	60.49	93.75	87.23	182.95	126.68	115.68	83.81	87.89	58.83	24.58	83.77	1005.66	-0.44
	13M	1006.08	0.00	36.00	179.23	115.58	185.53	111.03	92.86	72.30	78.69	45.36	16.74	72.44	1005.76	0.03

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19043-02234A WB	1M	100.00	98.54	87.33	76.64	62.14	48.57	35.92	25.58	15.69	10.67	8.53
	3M	100.00	97.71	84.34	75.16	58.75	45.96	33.50	23.03	13.87	9.46	7.56
	4M	100.00	96.38	85.98	77.58	61.51	48.57	35.38	24.05	13.73	9.00	7.14
	6M	100.00	99.08	88.96	79.93	60.98	46.99	34.53	24.69	15.13	9.81	7.63
	7M	100.00	100.00	89.86	83.72	65.55	51.77	38.66	27.55	16.85	11.16	8.84
	8M	100.00	96.90	88.70	80.99	63.76	49.68	35.96	25.04	14.57	9.48	7.59
	9M	100.00	97.97	87.58	78.80	59.57	45.70	34.06	25.34	16.26	10.86	8.53
	10M	100.00	99.01	92.79	82.58	65.25	51.34	38.56	27.55	16.49	10.50	8.18
	12M	100.00	93.96	84.60	75.88	57.61	44.96	33.41	25.04	16.26	10.38	7.93
	13M	100.00	96.42	78.61	67.12	48.68	37.64	28.41	21.23	13.40	8.90	7.23

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
19043-02234A	1M	73.16	1077.55	1004.39	73.16	995.05	921.89	82.50	8.21	
WB	2M	73.16	1079.15	1005.99	73.16	1036.81	963.65	42.34	4.21	
	4M	73.16	1074.17	1001.01	73.16	898.62	825.46	175.55	17.54	
	5M	73.16	1076.60	1003.44	73.16	997.05	923.89	79.55	7.93	
	6M	73.16	1078.75	1005.59	73.16	1010.48	937.32	68.27	6.79	
	8M	73.16	1079.38	1006.22	73.16	993.34	920.18	86.04	8.55	trace veg.
	9M	73.16	1085.14	1011.98	73.16	938.61	865.45	146.53	14.48	
	10M	73.16	1074.53	1001.37	73.16	1010.34	937.18	64.19	6.41	
	11M	73.16	1085.08	1011.92	73.16	1024.00	950.84	61.08	6.04	
	13M	73.16	1072.60	999.44	73.16	1006.58	933.42	66.02	6.61	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
19043-02234A	1M	1004.39	0.00	0.00	0.00	1.13	1.44	6.43	13.35	35.05	251.43	444.04	141.86	108.81	1003.54	0.08
WB	2M	1005.99	0.00	0.00	0.00	4.99	16.72	17.99	41.39	129.50	476.39	192.43	78.50	47.18	1005.09	0.09
	4M	1001.01	0.00	15.14	0.00	9.30	10.82	14.74	25.98	47.73	236.51	352.66	100.41	185.72	999.01	0.20
	5M	1003.44	0.00	0.00	0.00	1.17	11.87	16.06	30.72	49.91	381.82	344.79	81.45	83.42	1001.21	0.22
	6M	1005.59	0.00	0.00	7.13	7.72	33.01	33.34	53.76	105.55	493.72	174.94	36.90	70.98	1017.05	-1.14
	8M	1006.22	0.00	0.00	0.00	6.42	11.53	14.92	20.92	48.86	523.54	236.55	52.62	90.20	1005.56	0.07
	9M	1011.98	0.00	0.00	0.00	11.67	15.27	11.44	19.97	43.97	414.14	263.41	78.18	153.48	1011.53	0.04
	10M	1001.37	0.00	0.00	0.00	1.13	13.96	11.24	20.65	72.66	519.83	249.07	44.46	67.46	1000.46	0.09
	11M	1011.92	0.00	0.00	0.00	12.71	32.96	24.11	20.06	32.91	499.39	266.64	45.24	64.76	998.78	1.30
	13M	999.44	0.00	0.00	11.32	11.17	19.08	17.50	30.25	71.71	537.74	192.26	40.54	68.38	999.95	-0.05

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
19043-02234A	1M	100.00	100.00	100.00	99.89	99.74	99.10	97.77	94.29	69.25	25.04	10.92
WB	3M	100.00	100.00	100.00	99.50	97.84	96.05	91.94	79.07	31.71	12.58	4.78
	4M	100.00	98.49	98.49	97.56	96.48	95.01	92.41	87.64	64.01	28.78	18.75
	6M	100.00	100.00	100.00	99.88	98.70	97.10	94.04	89.06	51.01	16.65	8.54
	7M	100.00	100.00	99.29	98.52	95.24	91.93	86.58	76.08	26.99	9.59	5.92
	8M	100.00	100.00	100.00	99.36	98.22	96.73	94.65	89.80	37.77	14.26	9.03
	9M	100.00	100.00	100.00	98.85	97.34	96.21	94.23	89.89	48.97	22.94	15.21
	10M	100.00	100.00	100.00	99.89	98.49	97.37	95.31	88.05	36.14	11.27	6.83
	12M	100.00	100.00	100.00	98.74	95.49	93.10	91.12	87.87	38.52	12.17	7.70
	13M	100.00	100.00	98.87	97.75	95.84	94.09	91.06	83.89	30.08	10.85	6.79

Loss on Wash - Base										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
25132-06582A SB	M1	73.72	1233.42	1159.70	73.72	1151.64	1077.92	81.78	7.05	
	M3	73.72	1240.34	1166.62	73.72	1170.33	1096.61	70.01	6.00	
	M4	73.72	1112.48	1038.76	73.72	1032.28	958.56	80.20	7.72	
	M5	73.72	1217.35	1143.63	73.72	1123.85	1050.13	93.50	8.18	
	M7	73.72	1232.51	1158.79	73.72	1153.62	1079.90	78.89	6.81	

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
25132-06582A SB	M1	1159.70	0.00	61.82	197.03	105.21	167.94	99.22	97.17	85.49	123.56	99.62	35.88	85.13	1158.07	0.14
	M3	1166.62	33.26	45.73	212.88	77.43	113.18	68.08	69.83	79.44	189.06	162.32	41.42	72.50	1165.13	0.13
	M4	1038.76	0.00	13.93	150.84	84.68	117.71	77.76	81.63	95.07	160.65	131.08	40.65	83.85	1037.85	0.09
	M5	1143.63	0.00	67.91	108.35	95.88	143.82	74.58	73.30	74.08	166.58	174.72	64.63	97.80	1141.65	0.17
	M7	1158.79	0.00	89.62	183.21	115.87	189.63	88.52	83.83	66.15	99.49	112.63	46.11	82.17	1157.23	0.13

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
25132-06582A SB	M1	100.00	94.67	77.68	68.61	54.13	45.57	37.19	29.82	19.17	10.58	7.48
	M3	97.15	93.23	74.98	68.34	58.64	52.81	46.82	40.01	23.81	9.89	6.34
	M4	100.00	98.66	84.14	75.99	64.65	57.17	49.31	40.16	24.69	12.07	8.16
	M5	100.00	94.06	84.59	76.20	63.63	57.11	50.70	44.22	29.65	14.38	8.72
	M7	100.00	92.27	76.46	66.46	50.09	42.45	35.22	29.51	20.92	11.20	7.23

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
25132-06582A SB	M1	73.72	1255.51	1181.79	73.72	1181.66	1107.94	73.85	6.25	
	M3	73.72	1120.98	1047.26	73.72	1055.53	981.81	65.45	6.25	
	M4	73.72	1242.39	1168.67	73.72	1143.28	1069.56	99.11	8.48	
	M5	73.72	1172.42	1098.70	73.72	1077.57	1003.85	94.85	8.63	
	M7	73.72	1113.05	1039.33	73.72	1037.36	963.64	75.69	7.28	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
25132-06582A SB	M1	1181.79	0.00	0.00	20.52	9.79	35.81	31.98	42.62	106.73	507.47	266.89	79.24	79.16	1180.21	0.13
	M3	1047.26	0.00	20.51	10.93	6.05	21.46	28.85	53.00	118.96	383.90	257.70	73.51	71.57	1046.44	0.08
	M4	1168.67	0.00	0.00	16.72	19.58	27.56	30.67	55.20	132.85	463.13	238.05	76.21	105.32	1165.29	0.29
	M5	1098.70	0.00	0.00	8.49	21.35	30.11	19.77	29.09	104.53	374.44	299.70	105.32	103.74	1096.54	0.20
	M7	1039.33	0.00	11.89	40.43	24.33	39.57	30.75	56.76	122.88	347.80	212.58	70.18	80.37	1037.54	0.17

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
25132-06582A SB	M1	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
	M3	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
	M4	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
	M5	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
	M7	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
25132-06582A SB	M3	73.72	1260.25	1186.53	73.72	666.88	593.16	593.37	50.01	
	M4	73.72	902.86	829.14	73.72	605.49	531.77	297.37	35.86	
	M5	73.72	1043.83	970.11	73.72	495.75	422.03	548.08	56.50	
	M7	73.72	1138.75	1065.03	73.72	577.21	503.49	561.54	52.73	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
25132-06582A SB	M3	1186.53	51.79	18.87	0.00	1.00	5.68	6.97	11.84	23.36	84.45	235.22	114.12	629.99	1183.29	0.27
	M4	829.14	0.00	0.00	0.00	18.00	19.00	18.41	31.17	45.45	130.20	166.61	92.03	305.67	826.54	0.31
	M5	970.11	0.00	18.01	14.79	14.35	26.00	22.28	26.85	31.06	67.96	118.82	77.73	552.03	969.88	0.02
	M7	1065.03	0.00	0.00	3.39	9.88	15.18	15.73	20.73	43.40	141.13	191.71	63.25	563.74	1068.14	-0.29

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
25132-06582A SB	M3	95.64	94.04	94.04	93.96	93.48	92.89	91.90	89.93	82.81	62.99	53.37
	M4	100.00	100.00	100.00	97.83	95.54	93.32	89.56	84.08	68.37	48.28	37.18
	M5	98.14	96.62	95.14	92.46	90.16	87.40	84.19	77.19	64.94	56.93	56.93
	M7	100.00	100.00	99.68	98.75	97.33	95.85	93.91	89.83	76.58	58.58	52.64

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
44044-18804A WB	C2	1001.23	20.51	99.71	388.74	179.60	156.79	36.59	16.54	6.83	18.50	35.62	34.93	2.71	997.07	0.42
	C5	995.11	0.00	40.86	158.92	158.62	132.45	35.68	31.60	33.69	161.21	167.19	61.58	8.79	990.59	0.45
	C7	1004.18	0.00	63.61	237.18	235.53	185.13	32.94	22.11	20.90	65.14	85.74	46.04	6.95	1001.27	0.29
	C10	1002.80	0.00	90.93	429.87	245.65	117.30	18.70	11.45	8.34	14.88	27.68	35.46	2.31	1002.57	0.02
	C12	982.73	0.00	98.14	287.37	217.64	170.24	35.84	21.92	15.84	43.54	56.53	31.83	3.05	981.94	0.08

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
44044-18804A WB	C2	97.95	87.99	49.17	31.23	15.57	11.91	10.26	9.58	7.73	4.17	0.69
	C5	100.00	95.89	79.92	63.98	50.67	47.09	43.91	40.53	24.33	7.53	1.34
	C7	100.00	93.67	70.05	46.59	28.16	24.88	22.67	20.59	14.11	5.57	0.98
	C10	100.00	90.93	48.07	23.57	11.87	10.01	8.87	8.03	6.55	3.79	0.25
	C12	100.00	90.01	60.77	38.63	21.30	17.65	15.42	13.81	9.38	3.63	0.39

Loss on Wash - Subbase										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
40444-18804A WB	C2	73.16	1077.81	1004.65	73.16	1022.07	948.91	55.74	5.55	
	C5	73.16	1079.24	1006.08	73.16	1007.84	934.68	.71.4	7.10	
	C7	73.16	1078.22	1005.06	73.16	971.08	897.92	107.14	10.66	
	C10	73.16	1081.27	1008.11	73.16	979.95	906.79	101.32	10.05	
	C12	73.16	1078.87	1005.71	73.16	991.44	918.28	87.43	8.69	small pieces of veg.

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
40444-18804A WB	C2	1004.65	0.00	38.62	64.12	56.68	84.36	42.26	60.00	59.67	180.40	251.22	87.94	75.93	1001.20	0.34
	C5	1006.08	0.00	0.00	50.73	49.09	55.42	34.31	37.95	42.37	255.98	307.59	92.80	79.17	1005.41	0.07
	C7	1005.06	0.00	0.00	13.91	28.49	54.87	57.90	78.67	83.37	235.34	231.23	100.88	118.46	1003.12	0.19
	C10	1008.11	0.00	0.00	35.75	32.00	64.41	60.97	78.73	70.46	213.84	235.54	96.71	118.50	1006.91	0.12
	C12	1005.71	0.00	32.20	12.12	16.73	42.15	30.92	32.33	48.24	375.66	240.12	73.85	99.36	1003.68	0.20

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
40444-18804A WB	C2	100.00	96.16	89.77	84.13	75.73	71.53	65.56	59.62	41.66	16.65	7.90
	C5	100.00	100.00	94.96	90.08	84.57	81.16	77.39	73.18	47.73	17.16	7.94
	C7	100.00	100.00	98.62	95.78	90.32	84.56	76.73	68.44	45.02	22.02	11.98
	C10	100.00	100.00	96.45	93.28	86.89	80.84	73.03	66.04	44.83	21.47	11.87
	C12	100.00	96.80	95.59	93.93	89.74	86.66	83.45	78.65	41.30	17.42	10.08

Loss on Wash - Subgrade										
		Before Washing			After Washing			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
40444-18804A WB	C2	73.16	1073.86	1000.70	73.16	1017.71	944.55	56.15	5.61	
	C7	73.16	756.55	683.39	73.16	671.10	597.94	85.45	12.50	
	C10	73.16	786.77	713.61	73.16	610.76	537.60	176.01	24.66	
	C12	73.16	1073.85	1000.69	73.16	860.57	787.41	213.28	21.31	vegetation

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
40444-18804A WB	C2	1000.70	0.00	35.40	116.21	71.11	192.11	151.36	129.65	70.36	60.89	59.03	24.45	58.41	968.98	3.17
	C7	683.39	0.00	21.30	8.09	15.12	19.49	15.45	21.77	28.75	111.92	262.22	86.61	93.72	684.44	-0.15
	C10	713.61	0.00	0.00	33.13	14.68	41.81	32.34	42.18	41.49	109.32	142.89	71.11	185.25	714.20	-0.08
	C12	1000.69	0.00	36.51	10.83	42.39	52.58	36.56	38.44	39.97	174.10	240.69	89.40	236.60	998.07	0.26

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
40444-18804A WB	C2	100.00	96.46	84.85	77.74	58.55	43.42	30.46	23.43	17.35	11.45	9.01
	C7	100.00	96.88	95.70	93.49	90.63	88.37	85.19	80.98	64.60	26.23	13.56
	C10	100.00	100.00	95.36	93.30	87.44	82.91	77.00	71.18	55.87	35.84	25.88
	C12	100.00	96.35	95.27	91.03	85.78	82.13	78.28	74.29	56.89	32.84	23.91

Sieve Analysis - Base																
Section	Core	Total Wt. Before	Weight Retained (g)												Total Wt. After	% Error
			1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan		
47065-28215A EB	C1	1063.79	0.00	243.66	279.80	268.28	217.09	4.99						49.05	1062.87	0.09
	C2	1197.02	0.00	175.66	415.82	306.47	177.55	19.09						102.64	1197.23	-0.02
	C3	1022.96	38.85	338.02	492.64	59.48	45.88	2.57						45.83	1023.27	-0.03
	C4	1198.33	0.00	168.36	400.50	249.98	286.99	24.47						68.36	1198.66	-0.03
	C5	1176.28	0.00	84.40	255.83	286.91	364.99	87.54						96.55	1176.22	0.01
	C6	1144.67	0.00	91.31	375.89	327.00	231.70	28.17						90.39	1144.46	0.02
	C7	1140.33	24.33	245.31	529.31	200.51	92.62	2.31						45.05	1139.44	0.08
	DL#3	1122.67	0.00	324.70	640.41	146.60	5.38	0.24						5.68	1123.01	-0.03

Sieve Analysis - Base												
Section	Core	% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
		1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
47065-28215A EB	C1	100.00	77.10	50.79	25.57	5.17	4.70					
	C2	100.00	85.33	50.59	24.98	10.15	8.56					
	C3	96.20	63.16	15.00	9.19	4.70	4.45					
	C4	100.00	85.95	52.53	31.67	7.72	5.68					
	C5	100.00	92.82	71.08	46.68	15.66	8.21					
	C6	100.00	92.02	59.18	30.62	10.38	7.91					
	C7	97.87	76.35	29.94	12.35	4.23	4.03					
	DL#3	100.00	71.08	14.03	0.98	0.50	0.48					

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
47065-28215A EB	C1	73.72	1194.30	1120.58	73.72	1054.61	980.89	139.69	12.47	
	C2	73.72	1255.97	1182.25	73.72	1106.72	1033.00	149.25	12.62	
	C3	73.72	1229.34	1155.62	73.72	1071.04	997.32	158.30	13.70	
	C4	73.72	1235.02	1161.30	73.72	1069.57	995.85	165.45	14.25	
	C5	73.72	1270.99	1197.27	73.72	1191.34	1117.62	79.65	6.65	
	C6	73.72	1190.75	1117.03	73.72	1113.32	1039.60	77.43	6.93	
	C7	73.72	1180.72	1107.00	73.72	1114.12	1040.40	66.60	6.02	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
47065-28215A EB	C1	1120.58	0.00	8.01	3.76	18.50	53.70	85.52	102.17	155.28	363.61	153.49	29.51	140.40	1113.95	0.59
	C2	1182.25	0.00	0.00	44.74	31.55	68.75	115.86	108.42	143.42	359.45	124.35	18.65	164.37	1179.56	0.23
	C3	1155.62	0.00	10.37	39.57	42.85	134.34	203.59	163.63	126.99	166.87	80.86	25.30	158.80	1153.17	0.21
	C4	1161.30	0.00	0.00	0.00	10.26	107.45	204.44	173.78	137.14	208.48	108.10	45.32	167.26	1162.23	-0.08
	C5	1197.27	0.00	0.00	41.49	45.91	78.49	102.52	107.93	157.50	381.71	160.25	12.20	106.27	1194.27	0.25
	C6	1117.03	0.00	0.00	31.38	43.19	70.57	98.92	101.77	153.67	367.45	131.51	21.89	94.16	1114.51	0.23
	C7	1107.00	0.00	0.00	17.59	35.60	73.63	66.00	71.00	119.53	452.46	166.27	27.86	74.28	1104.22	0.25

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
47065-28215A EB	C1	100.00	99.29	98.95	97.30	92.51	84.87	75.76	61.90	29.45	15.75	13.12
	C2	100.00	100.00	96.22	93.55	87.73	77.93	68.76	56.63	26.23	15.71	14.13
	C3	100.00	99.10	95.68	91.97	80.35	62.73	48.57	37.58	23.14	16.14	13.95
	C4	100.00	100.00	100.00	99.12	89.86	72.26	57.30	45.49	27.53	18.23	14.32
	C5	100.00	100.00	96.53	92.70	86.14	77.58	68.57	55.41	23.53	10.15	9.13
	C6	100.00	100.00	97.19	93.32	87.01	78.15	69.04	55.28	22.39	10.61	8.66
	C7	100.00	100.00	98.41	95.20	88.54	82.58	76.17	65.37	24.50	9.48	6.96

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
47065-28215A	C1	73.72	1078.80	1005.08	73.72	796.01	722.29	282.79	28.14	
EB	C4	73.72	1162.60	1088.88	73.72	684.02	610.30	478.58	43.95	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
47065-28215A	C1	1005.08	0.00	40.83	20.88	21.99	45.63	44.57	38.21	46.73	202.99	178.56	64.97	298.61	1003.97	0.11
EB	C4	1088.88	0.00	0.00	5.06	8.95	23.23	35.00	37.21	41.34	157.15	188.55	107.68	482.79	1086.96	0.18

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
47065-28215A	C1	100.00	95.94	93.86	91.67	87.13	82.70	78.90	74.25	54.05	36.28	29.82
EB	C4	100.00	100.00	99.54	98.71	96.58	93.37	89.95	86.15	71.72	54.40	44.51

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77023-21586A EB	M1	1070.43	0.00	69.94	345.59	141.80	269.80	148.72	36.30	11.20	6.06	17.98	15.09	5.69	1068.17	0.21
	M4	1094.29	0.00	12.30	197.00	165.50	447.65	190.01	33.82	8.64	4.81	7.96	19.62	5.84	1093.15	0.10
	M6	1024.64	0.00	0.00	137.56	165.24	403.78	210.46	45.41	9.80	5.50	25.51	17.17	3.28	1023.71	0.09
	M8	1172.55	0.00	19.69	155.43	203.58	434.16	255.00	49.61	11.80	6.30	24.30	9.09	2.50	1171.46	0.09
	M11	1150.63	0.00	56.62	182.70	231.67	478.55	145.89	0.00	0.00	0.00	0.00	0.00	54.69	1150.12	0.04
	M13	1120.02	0.00	25.34	261.79	193.99	337.60	174.36	41.32	12.92	9.83	22.60	31.17	9.41	1120.33	-0.03

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77023-21586A EB	M1	100.00	93.47	61.18	47.93	22.73	8.84	5.44	4.40	3.83	2.15	0.74
	M4	100.00	98.88	80.87	65.75	24.84	7.48	4.39	3.60	3.16	2.43	0.64
	M6	100.00	100.00	86.57	70.45	31.04	10.50	6.07	5.11	4.58	2.09	0.41
	M8	100.00	98.32	85.07	67.70	30.68	8.93					
	M11	100.00	95.08	79.20	59.07	17.48	4.80	4.80	4.80	4.80	4.80	4.80
	M13	100.00	97.74	74.36	57.04	26.90	11.33	7.64	6.49	5.61	3.60	0.81

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77023-21586A EB	M1	73.72	1123.44	1049.72	73.72	968.66	894.94	154.78	14.74	
	M4	73.72	1089.66	1015.94	73.72	967.45	893.73	122.21	12.03	
	M6	73.72	1091.50	1017.78	73.72	987.52	913.80	103.98	10.22	
	M8	73.72	1095.22	1021.50	73.72	941.32	867.60	153.90	15.07	
	M11	73.72	1095.20	1021.48	73.72	889.88	816.16	205.32	20.10	
	M13	73.72	1110.34	1036.62	74.72	1037.17	962.45	74.17	7.15	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77023-21586A EB	M1	1049.72	0.00	0.00	0.00	2.30	3.85	9.26	8.89	13.25	50.13	359.80	415.40	185.76	1048.64	0.10
	M4	1015.94	0.00	0.00	0.00	6.35	4.50	5.20	5.06	6.54	67.55	494.91	287.51	137.37	1014.99	0.09
	M6	1017.78	0.00	0.00	0.00	4.26	9.67	12.57	12.87	18.80	149.28	449.55	231.64	127.69	1016.33	0.14
	M8	1021.50	0.00	0.00	0.00	11.49	13.52	12.91	9.59	13.17	60.53	439.47	291.45	168.85	1020.98	0.05
	M11	1021.48	0.00	0.00	0.00	7.54	13.72	11.32	11.46	5.09	77.91	411.43	261.83	220.47	1020.77	0.07
	M13	1036.62	0.00	0.00	10.60	11.36	14.38	9.69	20.00	36.01	319.68	380.57	148.82	84.25	1035.36	0.12

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77023-21586A EB	M1	100.00	100.00	100.00	99.78	99.41	98.53	97.69	96.42	91.65	57.37	17.80
	M4	100.00	100.00	100.00	99.37	98.93	98.42	97.92	97.28	90.63	41.91	13.61
	M6	100.00	100.00	100.00	99.58	98.63	97.40	96.13	94.28	79.62	35.45	12.69
	M8	100.00	100.00	100.00	98.88	97.55	96.29	95.35	94.06	88.13	45.11	16.58
	M11	100.00	100.00	100.00	99.26	97.92	96.81	95.69	95.19	87.56	47.29	21.65
	M13	100.00	100.00	98.98	97.88	96.49	95.56	93.63	90.16	59.32	22.61	8.25

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77023-21586A EB	M1	73.72	1126.72	1053	73.72	537.82	464.1	588.9	55.93	
	M4	73.72	1089.43	1015.7	73.72	415.1	341.38	674.33	66.39	
	M6	73.72	1100.2	1026.5	73.72	666.72	593	433.48	42.23	
	M8	73.72	1106.92	1033.2	73.72	601.48	527.76	505.44	48.92	
	M11	73.72	889.12	815.4	73.72	445.99	372.27	443.13	54.35	
	M13	73.72	1089.72	1016	74.72	593.72	519	497	48.92	

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77023-21586A EB	M1	1053.00	36.87	19.11	3.68	4.4.15	17.58	21.83	20.21	13.72	43.80	182.99	96.07	590.96	1046.82	0.59
	M4	1015.71	0.00	10.65	5.71	3.71	24.71	25.41	22.00	18.54	54.72	121.25	51.39	675.63	1013.72	0.20
	M6	1026.50	0.00	5.28	18.05	19.65	52.13	55.06	70.49	49.68	53.09	171.34	88.59	437.48	1020.84	0.55
	M8	1033.20	0.00	0.00	3.50	2.87	12.62	10.49	13.79	13.16	45.92	287.24	131.43	511.06	1032.08	0.11
	M11	815.40	0.00	0.00	6.30	6.00	12.73	19.05	15.05	5.93	47.79	167.65	57.23	476.83	814.56	0.10
	M13	1016.00	0.00	15.43	4.30	16.29	25.28	19.00	24.45	20.23	50.51	193.77	139.92	505.94	1015.12	0.09

Sieve Analysis - Subgrade											
		% Passing									
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77023-21586A EB	M1	96.50	94.68	94.33	94.33	92.66	90.59	88.67	87.37	83.21	65.83	56.71
	M4	100.00	98.95	98.39	98.02	95.59	93.09	90.92	89.10	83.71	71.77	66.71
	M6	100.00	99.49	97.73	95.81	90.73	85.37	78.50	73.66	68.49	51.80	43.17
	M8	100.00	100.00	99.66	99.38	98.16	97.15	95.81	94.54	90.09	62.29	49.57
	M11	100.00	100.00	99.23	98.49	96.93	94.59	92.75	92.02	86.16	65.60	58.58
	M13	100.00	98.48	98.06	96.45	93.97	92.10	89.69	87.70	82.73	63.66	49.88

Loss on Wash - Base										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77024-20821A Section A EB	M0	73.16	1074.84	1001.68	73.16	1034.11	960.95	40.73	4.07	
	M1	73.16	1087.94	1014.78	73.16	1048.36	975.20	39.58	3.90	
	M2	73.16	1078.13	1004.97	73.16	1041.67	968.51	36.46	3.63	
	M3	73.16	1076.96	1003.80	73.16	1046.97	973.81	29.99	2.99	
	M4	73.16	1085.05	1011.89	73.16	1065.55	992.39	19.50	1.93	
	M5	73.16	1077.86	1004.70	73.16	1044.89	971.73	32.97	3.28	possible error
	M6	73.16	1089.56	1016.40	73.16	1075.89	1002.73	13.67	1.34	
	M7	73.16	1088.43	1015.27	73.16	1070.67	997.51	17.76	1.75	
	M9	73.16	1074.89	1001.73	73.16	1052.80	979.64	22.09	2.21	
	M10	73.16	1079.56	1006.40	73.16	1068.66	995.50	10.90	1.08	

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77024-20821A Section A EB	M0	1001.68	0.00	12.84	306.25	240.86	262.46	29.58	22.14	15.63	25.22	28.21	12.84	43.46	999.49	0.22
	M1	1014.78	0.00	0.00	334.86	276.56	219.16	38.12	23.74	16.95	25.51	25.26	12.08	42.33	1014.57	0.02
	M2	1004.97	0.00	5.94	261.68	267.39	299.87	29.17	19.69	16.16	26.83	26.38	11.55	38.44	1003.10	0.19
	M3	1003.80	0.00	14.44	292.84	318.05	234.52	19.24	16.61	14.57	25.00	25.55	10.62	32.04	1003.48	0.03
	M4	1011.89	0.00	77.02	552.84	221.09	104.72	5.29	3.70	3.35	6.89	10.22	5.84	20.45	1011.41	0.05
	M5	1004.70	0.00	14.10	326.37	259.32	236.96	25.94	16.22	15.55	30.39	31.67	10.83	35.08	1002.43	0.23
	M6	1016.40	0.00	51.86	634.56	220.44	76.40	2.15	1.23	1.44	3.44	6.11	4.05	14.55	1016.23	0.02
	M7	1015.27	0.00	61.77	508.25	241.61	125.46	17.72	6.25	5.59	10.84	12.17	6.28	19.05	1014.99	0.03
	M9	1001.73	0.00	34.50	397.28	290.09	190.70	15.83	8.77	7.17	12.06	13.55	7.99	23.56	1001.50	0.02
	M10	1006.40	0.00	63.55	556.89	289.80	70.07	0.54	0.55	0.52	2.36	5.44	3.84	12.03	1005.59	0.08

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77024-20821A Section A EB	M0	100.00	98.72	68.14	44.10	17.90	14.94	12.73	11.17	8.66	5.84	4.56
	M1	100.00	100.00	67.00	39.75	18.15	14.40	12.06	10.39	7.87	5.38	4.19
	M2	100.00	99.41	73.37	46.76	16.92	14.02	12.06	10.46	7.79	5.16	4.01
	M3	100.00	98.56	69.39	37.70	14.34	12.42	10.77	9.32	6.83	4.28	3.22
	M4	100.00	92.39	37.75	15.90	5.56	5.03	4.67	4.34	3.66	2.65	2.07
	M5	100.00	98.60	66.11	40.30	16.72	14.13	12.52	10.97	7.95	4.80	3.72
	M6	100.00	94.90	32.47	10.78	3.26	3.05	2.93	2.79	2.45	1.85	1.45
	M7	100.00	93.92	43.86	20.06	7.70	5.96	5.34	4.79	3.72	2.52	1.90
	M9	100.00	96.56	56.90	27.94	8.90	7.32	6.44	5.73	4.53	3.17	2.37
	M10	100.00	93.69	38.35	9.55	2.59	2.54	2.48	2.43	2.20	1.66	1.28

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77024-20821A Section A EB	M0	73.16	1070.85	997.69	73.16	1030.35	957.19	40.50	4.06	
	M1	73.16	1084.12	1010.96	73.16	1040.14	966.98	43.98	4.35	
	M2	73.16	1081.81	1008.65	73.16	1038.73	965.57	43.08	4.27	
	M3	73.16	1078.92	1005.76	73.16	1035.44	962.28	43.48	4.32	
	M4	73.16	1076.34	1003.18	73.16	987.91	914.75	88.43	8.81	
	M5	73.16	1078.21	1005.05	73.16	1039.24	966.08	38.97	3.88	
	M6	73.16	1078.91	1005.75	73.16	1035.46	962.30	43.45	4.32	
	M7	73.16	1084.71	1011.55	73.16	1044.91	971.75	39.80	3.93	
	M9	73.16	1076.54	1003.38	73.16	1029.93	956.77	46.61	4.65	
	M10	73.16	1079.75	1006.59	73.16	1044.90	971.74	34.85	3.46	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77024-20821A Section A EB	M0	997.69	0.00	30.23	94.21	76.60	147.23	118.42	113.98	100.21	142.45	104.94	26.32	42.45	997.04	0.07
	M1	1010.96	0.00	80.44	118.66	81.34	180.15	103.59	97.74	77.76	111.01	88.29	25.07	46.52	1010.57	0.04
	M2	1008.65	0.00	13.98	109.64	102.07	157.62	112.00	98.45	81.34	132.92	124.15	31.13	46.08	1009.38	-0.07
	M3	1005.76	0.00	33.44	54.94	73.86	189.97	119.03	112.58	90.16	138.84	116.54	30.10	46.67	1006.13	-0.04
	M4	1003.18	0.00	26.40	62.63	73.66	151.78	114.35	107.99	80.73	130.50	127.99	36.00	91.07	1003.10	0.01
	M5	1005.05	69.09	63.00	88.03	40.34	141.11	117.22	100.44	76.05	119.41	115.81	30.69	42.70	1003.89	0.12
	M6	1005.75	107.68	32.07	81.80	64.26	138.54	97.39	96.19	72.06	123.87	112.67	30.76	46.98	1004.27	0.15
	M7	1011.55	0.00	52.50	112.54	91.96	156.11	120.34	104.33	78.33	122.11	102.51	27.11	42.61	1010.45	0.11
	M9	1003.38	0.00	31.63	53.83	86.34	179.26	124.84	110.57	82.86	132.91	114.13	34.67	49.36	1000.40	0.30
	M10	1006.59	0.00	13.96	40.91	93.50	198.48	135.97	125.50	95.18	136.39	103.40	26.91	37.22	1007.42	-0.08

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77024-20821A Section A EB	M0	100.00	96.97	87.53	79.85	65.09	53.22	41.80	31.75	17.48	6.96	4.32
	M1	100.00	92.04	80.31	72.26	54.44	44.19	34.53	26.83	15.85	7.12	4.64
	M2	100.00	98.61	87.74	77.62	62.00	50.89	41.13	33.07	19.89	7.58	4.50
	M3	100.00	96.68	91.21	83.87	64.98	53.15	41.95	32.99	19.18	7.60	4.60
	M4	100.00	97.37	91.13	83.78	68.65	57.25	46.49	38.44	25.43	12.67	9.09
	M5	93.13	86.86	78.10	74.08	60.04	48.38	38.39	30.82	18.94	7.42	4.36
	M6	89.29	86.10	77.97	71.58	57.81	48.12	38.56	31.40	19.08	7.88	4.82
	M7	100.00	94.81	83.68	74.59	59.16	47.26	36.95	29.21	17.14	7.00	4.32
	M9	100.00	96.85	91.48	82.88	65.01	52.57	41.55	33.29	20.05	8.67	5.22
	M10	100.00	98.61	94.55	85.26	65.54	52.03	39.57	30.11	16.56	6.29	3.62

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77024-20821A	M0	73.16	1074.85	1001.69	73.16	219.1	145.94	855.75	85.43	
Section A	M1	73.16	1071.36	998.2	73.16	222.73	149.57	848.63	85.02	roots
EB	M2	73.16	1077.42	1004.26	73.16	370.63	297.47	706.79	70.38	
	M3	73.16	1073.28	1000.12	73.16	280.3	207.14	792.98	79.29	
	M4	73.16	1079.2	1006.04	73.16	282.53	209.37	796.67	79.19	
	M5	73.16	1077.25	1004.09	73.16	240.43	167.27	836.82	83.34	
	M6	73.16	1079.1	1005.94	73.16	255.34	182.18	823.76	81.89	
	M7	73.16	1086.14	1012.98	73.16	298.57	225.41	787.57	77.75	
	M9	73.16	1082.03	1008.87	73.16	521.85	448.69	560.18	55.53	
	M10	73.16	1074.52	1001.36	73.16	475.03	401.87	599.49	59.87	roots

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77024-20821A	M0	1001.69	0.00	0.00	4.87	0.99	7.85	9.86	14.61	13.27	22.95	37.21	26.97	861.25	999.83	0.19
Section A	M1	998.20	0.00	0.00	13.21	1.22	11.84	11.61	14.01	13.68	25.12	34.32	21.31	850.23	996.55	0.17
EB	M2	1004.26	0.00	15.47	10.51	2.71	11.62	10.60	15.78	16.83	37.88	95.73	70.50	716.03	1003.66	0.06
	M3	1000.12	0.00	0.00	8.40	8.43	18.84	12.24	18.50	16.54	30.86	53.22	37.79	795.34	1000.16	0.00
	M4	1006.04	0.00	0.00	13.90	12.94	18.76	10.78	12.59	11.83	24.28	56.98	43.16	800.24	1005.46	0.06
	M5	1004.09	0.00	0.00	0.00	5.91	19.23	15.15	16.32	14.89	25.74	41.11	26.46	838.35	1003.16	0.09
	M6	1005.94	0.00	0.00	14.41	6.15	15.36	9.94	16.41	16.59	28.20	43.60	31.26	826.96	1008.88	-0.29
	M7	1012.98	0.00	0.00	15.84	3.37	16.57	10.54	16.16	18.39	34.78	66.26	40.61	788.47	1010.99	0.20
	M9	1008.87	0.00	0.00	7.27	7.90	22.53	15.02	22.02	22.00	57.64	210.50	80.42	561.80	1007.10	0.18
	M10	1001.36	0.00	0.00	0.00	5.84	7.63	5.89	6.06	7.38	23.19	213.37	123.73	606.66	999.75	0.16

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77024-20821A	M0	100.00	100.00	99.51	99.41	98.63	97.65	96.19	94.86	92.57	88.86	86.17
Section A	M1	100.00	100.00	98.68	98.55	97.37	96.21	94.80	93.43	90.91	87.48	85.34
EB	M2	100.00	98.46	97.41	97.14	95.99	94.93	93.36	91.68	87.91	78.38	71.36
	M3	100.00	100.00	99.16	98.32	96.43	95.21	93.36	91.71	88.62	83.30	79.52
	M4	100.00	100.00	98.62	97.33	95.47	94.40	93.14	91.97	89.56	83.89	79.60
	M5	100.00	100.00	100.00	99.41	97.50	95.99	94.36	92.88	90.32	86.22	83.59
	M6	100.00	100.00	98.57	97.96	96.43	95.44	93.81	92.16	89.36	85.02	81.92
	M7	100.00	100.00	98.44	98.10	96.47	95.43	93.83	92.02	88.58	82.04	78.03
	M9	100.00	100.00	99.28	98.50	96.26	94.77	92.59	90.41	84.70	63.83	55.86
	M10	100.00	100.00	100.00	99.42	98.65	98.07	97.46	96.72	94.41	73.10	60.74

Loss on Wash - Base										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77024-17988A Section B EB	M1	73.16	1078.65	1005.49	73.16	1046.90	973.74	31.75	3.16	
	M3	73.16	1074.06	1000.90	73.16	1036.65	963.49	37.41	3.74	
	M4	73.16	1074.55	1001.39	73.16	1046.48	973.32	28.07	2.80	
	M6	73.16	1076.04	1002.88	73.16	1049.06	975.90	26.98	2.69	
	M7	73.16	1071.41	998.25	73.16	1049.67	976.51	21.74	2.18	
	M8	73.16	1075.25	1002.09	73.16	1038.80	965.64	36.45	3.64	
	M9	73.16	1074.36	1001.20	73.16	1049.14	975.98	25.22	2.52	
	M11	73.16	1075.74	1002.58	73.16	1050.32	977.16	25.42	2.54	
	M12	73.16	1077.06	1003.90	73.16	1056.35	983.19	20.71	2.06	
	M13	73.16	1075.95	1002.79	73.16	1049.15	975.99	26.80	2.67	

Sieve Analysis - Base																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77024-17988A Section B EB	M1	1005.49	0.00	79.78	272.84	165.85	317.95	87.99	23.54	7.43	4.55	7.11	5.43	32.82	1005.29	0.02
	M3	1000.90	0.00	21.43	226.30	221.94	318.74	116.87	28.47	8.17	4.67	8.74	6.96	38.10	1000.39	0.05
	M4	1001.39	0.00	12.64	346.28	238.49	266.58	66.82	21.44	6.48	3.76	6.09	3.84	28.92	1001.34	0.00
	M6	1002.88	0.00	24.76	349.06	204.63	273.00	79.31	23.66	7.41	3.69	3.55	2.77	28.40	1000.24	0.26
	M7	998.25	0.00	124.61	340.53	202.43	231.15	47.07	15.46	5.85	3.15	2.43	2.00	22.79	997.47	0.08
	M8	1002.09	0.00	12.24	92.89	121.48	388.62	258.50	70.00	13.39	5.03	3.60	2.41	36.89	1005.05	-0.30
	M9	1001.20	0.00	7.04	218.97	179.10	342.93	167.67	34.02	8.19	6.23	6.17	3.47	26.93	1000.72	0.05
	M11	1002.58	0.00	69.66	297.02	215.77	288.63	66.62	17.74	8.05	4.27	3.90	2.94	26.94	1001.54	0.10
	M12	1003.90	0.00	153.48	541.08	227.84	44.21	1.84	2.95	2.71	2.06	3.24	3.13	21.71	1004.25	-0.03
	M13	1002.79	0.00	26.43	320.94	253.11	283.37	59.54	15.35	6.21	3.12	2.45	2.32	28.51	1001.35	0.14

Sieve Analysis - Base												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77024 -17988A Section B EB	M1	100.00	92.07	64.93	48.44	16.81	8.06	5.72	4.98	4.53	3.82	3.28
	M3	100.00	97.86	75.25	53.08	21.23	9.55	6.71	5.89	5.43	4.55	3.86
	M4	100.00	98.74	64.16	40.34	13.72	7.05	4.91	4.26	3.88	3.28	2.89
	M6	100.00	97.53	62.73	42.32	15.10	7.19	4.83	4.09	3.73	3.37	3.10
	M7	100.00	87.52	53.40	33.13	9.97	5.26	3.71	3.12	2.80	2.56	2.36
	M8	100.00	98.78	89.51	77.39	38.61	12.81	5.82	4.49	3.99	3.63	3.39
	M9	100.00	99.30	77.43	59.54	25.29	8.54	5.14	4.32	3.70	3.08	2.74
	M11	100.00	93.05	63.43	41.90	13.12	6.47	4.70	3.90	3.47	3.08	2.79
	M12	100.00	84.71	30.81	8.12	3.71	3.53	3.24	2.97	2.76	2.44	2.13
	M13	100.00	97.36	65.36	40.12	11.86	5.92	4.39	3.77	3.46	3.22	2.99

Loss on Wash - Subbase										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77024-17988A Section B EB	M1	73.16	1082.03	1008.87	73.16	938.25	865.09	143.78	14.252	
	M3	73.16	1071.09	997.93	73.16	764.08	690.92	307.01	30.765	
	M6	73.16	1078.71	1005.55	73.16	1006.34	933.18	72.37	7.1971	
	M7	73.16	1074.09	1000.93	73.16	1014.62	941.46	59.47	5.9415	
	M8	73.16	1073.78	1000.62	73.16	991.97	918.81	81.81	8.1759	
	M9	73.16	1077.4	1004.24	73.16	1004.6	931.44	72.8	7.2493	
	M11	73.16	1071.61	998.45	73.16	1024.11	950.95	47.5	4.7574	
	M12	73.16	1083.12	1009.96	73.16	1030.86	957.7	52.26	5.1745	
	M13	73.16	1079.9	1006.74	73.16	995.24	922.08	84.66	8.4093	

Sieve Analysis - Subbase																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77024-17988A Section B EB	M1	1008.87	0.00	0.00	0.00	0.00	1.54	2.21	3.57	6.13	44.61	609.92	176.29	165.55	1009.82	-0.09
	M3	997.93	0.00	0.00	0.00	2.24	3.17	3.08	3.39	5.27	30.32	449.39	165.17	335.38	997.41	0.05
	M6	1005.55	0.00	0.00	0.00	2.39	5.58	4.77	5.76	10.57	97.76	656.50	137.95	84.85	1006.13	-0.06
	M7	1000.93	0.00	0.00	0.00	1.90	3.63	4.91	3.47	15.56	89.78	686.28	122.84	68.50	996.87	0.41
	M8	1000.62	0.00	0.00	0.00	0.00	2.82	6.41	9.45	14.96	96.98	636.84	133.41	99.41	1000.28	0.03
	M9	1004.24	0.00	0.00	0.00	6.00	2.75	5.57	6.43	10.95	68.16	688.07	125.84	89.57	1003.34	0.09
	M11	998.45	0.00	0.00	0.00	0.79	3.30	3.57	3.76	6.49	42.99	724.29	146.12	65.82	997.13	0.13
	M12	1009.96	0.00	0.00	4.51	10.32	11.96	4.40	4.95	8.63	49.93	724.29	126.14	63.79	1008.92	0.10
	M13	1006.74	0.00	0.00	0.00	2.19	4.86	4.54	4.78	8.63	80.32	699.58	134.49	96.93	1036.32	-2.94

Sieve Analysis - Subbase												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77024-17988A Section B EB	M1	100.00	100.00	100.00	100.00	99.85	99.63	99.27	98.67	94.25	33.79	16.32
	M3	100.00	100.00	100.00	99.78	99.46	99.15	98.81	98.28	95.24	50.21	33.66
	M6	100.00	100.00	100.00	99.76	99.21	98.73	98.16	97.11	87.39	22.10	8.38
	M7	100.00	100.00	100.00	99.81	99.45	98.96	98.61	97.06	88.09	19.52	7.25
	M8	100.00	100.00	100.00	100.00	99.72	99.08	98.13	96.64	86.95	23.30	9.97
	M9	100.00	100.00	100.00	99.40	99.13	98.57	97.93	96.84	90.06	21.54	9.01
	M11	100.00	100.00	100.00	99.92	99.59	99.23	98.86	98.21	93.90	21.36	6.72
	M12	100.00	100.00	99.55	98.53	97.35	96.91	96.42	95.57	90.62	18.91	6.42
	M13	100.00	100.00	100.00	99.78	99.30	98.85	98.37	97.52	89.54	20.05	6.69

Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
77024-17988A	M3	73.16	1071.14	997.98	73.16	986.29	913.13	84.85	8.50	Subgrade
Section B	M4	73.16	1075.79	1002.63	73.16	860.63	787.47	215.16	21.46	Subgrade
EB	M6	73.16	1078.60	1005.44	73.16	402.29	329.13	676.31	67.27	Subgrade
	M8	73.16	535.30	462.14	73.16	230.52	157.36	304.78	65.95	Subgrade
	M9	73.16	1046.39	973.23	73.16	417.29	344.13	629.10	64.64	Subgrade
	M11	73.16	1029.15	955.99	73.16	361.69	288.53	667.46	69.82	Subgrade
	M12	73.16	810.44	737.28	73.16	345.52	272.36	464.92	63.06	Subgrade
	M13	73.16	604.50	531.34	73.16	269.13	195.97	335.37	63.12	Subgrade
	M6	73.16	753.20	680.04	73.16	327.35	254.19	425.85	62.62	Embankment
	M8	73.16	1070.12	996.96	73.16	654.10	580.94	416.02	41.73	Embankment
	M9	73.16	965.11	891.95	73.16	469.45	396.29	495.66	55.57	Embankment
	A	73.16	1075.23	1002.07	73.16	402.29	329.13	672.94	67.15	Embankment
	B	73.16	1075.55	1002.39	73.16	405.26	332.10	670.29	66.87	Embankment

Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
77024-17988A	M3	997.98	0.00	0.00	14.75	21.97	50.46	50.37	58.71	38.36	222.24	388.36	60.16	90.00	995.38	0.26
Section B	M4	1002.63	0.00	0.00	0.00	2.10	5.74	8.19	10.07	13.06	65.08	541.46	129.38	226.38	1001.46	0.12
EB	M6	1005.44	0.00	0.00	0.00	5.61	18.60	18.99	24.08	21.53	40.22	114.38	68.78	680.80	992.99	1.24
	M8	462.14	0.00	0.00	0.00	2.03	9.21	10.90	9.78	8.40	15.34	53.17	43.83	309.56	462.22	-0.02
	M9	973.23	0.00	0.00	14.80	12.62	28.81	28.11	22.55	17.49	33.16	119.26	63.16	632.09	972.05	0.12
	M11	955.99	0.00	0.00	7.04	11.78	24.59	18.13	17.18	16.69	32.12	119.23	68.35	631.47	946.58	0.98
	M12	737.28	0.00	0.00	6.59	6.25	13.08	13.43	17.08	16.75	28.16	96.92	69.63	469.12	737.01	0.04
	M13	531.34	0.00	0.00	19.02	11.39	18.00	11.78	11.23	8.74	16.23	61.74	35.94	336.50	530.57	0.14
	M6	680.04	0.00	0.00	13.90	1.53	9.12	9.47	11.55	11.74	29.52	101.47	59.77	431.24	679.31	0.11
	M8	996.96	0.00	0.00	0.00	17.80	18.94	19.46	20.80	19.99	66.61	304.56	99.61	428.42	996.19	0.08
	M9	891.95	0.00	22.90	5.85	18.77	17.06	21.00	17.92	14.77	35.72	157.61	77.69	502.24	891.53	0.05
	A	1002.07	0.00	0.00	0.00	0.00	7.81	5.92	11.50	25.37	87.39	154.79	32.89	673.89	999.56	0.25
	B	1002.39	0.00	0.00	0.00	7.93	23.90	16.33	14.19	15.35	36.88	126.18	85.17	676.04	1001.97	0.04

Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
77024-17988A	M3	100.00	100.00	98.52	96.32	91.26	86.22	80.33	76.49	54.22	15.31	9.28
Section B	M4	100.00	100.00	100.00	99.79	99.22	98.40	97.40	96.09	89.60	35.60	22.70
EB	M6	100.00	100.00	100.00	99.44	97.59	95.70	93.31	91.17	87.17	75.79	68.95
	M8	100.00	100.00	100.00	99.56	97.57	95.21	93.09	91.28	87.96	76.45	66.97
	M9	100.00	100.00	98.48	97.18	94.22	91.33	89.02	87.22	83.81	71.56	65.07
	M11	100.00	100.00	99.26	98.03	95.46	93.56	91.77	90.02	86.66	74.19	67.04
	M12	100.00	100.00	99.11	98.26	96.48	94.66	92.35	90.07	86.25	73.11	63.67
	M13	100.00	100.00	96.42	94.28	90.89	88.67	86.56	84.91	81.86	70.24	63.48
	M6 EMB	100.00	100.00	97.96	97.73	96.39	95.00	93.30	91.57	87.23	72.31	63.52
	M8 EMB	100.00	100.00	100.00	98.21	96.31	94.36	92.28	90.27	83.59	53.04	43.05
	M9 EMB	100.00	97.43	96.78	94.67	92.76	90.41	88.40	86.74	82.74	65.07	56.36
	A EMB	100.00	100.00	100.00	100.00	99.22	98.63	97.48	94.95	86.23	70.78	67.50
	B EMB	100.00	100.00	100.00	99.21	96.82	95.20	93.78	92.25	88.57	75.98	67.48

Loss on Wash - Base										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
82291-37305A NB	350AA #1	73.16	1268.68	1195.5	73.16	1207.07	1133.9	61.61	5.15	
	350AA #2	73.16	1248.72	1175.6	73.16	1124.19	1051	124.53	10.59	High
	DL #2 350AA	73.16	1220.83	1147.7	73.16	1072.03	998.87	148.8	12.97	High

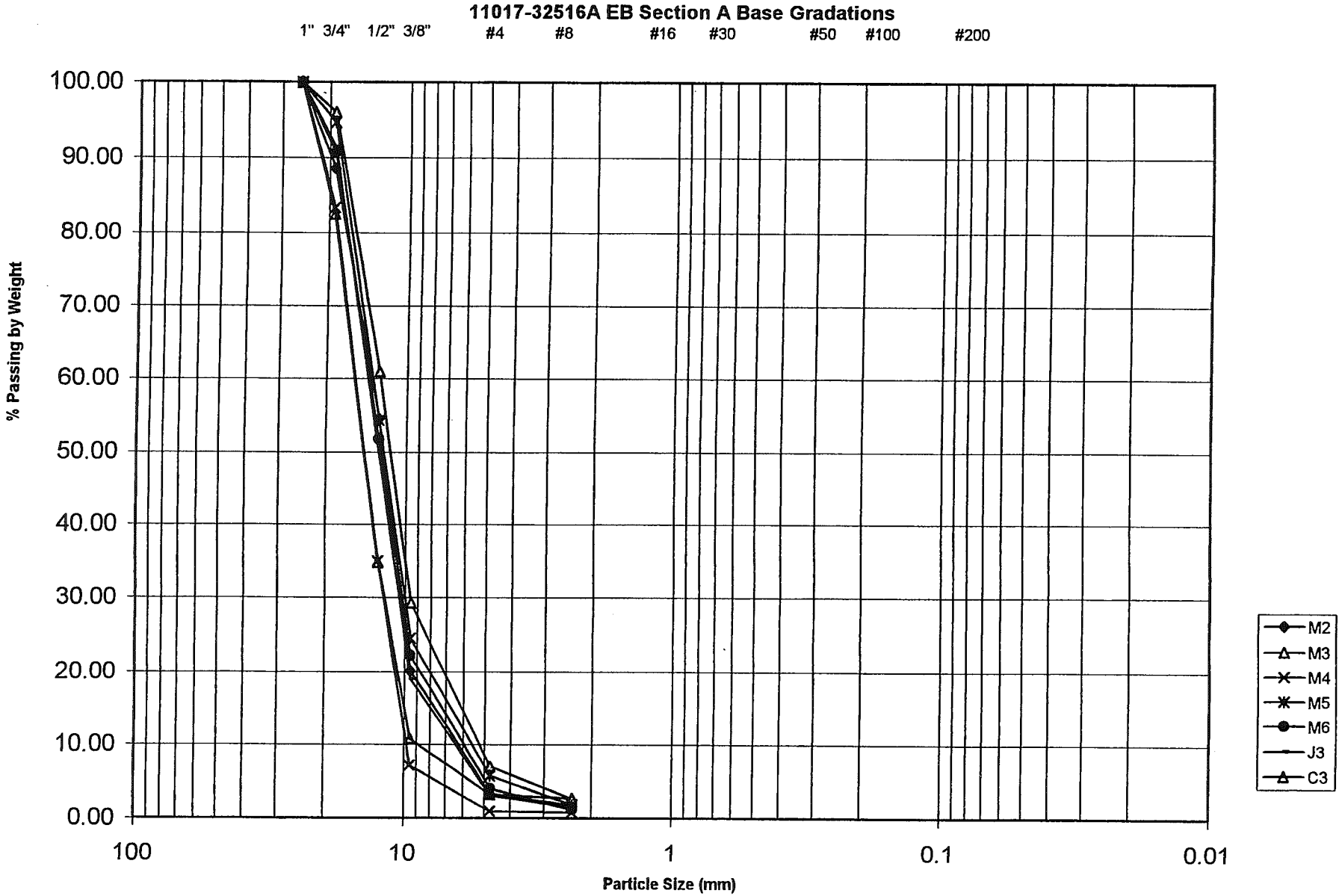
Sieve Analysis - Base																	
		Total Wt.	Weight Retained (g)													Total Wt.	%
Section	Core	Before	1 1/2	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
82291-37305A NB	350AA #1	1195.52	0.00	239.21	230.30	201.12	108.90	118.73	108.39	65.41	26.32	21.54	8.79	4.41	61.92	1195.04	0.04
	350AA #2	1175.56	0.00	107.20	103.44	128.19	90.61	183.88	232.91	119.61	39.79	32.08	9.36	3.00	125.80	1175.87	-0.03
	DL#2 350 AA	1147.67	0.00	67.03	105.07	188.42	102.87	154.77	166.65	98.14	54.41	36.18	17.00	5.63	149.47	1145.64	0.18

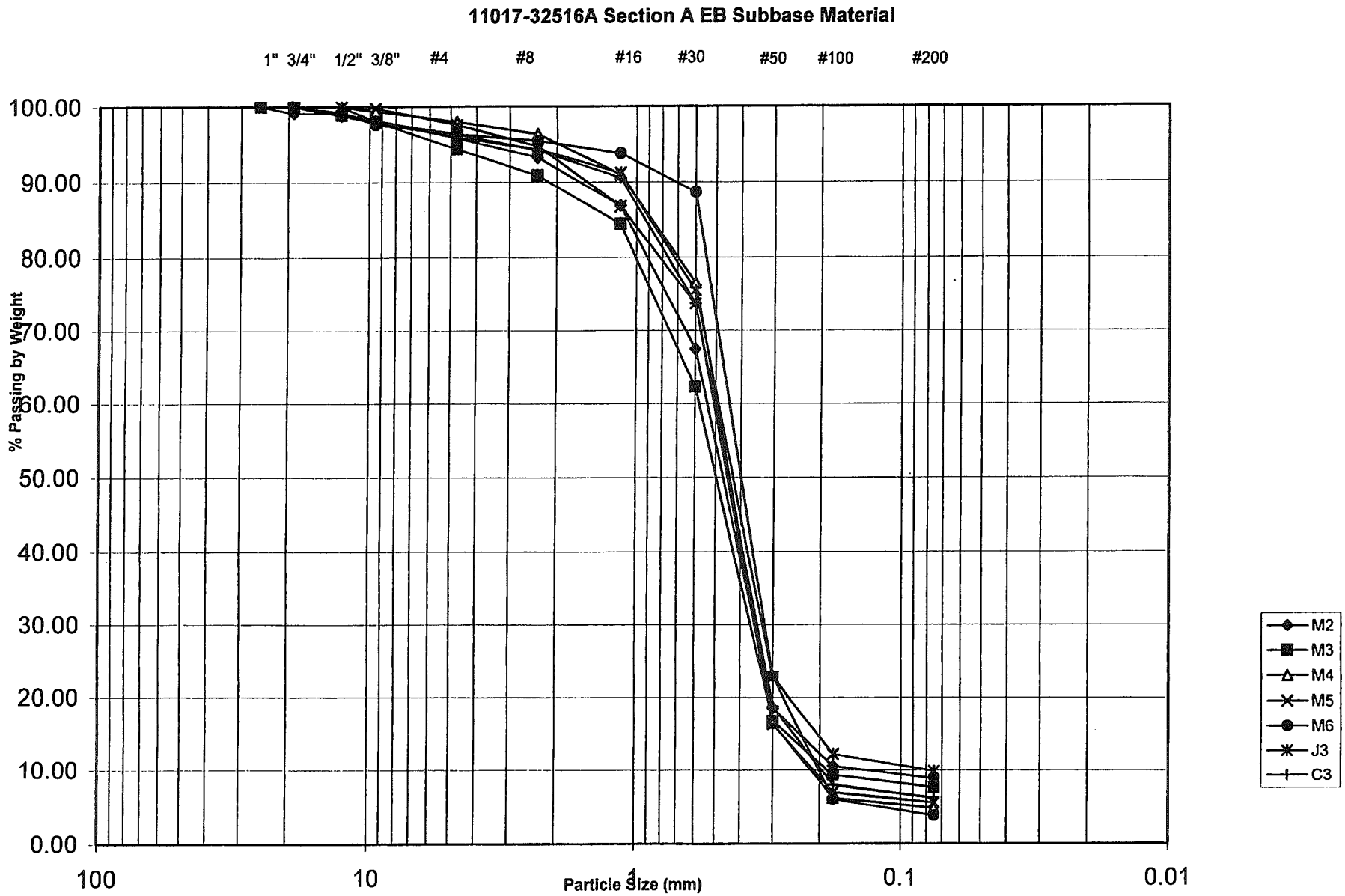
Sieve Analysis - Base													
		% Passing											
		37.5	25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1 1/2	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
82291-37305A NB	350AA#1	100.00	79.99	60.73	43.90	34.80	24.86	15.80	10.33	8.13	6.32	5.59	5.22
	350AA #2	100.00	90.88	82.08	71.18	63.47	47.83	28.01	17.84	14.46	11.73	10.93	10.67
	DL #2 350 AA	100.00	94.16	85.00	68.59	59.62	46.14	31.62	23.07	18.32	15.17	13.69	13.20

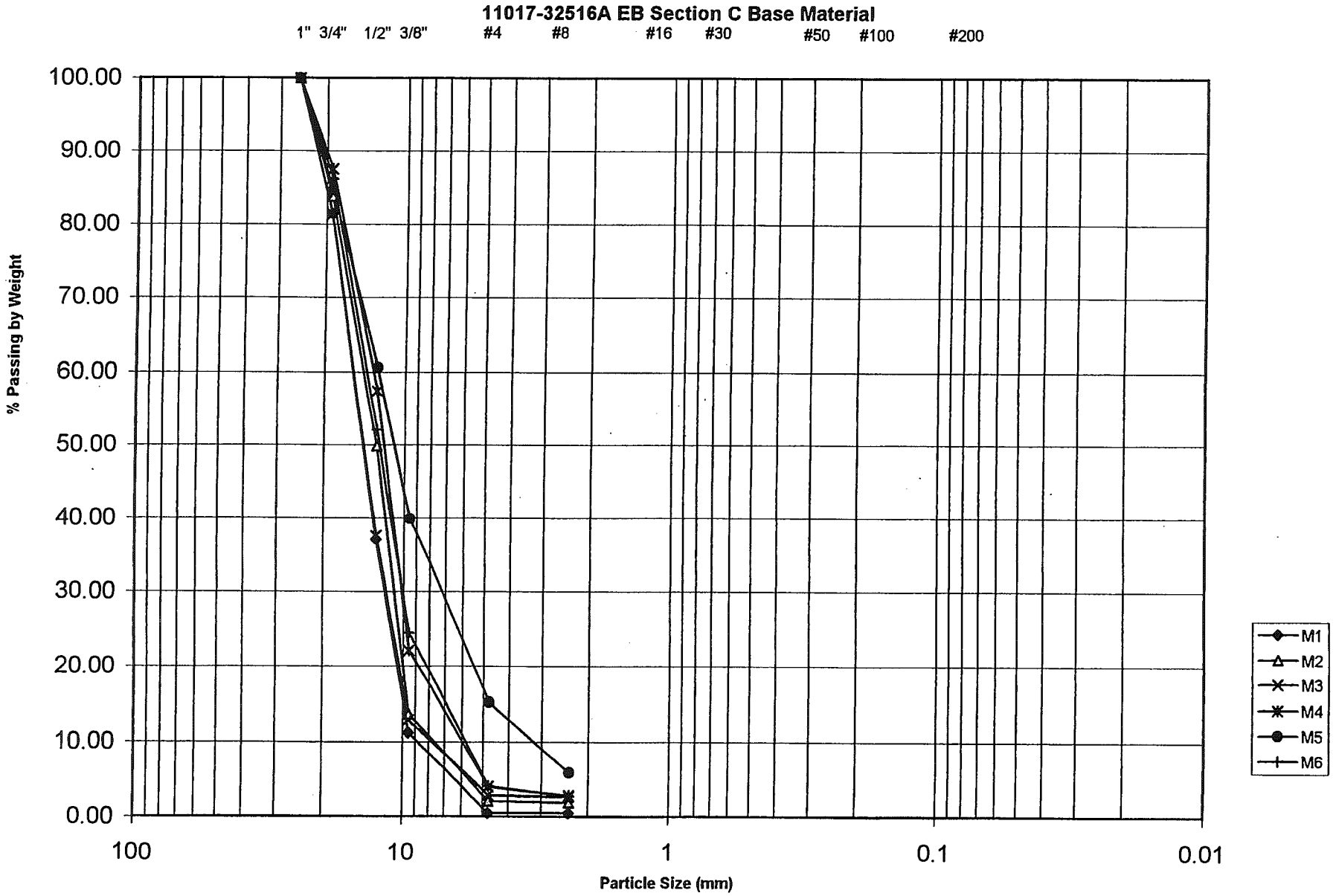
Loss on Wash - Subgrade										
		Before Washing (g)			After Washing (g)			Weight		
Section	Core	Pan	Pan + Sand	Sand	Pan	Pan + Sand	Sand	Loss (g)	Loss%	Comments
82291-37305 NB	#1	73.72	1091.78	1018.06	73.72	362.38	288.66	729.4	71.65	

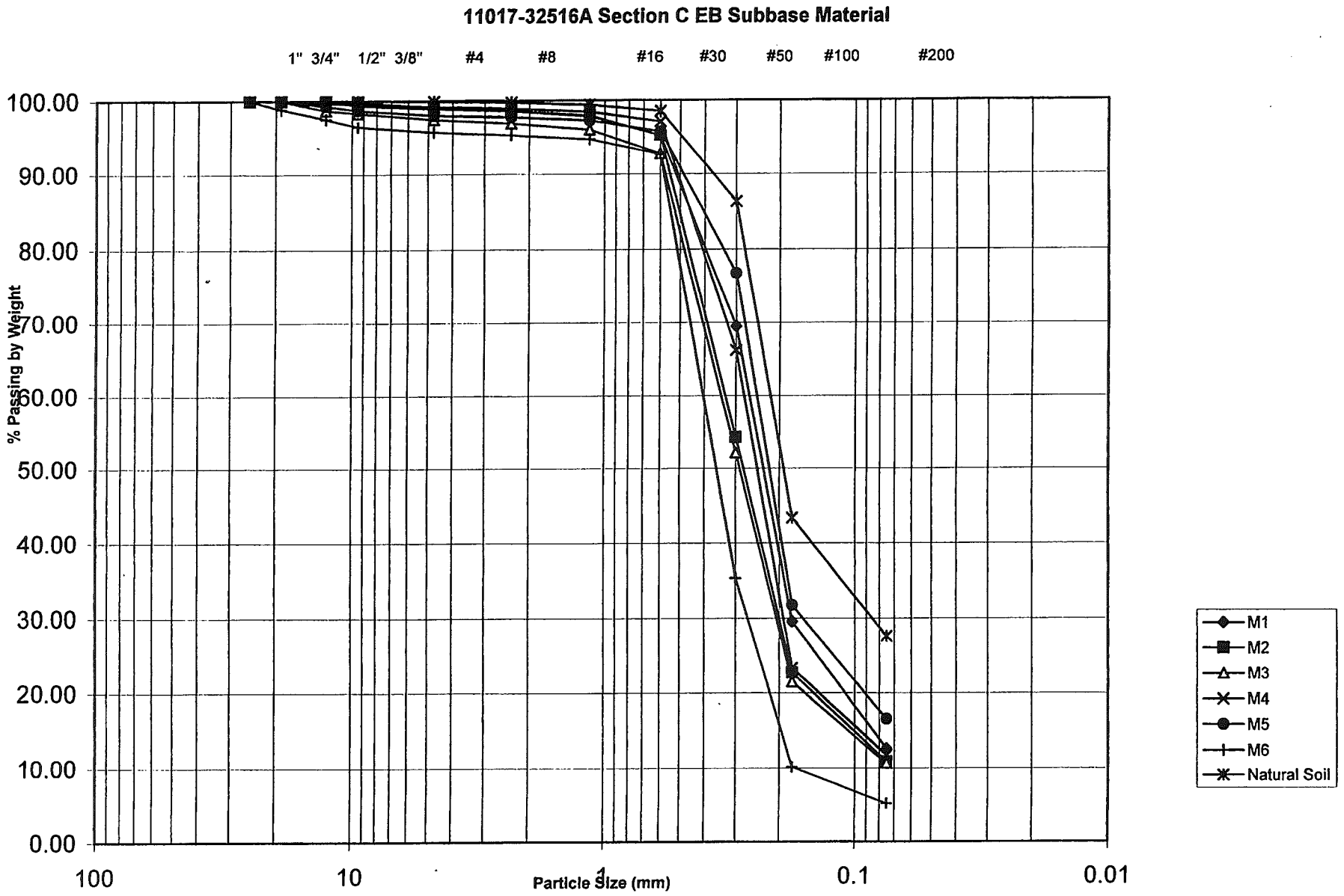
Sieve Analysis - Subgrade																
		Total Wt.	Weight Retained (g)												Total Wt.	%
Section	Core	Before	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200	Pan	After	Error
82291-37305 NB	#1	1018.06	0.00	0.00	0.00	0.00	31.05	23.72	25.10	17.94	55.99	64.54	66.64	731.61	1016.59	0.14

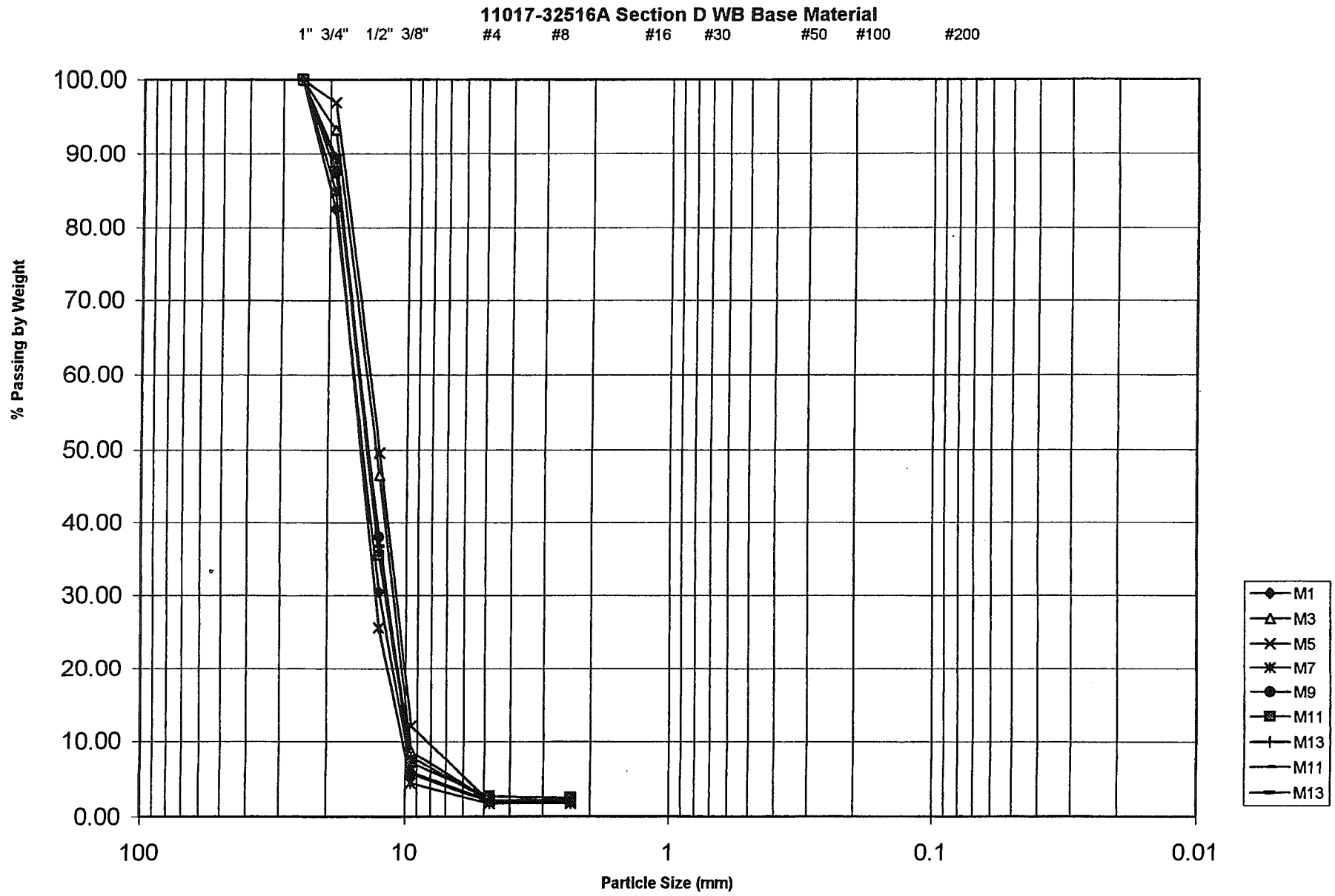
Sieve Analysis - Subgrade												
		% Passing										
		25.4	19.1	12.7	9.5	4.75	2.36	1.148	0.6	0.3	0.178	0.075
Section	Core	1	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
82291-37305 NB	#1	100.00	100.00	100.00	100.00	96.95	94.62	92.15	90.39	84.89	78.55	72.01

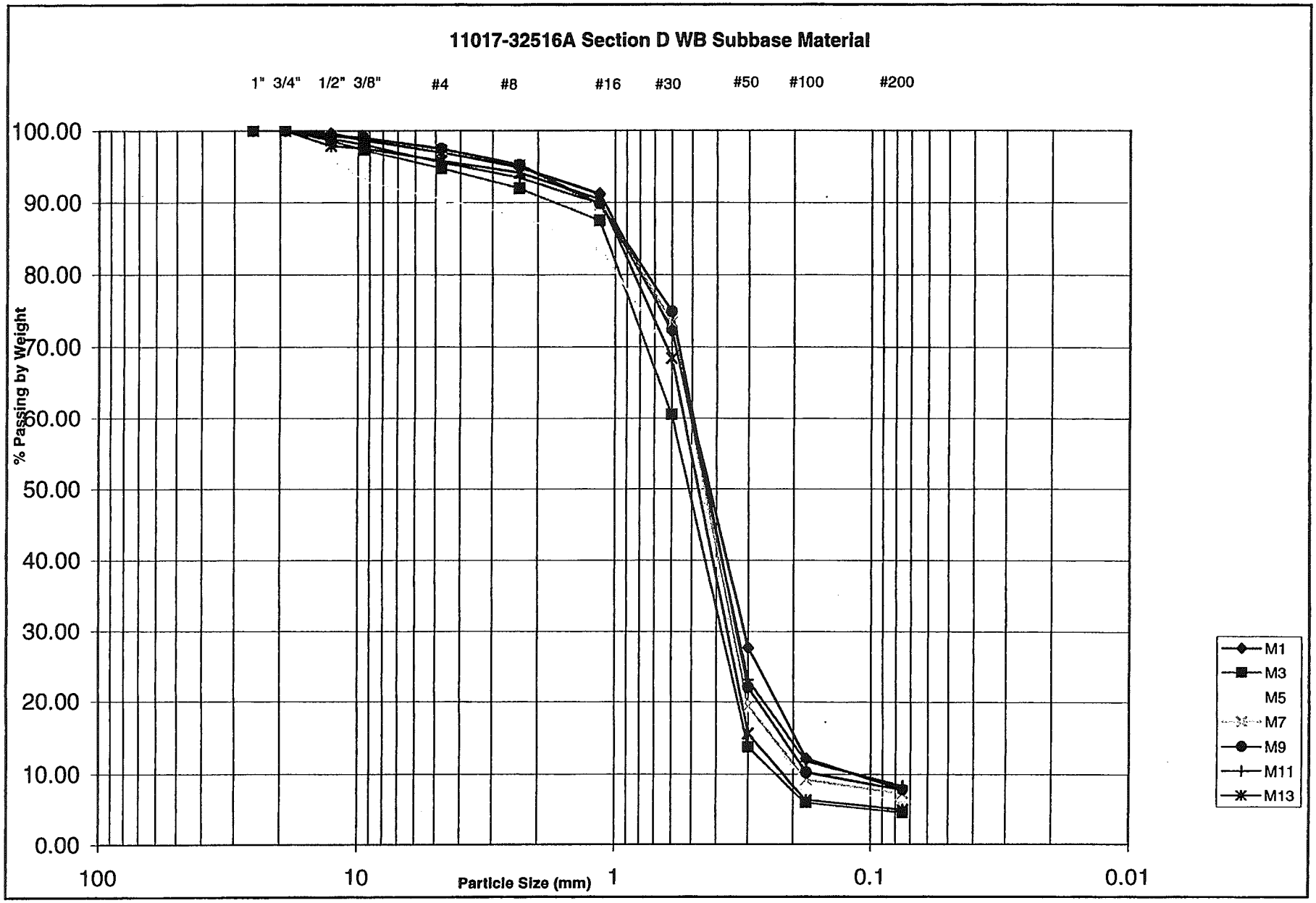

11017-32516A EB Section A Base Gradations
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M2
M3
M4
M5
M6
J3
C3

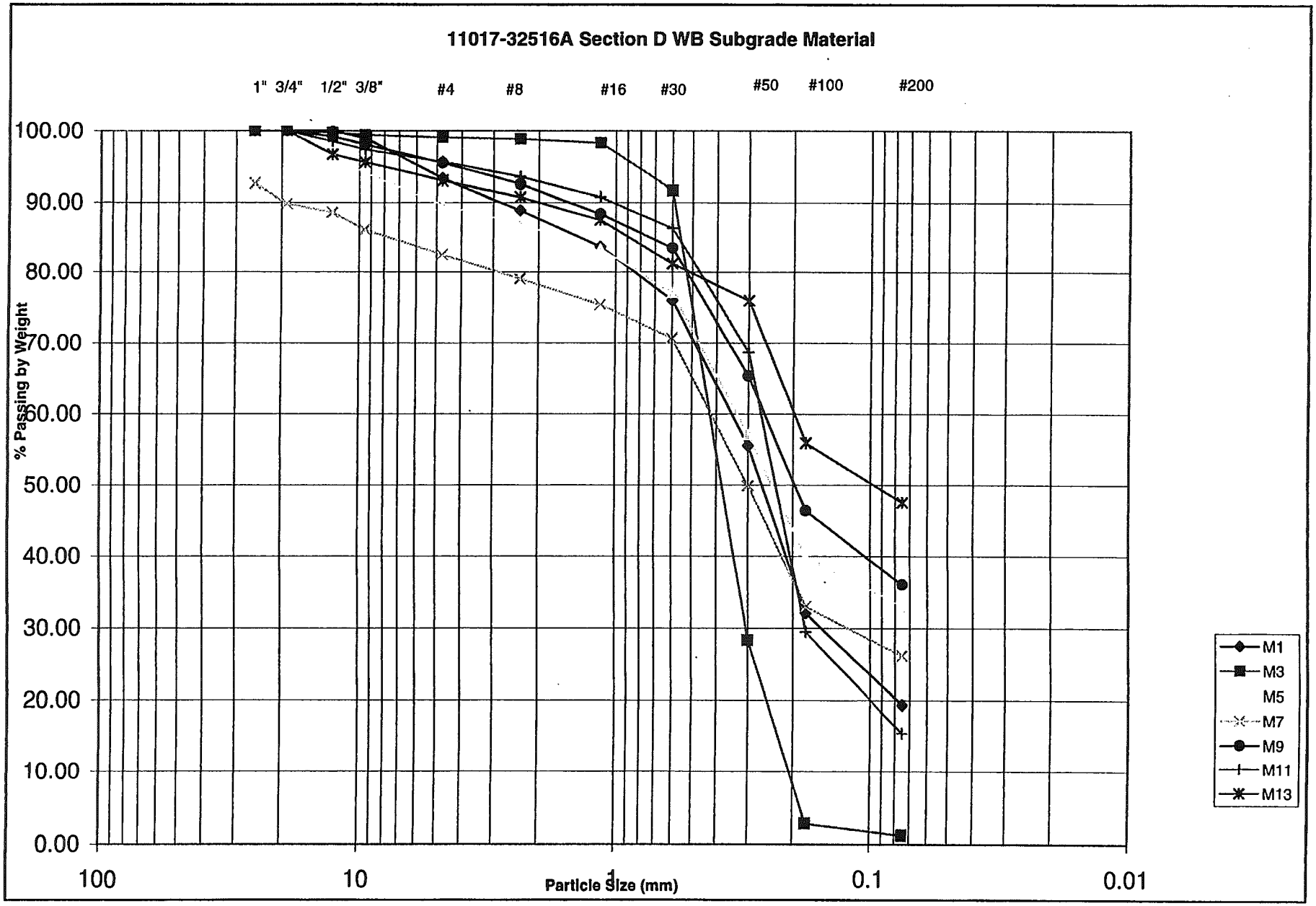

11017-32516A Section A EB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M2
M3
M4
M5
M6
J3
C3

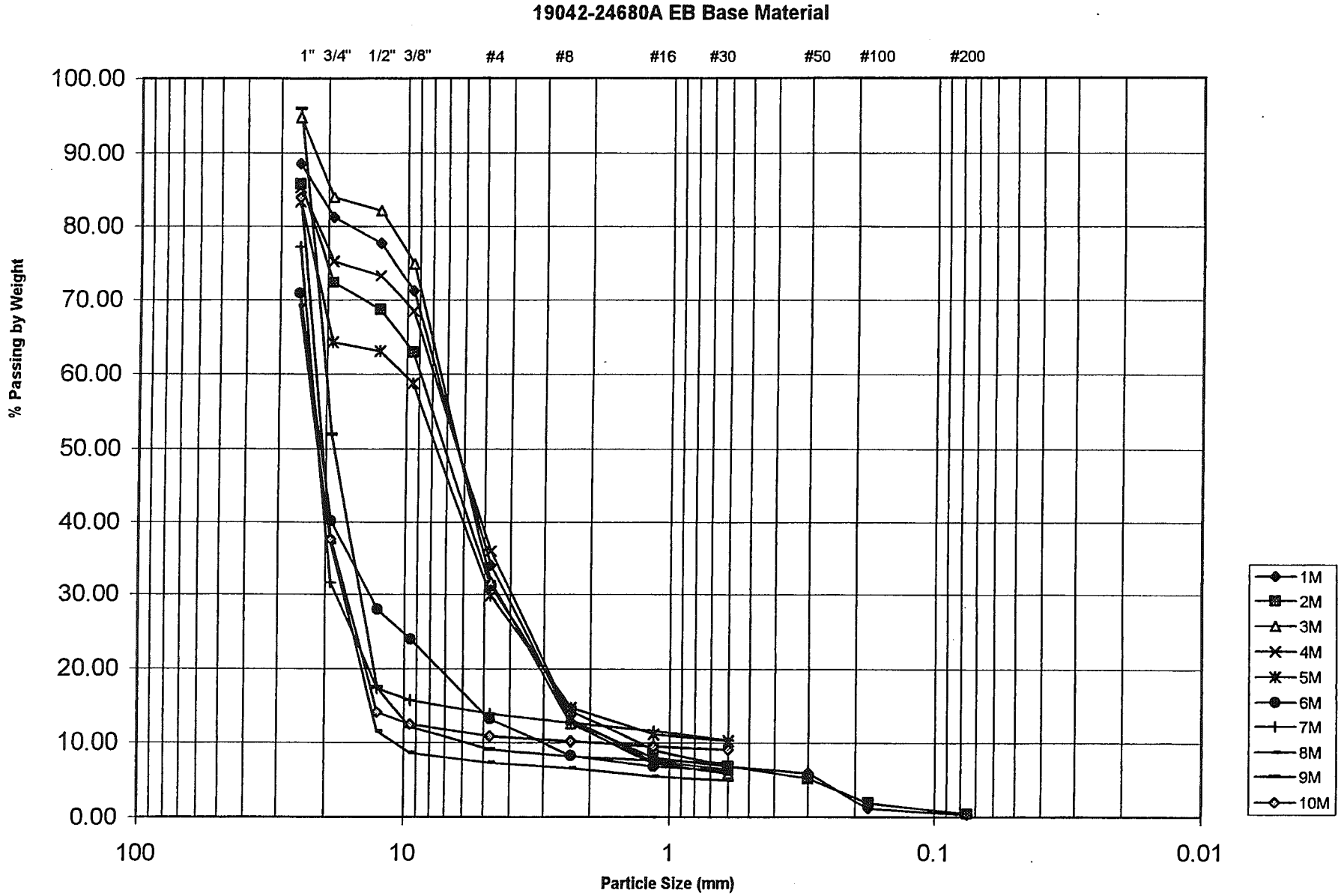

11017-32516A EB Section C Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M2
M3
M4
M5
M6

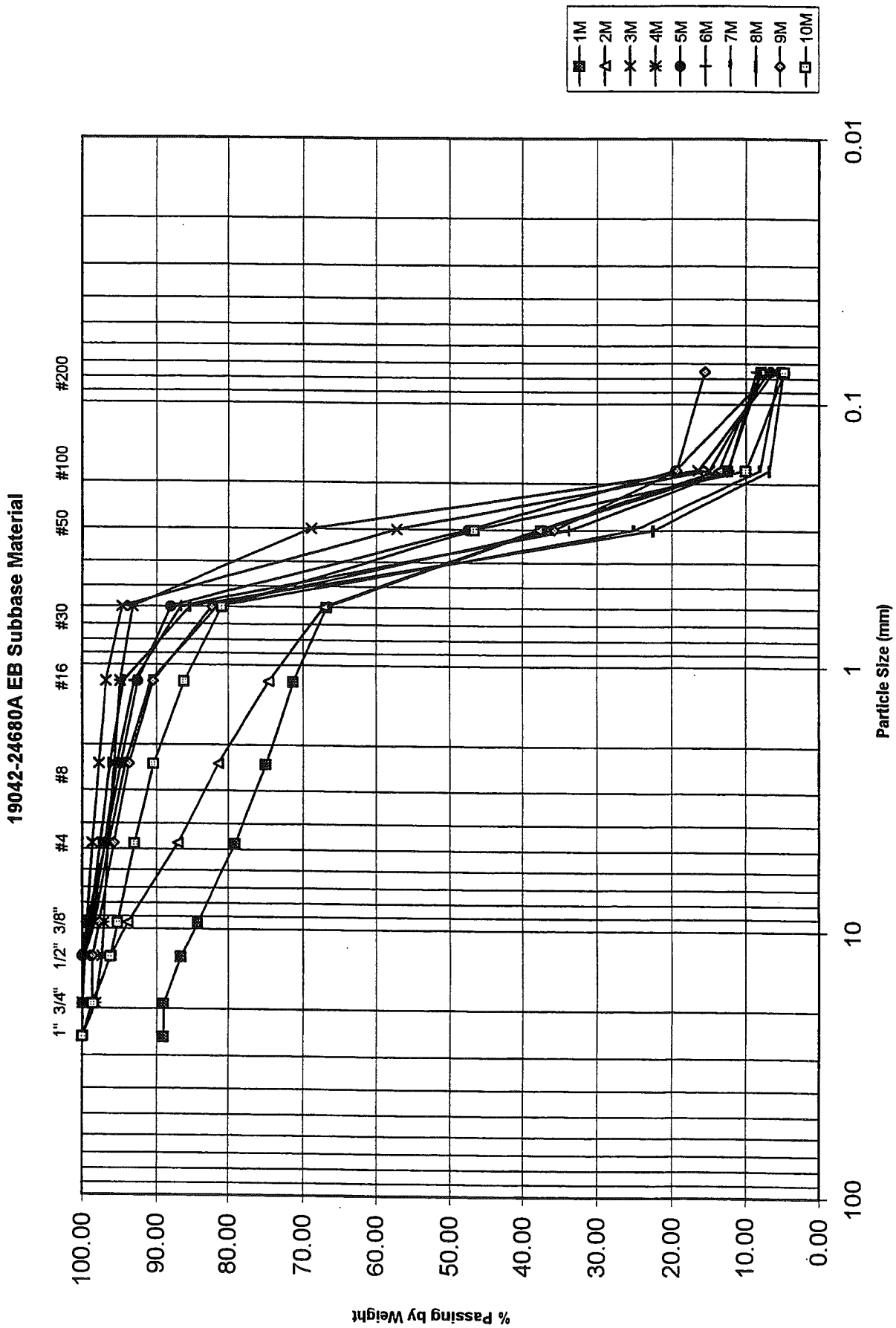

11017-32516A Section C EB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M2
M3
M4
M5
M6
Natural Soil

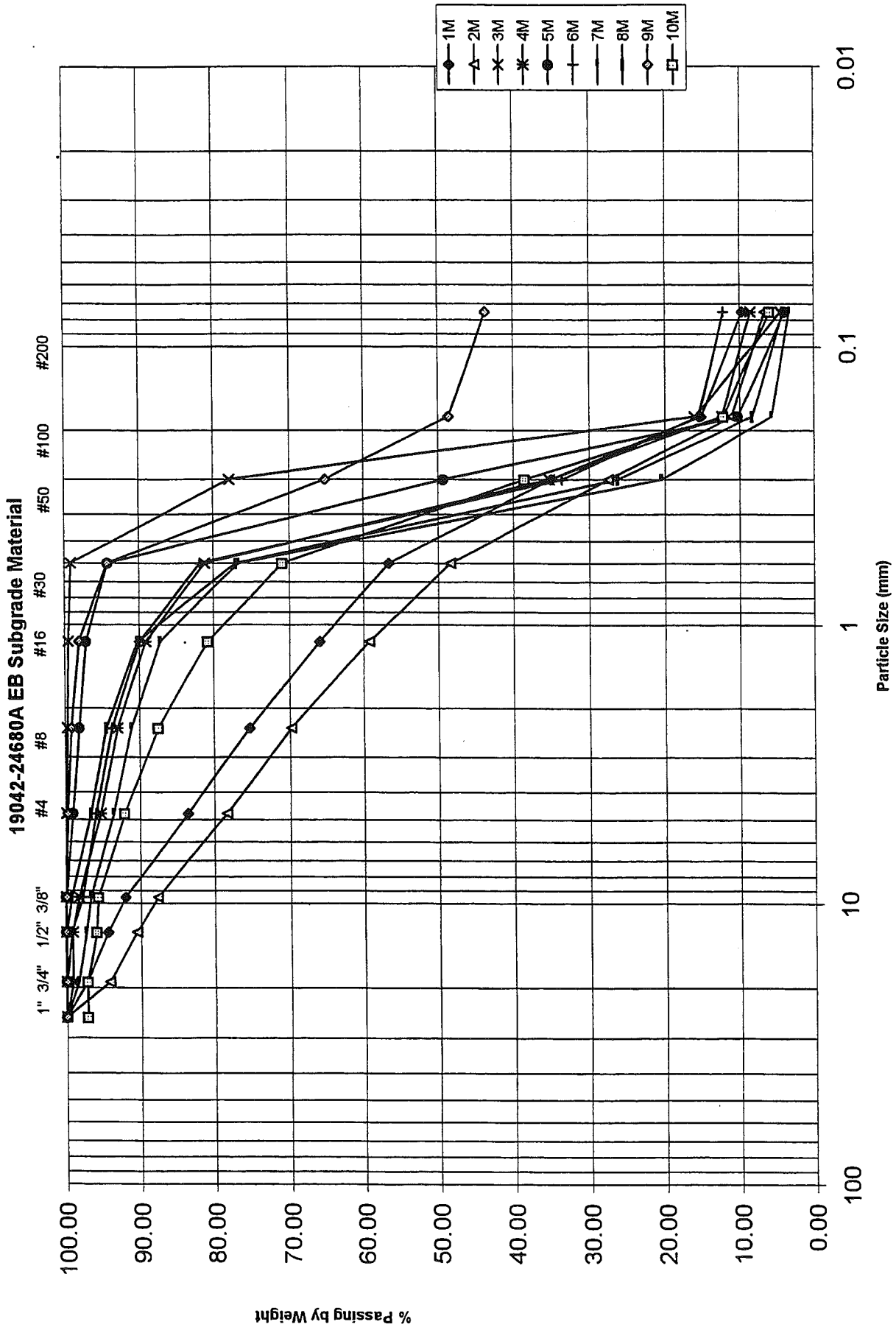

11017-32516A Section D WB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M3
M5
M7
M9
M11
M13
M11
M13

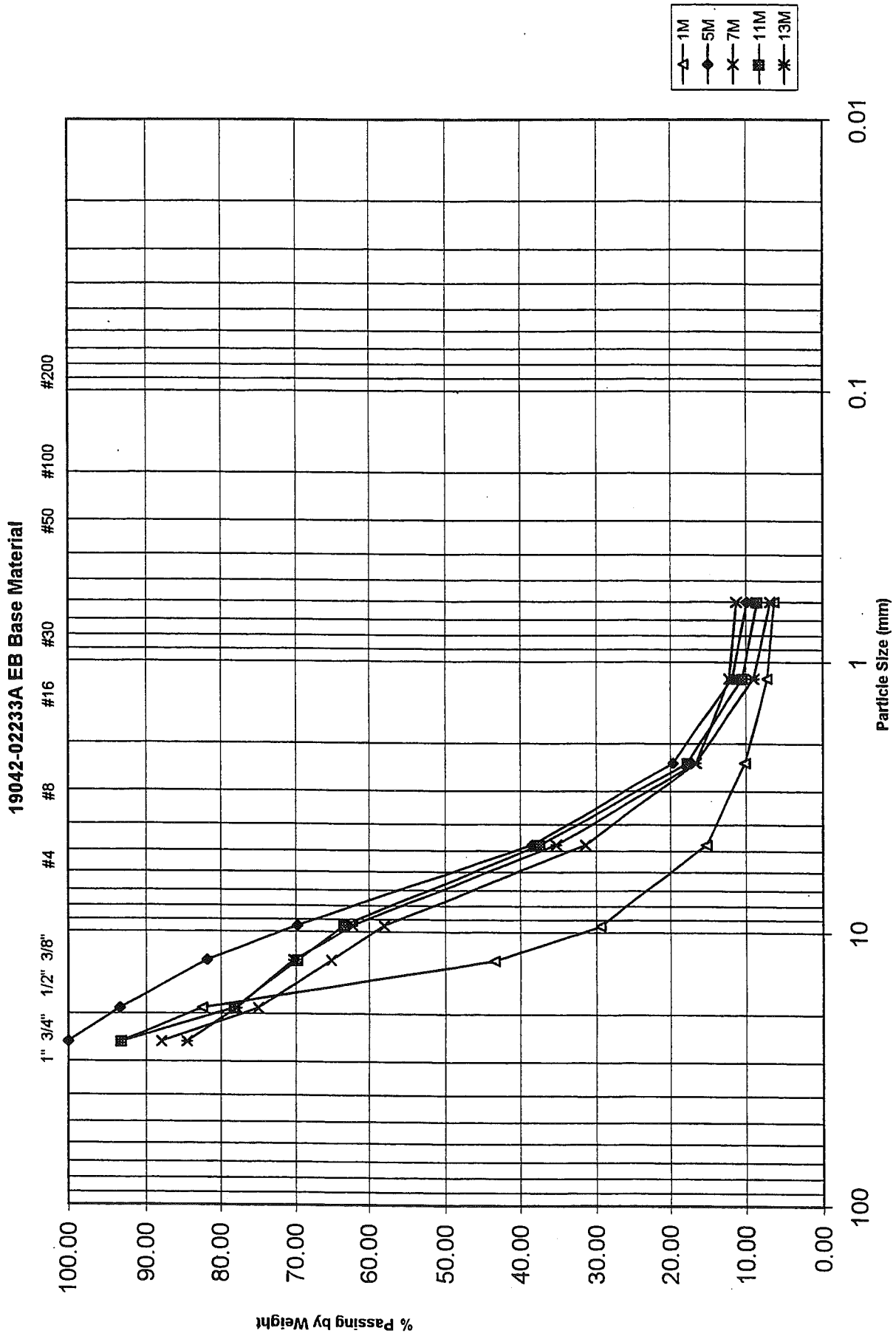

11017-32516A Section D WB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M3
M5
M7
M9
M11
M13

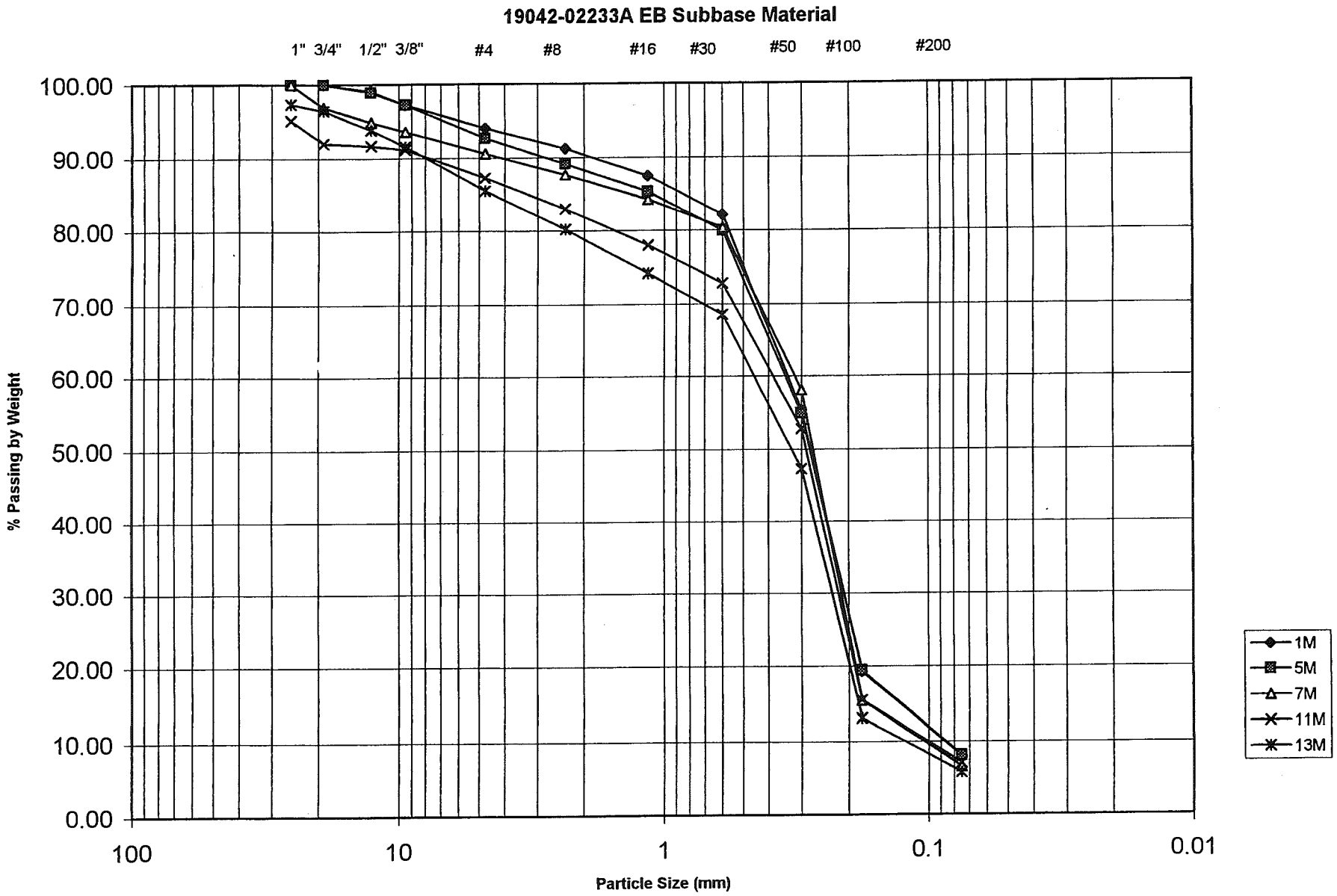

11017-32516A Section D WB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M3
M5
M7
M9
M11
M13

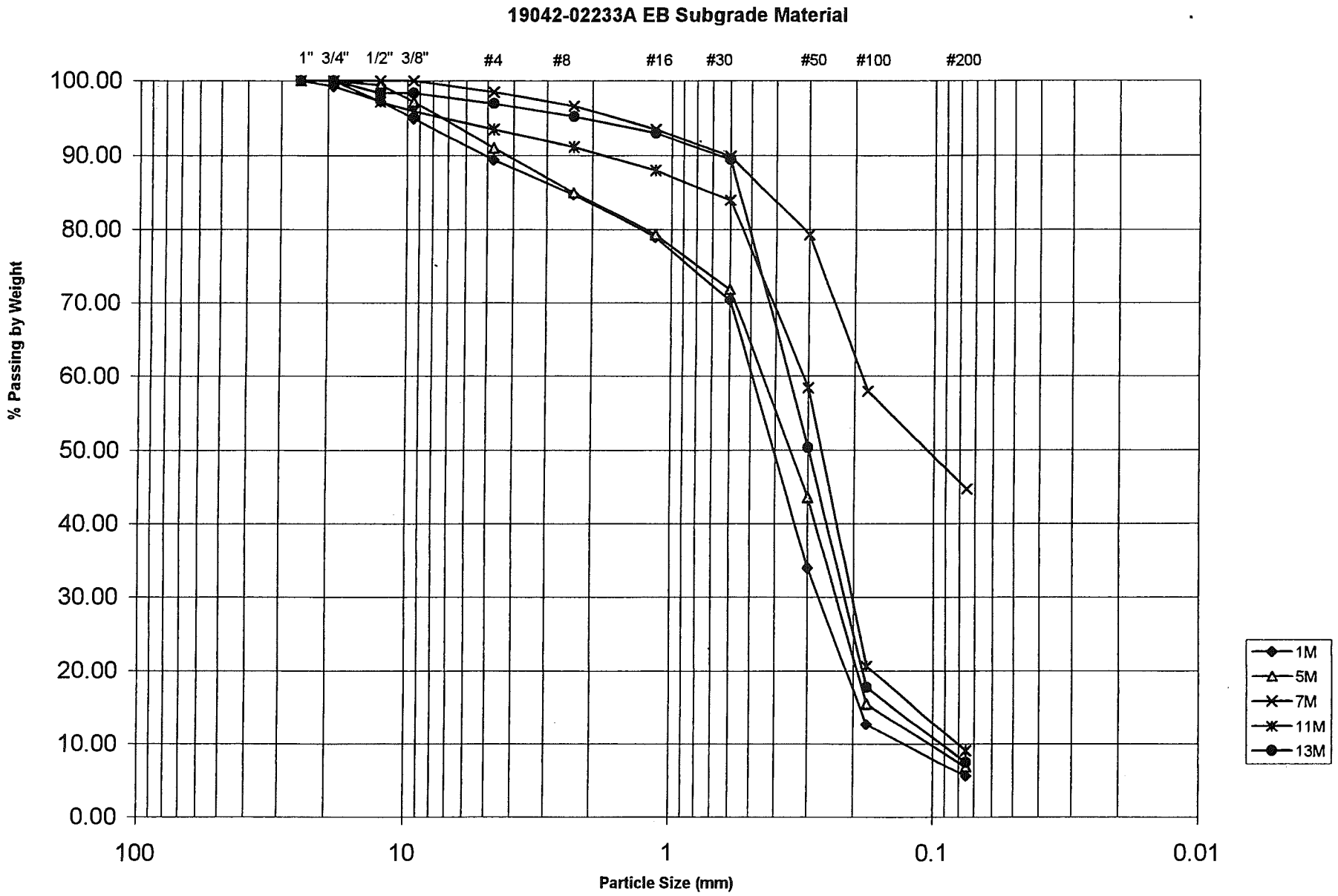

19042-24680A EB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
2M
3M
4M
5M
6M
7M
8M
9M
10M

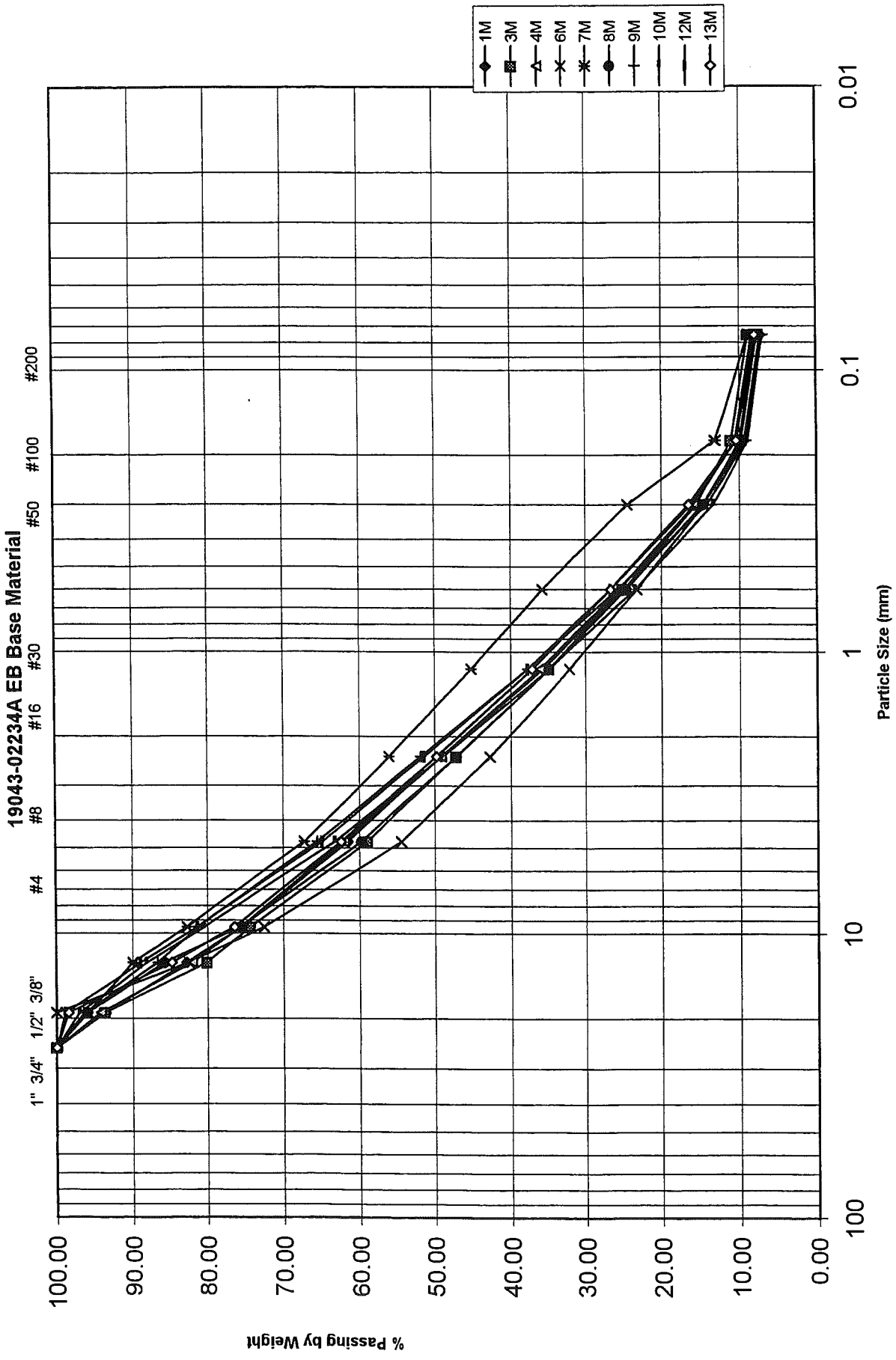

19042-24680A EB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
2M
3M
4M
5M
6M
7M
8M
9M
10M

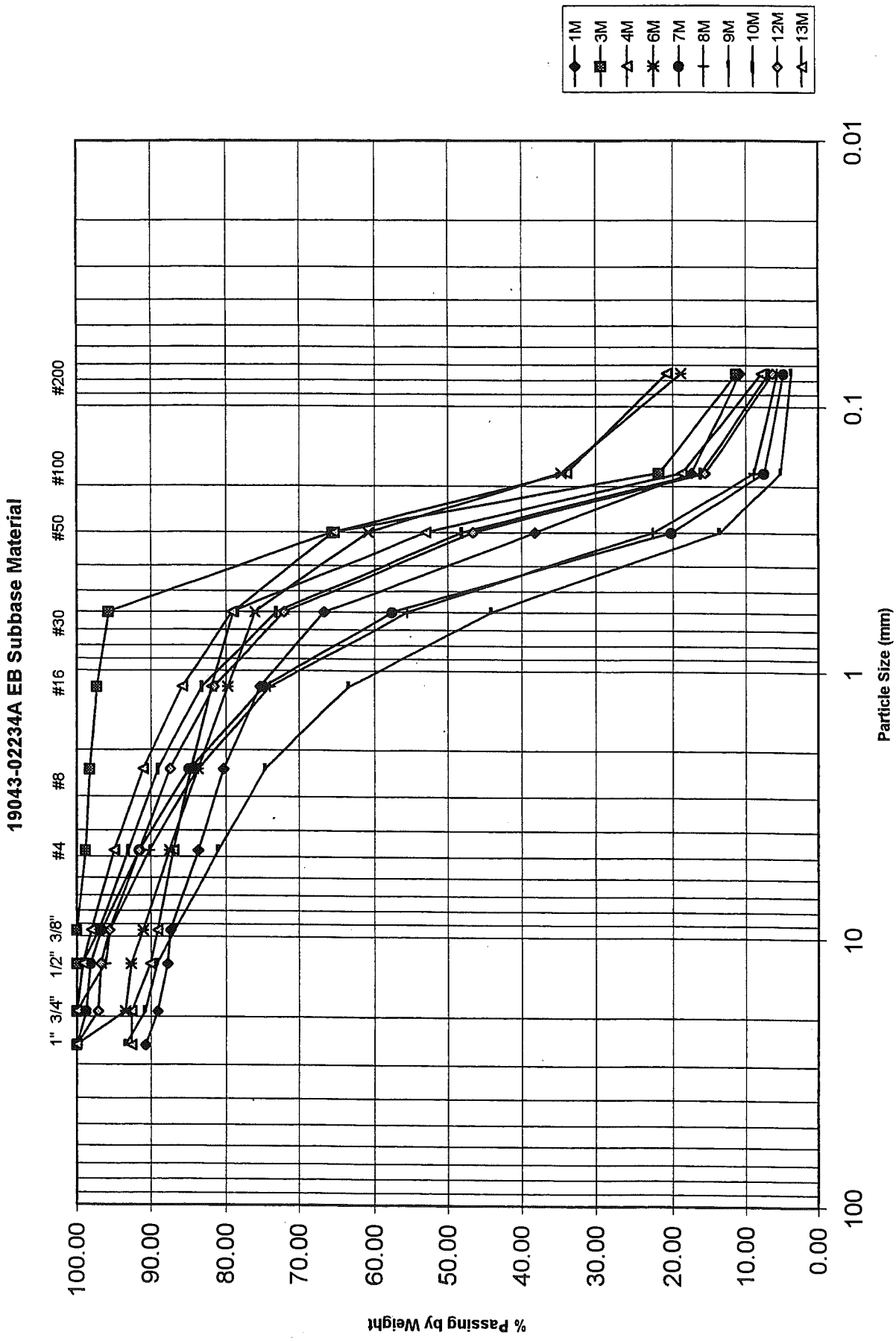

19042-24680A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00 90.00 80.00 70.00 60.00 50.00 40.00 30.00 20.00 10.00 0.00
% Passing by Weight
100 10 1 0.1 0.01
Particle Size (mm)
1M 2M 3M 4M 5M 6M 7M 8M 9M 10M

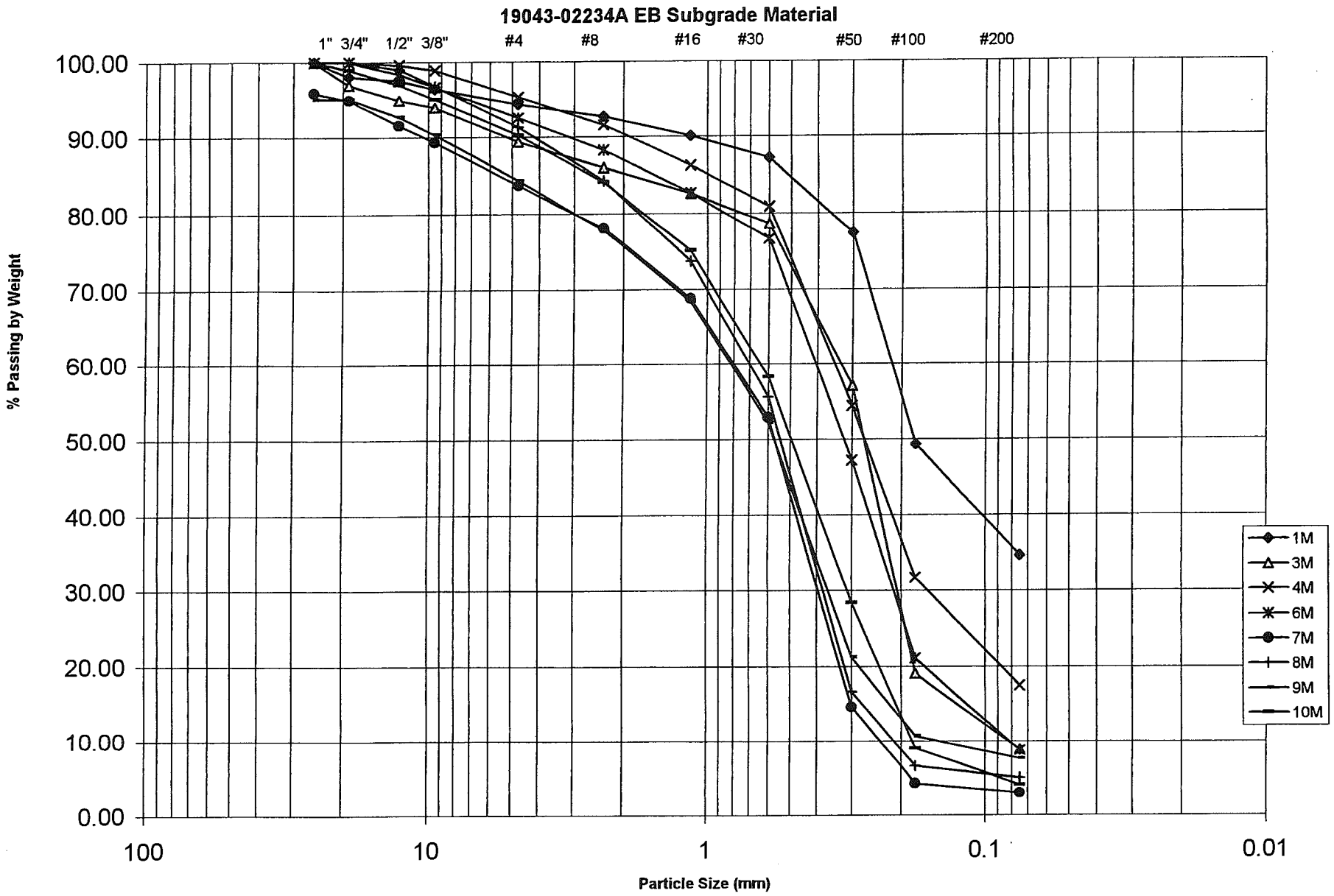

19042-02233A EB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
5M
7M
11M
13M

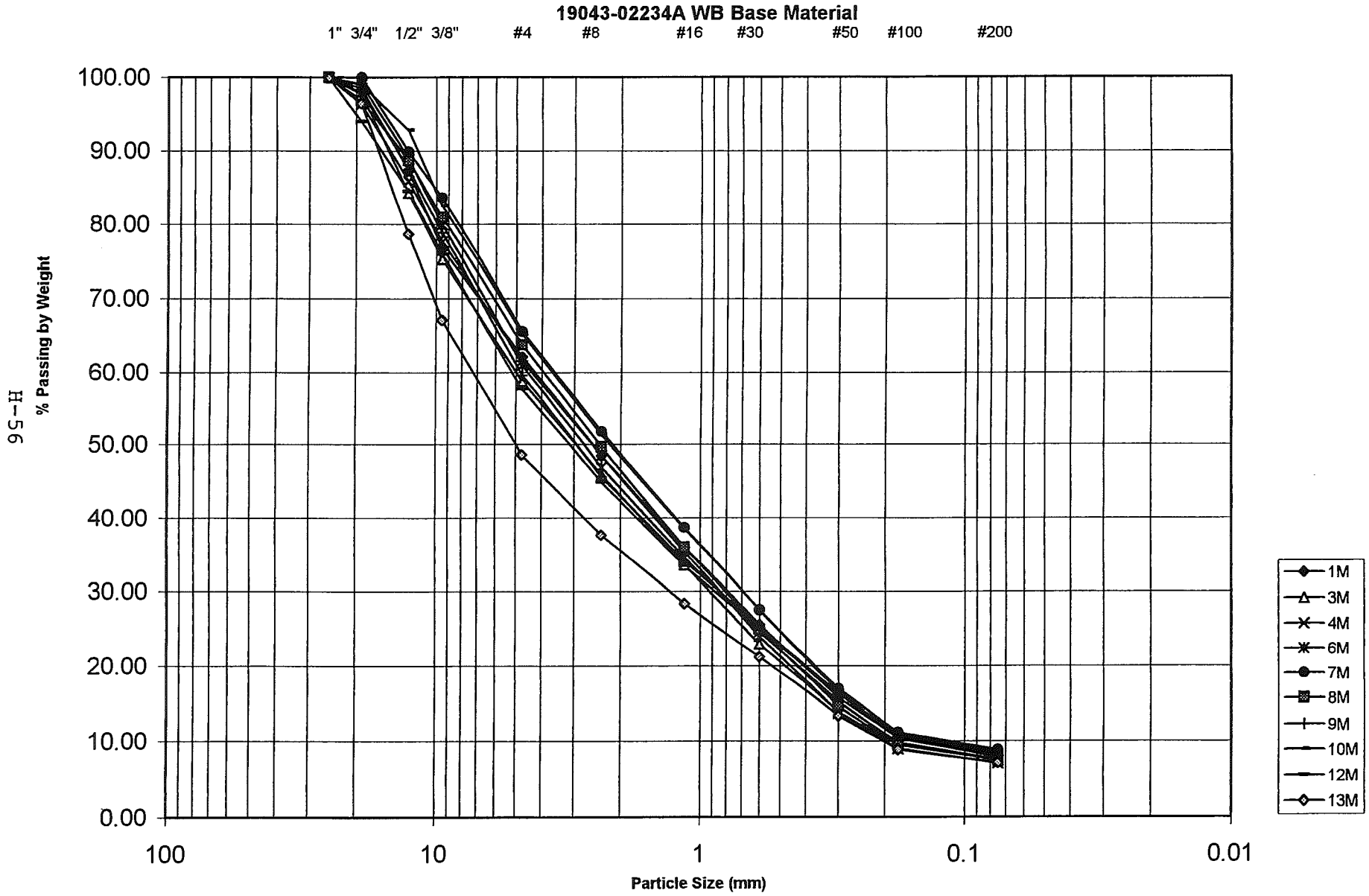

19042-02233A EB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
5M
7M
11M
13M

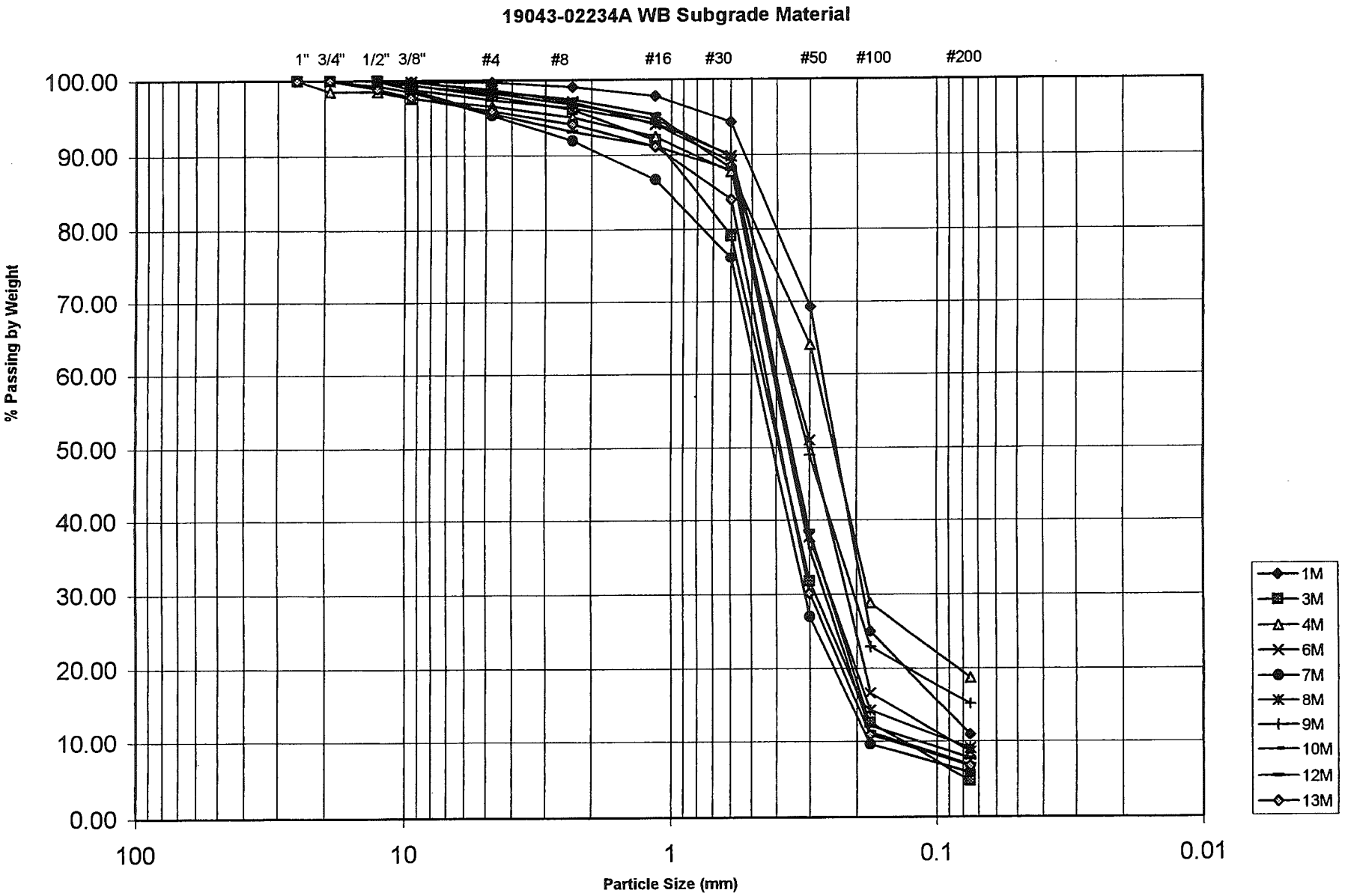

19042-02233A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
5M
7M
11M
13M

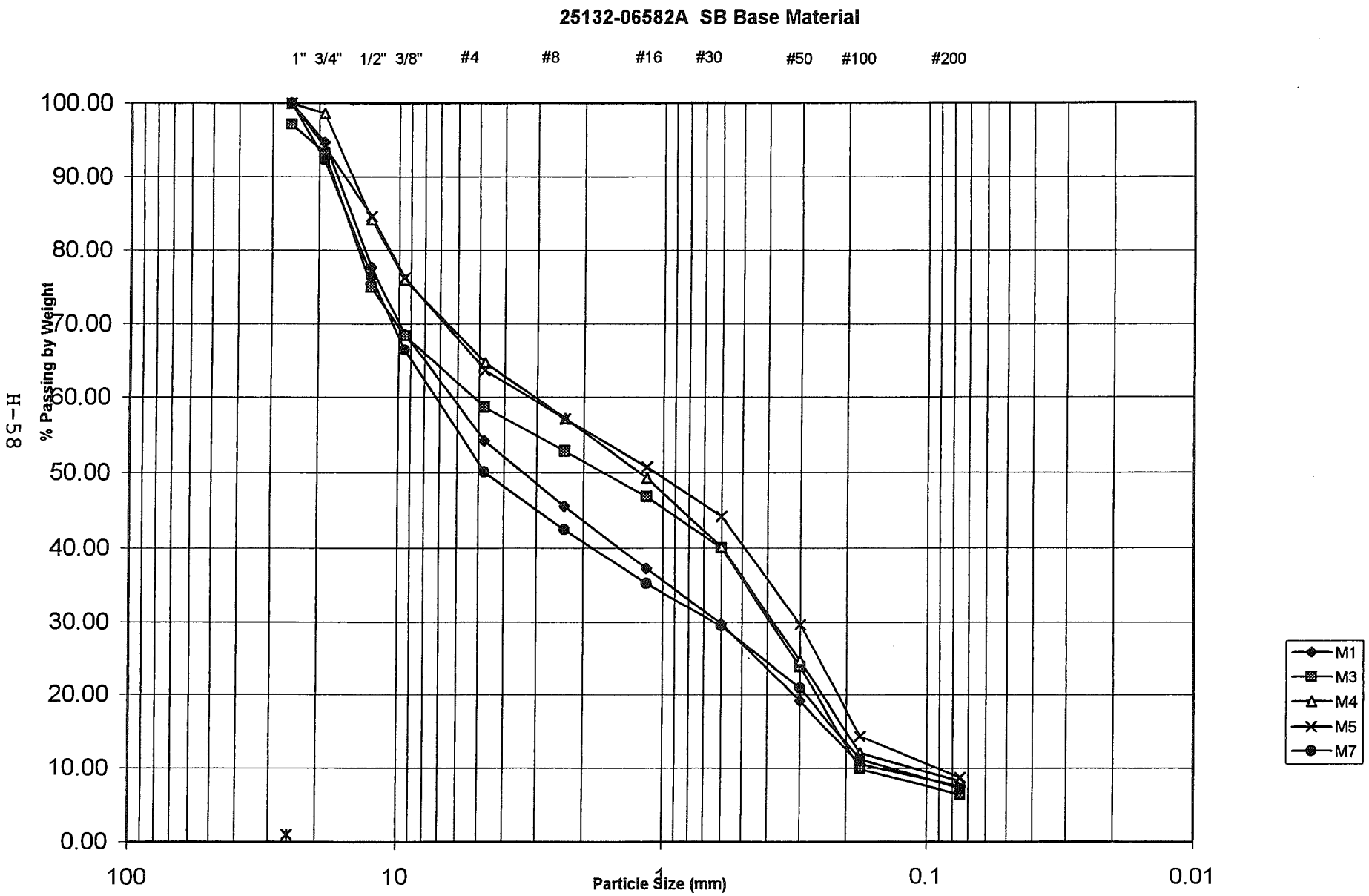

19043-02234A EB Base Material
% Passing by Weight
Particle Size (mm)
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100 10 1 0.1 0.01
1M 3M 4M 6M 7M 8M 9M 10M 12M 13M


19043-02234A EB Subbase Material
% Passing by Weight
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100
10
1
0.1
0.01
Particle Size (mm)
1M
3M
4M
6M
7M
8M
9M
10M
12M
13M

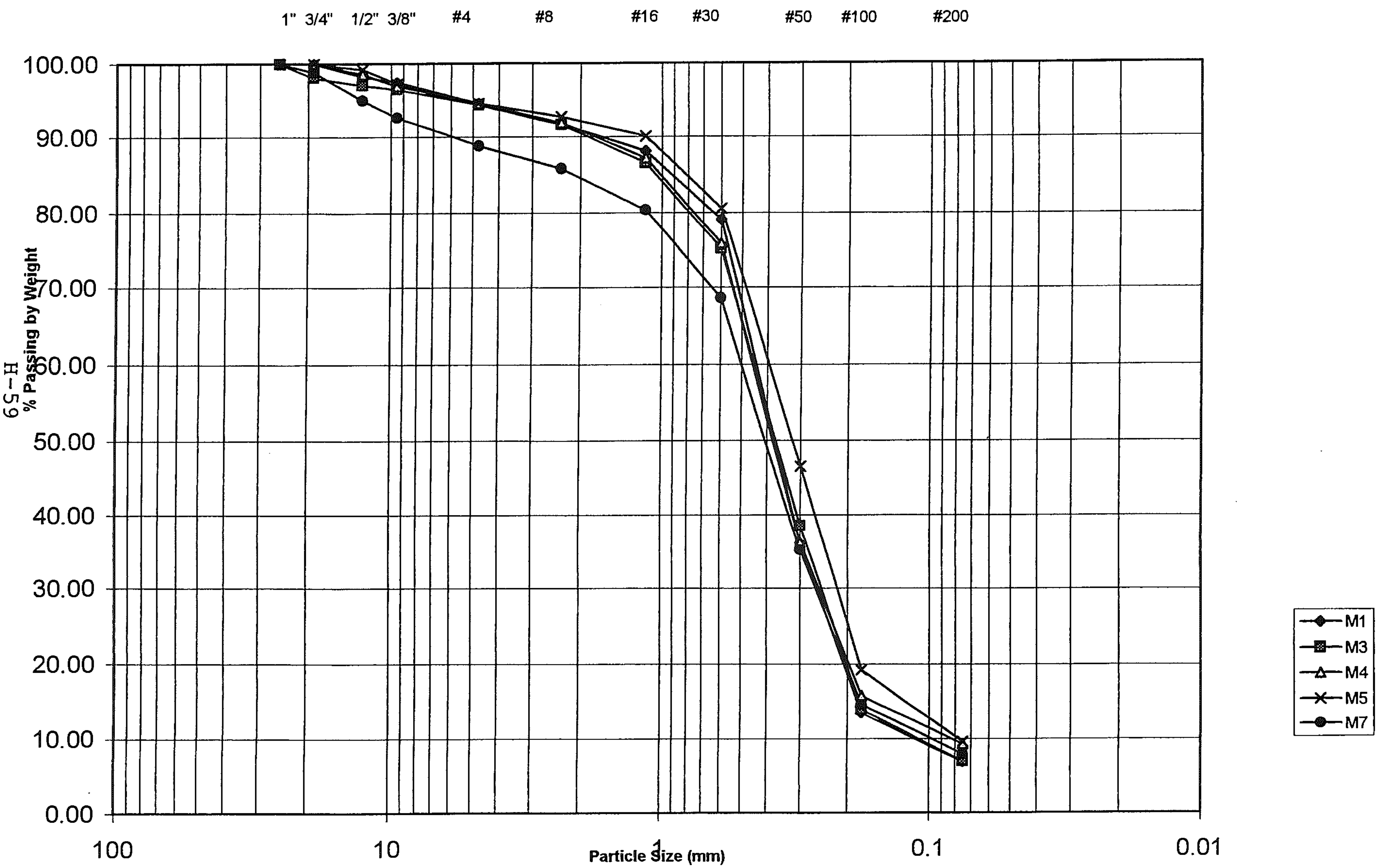

19043-02234A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
3M
4M
6M
7M
8M
9M
10M

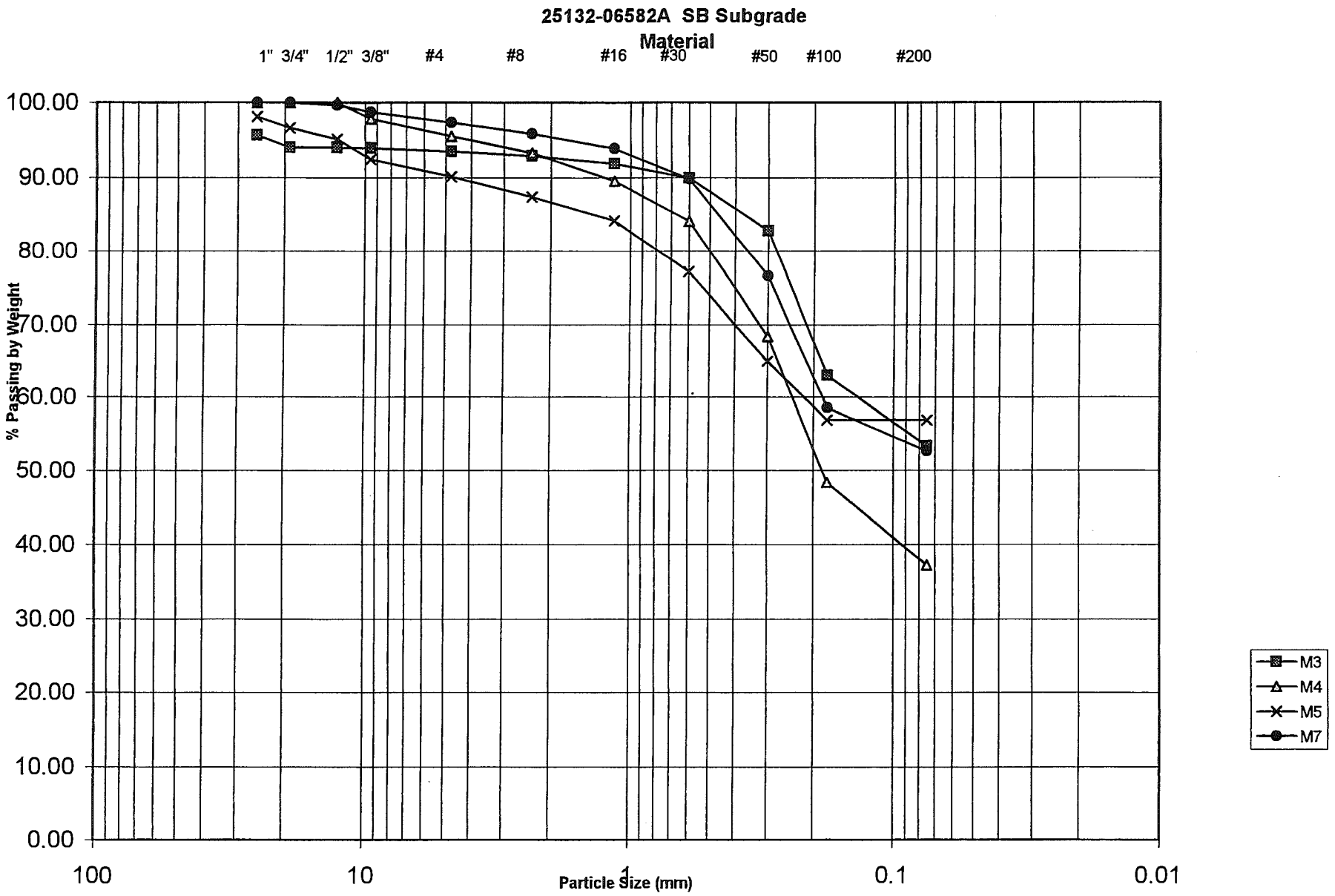

19043-02234A WB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
3M
4M
6M
7M
8M
9M
10M
12M
13M

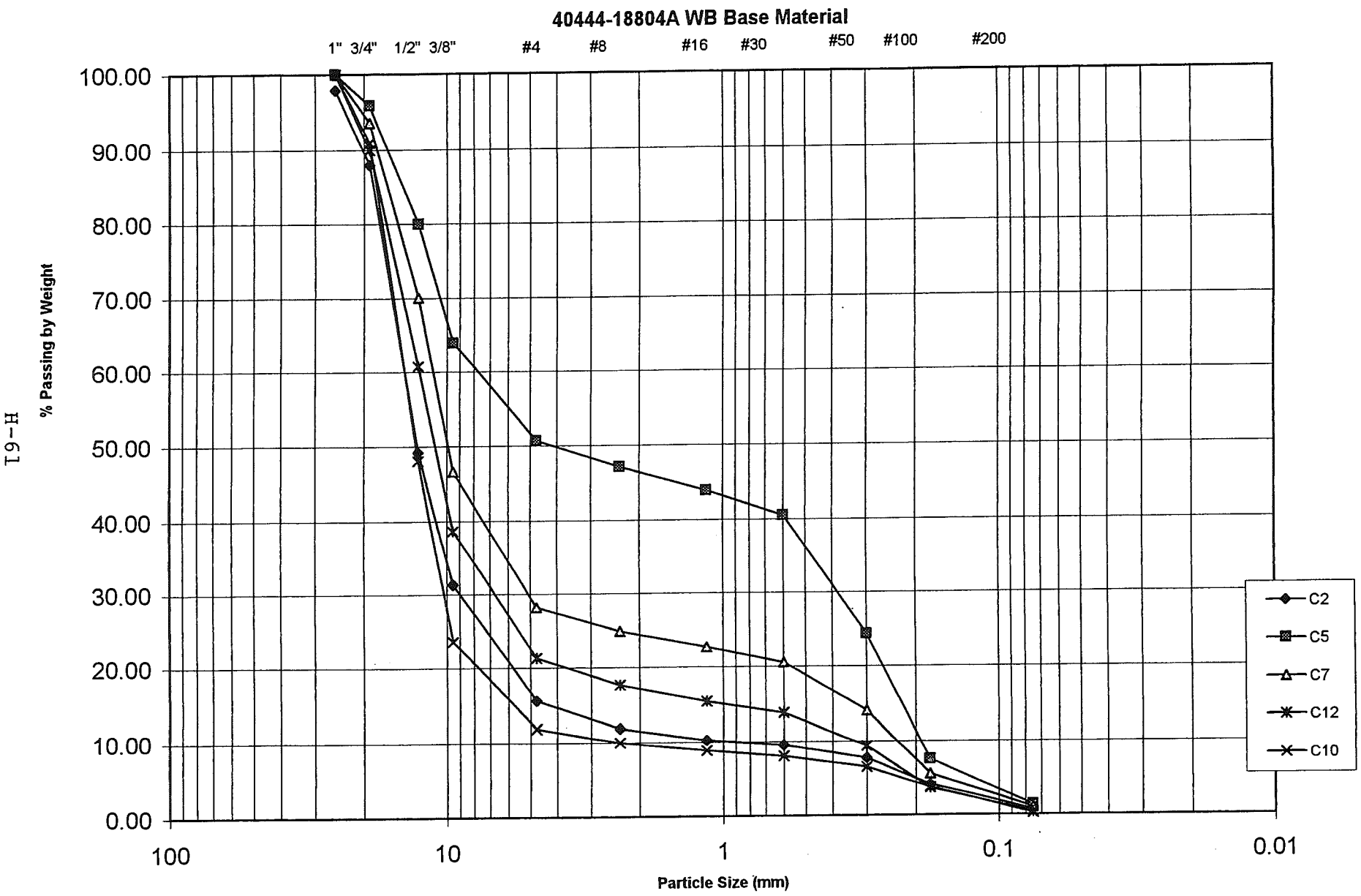

19043-02234A WB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
1M
3M
4M
6M
7M
8M
9M
10M
12M
13M

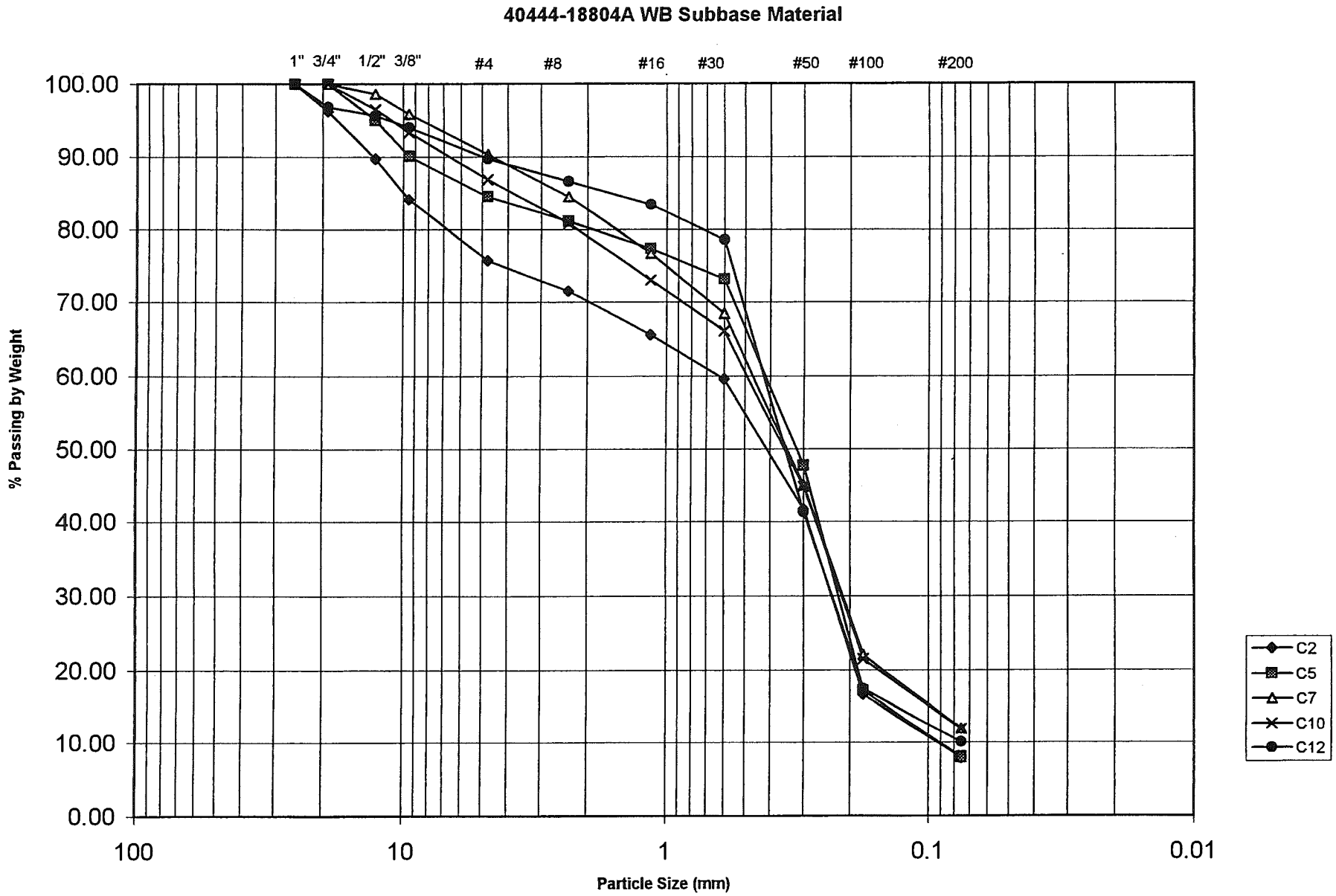

25132-06582A SB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M3
M4
M5
M7

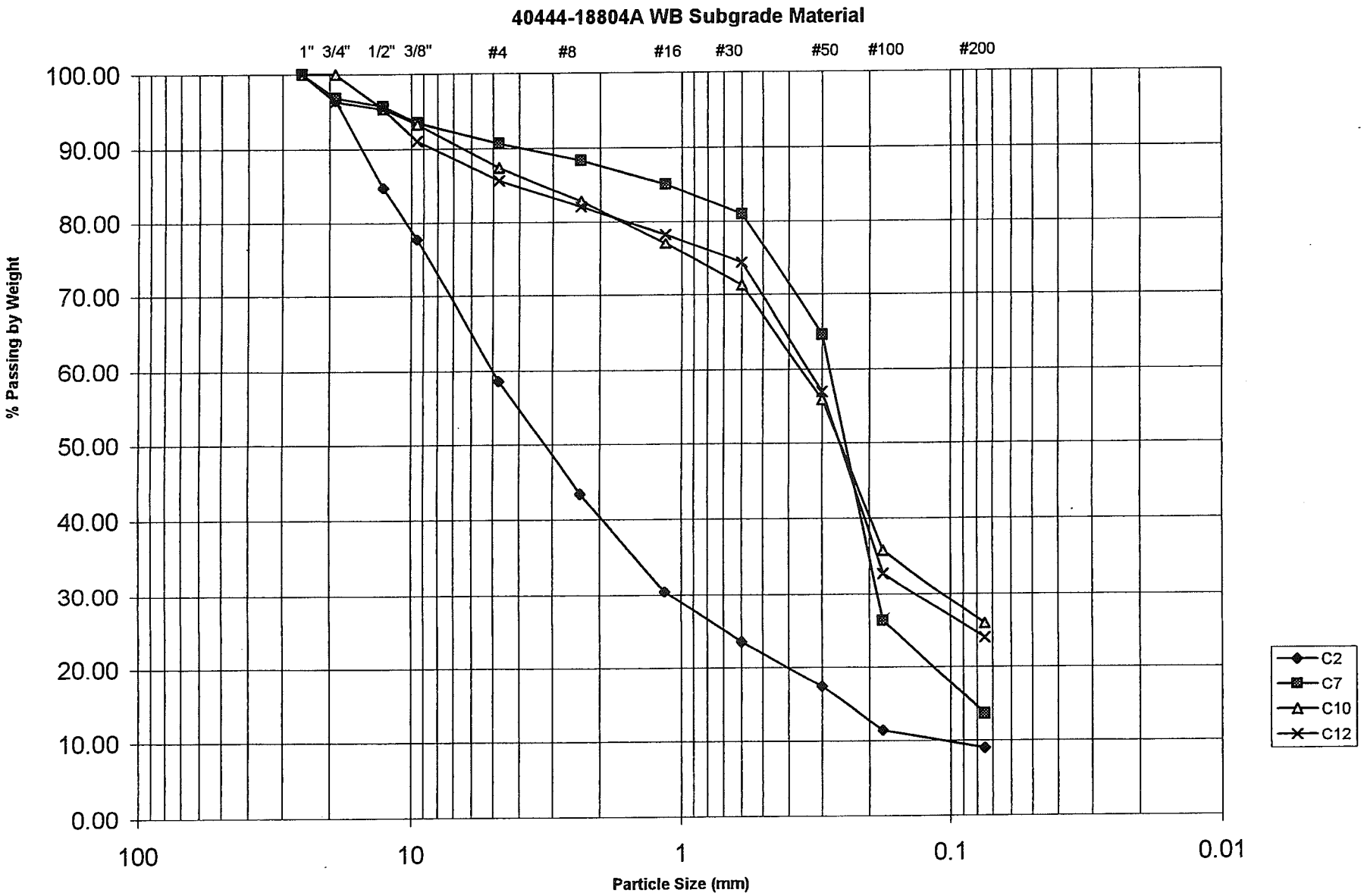
25132-06582A SB Subbase Material

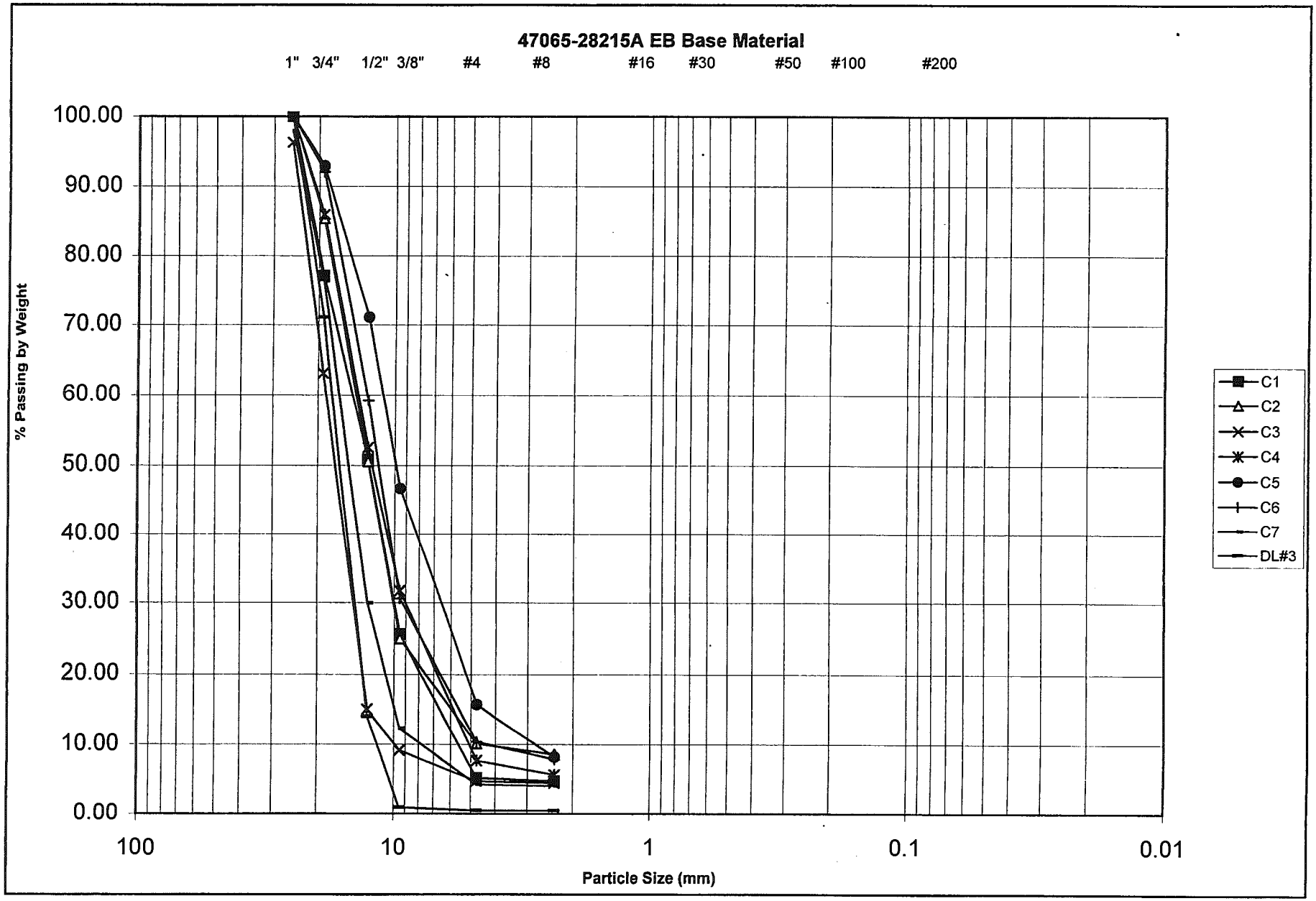


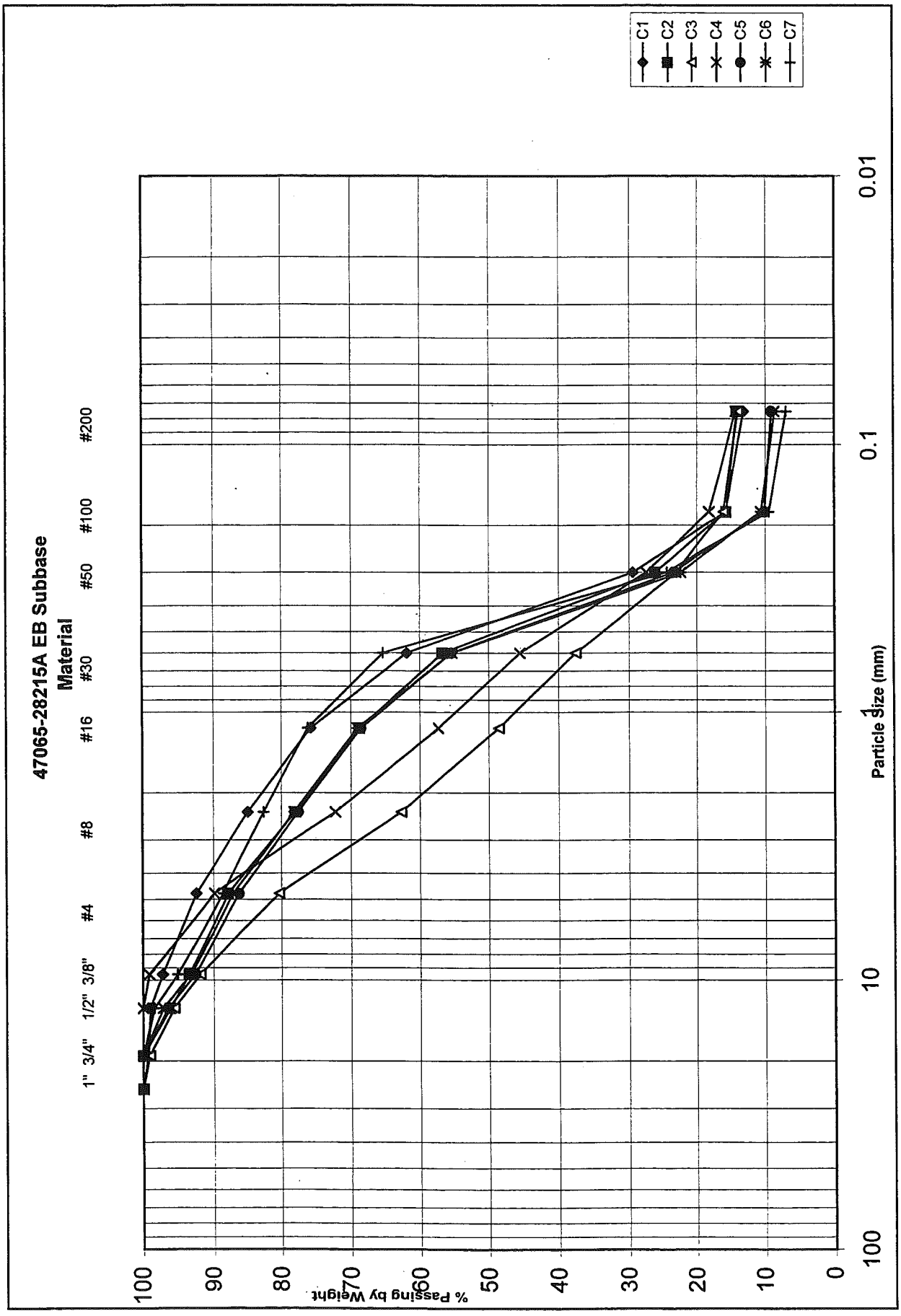

25132-06582A SB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M3
M4
M5
M7

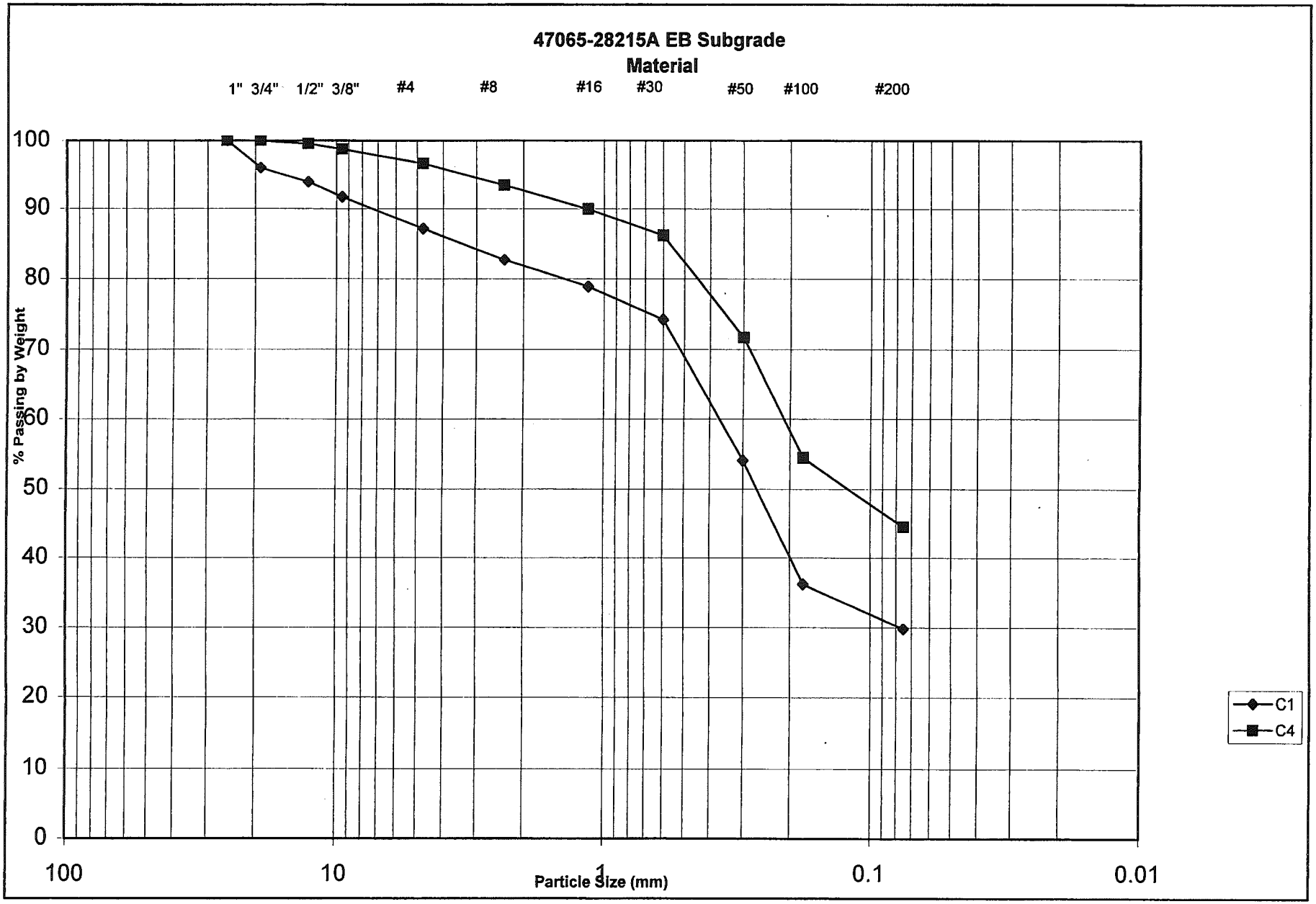

40444-18804A WB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
C2
C5
C7
C12
C10

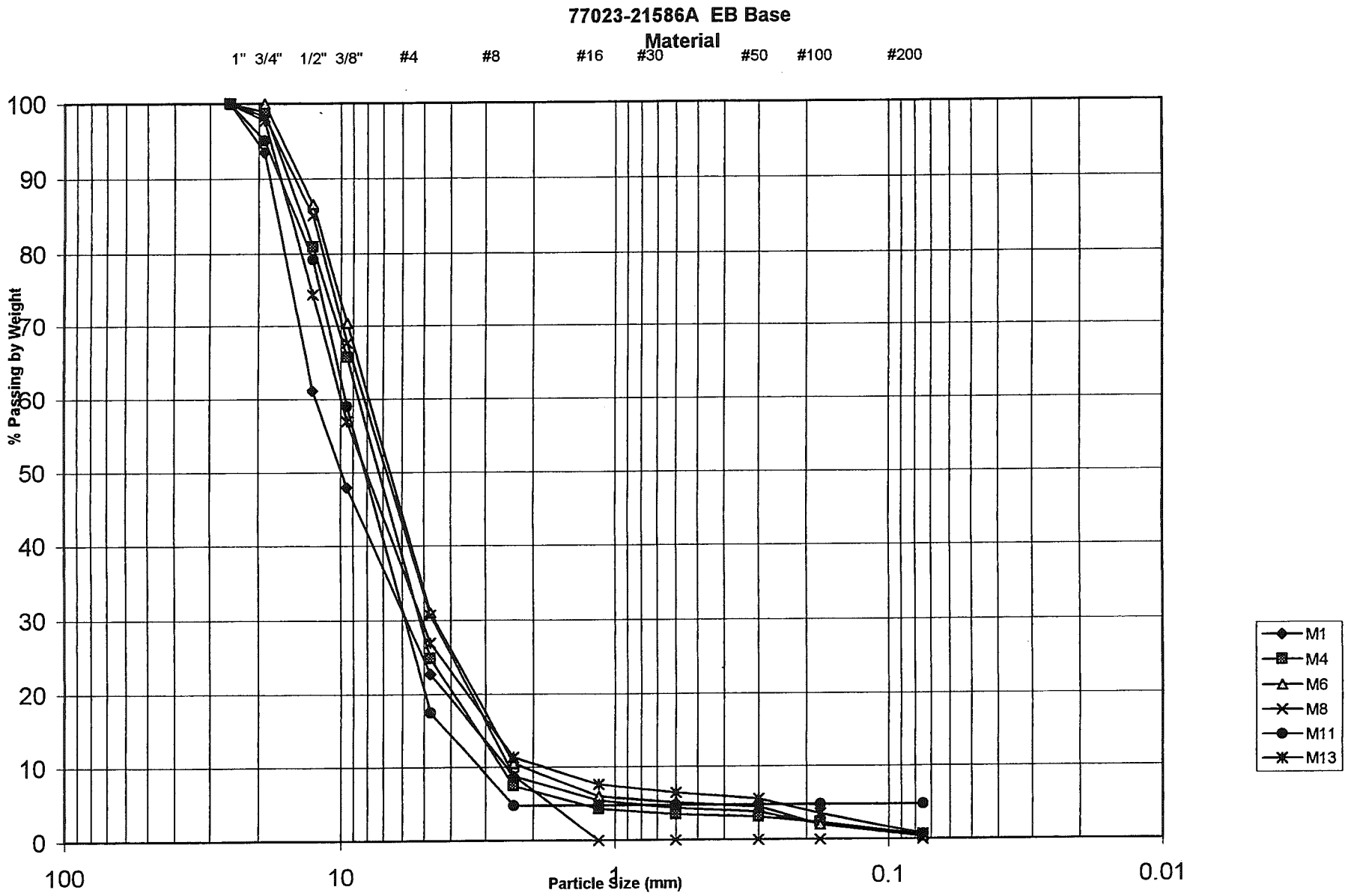

40444-18804A WB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
C2
C5
C7
C10
C12

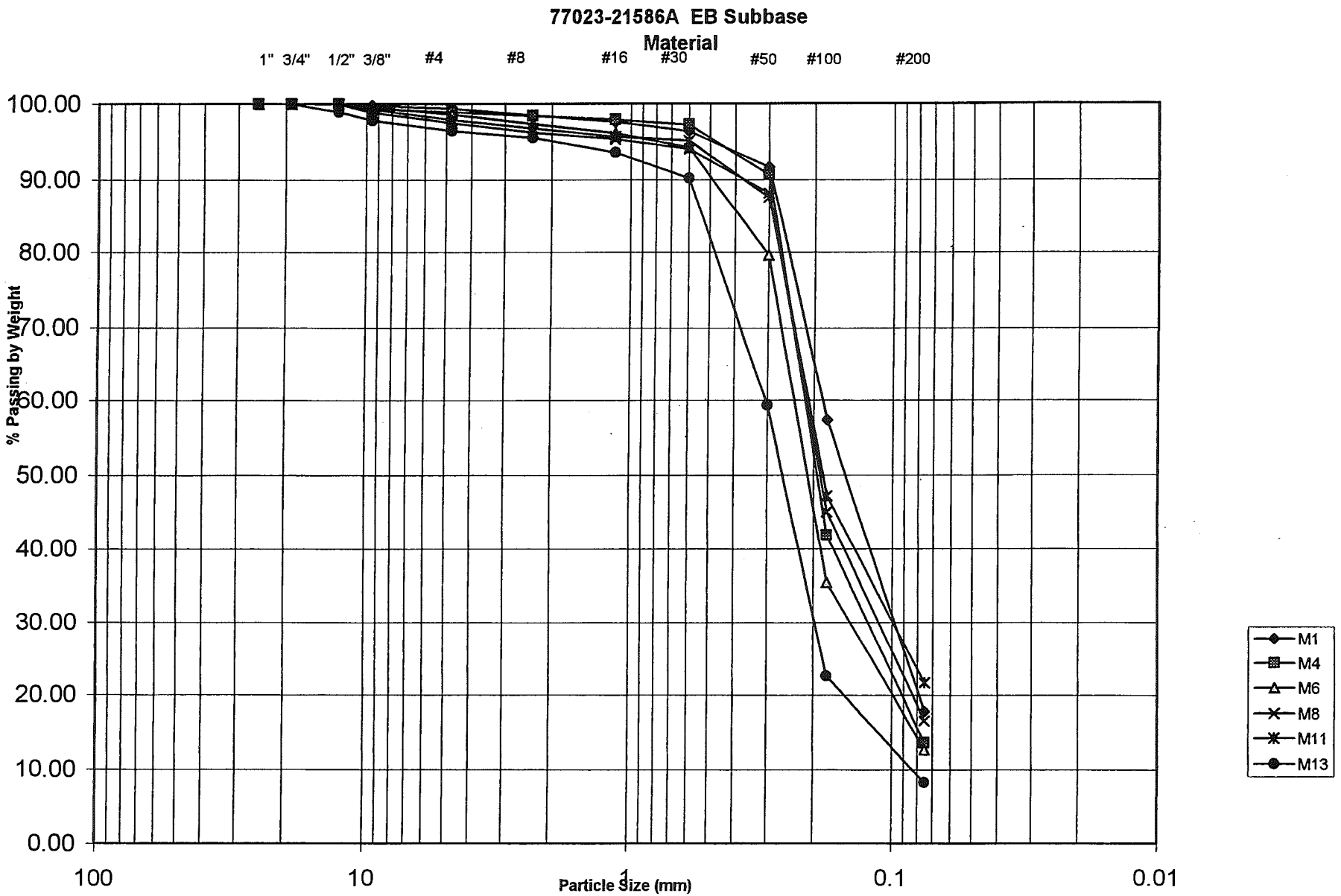

40444-18804A WB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
C2
C7
C10
C12

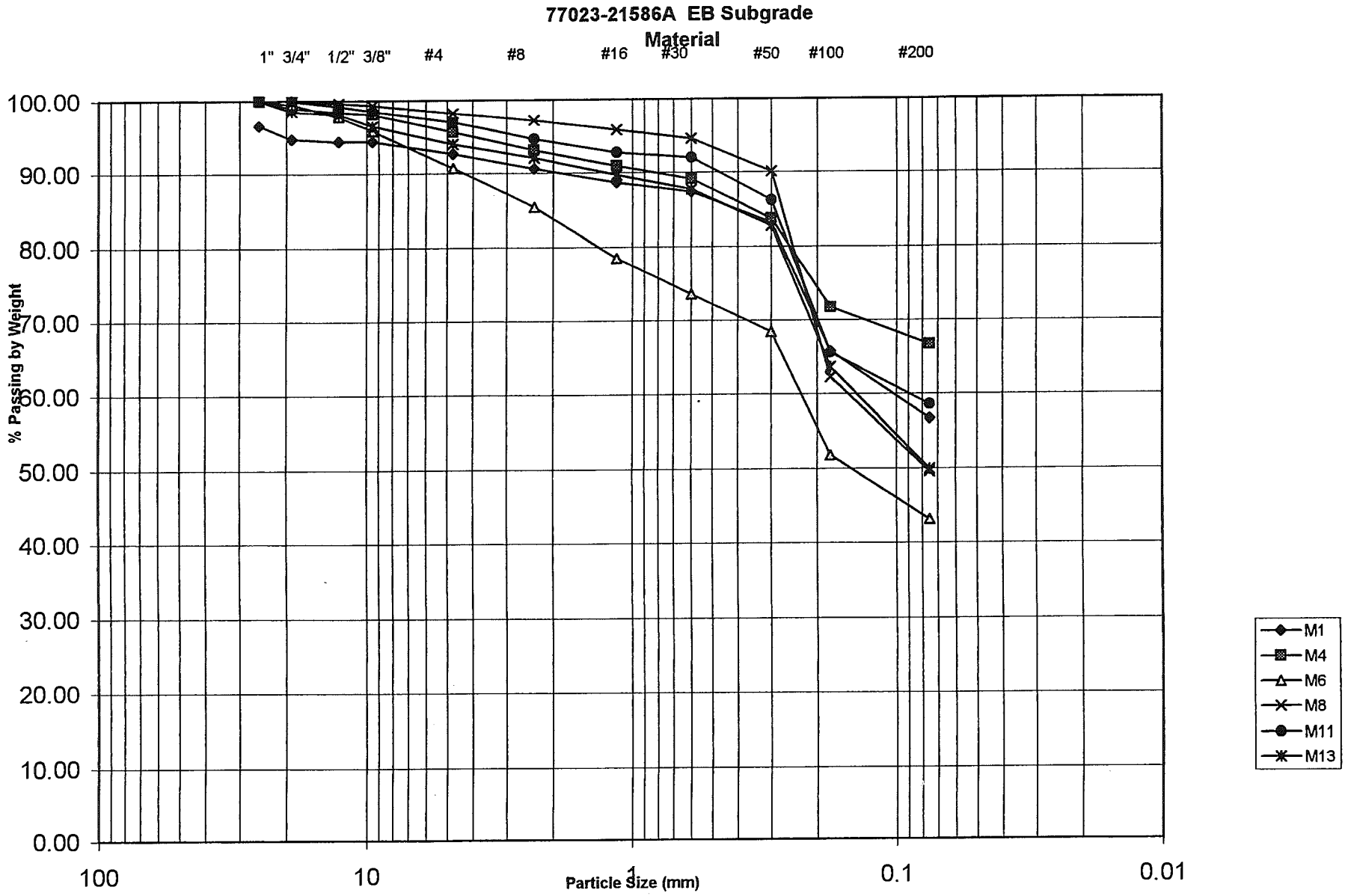

47065-28215A EB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
C1
C2
C3
C4
C5
C6
C7
DL#3

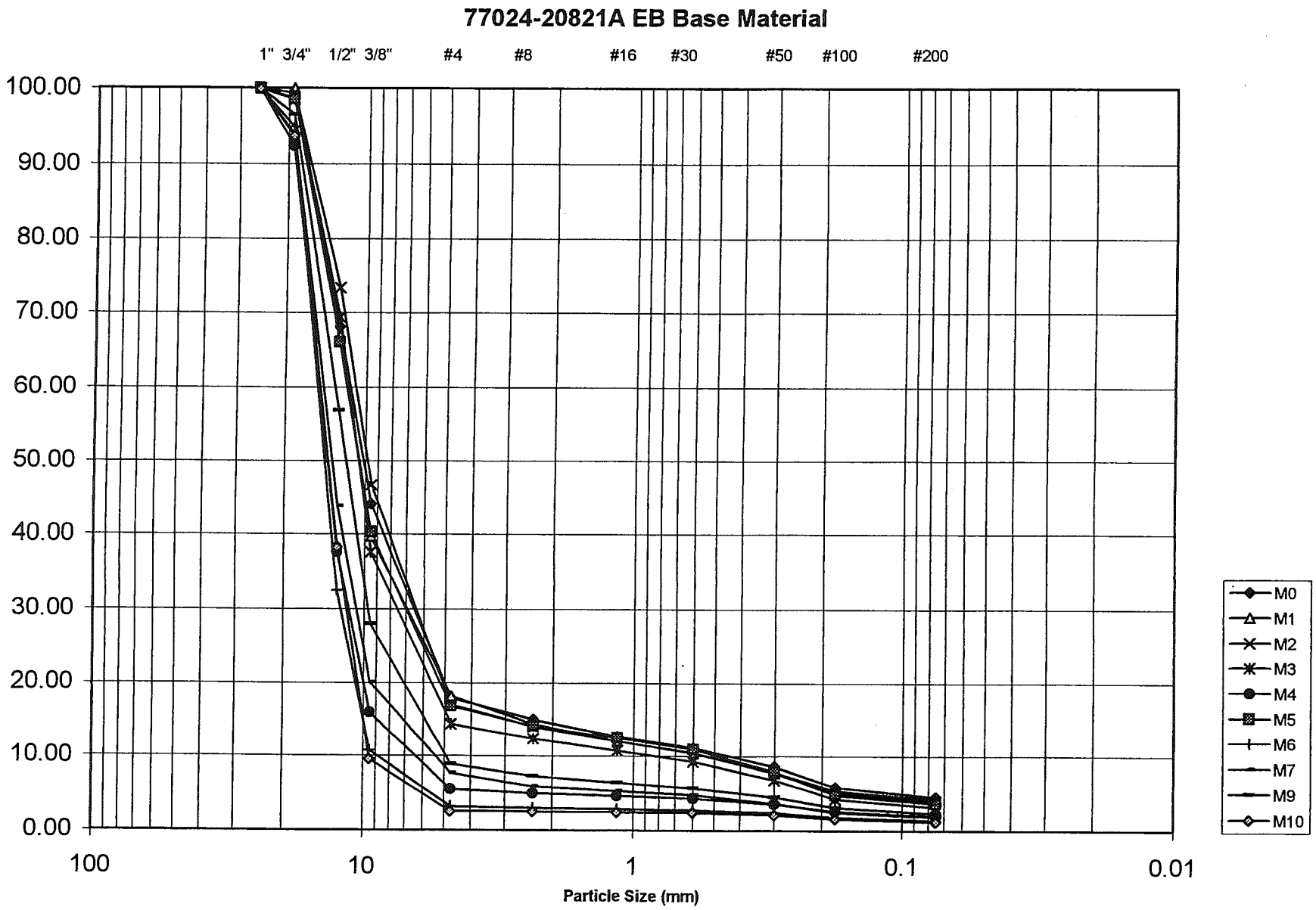

47065-28215A EB Subbase
Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100 90 80 70 60 50 40 30 20 10 0
% Passing by Weight
100 10 1 0.1 0.01
Particle Size (mm)
C1 C2 C3 C4 C5 C6 C7

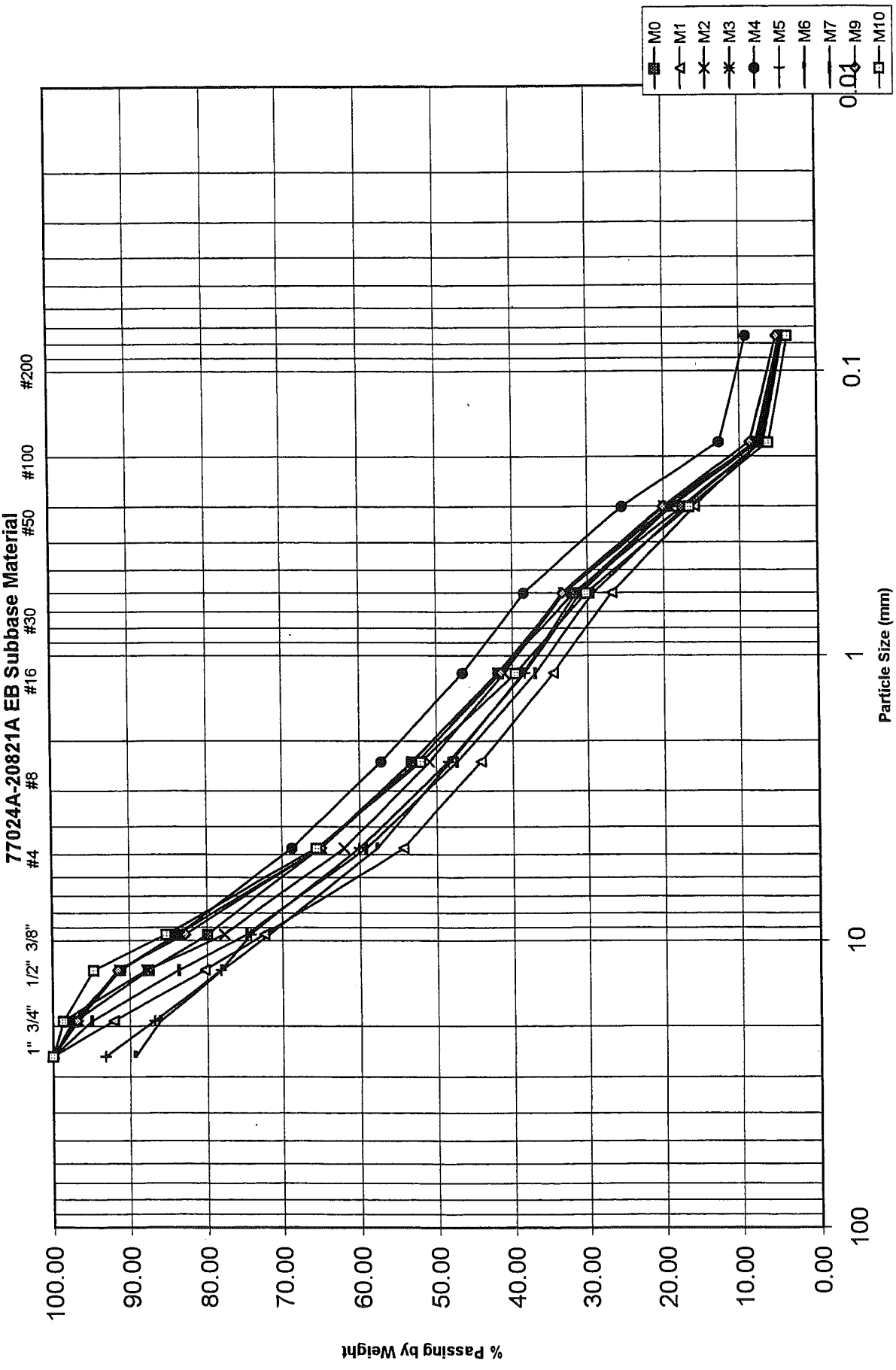

47065-28215A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100
90
80
70
60
50
40
30
20
10
0
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
C1
C4

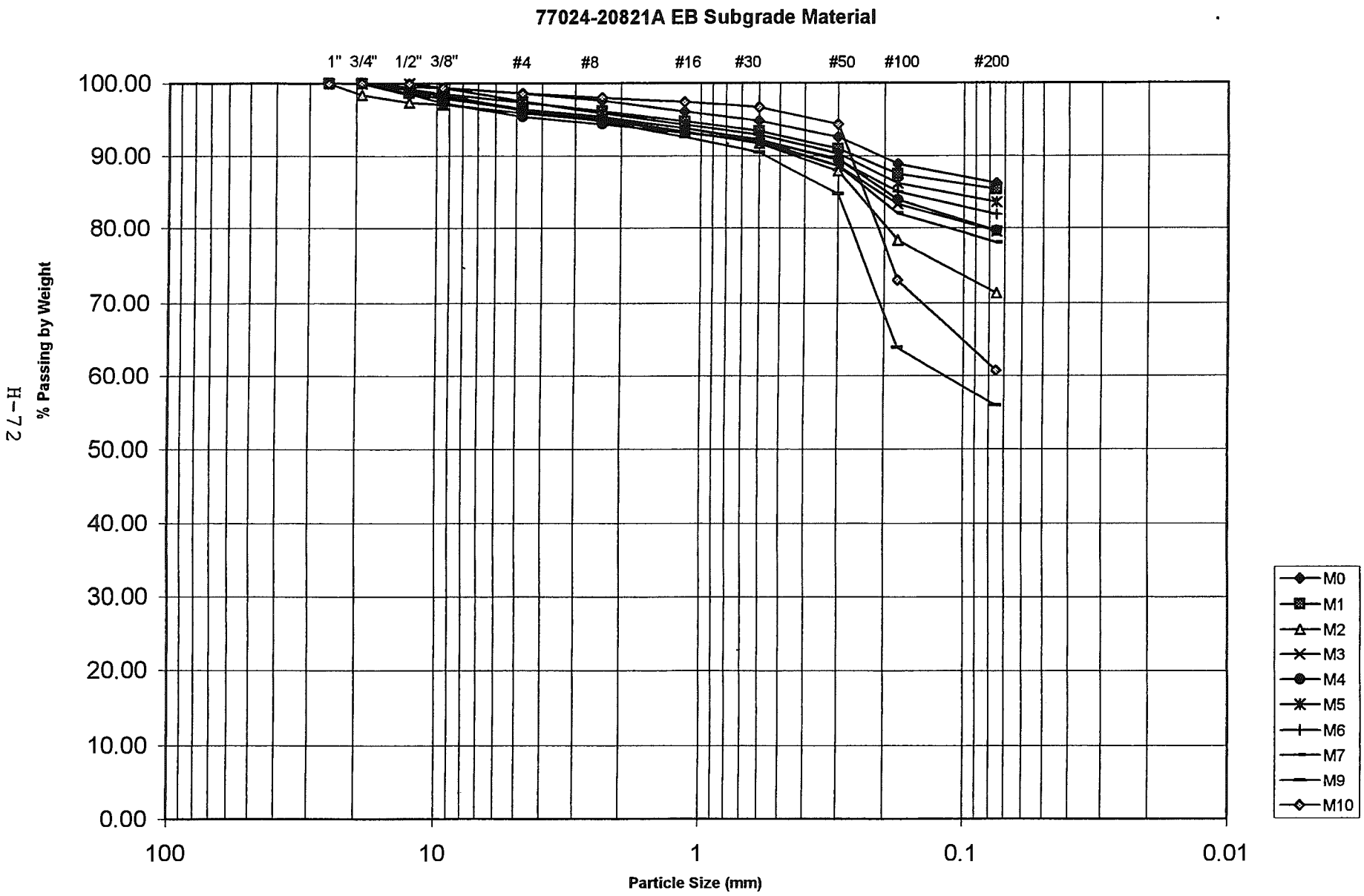

77023-21586A EB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100
90
80
70
60
50
40
30
20
10
0
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M4
M6
M8
M11
M13

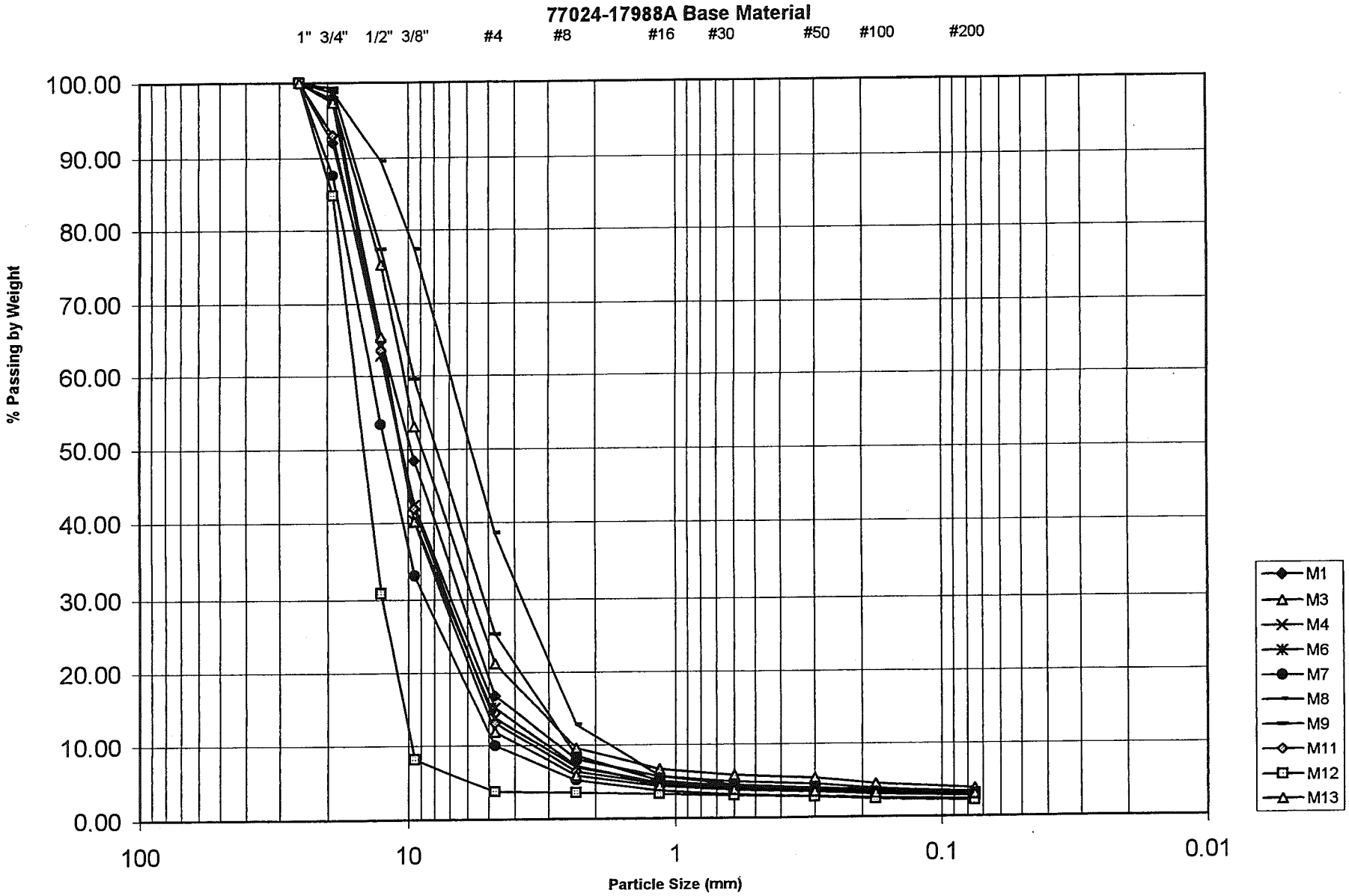

77023-21586A EB Subbase
Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M4
M6
M8
M11
M13

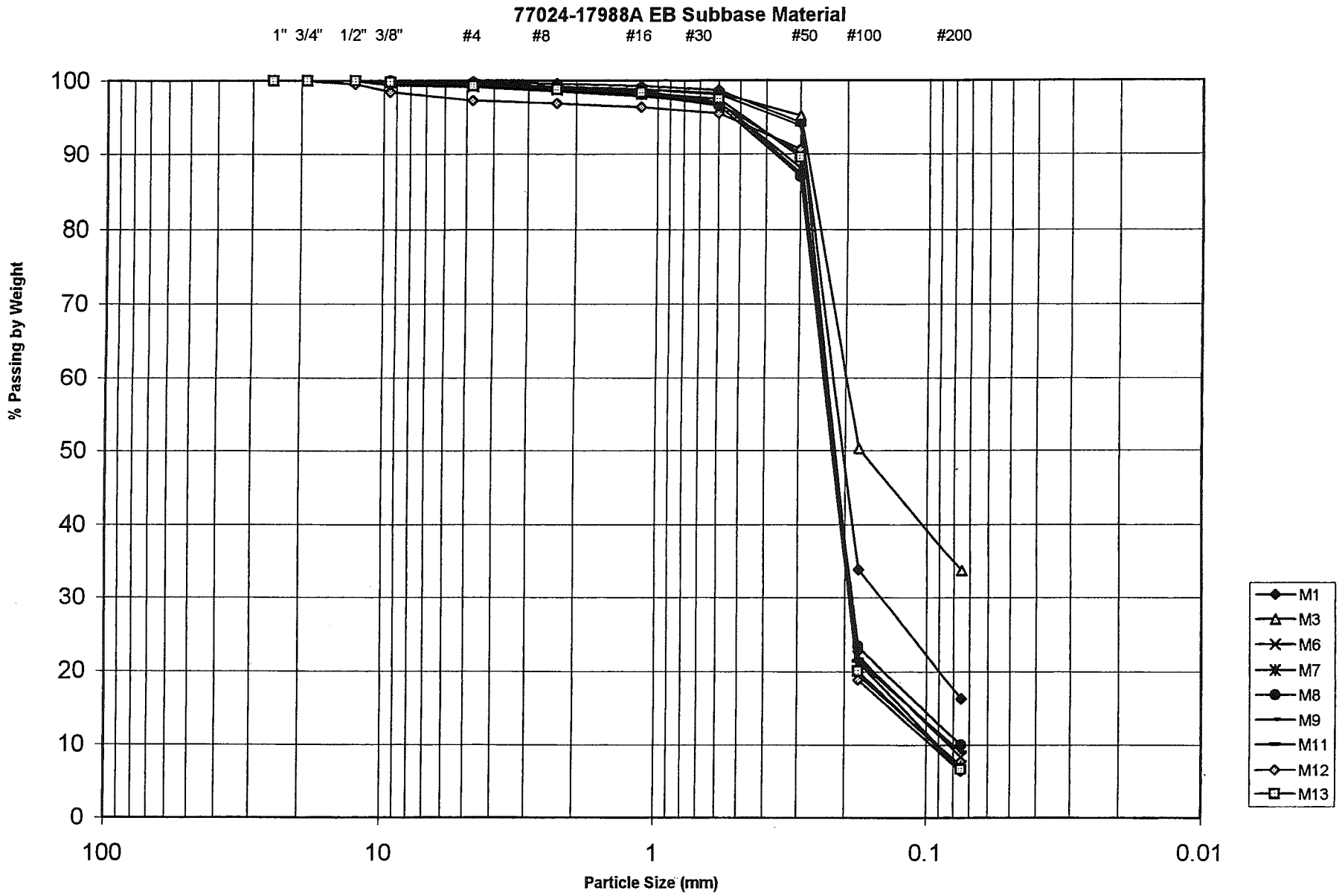

77023-21586A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M4
M6
M8
M11
M13

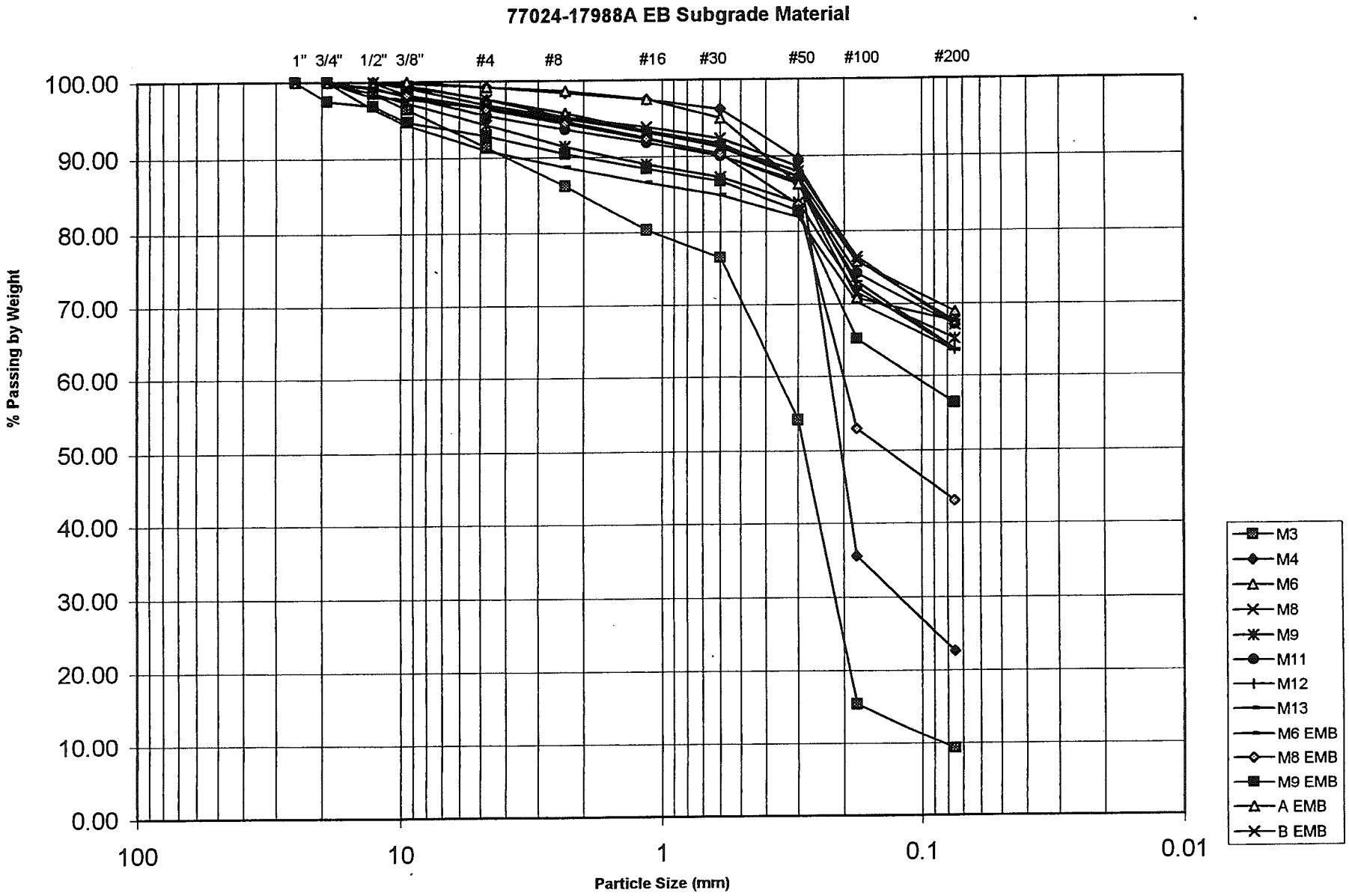

77024-20821A EB Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M0
M1
M2
M3
M4
M5
M6
M7
M9
M10

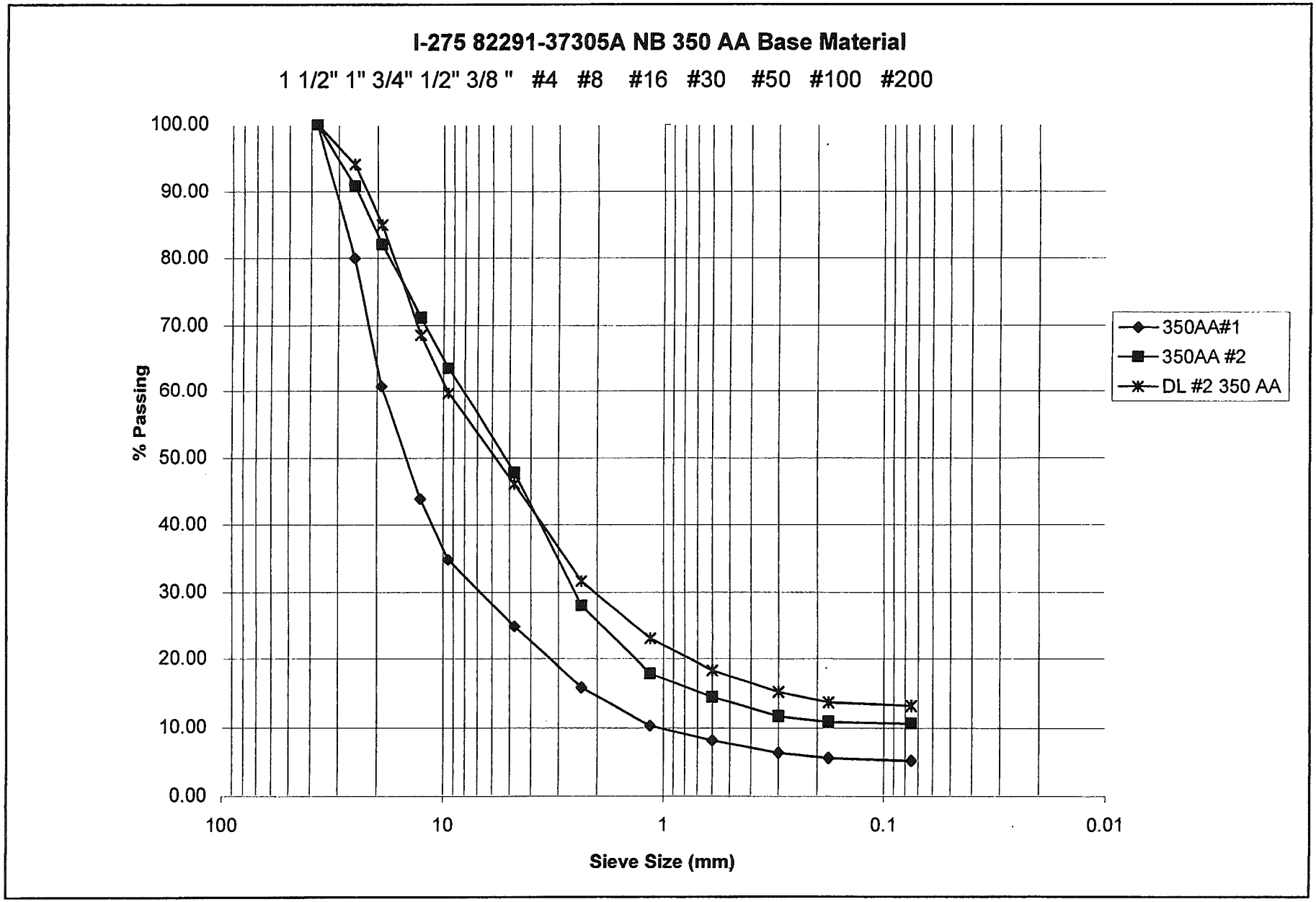

77024A-20821A EB Subbase Material
% Passing by Weight
Particle Size (mm)
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
1"
3/4"
1/2"
3/8"
#4
#8
#16
#30
#50
#100
#200
100
10
1
0.1
0.01
M0
M1
M2
M3
M4
M5
M6
M7
M9
M10

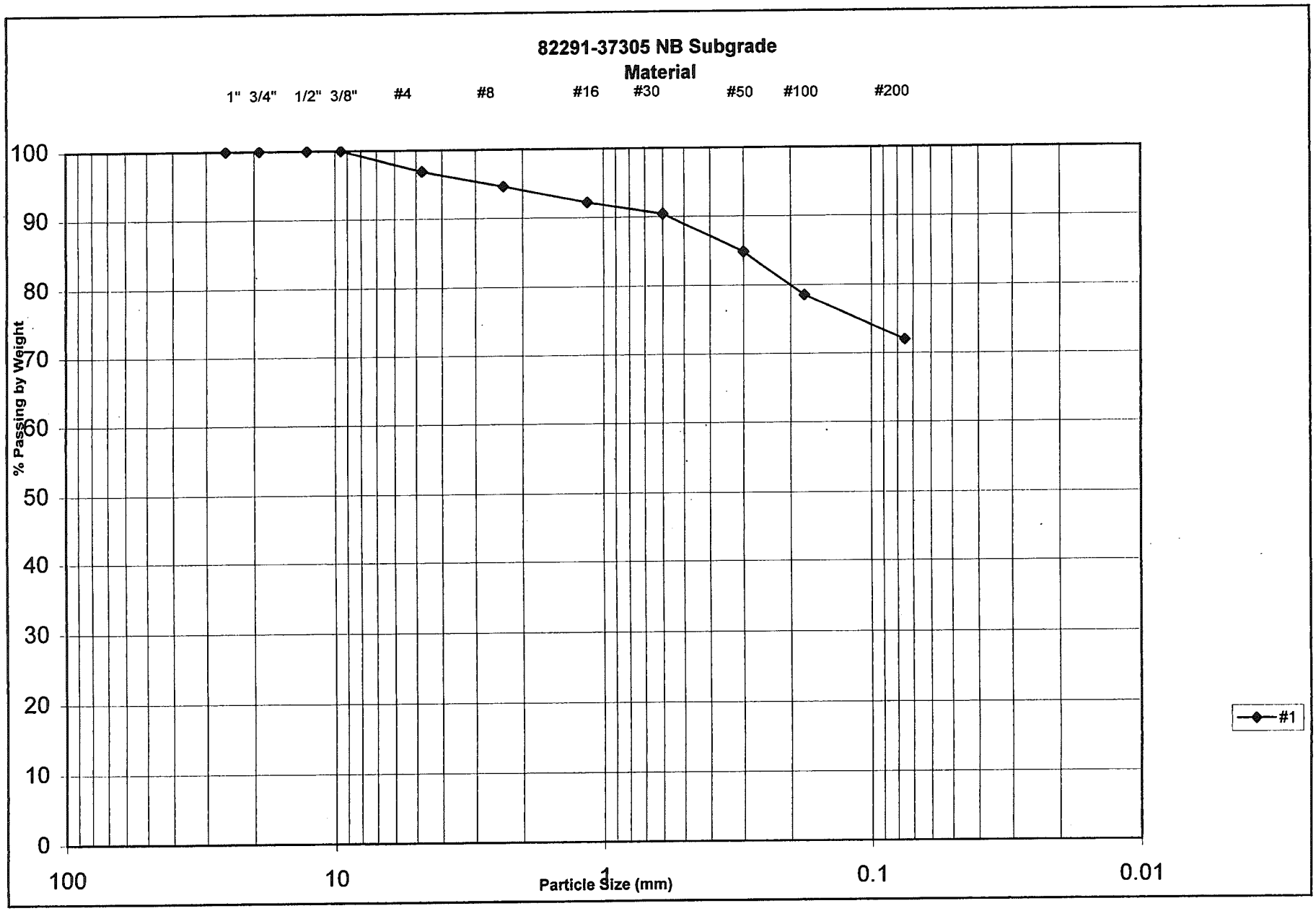

77024-20821A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M0
M1
M2
M3
M4
M5
M6
M7
M9
M10


77024-17988A Base Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M3
M4
M6
M7
M8
M9
M11
M12
M13


77024-17988A EB Subbase Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100
90
80
70
60
50
40
30
20
10
0
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M1
M3
M6
M7
M8
M9
M11
M12
M13


77024-17988A EB Subgrade Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
M3
M4
M6
M8
M9
M11
M12
M13
M6 EMB
M8 EMB
M9 EMB
A EMB
B EMB


I-275 82291-37305A NB 350 AA Base Material
1 1/2" 1" 3/4" 1/2" 3/8 " #4 #8 #16 #30 #50 #100 #200
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
% Passing
100
10
1
0.1
0.01
Sieve Size (mm)
350AA#1
350AA #2
DL #2 350 AA


82291-37305 NB Subgrade
Material
1" 3/4" 1/2" 3/8" #4 #8 #16 #30 #50 #100 #200
100
90
80
70
60
50
40
30
20
10
0
% Passing by Weight
100
10
1
0.1
0.01
Particle Size (mm)
#1

Job	Sample #	Uniformity (D60/D10) Base	Uniformity (D60/D10) Subbase	% Passing #200 Subbase	Infiltration D15(base)/D85(Subbase) <=5	Compatibility D50(base)/D50(Subbase) <=25	Infiltration D15(Subbase)/D85(Subgrade) <=5	Compatibility D50(Subbase)/D50 (subgrade) <=25	Drainage D15(Base)/D15(Subbase) >=5	Drainage D15(subbase)/D15(subgrade) >=5
77023-21586A	M1	4.2		17.8	12.96	62.50			47.30	
	M4	3.3		13.6	12.50	37.89	0.28		41.18	
	M6	3.2		12.7	10.74	29.55	0.03	1.3	76.47	no D15 on subgrade
	M8	3.3		16.6	11.11	37.22			40.54	to fine
	M11	3.0		21.7	16.00	44.44				
	M13	5.6	3.7	8.3	6.36	30.77	0.46	3.6	28.0	
25132-06582A	M1	34.4	3.6	6.8	0.22	8.97			1.06	
	M3	28.9	3.6	6.9	0.15	4.74	0.45	1.9	1.11	
	M4	24.0	6.0	9.3	0.18	3.68	0.23	2.2	1.29	no D15 on subgrade
	M5	33.3	5.3	9.6	0.24	3.79	0.12		1.20	too fine
	M7	40.0	5.0	7.9	0.14	13.16	0.4		1.3	
11017-32516A Sec A	M2	2.4	7.3	8.8	6.67	27.66			80.00	
	M3	2.7	3.2	7.6	5.00	24.00			54.55	
	M4	1.7	2.4	4.8	12.94	33.33	No Subgrade Samples	No Subgrade Samples		
	M5	2.3	2.3	5.6	5.83	28.89			94.59	No subgrade samples
	M6	2.3	2.1	3.8	1.36	32.50			37.50	
	J3	2.3	6.7	9.9	9.38	28.89				
	C3	1.6	2.4	6.2	12.50	35.56				

Job	Sample #	Uniformity (D60/D10) Base	Uniformity (D60/D10) Subbase	% Passing #200 Subbase	Infiltration D15(base)/D85(Subbase) <=5	Compatibility D50(base)/D50(Subbase) <=25	Infiltration D15(Subbase)/D85(Subgrade) <=5	Compatibility D50(Subbase)/D50 (subgrade) <=25	Drainage D15(Base)/D15(Subbase) >=5	Drainage D15(subbase)/D15(subgrade) >=5
11017-32516A Sec C	M1	1.8		12.6	22.2	50.0			100.00	
	M2	1.9		11.0	25.0	50.0			83.33	
	M3	2.3		10.7	13.6	50.0	No Subgrade Samples	No Subgrade Samples	68.18	No Subgrade Samples
	M4	1.9		11.8	22.2	52.0			no d15 on subbase	
	M5	4.5		16.5	12.5	50.0			67.57	
	M6	2.2	2.1	5.16	12.7	41.7			35.00	
11017-32516A Sec D	M1	1.5	5.0	7.93	11	33.3	0.17	1.5	55.00	to fine
	M3	1.6	4.0	4.47	8.3	28.0	0.55	1.4	33.33	1.30
	M5	1.75	3.1	6.14	9.2	31.1	0.20	2.0	44.00	to fine
	M7	1.6	4.0	7.3	11.1	35.6	0.42	1.5	40.00	to fine
	M9	1.5	2.8	7.86	12.2	33.3	0.29	2.3	55.00	to fine
	M11	1.5	2.8	8.37	12.2	32.6	0.42	2.0	44.00	3.38
	M13	1.5	2.3	4.86	13.3	34.1	0.50	4.5	40.00	to fine
44044-18804A	C2	12.5	6.7	5.54	0.45	37.5	0.01	0.13	33.33	0.60
	C5	42.1	4.7	7.09	0.04	16.1				to fine
	C7	44		10.66	0.12	28.6	0.08	1.4	3.00	1.35
	C10	6.0		10.05	1.20	40.0	0.03	1.4	60.00	to fine
	C12	46.7	5.6	8.69	0.60	31.4	0.03	1.4	8.00	to fine

Job	Sample #	Uniformity (D60/D10) Base	Uniformity (D60/D10) Subbase	% Passing #200 Subbase	Infiltration D15(base)/D85(Subbase) <=5	Compatibility D50(base)/D50(Subbase) <=25	Infiltration D15(Subbase)/D85(Subgrade) <=5	Compatibility D50(Subbase)/D50 (subgrade) <=25	Drainage D15(Base)/D15(Subbase) >=5	Drainage D15(subbase)/D15(subgrade) >=5
77024-20821A	M0	16.7	17.5	4.05	0.21	5.0	3.33		10.00	
	M1	21.7	27.3	4.35	0.17	4.0	4.00		8.33	
	M2	18.3	20.5	4.27	0.18	6.5	1.00		10.00	
	M3	13.3	15.9	4.32	0.50	5.0	1.39		20.00	no D15 on subgrade
	M4	16.7	28.0	8.81	1.00	10.0	1.05		45.24	
	M5	20.0	22.7	3.87	0.13	5.0	3.33		10.00	
	M6	1.8	22.7	4.32	0.53	5.0	1.67		40.00	
	M7	2.7	22.7	3.93	0.78	5.0	0.83		28.00	
	M9	2.8	19.4	4.64	0.55	5.0	0.80		25.00	
	M10	1.6	16.7	3.46	1.00	5.0	1.04		38.46	
77024-17988A	M1	4.3		14.25	14.3	50.0			54.05	1
	M3	4.2		30.76	13.0	50.0		0.64	to fine subbase	
	M6	4.3	3.1	7.19	17.1	47.8	0.5		27.50	
	M7	4.3	2.6	5.94	17.1	56.5			86.67	
	M8	3.9	3.3	8.17	9.6	25.7	0.40		20.83	no D15 on subgrade
	M9	3.8	2.6	7.24	9.3	34.8	0.43		16.67	
	M11	3.4	2.8	4.75	10.7	47.8	0.60		20.00	
	M12	1.6	2.8	5.17	39.3	88.9	0.60		73.33	
	M13	3.3	2.6	8.4	18.6	47.8	0.02		34.67	
19042-24680A Sec B	M1	4.7	4	7.26	0.26	15.8	0.03	0.80	13.89	
	M2	6	4.2	7.37	0.71	17.5	0.02	0.62	13.89	
	M3	5	3.2	6.67	30.00	23.2	0.45	1.17	83.33	
	M4	5.7	2.5	5.25	5.56	26.0	0.23	0.66	13.89	
	M5	16.7	4.2	6.14	4.21	25.0	0.29	1.07	16.00	
	M6	11.4	3.8	8	9.17	55.3	0.23	1.00	30.56	
	M7	15	2.5	5.28	7.50	52.5	0.24	0.95	25.00	
	M8	2.3	2.5	4.5	25.00	52.5	0.31	0.91	60.00	
	M9	3.3		14.7	15.00	48.6	0.15	0.74	160.00	
	M10	10	3.1	4.2	11.67	62.5	0.10	0.86	70.00	

Job	Sample #	Uniformity (D60/D10) Base	Uniformity (D60/D10) Subbase	% Passing #200 Subbase	Infiltration D15(base)/D85(Subbase) <=5	Compatibility D50(base)/D50(Subbase) <=25	Infiltration D15(Subbase)/D85(Subgrade) <=5	Compatibility D50(Subbase)/D50 (subgrade <=25	Drainage D15(Base)/D15(Subbase) >=5	Drainage D15(subbase)/D15(subgrade) >=5
19042-02233A Sec C	M1	6.4	3.8	7	6.13	83.3	0.06	0.70	32.67	
	M5	12.8	3.9	6.81	1.33	33.3	0.19	0.80	10.67	
	M7	16.7	1.7	6.32	1.67	43.3	0.30	2.80	11.11	
	M11	8.8	4.0	6.13	0.67	34.7	0.30	1.04	11.11	
	M13	6.9	3.2	5.38	0.42	21.9	0.33	1.10	11.11	
19043-02234A WB	M1	25.0		8.21	0.67	8.8			no subbase	3.33
	M4	22.2		17.54	0.55	10.0				
	M6	25.0	3.9	6.79	0.55	9.0				2.00
	M9	27.8		14.48	0.55	8.3				1.50
	M10	20.6	2.5	6.41	0.45	6.3				1.25
	M13	38.9	2.6	6.61	0.50	12.5				1.36
19043-02234A EB	M1	25.0		10.84	0.06	6.3	0.33	2.11	2.00	
	M3	22.2		11.35	0.64	12.5	0.04	0.89	2.40	0.89
	M4	25.0		20.8	0.12	8.9		1.04		
	M6	33.3		18.89	0.12	14.8		0.78		
	M7	33.3	3.3	4.82	0.08	3.2	0.04	0.91	0.80	0.83
	M8	27.8	3.9	5.71	0.12	5.0	0.10	0.95	1.20	1.00
	M9	23.9	4.0	3.72	0.04	3.6	0.06	1.33	0.94	1.45
	M10	20.0	3.8	6.9	0.25	7.8	0.06	0.64	2.00	0.68
	M12	21.1	4.2	6.33	0.15	7.8			1.88	
	M13	27.2	4.1	7.86	0.25	8.9			2.31	

APPENDIX I

Dynamic Cone Penetrometer (DCP) Data

Appendix I. Dynamic Cone Penetrometer (DCP) Data

The Dynamic Cone Penetrometer (DCP) Test is used in pavement evaluation for determination of the California Bearing Ratio (CBR) and relative stiffnesses of the foundation layers. Even though several correlations were found in the literature, it appears that each correlation is accurate only for the kind of soil for which they were established. Many factors influence the interpretation of the test, producing some level of uncertainty when these relationships are used in other soil types and field conditions.

In this study, DCP values are related to CBR using the correlation recommended by the U.S. Army Corps of Engineers. For the reasons described above, this correlation should be viewed only as provisional. The correlation is:

$$CBR = 292\ DCP^{1.2}$$

In this study, the DCP blowcount was used directly as a qualitative representation of the stiffnesses of the base and subbase layers of the foundation. The number of millimeters of travel of the DCP shaft per blow on the DCP anvil by a 10.1 lb. weight dropped from a height of 22.6 in were recorded.

Because the base layer was 4 inches thick in each test section, base mm/blow values were taken as an average of the values from 0 to 75 mm below the bottom of the concrete. The subbase typically extended an additional 8-12 inches below the base, so values at 150 to 250 mm below the concrete were averaged to give the subbase results. Using these ranges ensured that interfaces between layers were not encountered during averaging.

At each test section, DCP tests were performed on a minimum of 5 midpanel core locations. This appendix contains the raw data from each test location, as well as figures showing base and subbase DCP values vs. distance along the test section.

DCP DATA

Control Section: 11017-32516A Section A
Direction: Eastbound
Date Tested: 4/23/97

Core # M2
Station # 1790+49

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
10	100	100	10	22.2
10	50	150	5	48.1
10	40	190	4	61.8
10	35	225	4	71.8
10	35	260	4	71.8
10	30	290	3	85.3
10	30	320	3	85.3
20	65	385	3	78.0
20	65	450	3	78.0
20	70	520	4	71.8
10	40	560	4	61.8

Comments: Refusal at 482 mm depth
Core 225 mm

Core # M3
Station # 1790+80

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	70	70	23	8.6
10	80	150	8	28.4
10	50	200	5	48.1
10	30	230	3	85.3
20	65	295	3	78.0
20	65	360	3	78.0
20	60	420	3	85.3
10	30	450	3	85.3

Comments: Core 229 mm

Core # J3
Station # 1792+36

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	20	120	7	34.9
10	70	190	7	33.0
10	40	230	4	61.8
10	40	270	4	61.8
10	35	305	4	71.8
10	35	340	4	71.8
10	35	375	4	71.8
10	40	415	4	61.8

Comments: Base 102 mm, 686 mm to subgrade
Core 254 mm

Core # C3
Station # 1793+08

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
5	85	85	17	12.2
10	100	185	10	22.2
20	120	305	6	39.3
20	100	405	5	48.1
20	120	525	6	39.3
10	60	585	6	39.3

Comments: Core 248 mm

Core # M4
Station # 1793+52

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	35	135	12	18.6
3	20	155	7	34.9
10	65	220	7	35.9
10	50	270	5	48.1
10	50	320	5	48.1
10	50	370	5	48.1
10	50	420	5	48.1
10	70	490	7	33.0

Comments: Base 95.25 mm
Subbase starts @ 1016 mm
Core 229 mm

Core # M5
Station # 1794+53

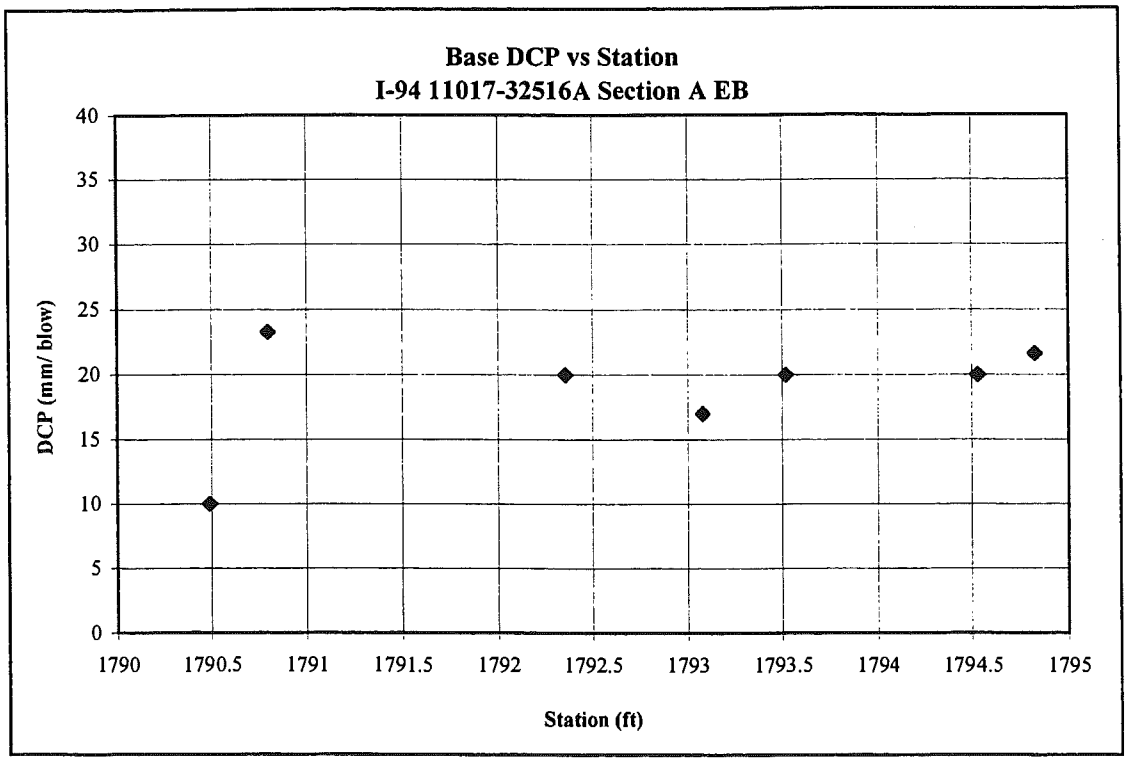
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	50	110	17	12.5
3	25	135	8	27.2
3	25	160	8	27.2
10	55	215	6	43.3
10	55	270	6	43.3
10	50	320	5	48.1
10	45	365	5	54.2
10	45	410	5	54.2
10	45	455	5	54.2

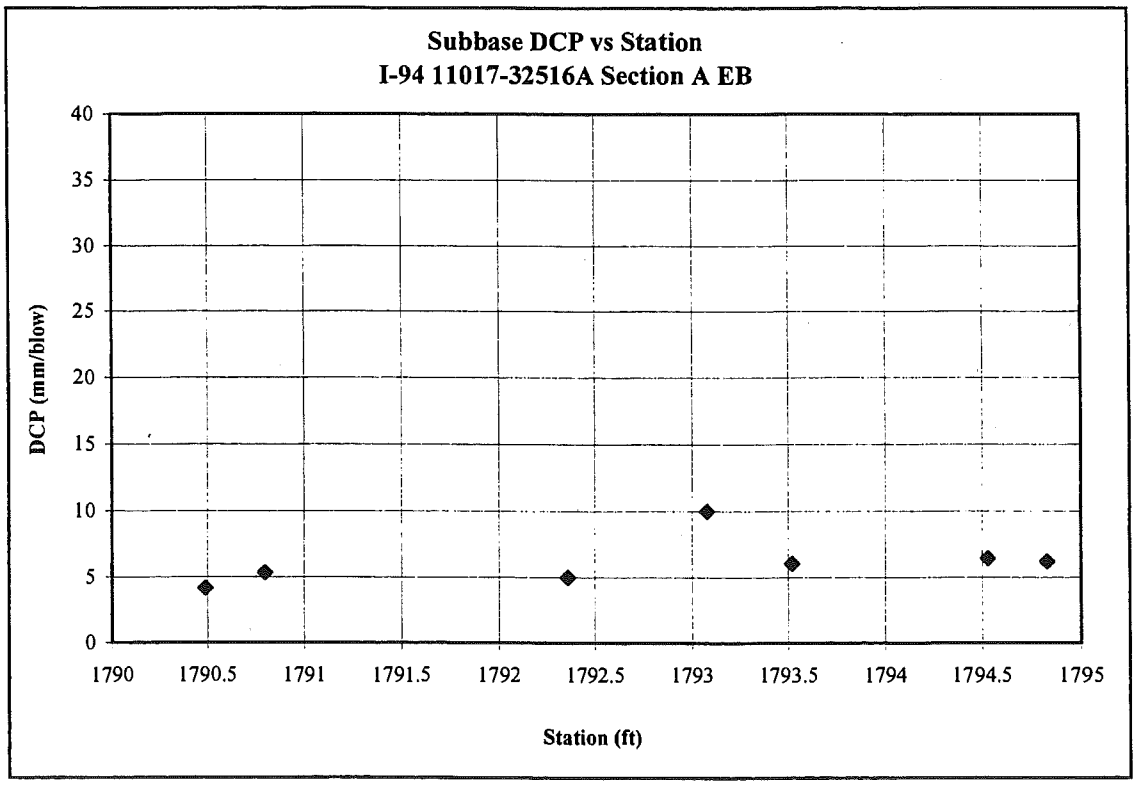
Comments: Refusal at 787mm depth Core 241 mm
Base 102 mm
Subgrade starts @ 737 mm

Core # M6
Station # 1794+83

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	65	65	22	9.3
3	35	100	12	18.6
3	35	135	12	18.6
3	20	155	7	34.9
10	70	225	7	33.0
10	50	275	5	48.1
10	50	325	5	48.1
10	35	360	4	71.8
10	45	405	5	54.2

Comments: Base 102 mm
Subgrade starts @ 610 mm
Core 229 mm


Base DCP vs Station
I-94 11017-32516A Section A EB
DCP (mm/ blow)
40
35
30
25
20
15
10
5
0
1790
1790.5
1791
1791.5
1792
1792.5
1793
1793.5
1794
1794.5
1795
Station (ft)


Subbase DCP vs Station
I-94 11017-32516A Section A EB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
1790
1790.5
1791
1791.5
1792
1792.5
1793
1793.5
1794
1794.5
1795
Station (ft)

DCP DATA

Control Section: 11017-32516A Section C
Direction: Eastbound
Date Tested: 4/30/97

Core # M1
Station # 1682+90

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	68	68	23	8.9
3	37	105	12	17.5
3	25	130	8	27.2
10	50	180	5	48.1
20	80	260	4	61.8
20	65	325	3	78.0
20	65	390	3	78.0

Comments:

Core # M2
Station # 1683+48

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	30	90	10	22.2
3	30	120	10	22.2
3	20	140	7	34.9
10	50	190	5	48.1
10	40	230	4	61.8
20	70	300	4	71.8
20	60	360	3	85.3

Comments:

Core # M3
Station # 1684+35

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	50	50	17	12.5
3	35	85	12	18.6
3	35	120	12	18.6
3	5	125	2	164.8
10	55	180	6	43.3
20	85	265	4	57.8
20	80	345	4	61.8
20	65	410	3	78.0
10	30	440	3	85.3

Comments:

Core # M4
Station # 1685+41

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	50	50	17	12.5
3	30	80	10	22.2
3	25	105	8	27.2
10	50	155	5	48.1
20	75	230	4	66.4
20	65	295	3	78.0
10	30	325	3	85.3

Comments:

Core # M5
Station # 1687+01

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	40	40	13	16.0
3	28	68	9	23.9
3	22	90	7	31.4
10	41	131	4	60.1
20	54	185	3	96.0
20	43	228	2	123.9

Comments:

Core # J1
Station # 1687+42

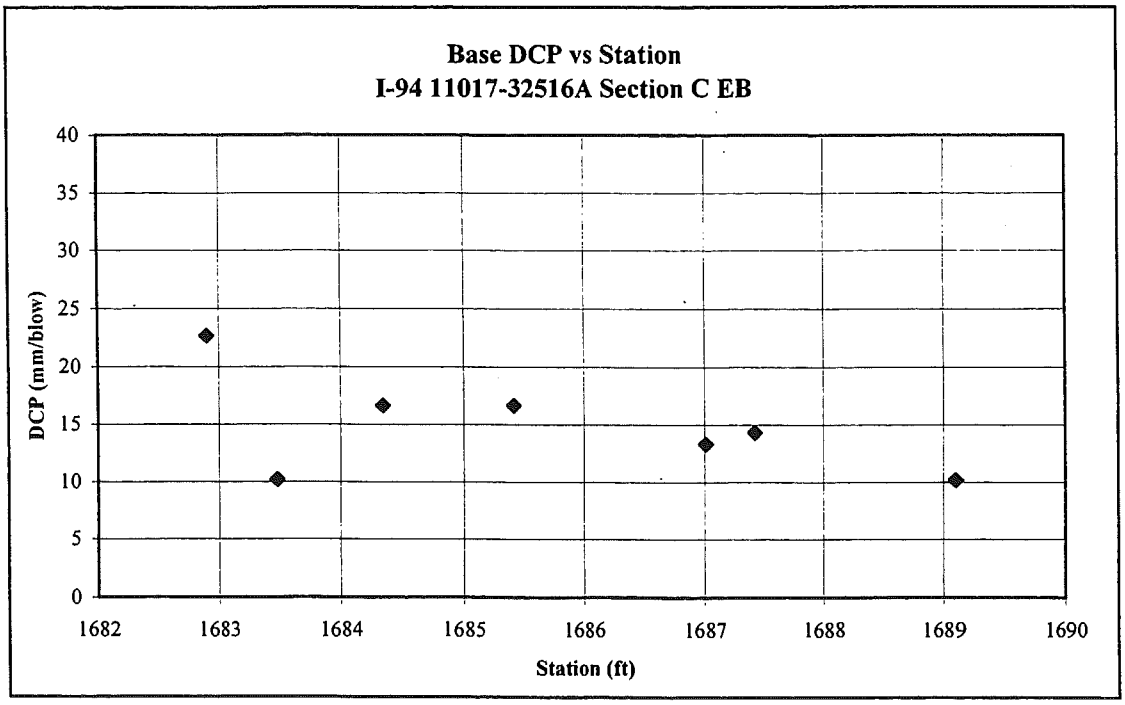
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	43	43	14	14.8
3	18	61	6	39.3
3	17	78	6	41.8
3	31	109	10	21.4
10	64	173	6	36.5
20	75	248	4	66.4
20	65	313	3	78.0

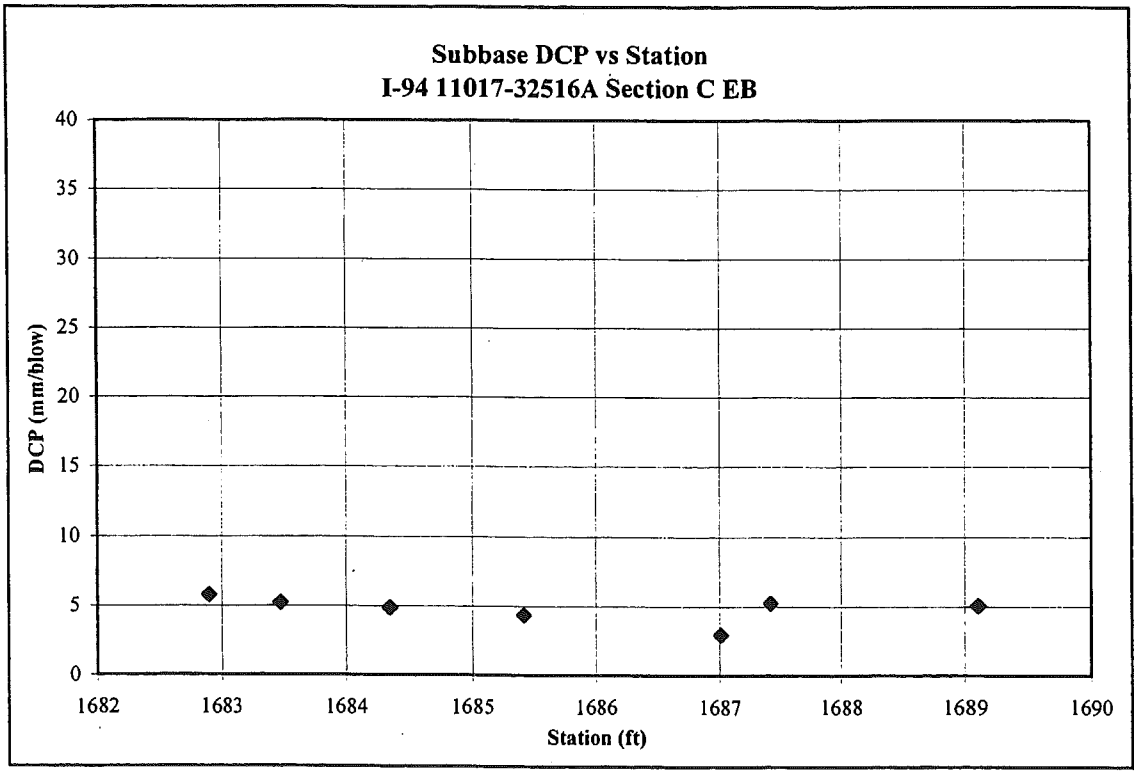
Comments:

Core # M6
Station # 1689+10

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	25	125	8	27.2
10	58	183	6	40.8
10	47	230	5	51.6
20	80	310	4	61.8

Comments:


Base DCP vs Station
I-94 11017-32516A Section C EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
1682
1683
1684
1685
1686
1687
1688
1689
1690
Station (ft)


Subbase DCP vs Station
I-94 11017-32516A Section C EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
1682
1683
1684
1685
1686
1687
1688
1689
1690
Station (ft)

DCP DATA

Control Section: 11017-32516A Section D
Direction: Westbound
Date Tested: 5/29/97

Core # M1
Station # 1783+39

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	75	75	25	7.9
5	55	130	11	19.9
3	20	150	7	34.9
3	15	165	5	48.1
10	45	210	5	54.2
10	30	240	3	85.3
10	25	265	3	100.0
10	30	295	3	85.3
10	20	315	2	100.0
10	30	345	3	85.3

Comments: Core 311 mm

Core # M3
Station # 1784+98

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	55	55	18	11.2
3	55	110	18	11.2
3	30	140	10	22.2
3	25	165	8	27.2
3	20	185	7	34.9
3	15	200	5	48.1
10	50	250	5	48.1
10	45	295	5	54.2
10	45	340	5	54.2
10	40	380	4	61.8

Comments: 1016 mm dry sand, 1524 mm no subgrade
Core 311 mm

Core # M5
Station # 1786+53

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	70	70	23	8.6
3	50	120	17	12.5
3	25	145	8	27.2
3	25	170	8	27.2
3	20	190	7	34.9
3	20	210	7	34.9
10	50	260	5	48.1
10	45	305	5	54.2
10	50	355	5	48.1
10	50	405	5	48.1

Comments: Subgrade 762 mm below surface
Core 311 mm

Core # M7
Station # 1788+11

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	30	130	10	22.2
3	10	140	3	75.8
10	50	190	5	48.1
10	35	225	4	71.8
10	35	260	4	71.8
10	30	290	3	85.3
10	30	320	3	85.3

Comments: Subgrade 889 mm below surface
Refusal at 1041 mm
Core 318 mm

Core # M9
Station # 1789+70

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	65	65	22	9.3
3	30	95	10	22.2
3	25	120	8	27.2
3	15	135	5	48.1
3	10	145	3	75.8
10	40	185	4	61.8
10	40	225	4	61.8
10	25	250	3	100.0
10	25	275	3	100.0
10	30	305	3	85.3
10	20	325	2	100.0

Comments: Subgrade 1092 mm
Core 305 mm

Core # M11
Station # 1791+27

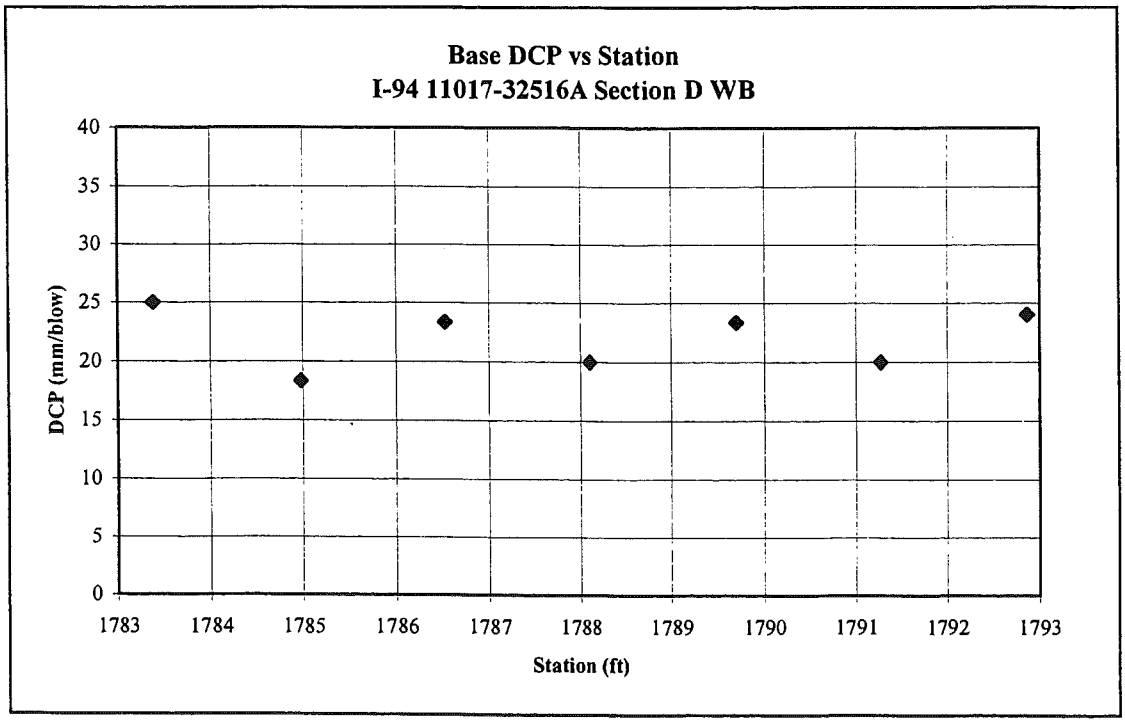
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	20	80	7	34.9
3	22	102	7	31.4
3	16	118	5	44.8
3	13	131	4	56.5
3	14	145	5	52.0
10	32	177	3	79.4
10	33	210	3	76.7
10	27	237	3	96.0
10	28	265	3	92.2
10	30	295	3	85.3

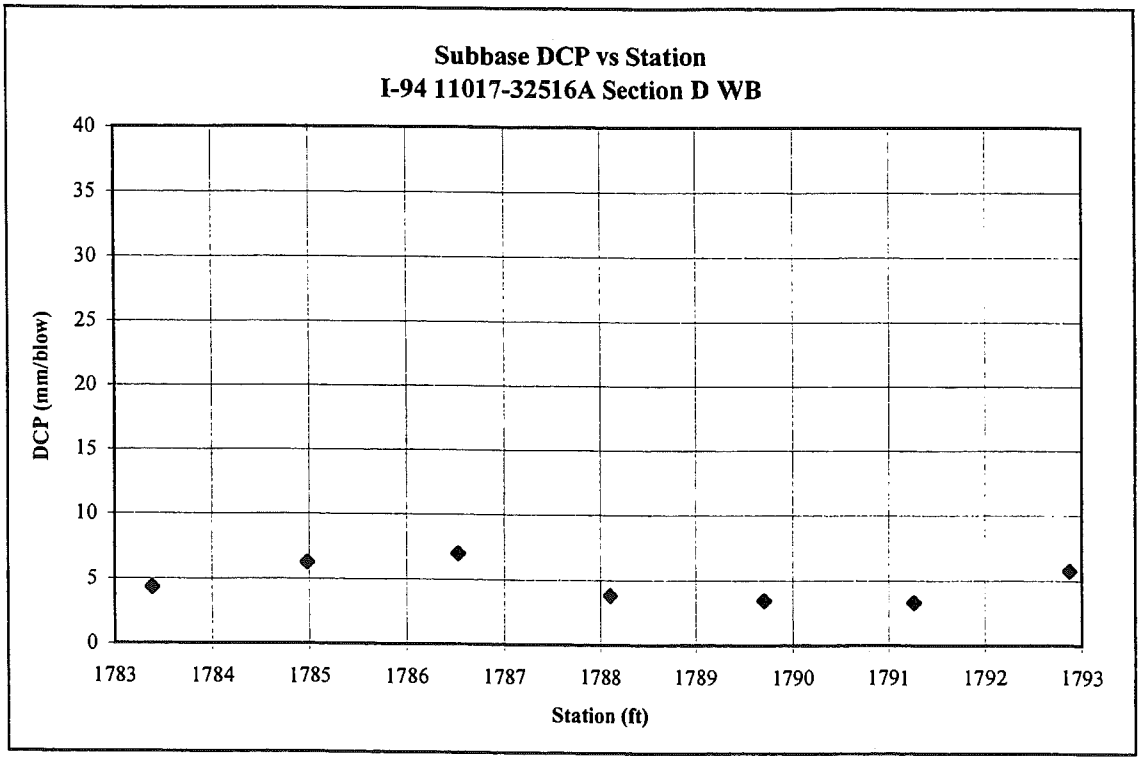
Comments: Subgrade 737 mm below surface
Refusal at 762 mm
Core 318 mm

Core # M13
Station # 1792+87

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	72	72	24	8.3
3	38	110	13	17.0
3	35	145	12	18.6
3	20	165	7	34.9
3	15	180	5	48.1
3	20	200	7	34.9
10	15	215	2	100.0
10	30	245	3	85.3
10	30	275	3	85.3
10	30	305	3	85.3
10	25	330	3	100.0

Comments: Subgrade 1448 mm below surface
Core 330 mm


Base DCP vs Station
I-94 11017-32516A Section D WB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
1783
1784
1785
1786
1787
1788
1789
1790
1791
1792
1793
Station (ft)


Subbase DCP vs Station
I-94 11017-32516A Section D WB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
1783
1784
1785
1786
1787
1788
1789
1790
1791
1792
1793
Station (ft)

DCP DATA

Control Section: 77023-21586A
Direction: Eastbound
Date Tested: 7/2/96

Core # M1
Station # 1820+74

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	50	50	17	12.5
3	25	75	8	27.2
3	35	110	12	18.6
3	20	130	7	34.9
3	30	160	10	22.2
3	20	180	7	34.9
10	70	250	7	33.0
10	75	325	8	30.6
10	50	375	5	48.1

Comments: Base 102 mm, 787 mm to subgrade
Core 248 mm

Core # M4
Station # 1822+93

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	65	65	22	9.3
3	30	95	10	22.2
3	35	130	12	18.6
3	25	155	8	27.2
3	25	180	8	27.2
10	65	245	7	35.9
10	65	310	7	35.9
10	75	385	8	30.6

Comments: Base 102 mm, 864 mm to subgrade
Core 254 mm

Core # M6
Station # 1824+29

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	55	55	18	11.2
3	25	80	8	27.2
3	35	115	12	18.6
3	25	140	8	27.2
3	25	165	8	27.2
10	85	250	9	26.6
10	75	325	8	30.6
10	65	390	7	35.9

Comments: Base 95 mm
Subbase starts @ 737 mm
Core 229 mm

Core # M8
Station # 1827+70

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	65	65	22	9.3
3	110	110	37	5.2
3	140	140	47	3.9
3	170	170	57	3.2
3	205	205	68	2.6
10	305	305	31	6.4
10	365	365	37	5.2
10	415	415	42	4.5

Comments: Refusal at 787 mm Core 1254 mm
Base 102 mm
Subgrade starts @ 597 mm

Core # M11
Station # 1830+40

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	55	55	18	11.2
3	35	90	12	18.6
3	25	115	8	27.2
3	25	140	8	27.2
3	20	160	7	34.9
10	75	235	8	30.6
10	60	295	6	39.3
10	65	360	7	35.9
10	20	380	2	134.3
10	25	405	3	104.6

Comments: Base 89 mm
Subgrade starts @ 622 mm
Core 254 mm

Core # M12
Station # 1834+27

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	30	130	10	22.2
3	25	155	8	27.2
3	25	180	8	27.2
3	25	205	8	27.2
10	80	285	8	28.4
10	60	345	6	39.3
10	30	375	3	85.3

Comments: No donut

Core # M13
Station # 1834+47

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	45	145	15	14.1
3	35	180	12	18.6
10	110	290	11	19.9
10	60	350	6	39.3
10	40	390	4	61.8

Comments: Base 95 mm
Subgrade starts @ 559 mm
Core 254 mm

Core # M14
Station # 1834+56

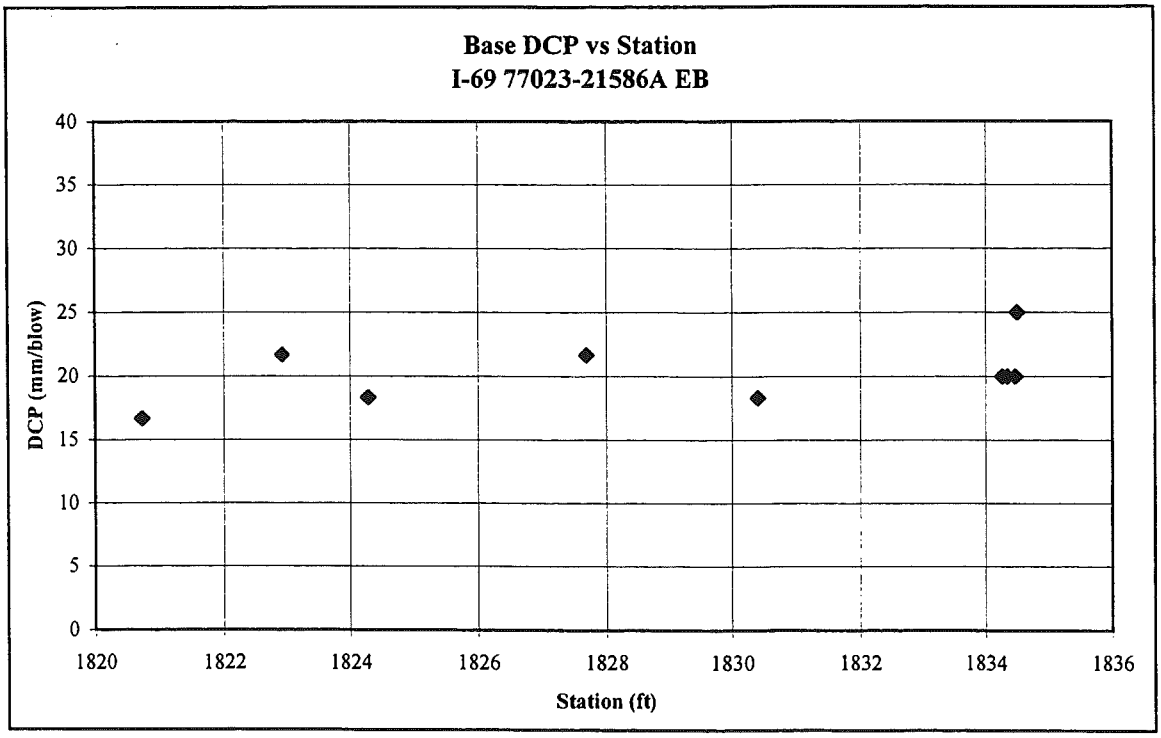
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	75	75	25	7.9
3	45	120	15	14.1
3	35	155	12	18.6
3	30	185	10	22.2
3	35	220	12	18.6
10	110	330	11	19.9
10	55	385	6	43.3

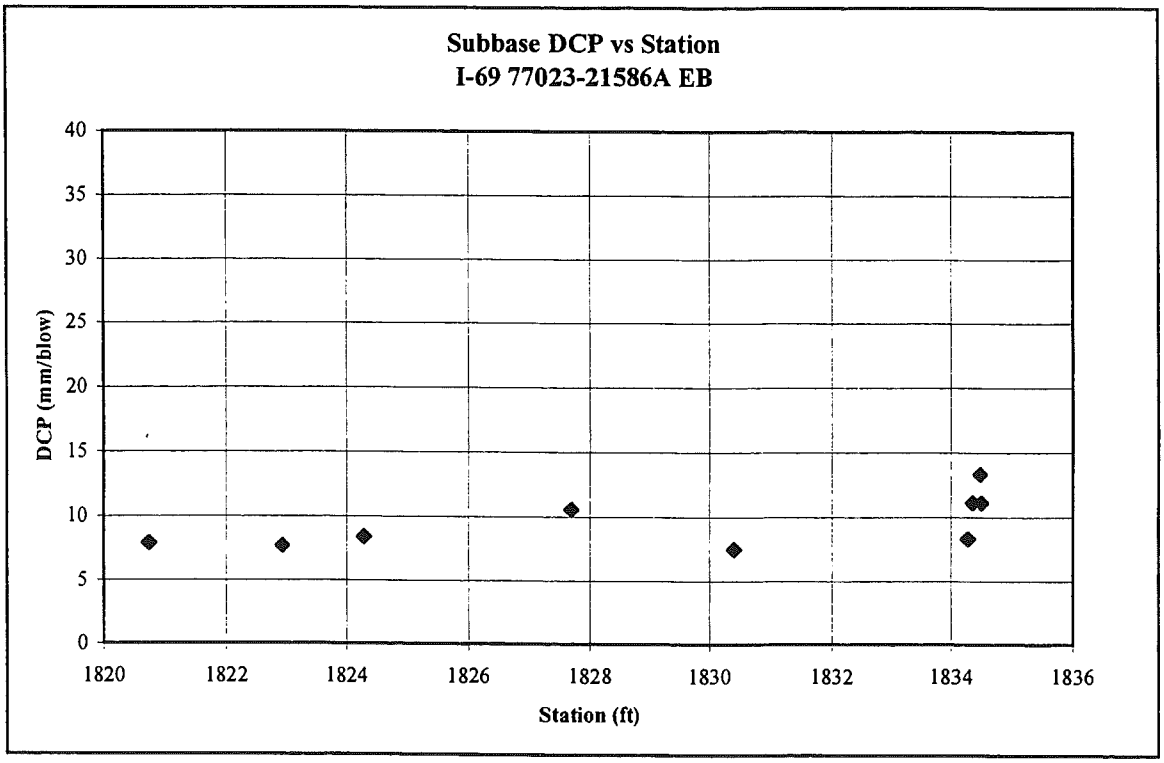
Comments: No donut

Core # C2
Station # 1834+35

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	60	60	20	10.2
3	40	100	13	16.0
3	35	135	12	18.6
3	35	170	12	18.6
3	30	200	10	22.2
3	35	235	12	18.6
10	95	330	10	23.5
10	75	405	8	30.6

Comments: No donut


Base DCP vs Station
I-69 77023-21586A EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
1820
1822
1824
1826
1828
1830
1832
1834
1836
Station (ft)


Subbase DCP vs Station
I-69 77023-21586A EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
1820
1822
1824
1826
1828
1830
1832
1834
1836
Station (ft)

DCP DATA*

Control Section: 19042-24680A SECTION B
Direction: Eastbound
Date Tested: 8/14/96

Core #1M
Station # 275+77

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
29	76	76	2.6	99.3
58	76	152	1.3	100.0
80	76	228	1.0	100.0
100	38	266	0.4	100.0

Comments: Refusal at 266 mm depth

Core # 2M
Station # 276+59

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
29	76	76	2.6	99.3
70	76	152	1.1	100.0
125	76	228	0.6	100.0
100	19	247	0.2	100.0

Comments: Refusal at 247 mm depth

Core # 4M
Station # 277+77

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
12	76	76	6.3	36.9
27	76	152	2.8	91.6
65	76	228	1.2	100.0
100	51	279	0.5	100.0

Comments: Refusal at 279 mm depth

Core # 7M
Station # 279+48

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
20	76	76	3.8	65.5
59	76	152	1.3	100.0
130	76	228	0.6	100.0
100	51	279	0.5	100.0

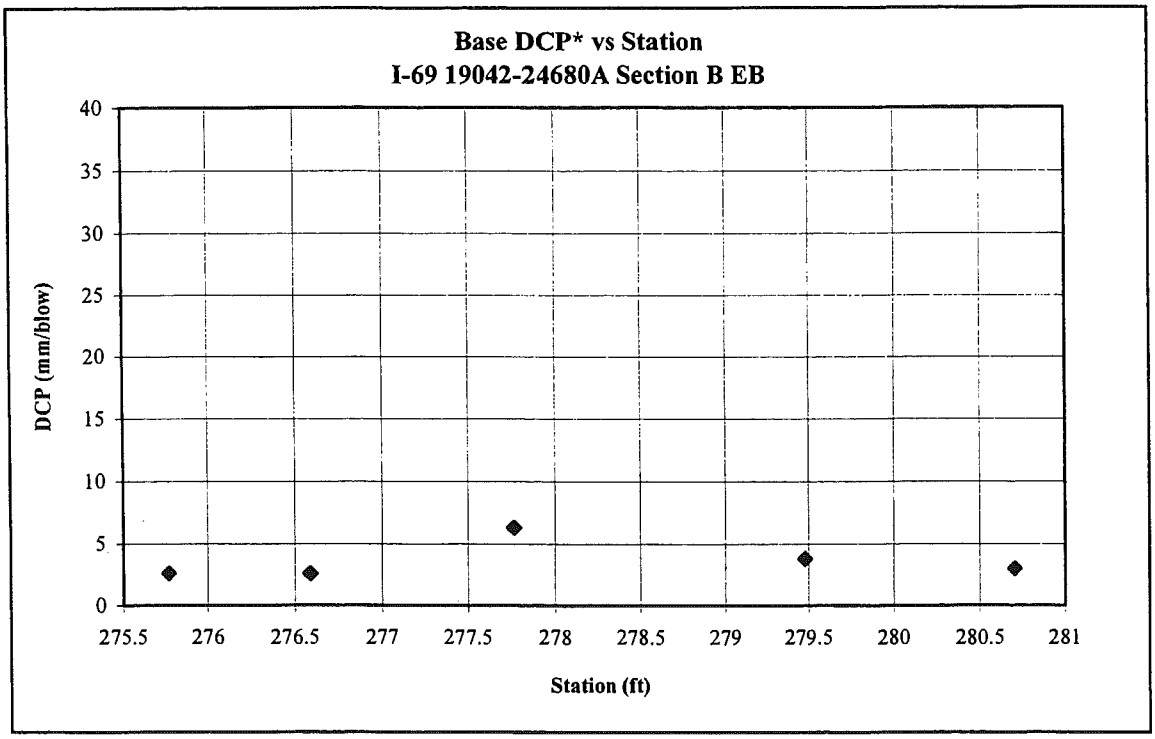
Comments: Refusal at 279 mm depth

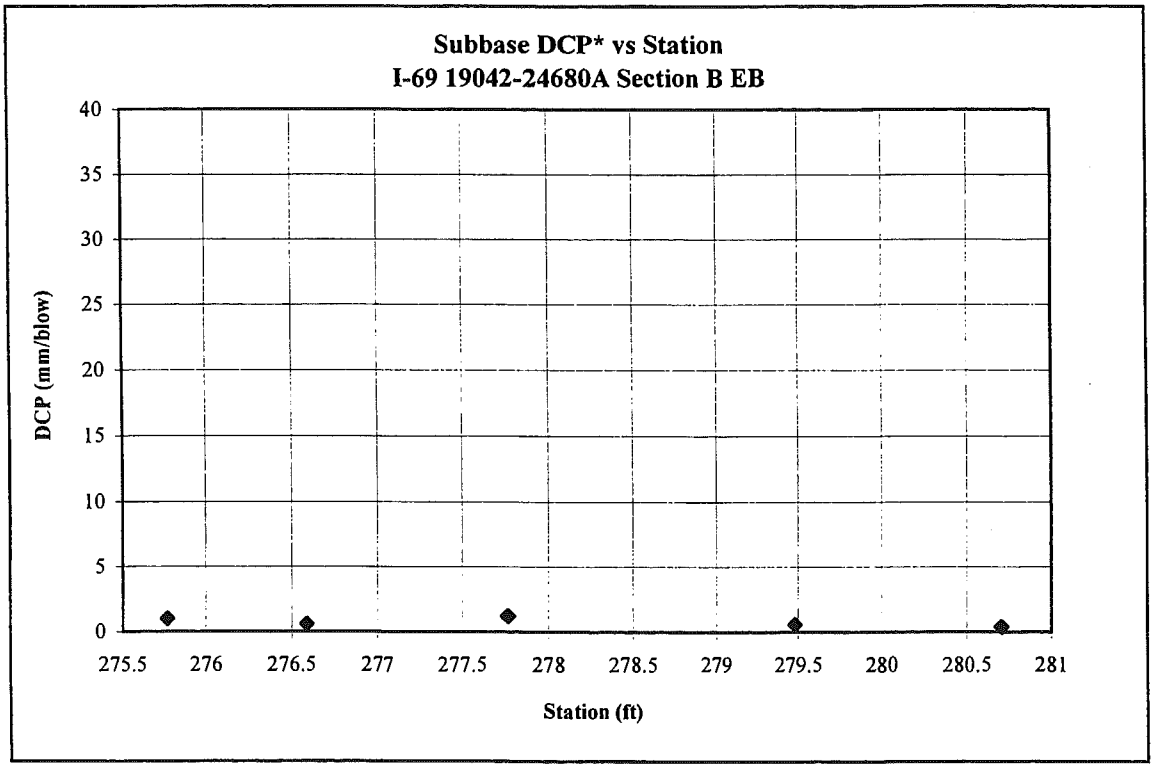
Core # 10M
Station # 280+70

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
25	76	76	3.0	84.1
65	76	152	1.2	100.0
100	38	190	0.4	100.0

Comments: Refusal at 190 mm depth

*Large diameter DCP used in this section





*Larger diameter DCP used in this section

DCP DATA

Control Section: 19042-02233A SECTION C
Direction: Eastbound
Date Tested: 8/7/96

Core # 1M
Station # 527+68

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
10	76	76	7.6	30.1
17	76	152	4.5	54.6
33	76	228	2.3	100.0
60	76	304	1.3	100.0
65	76	380	1.2	100.0
77	76	456	1.0	100.0
60	76	532	1.3	100.0
59	76	608	1.3	100.0

Comments:

Core # 5M
Station # 528+30

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
9	76	76	8.4	26.8
20	76	152	3.8	65.5
45	76	228	1.7	100.0
65	76	304	1.2	100.0
55	76	380	1.4	100.0
65	76	456	1.2	100.0
65	76	532	1.2	100.0
65	76	608	1.2	100.0

Comments:

Core # 7M
Station # 529+14

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
10	76	76	7.6	30.1
20	76	152	3.8	65.5
28	76	228	2.7	95.4
23	76	304	3.3	76.6
27	76	380	2.8	91.6
35	76	456	2.2	100.0
41	76	532	1.9	100.0
26	76	608	2.9	87.8

Comments:

Core # 11M
Station # 531+23

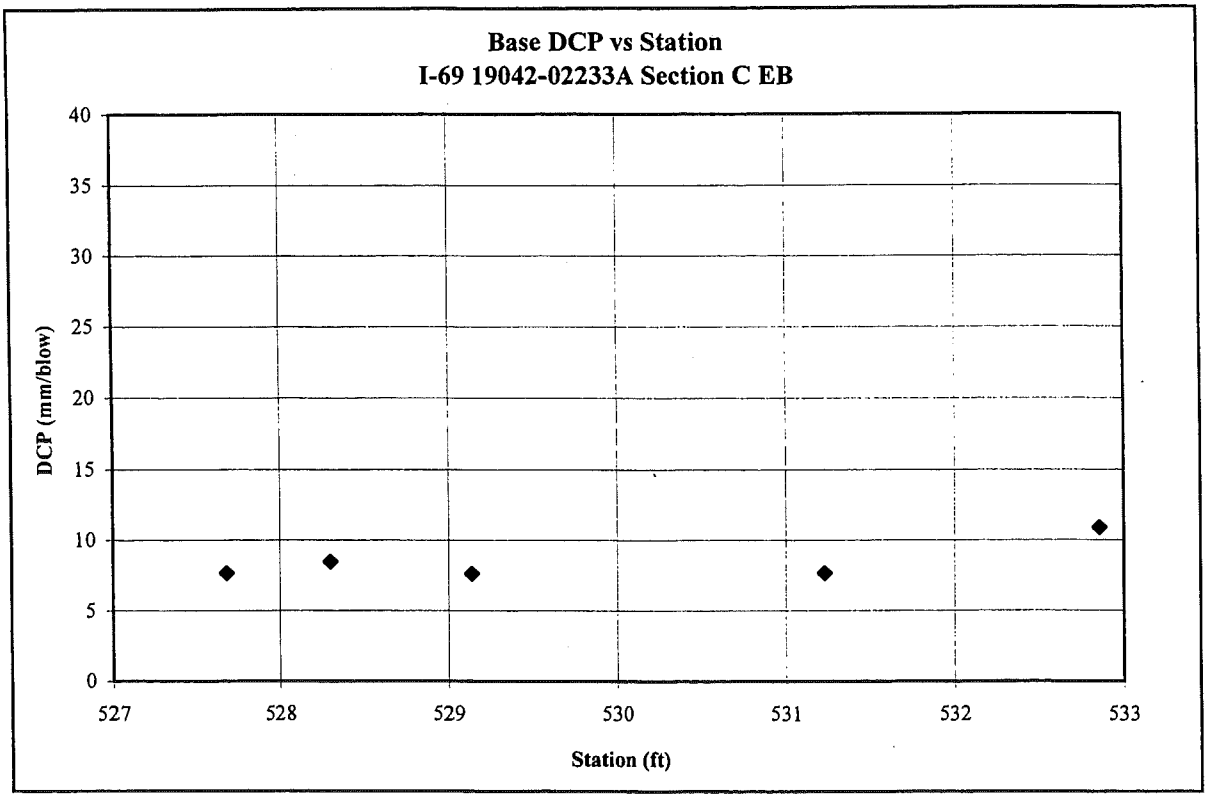
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
10	76	76	7.6	30.1
15	76	152	5.1	47.4
35	76	228	2.2	100.0
33	76	304	2.3	100.0
57	76	380	1.3	100.0
46	76	456	1.7	100.0
50	76	532	1.5	100.0
60	76	608	1.3	100.0

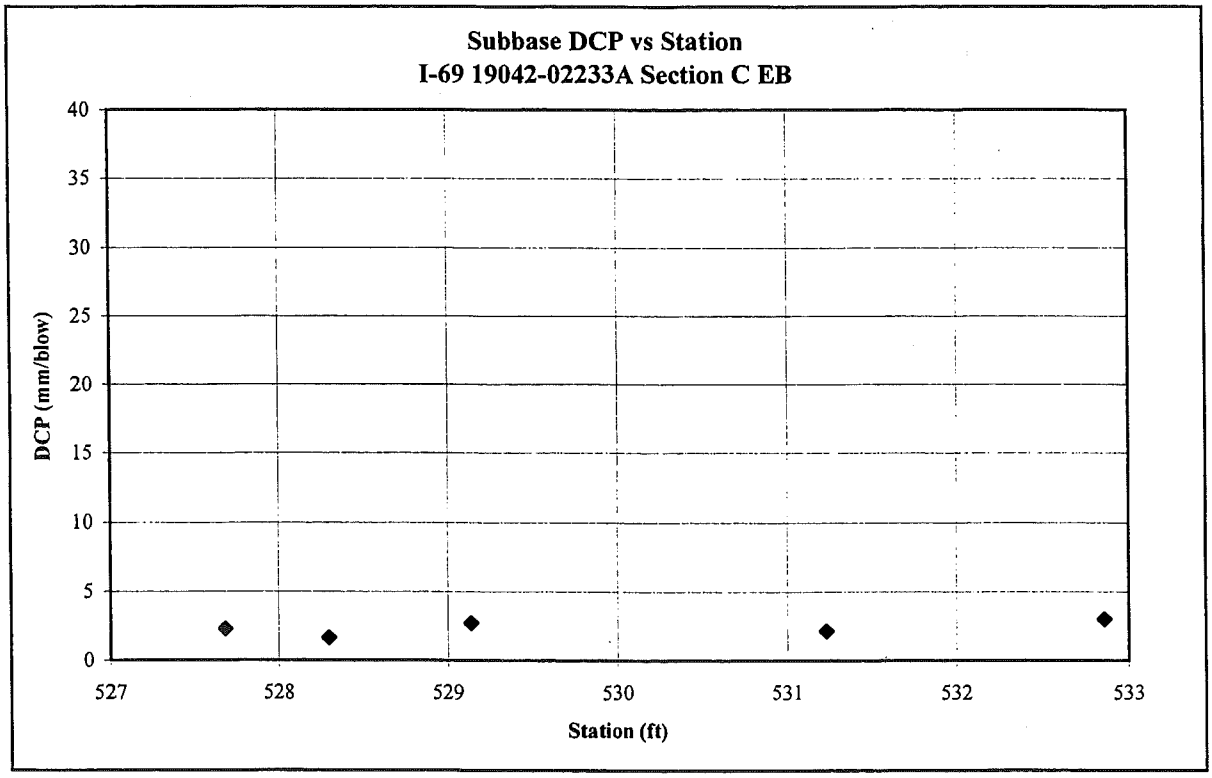
Comments:

Core # 13M
Station # 532+86

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
7	76	76	10.9	20.2
14	76	152	5.4	43.9
25	76	228	3.0	84.1
28	76	304	2.7	95.4
34	76	380	2.2	100.0
40	76	456	1.9	100.0
70	76	532	1.1	100.0
50	76	608	1.5	100.0

Comments:


Base DCP vs Station
I-69 19042-02233A Section C EB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
527
528
529
530
531
532
533
Station (ft)


Subbase DCP vs Station
I-69 19042-02233A Section C EB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
527
528
529
530
531
532
533
Station (ft)

DCP DATA

Control Section: 77024-20821A SECTION A
Direction: East Bound
Date Tested: 10/17/96

Core # M0
Station # 83+65

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
6	76	152	12.7	17.0
6	76	228	12.7	17.0
4	76	304	19.0	10.8
2	76	380	38.0	5.0
3	76	456	25.3	7.8
2	76	532	38.0	5.0
3	76	608	25.3	7.8
3	76	684	25.3	7.8

Comments:

Core # M1
Station # 83+80

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
6	76	152	12.7	17.0
8	76	228	9.5	23.5
5	76	304	15.2	13.9
2	76	380	38.0	5.0
2	76	456	38.0	5.0
2	76	532	38.0	5.0
2	76	608	38.0	5.0
1	76	684	76.0	2.3

Comments:

Core # M2
Station # 85+30

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
8	76	152	9.5	23.5
5	76	228	15.2	13.9
5	76	304	15.2	13.9
2	76	380	38.0	5.0
3	76	456	25.3	7.8
3	76	532	25.3	7.8
4	76	608	19.0	10.8

Comments:

Core # M3
Station # 85+45

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
8	76	152	9.5	23.5
8	76	228	9.5	23.5
5	76	304	15.2	13.9
2	76	380	38.0	5.0
2	76	456	38.0	5.0
3	76	532	25.3	7.8
3	76	608	25.3	7.8
4	76	684	19.0	10.8

Comments:

Core # M4
Station # 87+04

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
4	76	152	19.0	10.8
3	76	228	25.3	7.8
3	76	304	25.3	7.8
2	76	380	38.0	5.0
3	76	456	25.3	7.8
2	76	532	38.0	5.0
3	76	608	25.3	7.8
4	76	684	19.0	10.8

Comments:

Core # M5
Station # 87+25

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
5	76	152	15.2	13.9
2	76	228	38.0	5.0
2	76	304	38.0	5.0
3	76	380	25.3	7.8
3	76	456	25.3	7.8
3	76	532	25.3	7.8
4	76	608	19.0	10.8
5	76	684	15.2	13.9

Comments:

Core # M6
Station # 88+55

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
5	76	152	15.2	13.9
5	76	228	15.2	13.9
2	76	304	38.0	5.0
2	76	380	38.0	5.0
3	76	456	25.3	7.8
5	76	532	15.2	13.9
4	76	608	19.0	10.8

Comments:

Core # M7
Station # 88+85

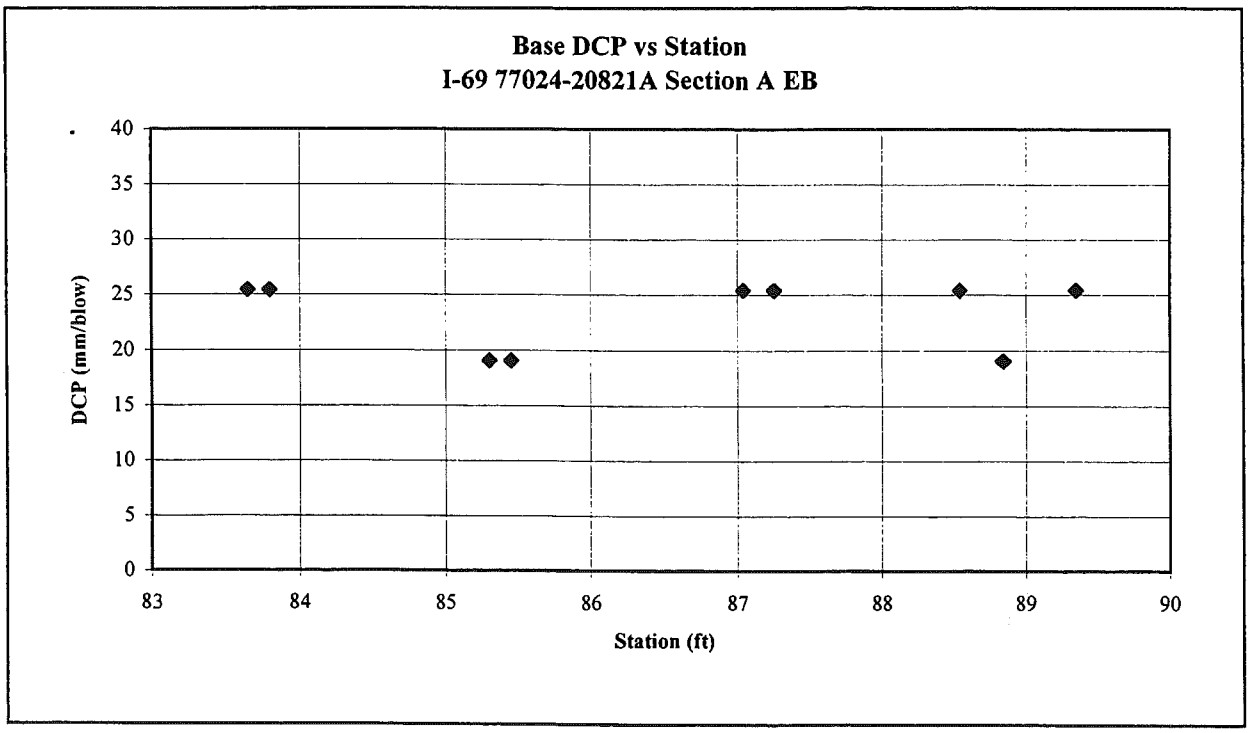
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
7	76	152	10.9	20.2
7	76	228	10.9	20.2
3	76	304	25.3	7.8
2	76	380	38.0	5.0
2	76	456	38.0	5.0
4	76	532	19.0	10.8
4	76	608	19.0	10.8
4	76	684	19.0	10.8

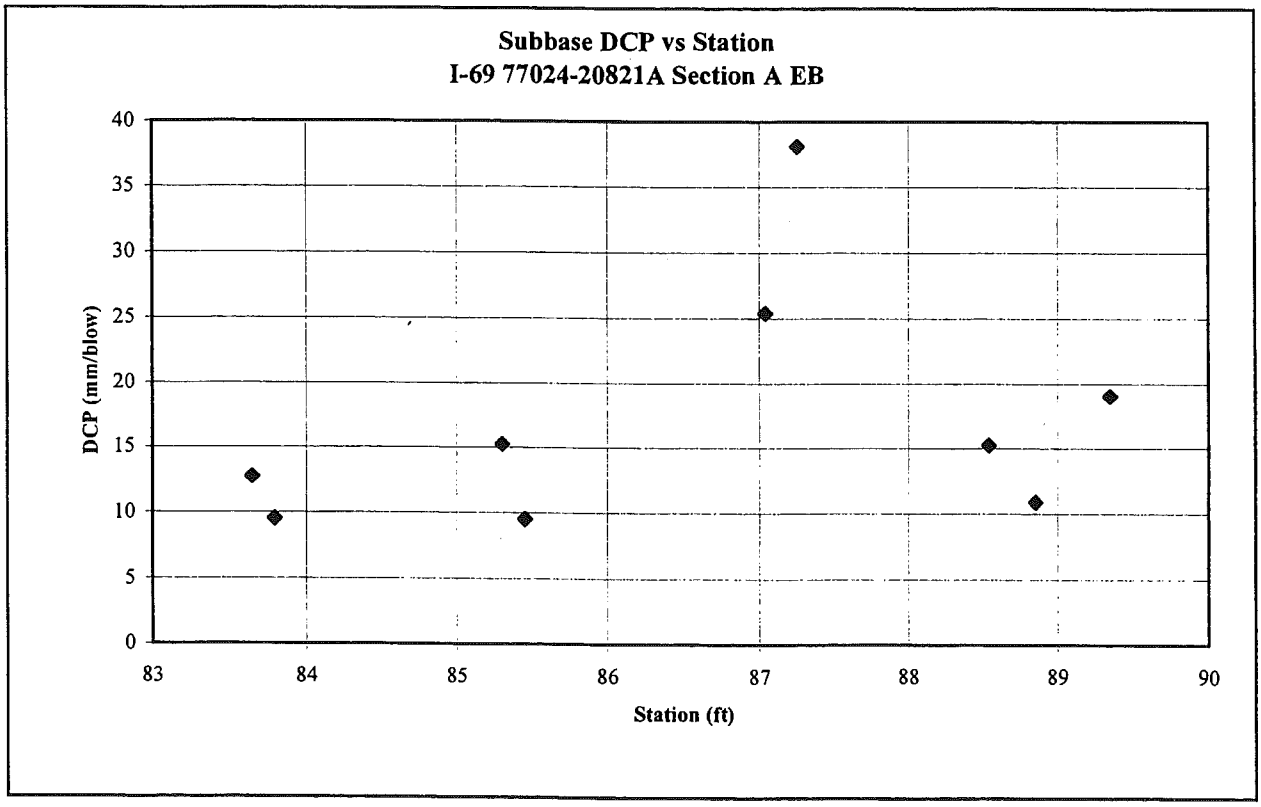
Comments:

Core # M9
Station # 89+35

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
7	76	152	10.9	20.2
4	76	228	19.0	10.8
2	76	304	38.0	5.0
2	76	380	38.0	5.0
2	76	456	38.0	5.0
3	76	532	25.3	7.8
3	76	608	25.3	7.8
3	76	684	25.3	7.8
4	76	760	19.0	10.8

Comments:


Base DCP vs Station
I-69 77024-20821A Section A EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
83
84
85
86
87
88
89
90
Station (ft)


Subbase DCP vs Station
I-69 77024-20821A Section A EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
83
84
85
86
87
88
89
90
Station (ft)

DCP DATA

Control Section: 77024-17988A SECTION B
Direction: East Bound
Date Tested: 10/29/96

Core # M1
Station # 408+15

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
12	76	152	6.3	36.9
22	76	228	3.5	72.8
25	76	304	3.0	84.1
23	76	380	3.3	76.6
28	76	456	2.7	95.4
30	76	532	2.5	100.0
30	76	608	2.5	100.0

Comments:

Core # M3
Station # 409+47

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
9	76	152	8.4	26.8
11	76	228	6.9	33.5
15	76	304	5.1	47.4
20	76	380	3.8	65.5
25	76	456	3.0	84.1
25	76	532	3.0	84.1
35	76	608	2.2	100.0

Comments:

Core # M4
Station # 414+01

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
6	76	152	12.7	17.0
9	76	228	8.4	26.8
5	76	304	15.2	13.9
6	76	380	12.7	17.0
10	76	456	7.6	30.1
8	76	532	9.5	23.5
10	76	608	7.6	30.1

Comments:

Core # M8
Station # 415+92

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
5	76	152	15.2	13.9
5	76	228	15.2	13.9
8	76	304	9.5	23.5
7	76	380	10.9	20.2
9	76	456	8.4	26.8
9	76	532	8.4	26.8
13	76	608	5.8	40.4

Comments:

Core # M11
Station # 416+88

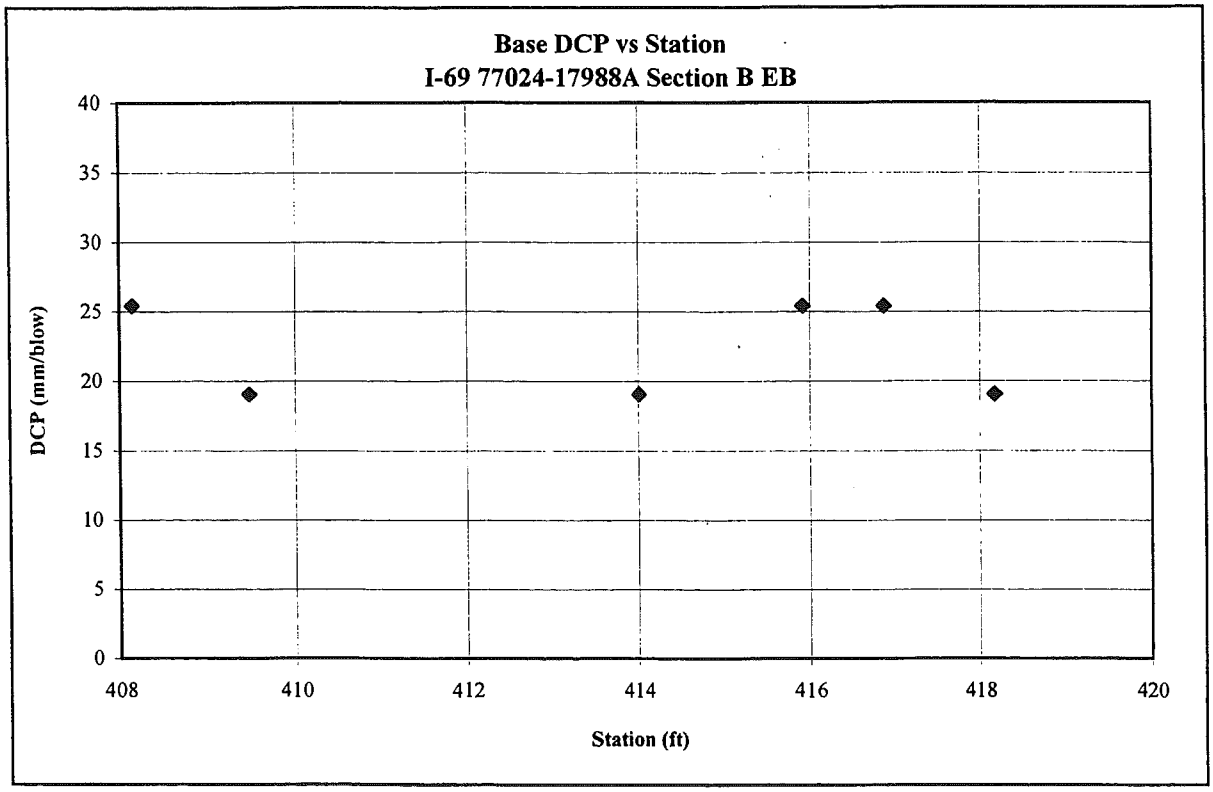
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
6	76	152	12.7	17.0
8	76	228	9.5	23.5
5	76	304	15.2	13.9
3	76	380	25.3	7.8
11	76	456	6.9	33.5
11	76	532	6.9	33.5
9	76	608	8.4	26.8

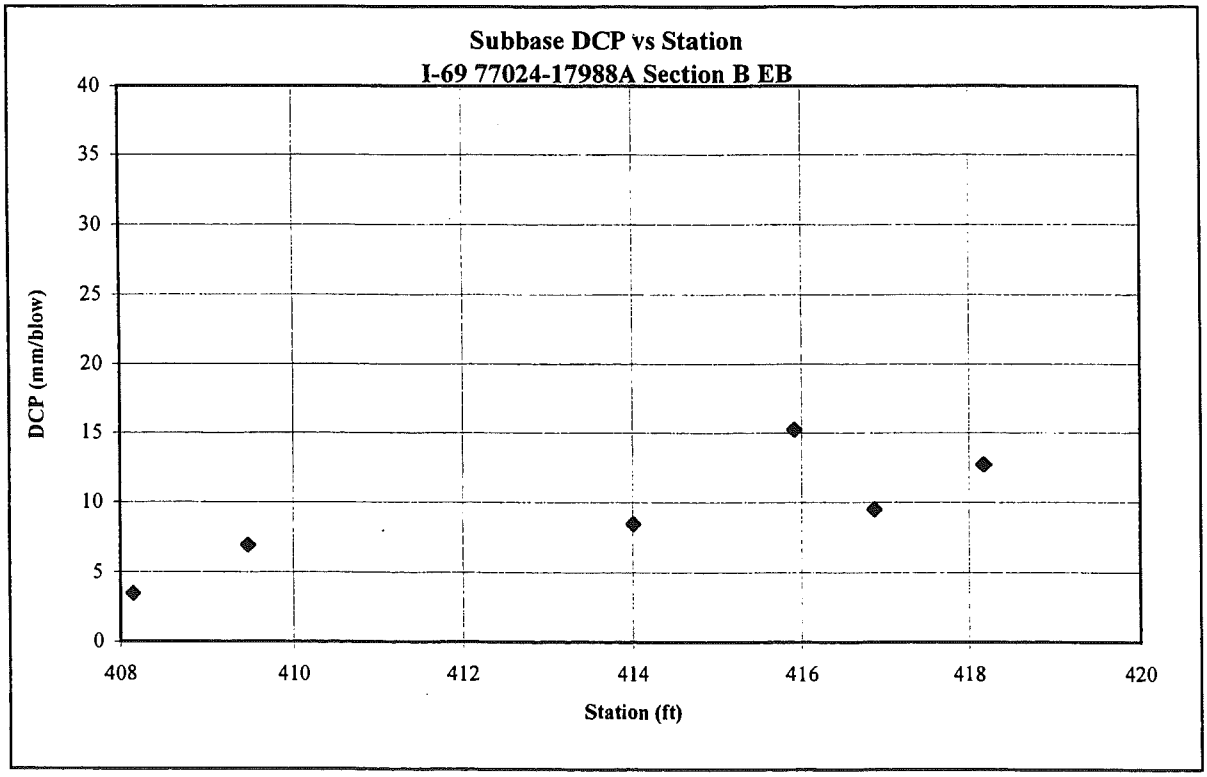
Comments:

Core # M13
Station # 418+17

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
4	76	152	19.0	10.8
6	76	228	12.7	17.0
8	76	304	9.5	23.5
5	76	380	15.2	13.9
3	76	456	25.3	7.8
9	76	532	8.4	26.8
7	76	608	10.9	20.2

Comments:


Base DCP vs Station
I-69 77024-17988A Section B EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
408
410
412
414
416
418
420
Station (ft)


Subbase DCP vs Station
I-69 77024-17988A Section B EB
DCP (mm/blow)
0
5
10
15
20
25
30
35
40
408
410
412
414
416
418
420
Station (ft)

DCP DATA*

Control Section: 19043-02234A
Direction: Eastbound
Date Tested: 8/15/96

Core #1M
Station # 137+04

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
23	76	76	3.3	76.6
37	76	152	2.1	100.0
48	76	228	1.6	100.0
52	76	304	1.5	100.0
50	76	380	1.5	100.0
31	76	456	2.5	100.0
33	76	532	2.3	100.0

Comments:

Core # 3M
Station # 137+43

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
40	76	76	1.9	100.0
120	76	152	0.6	100.0
130	76	228	0.6	100.0
100	44	272	0.4	100.0

Comments: Refusal at 272 mm depth

Core # 6M
Station # 137+91

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
50	76	76	1.5	100.0
82	76	152	0.9	100.0
79	76	228	1.0	100.0
106	76	304	0.7	100.0
105	76	380	0.7	100.0
115	76	456	0.7	100.0

Comments:

Core # 8M
Station # 138+36

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
62	76	76	1.2	100.0
100	38	114	0.4	100.0

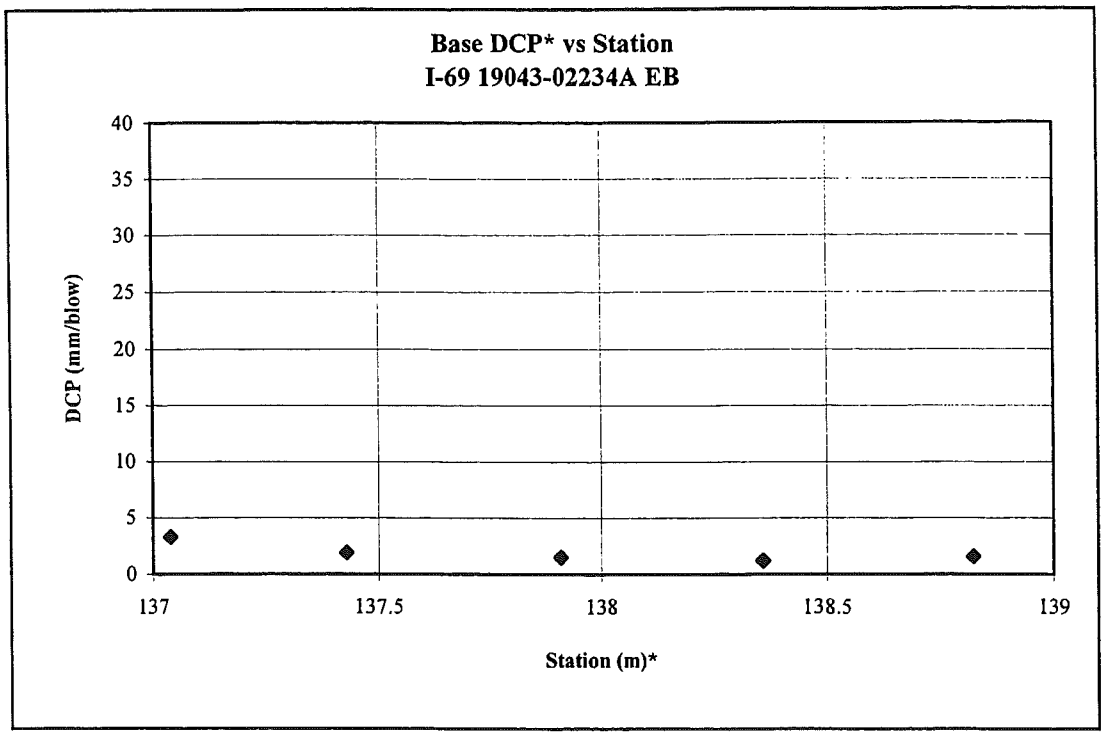
Comments: Refusal at 114 mm depth

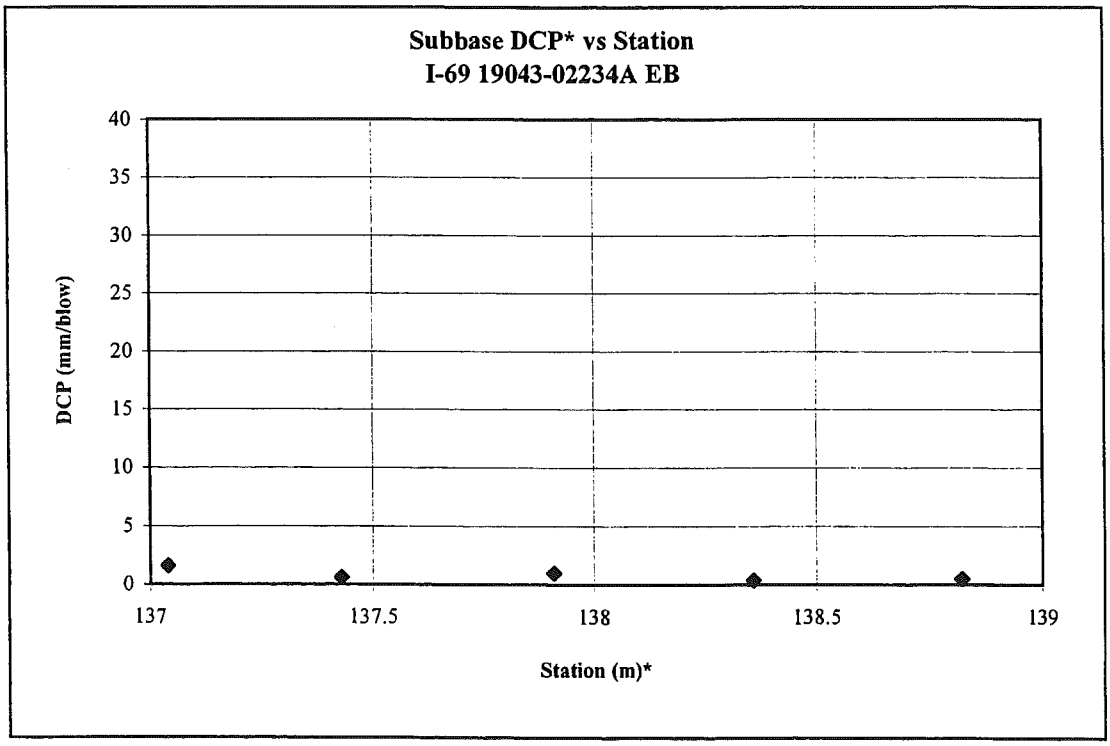
Core # 13M
Station # 138+82

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
49	76	76	1.6	100.0
102	76	152	0.7	100.0
100	51	203	0.5	100.0

Comments: Refusal at 203 mm depth

*Larger diameter DCP used in this section
*Station in Metric system





*Larger diameter DCP used in this section
*Station in Metric system

DCP DATA

Control Section: 19043-02234A
Direction: West Bound
Date Tested: 10/3/96

Core # 1M Station # 149+68				
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
23	76	76	3.3	76.6
26	76	152	2.9	87.8
25	76	228	3.0	84.1
30	76	304	2.5	100.0
26	76	380	2.9	87.8
25	76	456	3.0	84.1
24	76	532	3.2	80.3
Comments:				

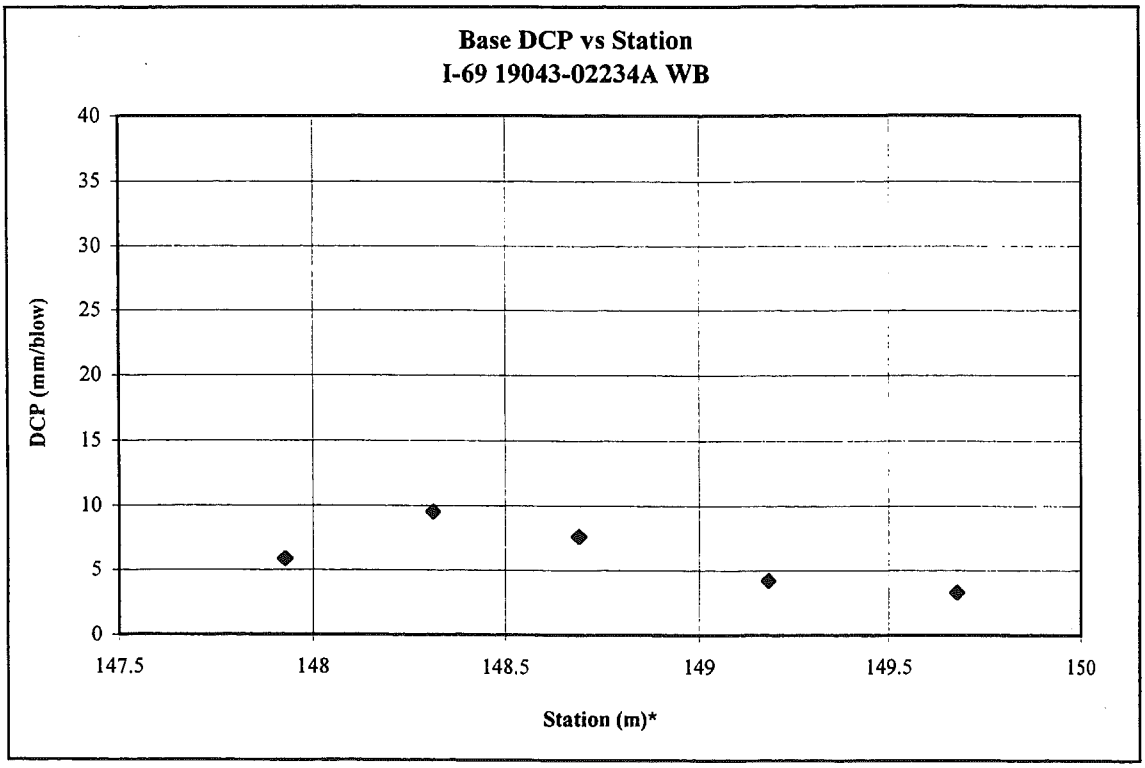
Core # 4M Station # 149+18				
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
18	76	76	4.2	58.2
23	76	152	3.3	76.6
24	76	228	3.2	80.3
23	76	304	3.3	76.6
32	76	380	2.4	100.0
33	76	456	2.3	100.0
37	76	532	2.1	100.0
Comments:				

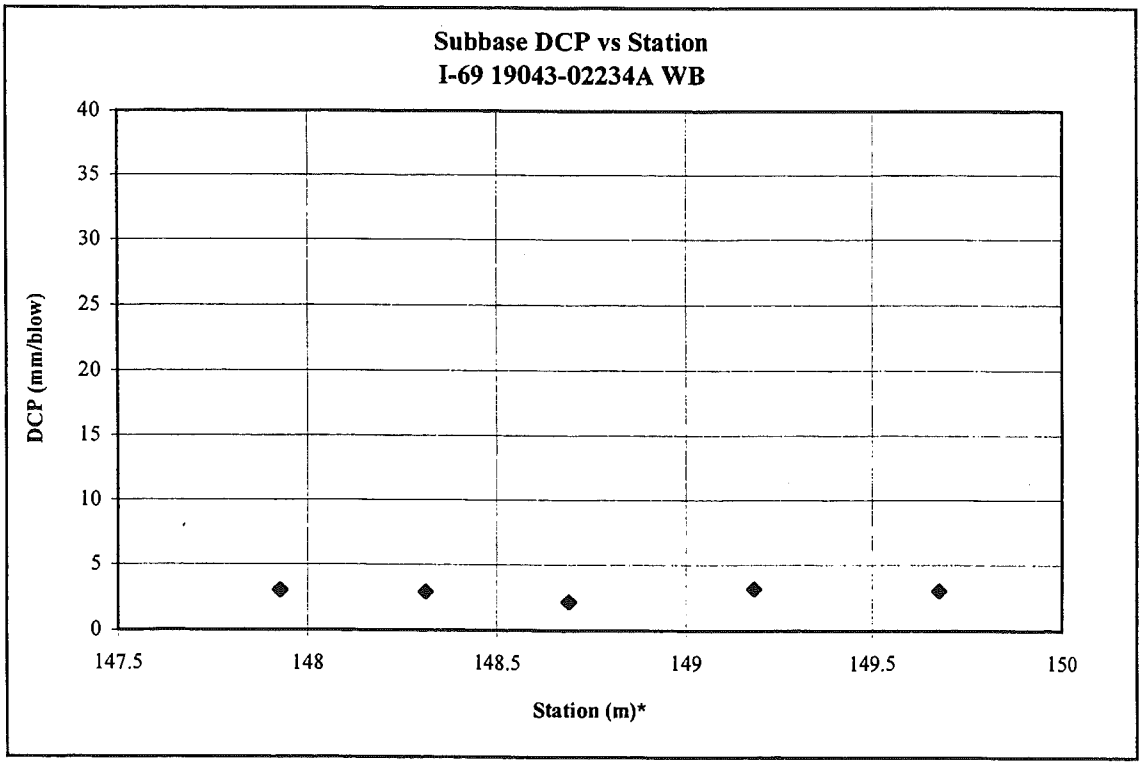
Core # 6M Station # 148+69				
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
10	76	76	7.6	30.1
25	76	152	3.0	84.1
35	76	228	2.2	100.0
28	76	304	2.7	95.4
47	76	380	1.6	100.0
44	76	456	1.7	100.0
40	76	532	1.9	100.0
Comments:				

Core # 9M Station # 148+31				
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
8	76	76	9.5	23.5
17	76	152	4.5	54.6
26	76	228	2.9	87.8
27	76	304	2.8	91.6
43	76	380	1.8	100.0
47	76	456	1.6	100.0
73	76	532	1.0	100.0
Comments:				

Core # 11M Station # 147+93				
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
13	76	76	5.8	40.4
26	76	152	2.9	87.8
25	76	228	3.0	84.1
27	76	304	2.8	91.6
35	76	380	2.2	100.0
55	76	456	1.4	100.0
50	76	532	1.5	100.0
Comments:				

*Station in Metric system





*Station in Metric system

DCP DATA

Control Section: 44044 -18804A
Direction: Westbound
Date Tested: 7/23/96

Core # 2M
Station # 671+21

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	76	76	25.3	7.8
18	76	152	4.2	58.2
21	76	228	3.6	69.1
27	76	304	2.8	91.6
34	76	380	2.2	100.0

Comments:

Core # 5M
Station # 669+87

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
5	76	76	15.2	13.9
17	76	152	4.5	54.6
25	76	228	3.0	84.1
35	76	304	2.2	100.0
42	76	380	1.8	100.0

Comments:

Core # 7M
Station # 669+35

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
4	76	76	19.0	10.8
15	76	152	5.1	47.4
20	76	228	3.8	65.5
30	76	304	2.5	100.0
36	76	380	2.1	100.0

Comments:

Core # 10M
Station # 667+87

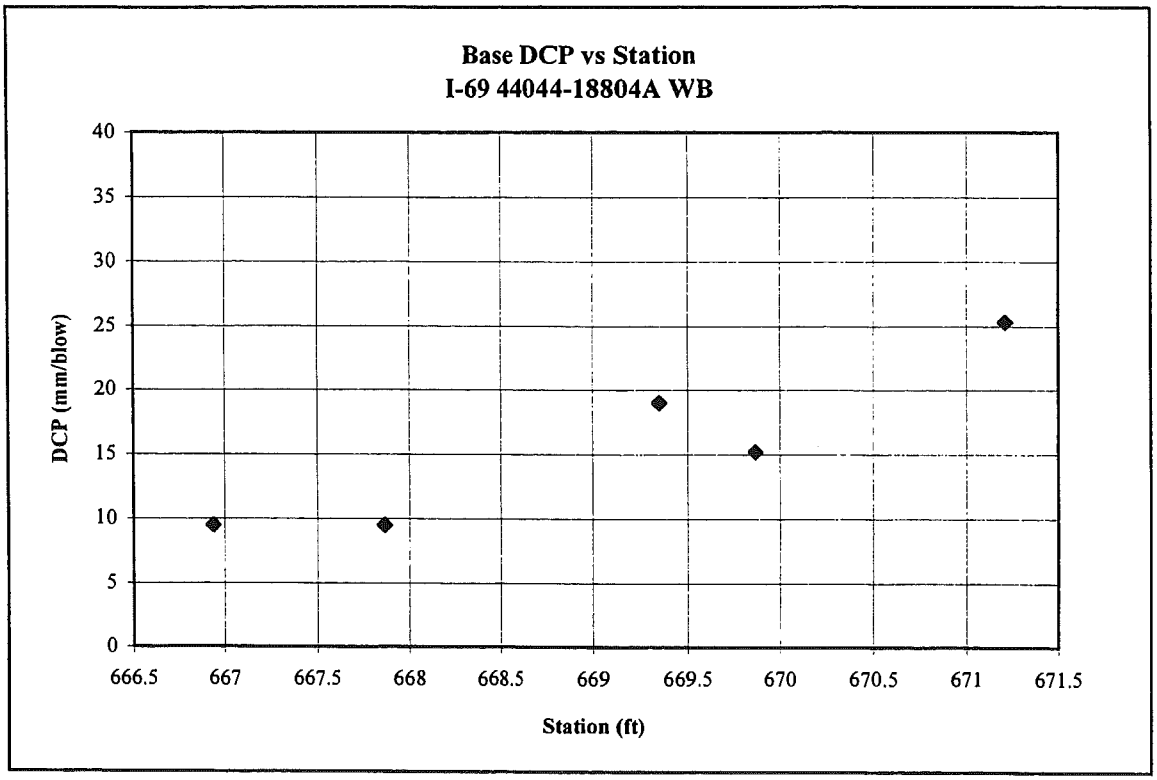
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
8	76	76	9.5	23.5
15	76	152	5.1	47.4
30	76	228	2.5	100.0
21	76	304	3.6	69.1
24	76	380	3.2	80.3
22	76	456	3.5	72.8
22	76	532	3.5	72.8
23	76	608	3.3	76.6

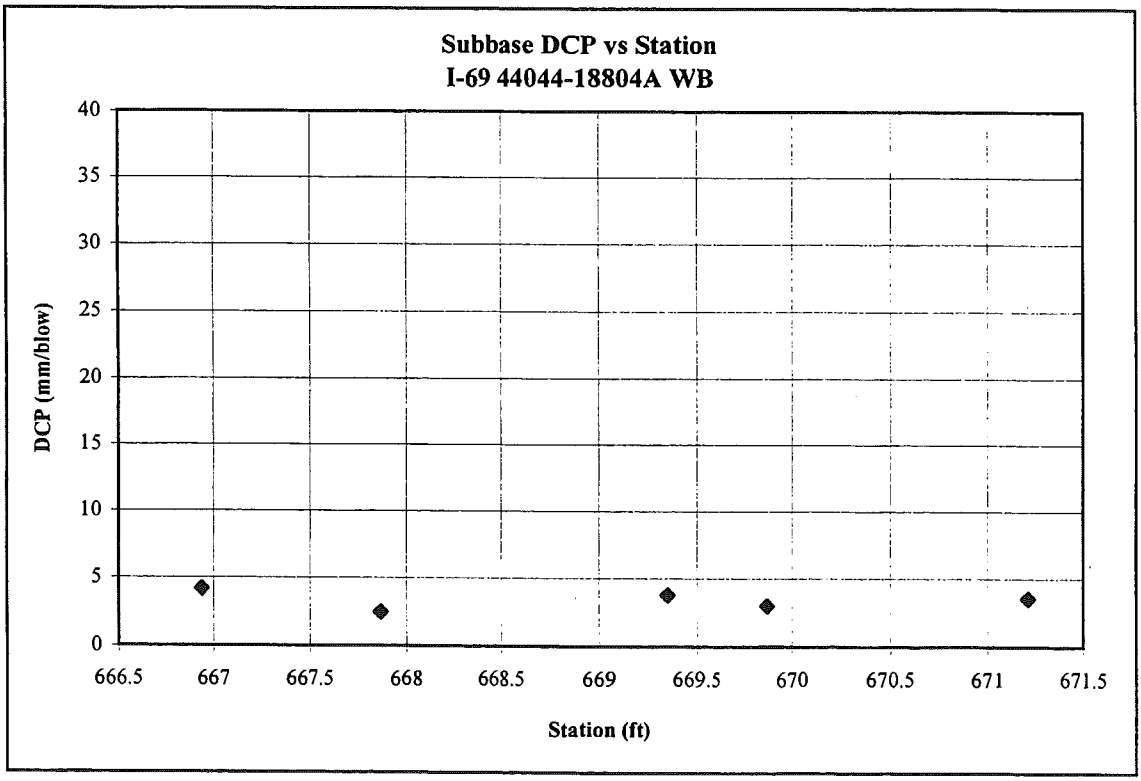
Comments:

Core # 12M
Station # 666+94

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
8	76	76	9.5	23.5
11	76	152	6.9	33.5
18	76	228	4.2	58.2
25	76	304	3.0	84.1
25	76	380	3.0	84.1
22	76	456	3.5	72.8
20	76	532	3.8	65.5
26	76	608	2.9	87.8

Comments:


Base DCP vs Station
I-69 44044-18804A WB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
666.5
667
667.5
668
668.5
669
669.5
670
670.5
671
671.5
Station (ft)


Subbase DCP vs Station
I-69 44044-18804A WB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
666.5
667
667.5
668
668.5
669
669.5
670
670.5
671
671.5
Station (ft)

DCP DATA

Control Section: 25132-06582
Direction: Southbound
Date Tested: 6/26/97

Core # M1
Station # 660+19

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	30	30	10	22.2
3	15	45	5	48.1
3	15	60	5	48.1
3	15	75	5	48.1
3	10	85	3	75.8
10	40	125	4	61.8
10	45	170	5	54.2
10	45	215	5	54.2
10	35	250	4	71.8
10	50	300	5	48.1
10	50	350	5	48.1
10	75	425	8	30.6

Comments: Refusal at 482 mm depth
Core 225 mm

Core # M2
Station # 659+19

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	35	35	12	18.6
3	25	60	8	27.2
3	20	80	7	34.9
3	15	95	5	48.1
3	20	115	7	34.9
10	45	160	5	54.2
10	45	205	5	54.2
10	40	245	4	61.8
10	50	295	5	48.1
10	50	345	5	48.1
10	55	400	6	43.3

Comments: Core 229 mm

Core # M3
Station # 657+20

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	35	35	12	18.6
3	25	60	8	27.2
3	20	80	7	34.9
3	25	105	8	27.2
3	25	130	8	27.2
3	20	150	7	34.9
10	60	210	6	39.3
10	60	270	6	39.3
10	65	335	7	35.9
10	55	390	6	43.3

Comments: Base 95.25 mm No donut
Subbase starts @ 1016 mm
Core 229 mm

Core # M4
Station # 655+66

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	20	20	7	34.9
3	20	40	7	34.9
3	20	60	7	34.9
3	10	70	3	75.8
3	20	90	7	34.9
10	60	150	6	39.3
10	40	190	4	61.8
10	50	240	5	48.1
10	50	290	5	48.1
10	40	330	4	61.8

Comments: Refusal at 787mm depth Core 241 mm
Base 102 mm
Subgrade starts @ 737 mm

Core # M5
Station # 653+71

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	36	36	12	18.1
3	29	65	10	23.0
3	24	89	8	28.4
3	26	115	9	26.0
3	20	135	7	34.9
10	80	215	8	28.4
10	78	293	8	29.3
10	82	375	8	27.7
10	73	448	7	31.5

Comments: Base 102 mm
Subgrade starts @ 610 mm
Core 229 mm

Core # M6
Station # 652+74

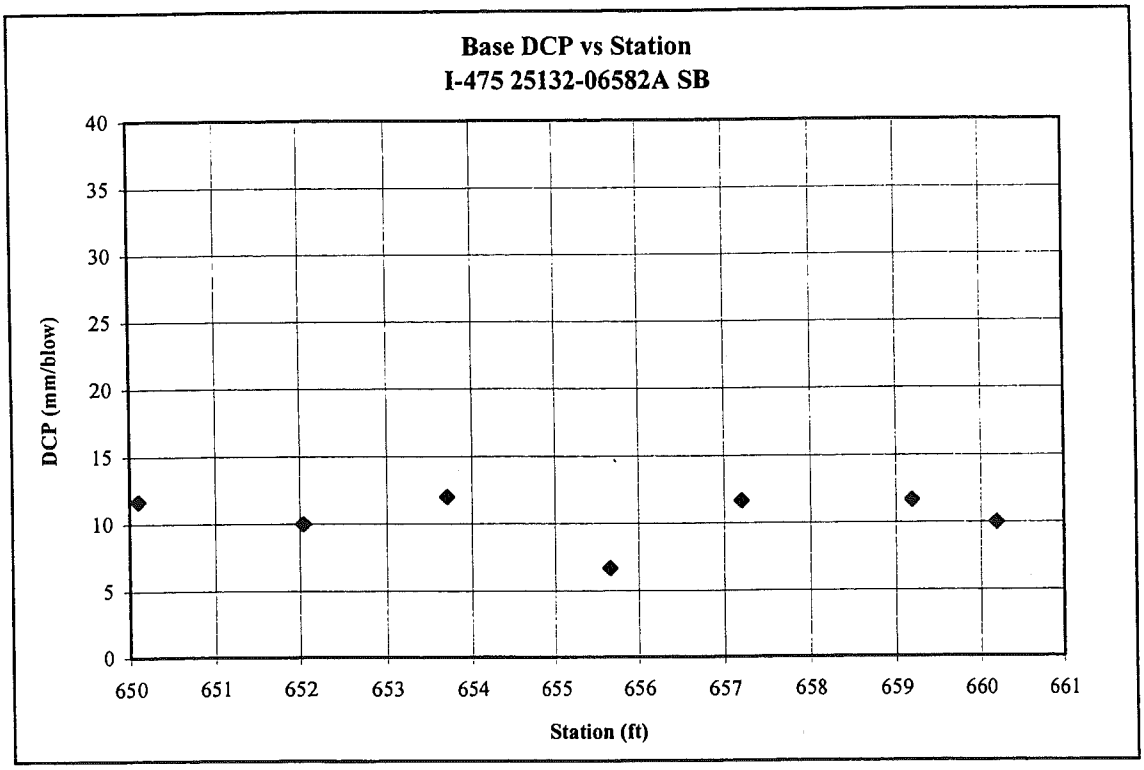
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	30	30	10	22.2
3	30	60	10	22.2
3	15	75	5	48.1
3	15	90	5	48.1
3	25	115	8	27.2
3	15	130	5	48.1
3	15	145	5	48.1
10	60	205	6	39.3
10	45	250	5	54.2
10	55	305	6	43.3
10	60	365	6	39.3

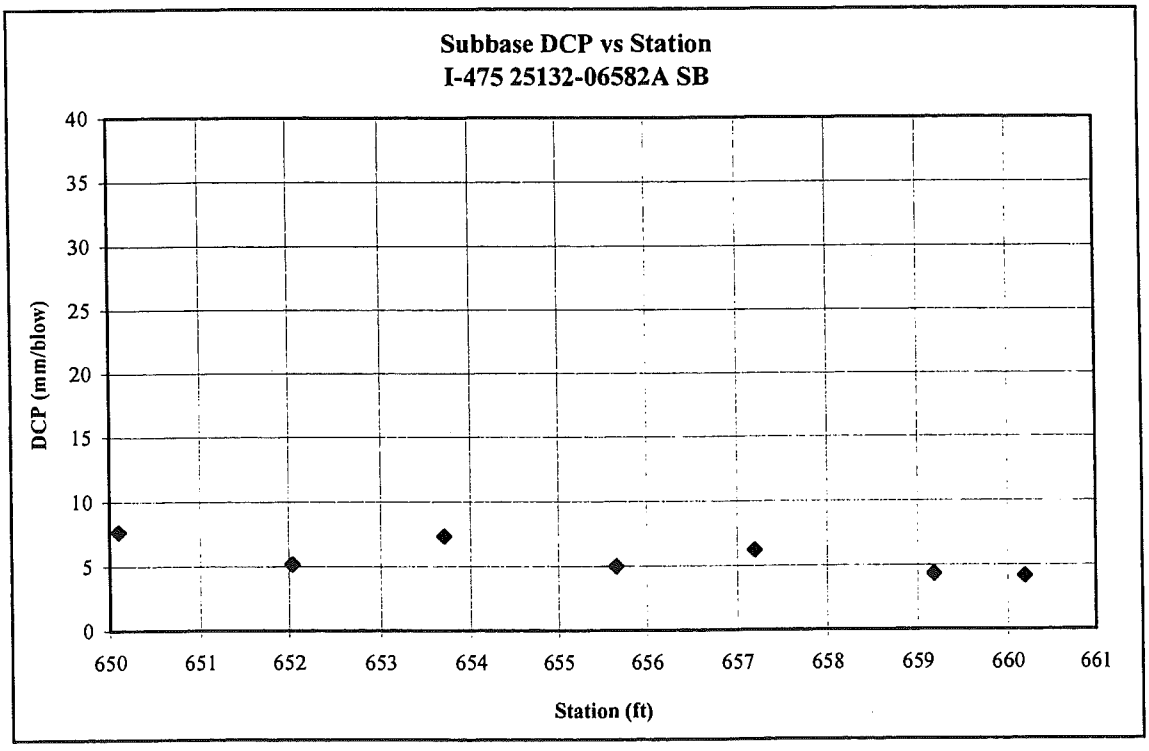
Comments: No Donut
Core 248 mm

Core # M7
Station # 650+10

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	35	35	12	18.6
3	25	60	8	27.2
3	30	90	10	22.2
3	25	115	8	27.2
3	25	140	8	27.2
10	70	210	7	33.0
10	65	275	7	35.9
10	65	340	7	35.9
10	60	400	6	39.3

Comments: Base 102 mm, 686 mm to subgrade
Core 254 mm


Base DCP vs Station
I-475 25132-06582A SB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
650
651
652
653
654
655
656
657
658
659
660
661
Station (ft)


Subbase DCP vs Station
I-475 25132-06582A SB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
650
651
652
653
654
655
656
657
658
659
660
661
Station (ft)

DCP DATA

Control Section: 47065-28215A
Direction: Eastbound
Date Tested: 7/31/97

Core # C1
Station # 650+02

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	45	45	15	14.1
3	25	70	8	27.2
3	20	90	7	34.9
3	10	100	3	75.8
10	40	140	4	61.8
10	40	180	4	61.8
10	50	230	5	48.1
10	45	275	5	54.2

Comments: Base 102 mm, 711 mm to subgrade
Core 267 mm

Core # C2
Station # 670+00

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	35	35	12	18.6
3	20	55	7	34.9
3	20	75	7	34.9
3	15	90	5	48.1
10	40	130	4	61.8
10	40	170	4	61.8
10	40	210	4	61.8
10	40	250	4	61.8

Comments: Base 102 mm, 864 mm to subgrade
Core 279 mm

Core # C4
Station # 720+00

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	70	70	23	8.6
3	35	105	12	18.6
3	20	125	7	34.9
3	15	140	5	48.1
10	50	190	5	48.1
10	50	240	5	48.1
10	45	285	5	54.2
10	50	335	5	48.1

Comments: Base 102 mm
Subgrade starts at 813 mm
Core 254 mm

Core # C5
Station # I-96 BL

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	45	45	15	14.1
3	20	65	7	34.9
3	25	90	8	27.2
3	20	110	7	34.9
10	50	160	5	48.1
10	45	205	5	54.2
10	45	250	5	54.2
10	45	295	5	54.2

Comments: Base 102 mm
Core 279 mm

Core # C6
Station # 788+24

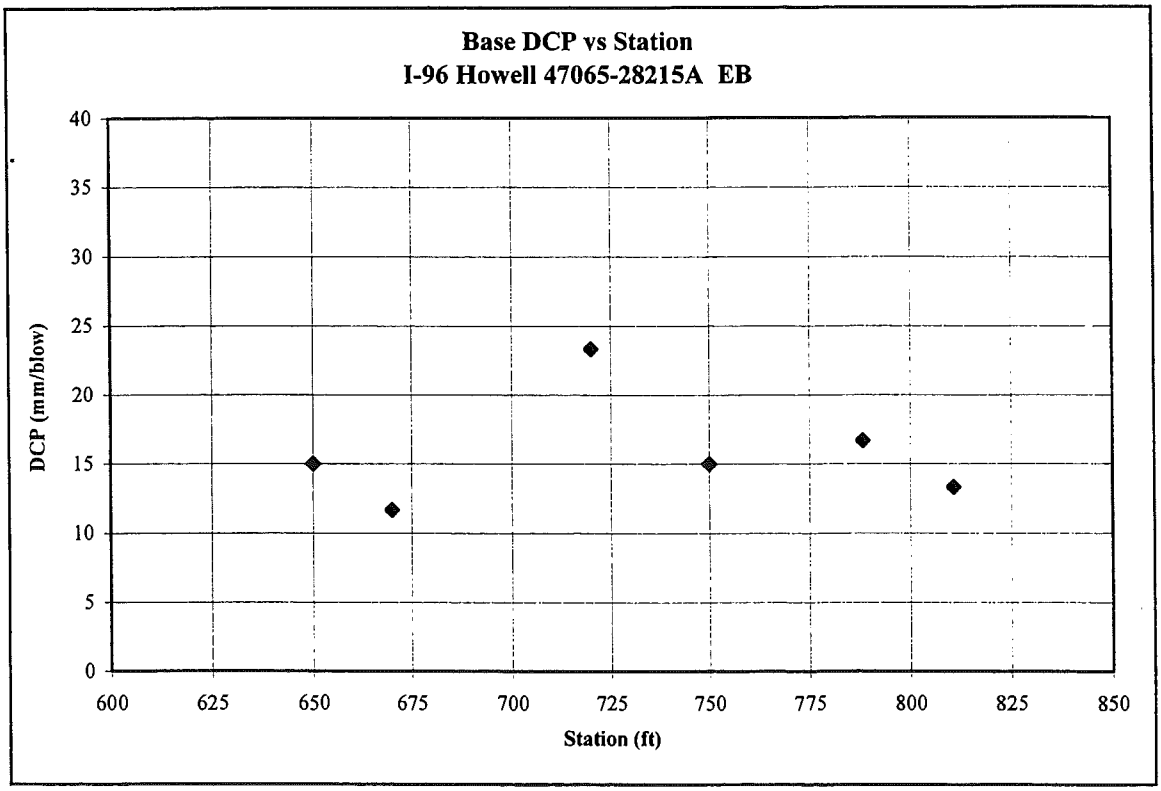
DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	50	50	17	12.5
3	25	75	8	27.2
3	20	95	7	34.9
3	10	105	3	75.8
10	40	145	4	61.8
10	50	195	5	48.1
10	50	245	5	48.1
10	40	285	4	61.8

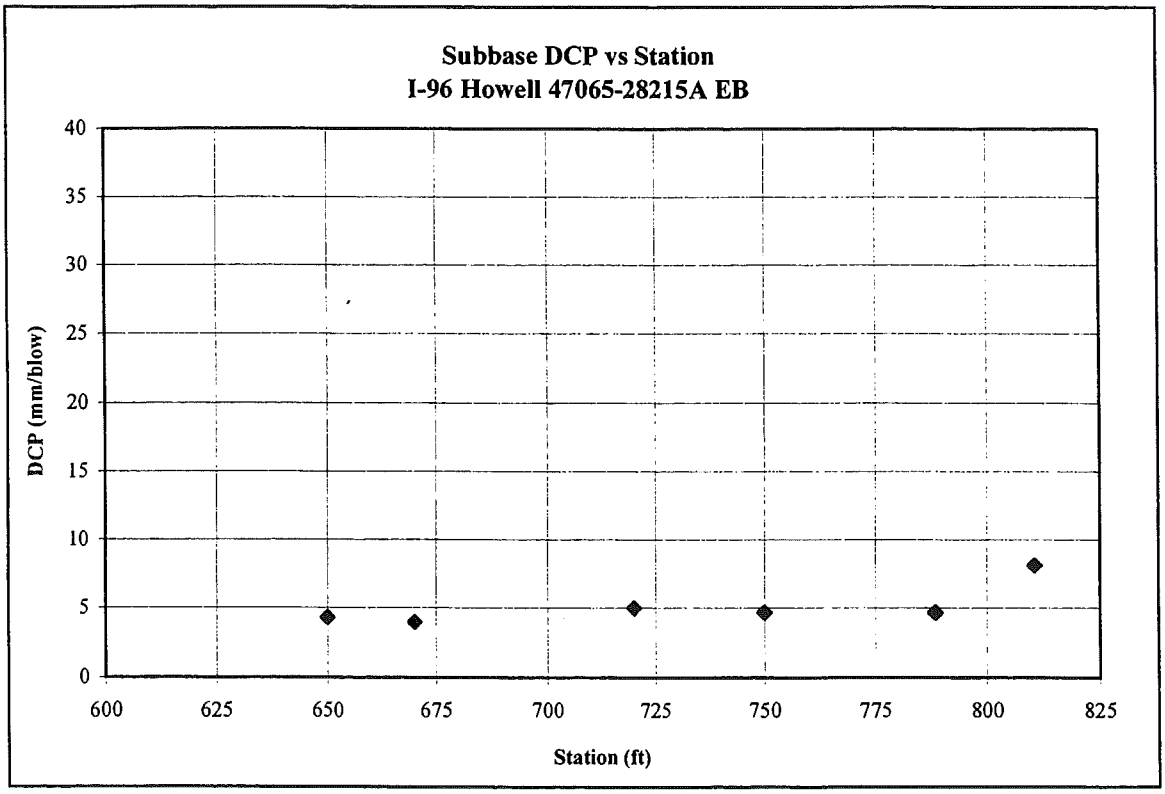
Comments: Base 102 mm
Core 279 mm

Core # C7
Station # 810+63

DCP Blows	Distance (mm)	Depth (mm)	mm/blow	CBR%
3	40	40	13	16.0
3	30	70	10	22.2
3	30	100	10	22.2
3	25	125	8	27.2
10	85	210	9	26.6
10	75	285	8	30.6
10	70	355	7	33.0
10	55	410	6	43.3

Comments:


Base DCP vs Station
I-96 Howell 47065-28215A EB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
600
625
650
675
700
725
750
775
800
825
850
Station (ft)


Subbase DCP vs Station
I-96 Howell 47065-28215A EB
DCP (mm/blow)
40
35
30
25
20
15
10
5
0
600
625
650
675
700
725
750
775
800
825
Station (ft)

APPENDIX J

Falling Weight Deflectometer (FWD) Data

Appendix J. Falling Weight Deflectometer (FWD) Data

The FWD data were collected in order to determine load induced deflections and load transfer behavior of the pavement slabs. The data provide the information about deflection readings at transverse joints and transverse cracks. In addition, pavement and the air temperature at testing, as well as the time of testing are reported. Finally load transfer efficiencies have been calculated for the leave and approach slabs of joints and cracks.

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19042-02233A Sec C	1	1	9000	13.82	11.71	11.88	15.33	13.67	12.4	11.3	8.97	5.1	72.7	75.3	7:25:39	EBOL	OWP	TJT	AJT	NONE		98.9
19042-02233A Sec C	1	2	9000	13.86	11.78	11.89	15.33	13.74	12.38	11.39	9.01	5.11	72.7	75.3	7:25:48	EBOL	OWP	TJT	AJT	NONE		99.1
19042-02233A Sec C	1	3	9000	13.92	11.84	11.98	15.34	13.86	12.48	11.47	9.1	5.19	72.7	75.3	7:25:58	EBOL	OWP	TJT	AJT	NONE		99.6
19042-02233A Sec C	1	4	9000	13.83	11.74	11.9	15.22	13.73	12.38	11.35	9.03	5.16	72.7	75.3	7:26:07	EBOL	OWP	TJT	AJT	NONE		99.3
19042-02233A Sec C	1	5	18000	25.71	21.27	21.81	28.33	25.51	22.73	20.7	16.26	9.03	72.7	75.3	7:26:20	EBOL	OWP	TJT	AJT	NONE		99.2
19042-02233A Sec C	1	6	18000	25.59	21.08	21.64	28.21	25.4	22.67	20.57	16.29	9.02	72.7	75.3	7:26:34	EBOL	OWP	TJT	AJT	NONE		99.3
19042-02233A Sec C	1	7	18000	25.2	20.73	21.35	27.71	24.9	22.3	20.28	15.99	8.83	72.7	75.3	7:26:52	EBOL	OWP	TJT	AJT	NONE		98.8
19042-02233A Sec C	1	8	18000	25.51	21.01	21.63	28.14	25.33	22.6	20.54	16.21	8.95	72.7	75.3	7:27:10	EBOL	OWP	TJT	AJT	NONE		99.3
19042-02233A Sec C	1	9	22000	27.21	21.94	23.63	30.97	27.84	24.9	22.75	17.81	9.62	72.7	75.3	7:27:34	EBOL	OWP	TJT	AJT	NONE		102.3
19042-02233A Sec C	1	10	22000	26.46	22.04	23.65	31.01	28.05	25.04	22.67	17.74	9.64	72.7	75.3	7:27:52	EBOL	OWP	TJT	AJT	NONE		106.0
19042-02233A Sec C	1	11	22000	28.04	22.77	23.7	31	27.98	24.97	22.64	17.66	9.59	72.7	75.3	7:28:10	EBOL	OWP	TJT	AJT	NONE		99.8
19042-02233A Sec C	1	12	22000	28.37	23	23.96	31.36	28.33	25.2	22.73	17.83	9.69	72.7	75.3	7:28:26	EBOL	OWP	TJT	AJT	NONE		99.9
19042-02233A Sec C	13	1	9000	26.55	24.51	22.11	23.9	22.54	20.39	18.54	14.77	8.6	81.9	79.5	8:45:52	EBOL	OWP	TJT	BJT	NONE	92.3	
19042-02233A Sec C	13	2	9000	24.73	24.39	20.68	22.33	21.05	19.07	17.25	13.68	7.86	81.9	79.5	8:46:01	EBOL	OWP	TJT	BJT	NONE	98.6	
19042-02233A Sec C	13	3	9000	24.82	24.56	20.74	22.37	21.11	19.07	17.3	13.75	7.89	81.9	79.5	8:46:11	EBOL	OWP	TJT	BJT	NONE	99.0	
19042-02233A Sec C	13	4	9000	24.84	24.54	20.62	22.4	21.14	19.01	17.27	13.79	7.89	81.9	79.5	8:46:20	EBOL	OWP	TJT	BJT	NONE	98.8	
19042-02233A Sec C	13	5	18000	41.72	40.21	34.45	37.33	35.13	31.4	28.27	22.19	12.52	81.9	79.5	8:46:32	EBOL	OWP	TJT	BJT	NONE	96.4	
19042-02233A Sec C	13	6	18000	41.54	40.68	34.23	37.21	34.83	31.28	28.02	22.06	12.35	81.9	79.5	8:46:46	EBOL	OWP	TJT	BJT	NONE	97.9	
19042-02233A Sec C	13	7	18000	41.5	40.73	34.18	37.22	34.81	31.19	28.03	22.11	12.38	81.9	79.5	8:47:00	EBOL	OWP	TJT	BJT	NONE	98.1	
19042-02233A Sec C	13	8	18000	41.48	40.79	34.18	37.13	34.8	31.17	27.94	22.02	12.34	81.9	79.5	8:47:14	EBOL	OWP	TJT	BJT	NONE	98.3	
19042-02233A Sec C	13	9	22000	44.89	43.55	36.85	39.78	37.44	33.27	29.77	23.26	12.92	81.9	79.5	8:47:31	EBOL	OWP	TJT	BJT	NONE	97.0	
19042-02233A Sec C	13	10	22000	44.64	43.36	36.65	39.55	37.28	33.16	29.67	23.13	12.84	81.9	79.5	8:47:50	EBOL	OWP	TJT	BJT	NONE	97.1	
19042-02233A Sec C	13	11	22000	44.53	43.3	36.51	39.47	37.13	33.01	29.54	23.05	12.77	81.9	79.5	8:48:08	EBOL	OWP	TJT	BJT	NONE	97.2	
19042-02233A Sec C	13	12	22000	44.12	42.97	36.19	39.07	36.79	32.69	29.28	22.82	12.62	81.9	79.5	8:48:26	EBOL	OWP	TJT	BJT	NONE	97.4	
19042-02233A Sec C	5	11	22000	44.48	37.86	36.18	45.25	43.07	38.53	35.13	28.61	17.59	75.6	76.4	8:17:45 AM	EBOL	OWP	TJT	AJT	NONE		96.8
19042-02233A Sec C	5	10	22000	44.17	37.61	35.94	44.9	42.71	38.28	34.88	28.36	17.5	75.6	76.4	8:17:27 AM	EBOL	OWP	TJT	AJT	NONE		96.7
19042-02233A Sec C	5	9	22000	44.19	37.59	36.09	44.9	42.64	38.21	34.8	28.37	17.44	75.6	76.4	8:17:10 AM	EBOL	OWP	TJT	AJT	NONE		96.5
19042-02233A Sec C	5	8	18000	43.78	37.89	35.41	44.42	42.06	38.12	34.89	28.66	17.91	75.6	76.4	8:16:52 AM	EBOL	OWP	TJT	AJT	NONE		96.1
19042-02233A Sec C	5	7	18000	42.54	36.79	34.48	43.41	41.01	37.11	34.08	27.87	17.5	75.6	76.4	8:16:37 AM	EBOL	OWP	TJT	AJT	NONE		96.4
19042-02233A Sec C	5	6	18000	43.31	37.47	35.12	44.09	41.6	37.81	34.57	28.31	17.61	75.6	76.4	8:16:23 AM	EBOL	OWP	TJT	AJT	NONE		96.1
19042-02233A Sec C	5	5	18000	17.67	15.25	14.32	17.9	16.96	15.31	14.03	11.5	7.19	75.6	76.4	8:16:09 AM	EBOL	OWP	TJT	AJT	NONE		96.0
19042-02233A Sec C	5	4	9000	24.69	21.67	20.07	24.83	23.59	21.5	19.86	16.38	10.5	75.6	76.4	8:15:57 AM	EBOL	OWP	TJT	AJT	NONE		95.5
19042-02233A Sec C	5	3	9000	24.72	21.75	20.33	25	23.61	21.49	19.87	16.56	10.57	75.6	76.4	8:15:48 AM	EBOL	OWP	TJT	AJT	NONE		95.5
19042-02233A Sec C	5	2	9000	25.39	22.65	20.72	26	24.76	22.75	21.06	17.3	11.15	75.6	76.4	8:15:39 AM	EBOL	OWP	TJT	AJT	NONE		97.5
19042-02233A Sec C	8	1	9000	27.76	23.81	24.04	30.35	27	24.48	22.36	17.71	9.98	75.3	77	8:20:34 AM	EBOL	OWP	TJT	AJT	NONE		97.3
19042-02233A Sec C	8	2	9000	26.75	22.84	23.16	29.29	26.35	23.77	21.74	17.19	9.67	75.3	77	8:20:45 AM	EBOL	OWP	TJT	AJT	NONE		98.5
19042-02233A Sec C	8	3	9000	26.44	22.56	22.89	29.14	26.22	23.95	21.81	17.25	9.67	75.3	77	8:20:56 AM	EBOL	OWP	TJT	AJT	NONE		99.2
19042-02233A Sec C	8	4	9000	26.83	22.86	23.27	29.39	26.72	24.09	22.02	17.4	9.76	75.3	77	8:21:05 AM	EBOL	OWP	TJT	AJT	NONE		99.6
19042-02233A Sec C	8	5	18000	41.88	35.22	36.18	46.13	41.77	37.4	34.19	26.83	15.15	75.3	77	8:21:17 AM	EBOL	OWP	TJT	AJT	NONE		99.7
19042-02233A Sec C	8	6	18000	41.69	35.1	35.85	45.88	41.55	37.38	33.68	26.6	14.68	75.3	77	8:21:31 AM	EBOL	OWP	TJT	AJT	NONE		99.7
19042-02233A Sec C	8	7	18000	42.23	35.48	36.3	46.29	41.78	37.75	34.53	26.67	14.86	75.3	77	8:21:47 AM	EBOL	OWP	TJT	AJT	NONE		98.9
19042-02233A Sec C	8	8	18000	41.14	34.68	35.55	45.6	41.05	36.94	33.61	26.5	14.47	75.3	77	8:22:01 AM	EBOL	OWP	TJT	AJT	NONE		99.8
19042-02233A Sec C	8	9	22000	42.82	35.41	36.95	47.11	42.9	38.11	34.17	26.8	14.51	75.3	77	8:22:19 AM	EBOL	OWP	TJT	AJT	NONE		100.2
19042-02233A Sec C	8	10	22000	39.52	32.57	33.98	43.39	39.61	35.14	31.7	24.84	13.52	75.3	77	8:22:37 AM	EBOL	OWP	TJT	AJT	NONE		100.2

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19042-02233A Sec C	8	11	22000	42.79	35.18	36.83	47	42.74	37.94	34.29	26.88	14.61	75.3	77	8:22:55 AM	EBOL	OWP	TJT	AJT	NONE		99.9
19042-02233A Sec C	8	12	22000	43.3	35.75	37.36	47.51	43.31	38.52	34.64	27	14.64	75.3	77	8:23:12 AM	EBOL	OWP	TJT	AJT	NONE		100.0
19042-02233A Sec C	13	1	9000	26.55	24.51	22.11	23.9	22.54	20.39	18.54	14.77	8.6	81.9	79.5	8:45:52 AM	EBOL	OWP	TJT	BJT	NONE	92.3	
19042-02233A Sec C	13	2	9000	24.73	24.39	20.68	22.33	21.05	19.07	17.25	13.68	7.86	81.9	79.5	8:46:01 AM	EBOL	OWP	TJT	BJT	NONE	98.6	
19042-02233A Sec C	13	3	9000	24.82	24.56	20.74	22.37	21.11	19.07	17.3	13.75	7.89	81.9	79.5	8:46:11 AM	EBOL	OWP	TJT	BJT	NONE	99.0	
19042-02233A Sec C	13	4	9000	24.84	24.54	20.62	22.4	21.14	19.01	17.27	13.79	7.89	81.9	79.5	8:46:20 AM	EBOL	OWP	TJT	BJT	NONE	98.8	
19042-02233A Sec C	13	5	18000	41.72	40.21	34.45	37.33	35.13	31.4	28.27	22.19	12.52	81.9	79.5	8:46:32 AM	EBOL	OWP	TJT	BJT	NONE	96.4	
19042-02233A Sec C	13	6	18000	41.54	40.68	34.23	37.21	34.83	31.28	28.02	22.06	12.35	81.9	79.5	8:46:46 AM	EBOL	OWP	TJT	BJT	NONE	97.9	
19042-02233A Sec C	13	7	18000	41.5	40.73	34.18	37.22	34.81	31.19	28.03	22.11	12.38	81.9	79.5	8:47:00 AM	EBOL	OWP	TJT	BJT	NONE	98.1	
19042-02233A Sec C	13	8	18000	41.48	40.79	34.18	37.13	34.8	31.17	27.94	22.02	12.34	81.9	79.5	8:47:14 AM	EBOL	OWP	TJT	BJT	NONE	98.3	
19042-02233A Sec C	13	9	22000	44.89	43.55	36.85	39.78	37.44	33.27	29.77	23.26	12.92	81.9	79.5	8:47:31 AM	EBOL	OWP	TJT	BJT	NONE	97.0	
19042-02233A Sec C	13	10	22000	44.64	43.36	36.65	39.55	37.28	33.16	29.67	23.13	12.84	81.9	79.5	8:47:50 AM	EBOL	OWP	TJT	BJT	NONE	97.1	
19042-02233A Sec C	13	11	22000	44.53	43.3	36.51	39.47	37.13	33.01	29.54	23.05	12.77	81.9	79.5	8:48:08 AM	EBOL	OWP	TJT	BJT	NONE	97.2	
19042-02233A Sec C	13	12	22000	44.12	42.97	36.19	39.07	36.79	32.69	29.28	22.82	12.62	81.9	79.5	8:48:26 AM	EBOL	OWP	TJT	BJT	NONE	97.4	
19042-02233A Sec C	15	1	9000	18.56	18.3	15.01	16.7	15.65	14.16	12.73	10.1	5.74	83.7	81.3	8:56:07 AM	EBOL	OWP	TJT	BJT	NONE	98.6	
19042-02233A Sec C	15	2	9000	17.89	17.7	14.49	16.12	15.05	13.58	12.27	9.65	5.51	83.7	81.3	8:56:17 AM	EBOL	OWP	TJT	BJT	NONE	98.9	
19042-02233A Sec C	15	3	9000	17.88	17.7	14.36	16.11	14.98	13.55	12.22	9.62	5.51	83.7	81.3	8:56:26 AM	EBOL	OWP	TJT	BJT	NONE	99.0	
19042-02233A Sec C	15	4	9000	17.85	17.73	14.45	16.09	15.06	13.57	12.29	9.68	5.5	83.7	81.3	8:56:36 AM	EBOL	OWP	TJT	BJT	NONE	99.3	
19042-02233A Sec C	15	5	18000	31.43	30.64	25.08	27.97	26.33	23.42	21.06	16.48	9.18	83.7	81.3	8:56:48 AM	EBOL	OWP	TJT	BJT	NONE	97.5	
19042-02233A Sec C	15	6	18000	31.43	30.79	25.1	27.98	26.28	23.45	21.04	16.49	9.2	83.7	81.3	8:57:02 AM	EBOL	OWP	TJT	BJT	NONE	98.0	
19042-02233A Sec C	15	7	18000	31.49	30.98	25.17	28	26.29	23.49	21.05	16.47	9.18	83.7	81.3	8:57:16 AM	EBOL	OWP	TJT	BJT	NONE	98.4	
19042-02233A Sec C	15	8	18000	31.37	30.95	25.07	27.91	26.17	23.37	20.98	16.46	9.2	83.7	81.3	8:57:30 AM	EBOL	OWP	TJT	BJT	NONE	98.7	
19042-02233A Sec C	15	9	22000	33.55	32.74	26.81	29.7	27.86	24.66	22.14	17.22	9.45	83.7	81.3	8:57:46 AM	EBOL	OWP	TJT	BJT	NONE	97.6	
19042-02233A Sec C	15	10	22000	33.4	32.6	26.7	29.61	27.81	24.62	22.09	17.29	9.48	83.7	81.3	8:58:02 AM	EBOL	OWP	TJT	BJT	NONE	97.6	
19042-02233A Sec C	15	11	22000	33.73	33.06	27.05	29.87	28.02	24.81	22.22	17.3	9.51	83.7	81.3	8:58:20 AM	EBOL	OWP	TJT	BJT	NONE	98.0	
19042-02233A Sec C	15	12	22000	33.4	32.67	26.68	29.66	27.9	24.66	22.14	17.26	9.56	83.7	81.3	8:58:39 AM	EBOL	OWP	TJT	BJT	NONE	97.8	
19042-24680A Sec B	1	1	9000	29.75	25.37	25.14	32.67	24.18	22.14	20.19	16.42	9.7	67.6	65.7	7:16:59 AM	EBOL	OWP	COJT	AJT	NONE		81.3
19042-24680A Sec B	1	2	9000	29.45	24.82	24.83	32.39	24.07	21.99	20.05	16.21	9.52	67.6	65.7	7:17:08 AM	EBOL	OWP	COJT	AJT	NONE		81.7
19042-24680A Sec B	1	3	9000	29.29	24.75	24.62	32.33	23.91	21.83	19.85	16.08	9.48	67.6	65.7	7:17:18 AM	EBOL	OWP	COJT	AJT	NONE		81.6
19042-24680A Sec B	1	4	9000	29.49	24.98	24.91	32.51	24.14	22.11	20.13	16.32	9.63	67.6	65.7	7:17:31 AM	EBOL	OWP	COJT	AJT	NONE		81.9
19042-24680A Sec B	1	5	18000	45.95	38.47	38.64	50.99	37.67	34.09	30.89	25.08	14.78	67.6	65.7	7:17:44 AM	EBOL	OWP	COJT	AJT	NONE		82.0
19042-24680A Sec B	1	6	18000	46.35	38.84	38.97	51.4	38.08	34.72	31.62	25.48	15	67.6	65.7	7:18:00 AM	EBOL	OWP	COJT	AJT	NONE		82.2
19042-24680A Sec B	1	7	18000	45.49	38.17	37.95	50.06	37.07	33.63	30.64	24.72	14.43	67.6	65.7	7:18:14 AM	EBOL	OWP	COJT	AJT	NONE		81.5
19042-24680A Sec B	1	8	18000	44.71	37.74	38.03	49.74	36.9	33.66	31.07	24.87	14.67	67.6	65.7	7:18:29 AM	EBOL	OWP	COJT	AJT	NONE		82.5
19042-24680A Sec B	1	9	22000	48.53	40.4	40.76	53.51	39.97	35.87	32.66	26.14	15.15	67.6	65.7	7:18:47 AM	EBOL	OWP	COJT	AJT	NONE		82.4
19042-24680A Sec B	1	10	22000	49	40.87	40.95	54.08	40.4	36.32	33.03	26.45	15.37	67.6	65.7	7:19:06 AM	EBOL	OWP	COJT	AJT	NONE		82.4
19042-24680A Sec B	1	11	22000	49.51	41.3	41.39	54.71	40.93	36.65	33.34	26.68	15.55	67.6	65.7	7:19:24 AM	EBOL	OWP	COJT	AJT	NONE		82.7
19042-24680A Sec B	1	12	22000	49.67	41.37	41.47	54.69	40.83	36.74	33.44	26.72	15.54	67.6	65.7	7:19:43 AM	EBOL	OWP	COJT	AJT	NONE		82.2
19042-24680A Sec B	4	12	22000	41.63	26.3	36.19	35.21	32.74	28.2	24.68	18.27	8.97	68.2	66.2	7:39:40 AM	EBOL	OWP	COJT	BJT	NONE	63.2	
19042-24680A Sec B	4	11	22000	42.98	27.22	37.47	36.58	34	29.27	25.56	18.86	9.41	68.2	66.2	7:39:22 AM	EBOL	OWP	COJT	BJT	NONE	63.3	
19042-24680A Sec B	4	10	22000	42.94	27.15	37.51	36.5	34.03	29.28	25.62	18.95	9.36	68.2	66.2	7:39:03 AM	EBOL	OWP	COJT	BJT	NONE	63.2	
19042-24680A Sec B	4	9	22000	42.48	26.91	37.24	36.02	33.57	28.97	25.3	18.65	9.18	68.2	66.2	7:38:43 AM	EBOL	OWP	COJT	BJT	NONE	63.3	
19042-24680A Sec B	4	8	18000	39.95	24.15	35.27	34.4	31.8	27.82	24.24	17.99	8.87	68.2	66.2	7:38:27 AM	EBOL	OWP	COJT	BJT	NONE	60.5	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19042-24680A Sec B	4	7	18000	39.94	24.11	35.42	34.45	31.78	27.66	24.58	18.04	8.91	68.2	66.2	7:38:12 AM	EBOL	OWP	COJT	BJT	NONE	60.4	
19042-24680A Sec B	4	6	18000	39.75	24.05	35.17	34.34	31.65	27.61	24.38	17.92	8.88	68.2	66.2	7:37:54 AM	EBOL	OWP	COJT	BJT	NONE	60.5	
19042-24680A Sec B	4	5	18000	39.62	23.97	35.03	34.21	31.59	27.46	24.43	17.88	8.9	68.2	66.2	7:37:40 AM	EBOL	OWP	COJT	BJT	NONE	60.5	
19042-24680A Sec B	4	4	9000	24.13	13.03	21.51	21.2	19.61	17.28	15.13	11.18	5.54	68.2	66.2	7:37:28 AM	EBOL	OWP	COJT	BJT	NONE	54.0	
19042-24680A Sec B	4	3	9000	24.46	13.15	21.78	21.21	19.69	17.34	15.29	11.32	5.6	68.2	66.2	7:37:18 AM	EBOL	OWP	COJT	BJT	NONE		80.5
19042-24680A Sec B	5	12	22000	49.08	40.49	43.17	54.96	43.4	38.45	34.67	26.93	14.37	68.8	66.8	7:46:09 AM	EBOL	OWP	COJT	AJT	NONE		88.4
19042-24680A Sec B	5	11	22000	48.59	40.35	42.41	54.31	42.73	37.81	34.04	26.51	14.16	68.8	66.8	7:45:51 AM	EBOL	OWP	COJT	AJT	NONE		87.9
19042-24680A Sec B	5	10	22000	50.88	42.22	43.74	55.72	43.88	38.91	35.05	27.12	14.54	68.8	66.8	7:45:31 AM	EBOL	OWP	COJT	AJT	NONE		86.2
19042-24680A Sec B	5	9	22000	50.76	42.12	43.58	55.5	43.77	38.72	34.79	27.12	14.5	68.8	66.8	7:45:13 AM	EBOL	OWP	COJT	AJT	NONE		86.2
19042-24680A Sec B	5	8	18000	47.85	40.14	41.29	52.92	41.1	36.65	32.94	25.67	13.87	68.8	66.8	7:44:56 AM	EBOL	OWP	COJT	AJT	NONE		85.9
19042-24680A Sec B	5	7	18000	47.35	39.76	40.92	52.58	40.72	36.4	32.61	25.5	13.79	68.8	66.8	7:44:42 AM	EBOL	OWP	COJT	AJT	NONE		86.0
19042-24680A Sec B	5	6	18000	46.3	38.93	40.61	51.94	40.11	35.96	32.88	25.49	13.92	68.8	66.8	7:44:28 AM	EBOL	OWP	COJT	AJT	NONE		86.6
19042-24680A Sec B	5	5	18000	48.03	40.34	41.48	52.95	41.16	36.73	32.97	25.69	13.92	68.8	66.8	7:44:14 AM	EBOL	OWP	COJT	AJT	NONE		85.7
19042-24680A Sec B	5	4	9000	30.03	25.44	26.12	33.1	25.3	22.85	20.77	16.24	8.9	68.8	66.8	7:44:01 AM	EBOL	OWP	COJT	AJT	NONE		84.2
19042-24680A Sec B	5	3	9000	29.91	25.47	26.02	33.16	25.17	22.78	20.57	16.1	8.84	68.8	66.8	7:43:52 AM	EBOL	OWP	COJT	AJT	NONE		84.2
19042-24680A Sec B	5	2	9000	30.14	25.58	26.21	33.31	25.27	22.78	20.72	16.29	8.87	68.8	66.8	7:43:33 AM	EBOL	OWP	COJT	AJT	NONE		83.8
19042-24680A Sec B	5	1	9000	30.3	25.83	26.4	33.34	25.2	22.83	20.77	16.32	8.97	68.8	66.8	7:43:24 AM	EBOL	OWP	COJT	AJT	NONE		83.2
19042-24680A Sec B	8	12	22000	43.02	35.59	36.21	36.99	34.36	29.64	26.05	19.39	9.74	63.4	65.2	7:52:27 AM	EBOL	OWP	COJT	BJT	NONE	82.7	
19042-24680A Sec B	8	11	22000	42.74	35.39	36.04	36.86	34.2	29.51	25.86	19.28	9.7	63.4	65.2	7:52:09 AM	EBOL	OWP	COJT	BJT	NONE	82.8	
19042-24680A Sec B	8	10	22000	42.65	35.42	35.99	36.77	34.14	29.46	25.86	19.22	9.68	63.4	65.2	7:51:51 AM	EBOL	OWP	COJT	BJT	NONE	83.0	
19042-24680A Sec B	8	9	22000	42.05	34.96	35.44	36.33	33.72	29.08	25.49	19.01	9.58	63.4	65.2	7:51:29 AM	EBOL	OWP	COJT	BJT	NONE	83.1	
19042-24680A Sec B	8	8	18000	39.77	33.03	33.72	34.78	31.8	27.76	25.53	18.57	9.4	63.4	65.2	7:51:13 AM	EBOL	OWP	COJT	BJT	NONE	83.1	
19042-24680A Sec B	8	7	18000	40.19	33.5	34.25	35.19	32.19	28.27	26.22	19.02	9.55	63.4	65.2	7:50:58 AM	EBOL	OWP	COJT	BJT	NONE	83.4	
19042-24680A Sec B	8	6	18000	39.39	32.79	33.44	34.44	31.64	27.58	25.5	18.39	9.35	63.4	65.2	7:50:44 AM	EBOL	OWP	COJT	BJT	NONE	83.2	
19042-24680A Sec B	8	5	18000	37.27	30.55	33.64	34.68	31.97	27.91	26.1	18.87	9.54	63.4	65.2	7:50:30 AM	EBOL	OWP	COJT	BJT	NONE	82.0	
19042-24680A Sec B	8	4	9000	25.55	20.8	21.83	22.42	20.63	18.17	16.09	12.02	5.93	63.4	65.2	7:50:12 AM	EBOL	OWP	COJT	BJT	NONE	81.4	
19042-24680A Sec B	8	3	9000	25.65	20.86	21.98	22.55	20.77	18.31	16.16	12.07	6.01	63.4	65.2	7:50:03 AM	EBOL	OWP	COJT	BJT	NONE	81.3	
19042-24680A Sec B	8	2	9000	25.87	20.97	22.13	22.72	20.91	18.41	16.33	12.23	6.08	63.4	65.2	7:49:53 AM	EBOL	OWP	COJT	BJT	NONE	81.1	
19042-24680A Sec B	8	1	9000	25.75	20.86	22.09	22.7	20.79	18.46	16.48	12.39	6.22	63.4	65.2	7:49:43 AM	EBOL	OWP	COJT	BJT	NONE	81.0	
19042-24680A Sec B	9	12	22000	42.83	35.72	36.76	46.99	40.28	35.84	31.98	24.78	13.25	61.9	66.4	7:57:40 AM	EBOL	OWP	COJT	AJT	NONE		94.0
19042-24680A Sec B	9	11	22000	41.78	34.71	36.01	46.15	39.47	35.37	31.45	24.42	13.04	61.9	66.4	7:57:22 AM	EBOL	OWP	COJT	AJT	NONE		94.5
19042-24680A Sec B	9	10	22000	42.84	35.54	36.73	46.72	40.12	35.62	31.74	24.58	13.16	61.9	66.4	7:57:04 AM	EBOL	OWP	COJT	AJT	NONE		93.7
19042-24680A Sec B	9	9	22000	42.58	35.49	36.49	46.62	39.93	35.49	31.6	24.45	13.11	61.9	66.4	7:56:46 AM	EBOL	OWP	COJT	AJT	NONE		93.8
19042-24680A Sec B	9	8	18000	40.03	33.72	34.64	44.41	36.97	33.06	29.6	23.12	12.41	61.9	66.4	7:56:29 AM	EBOL	OWP	COJT	AJT	NONE		92.4
19042-24680A Sec B	9	7	18000	40.08	33.73	34.5	44.17	36.93	33.12	29.5	23.03	12.38	61.9	66.4	7:56:15 AM	EBOL	OWP	COJT	AJT	NONE		92.1
19042-24680A Sec B	9	6	18000	40.24	33.8	34.62	44.37	37	33.07	29.51	23.07	12.36	61.9	66.4	7:56:01 AM	EBOL	OWP	COJT	AJT	NONE		91.9
19042-24680A Sec B	9	5	18000	40.18	33.85	34.67	44.18	36.89	33.03	29.54	22.91	12.41	61.9	66.4	7:55:47 AM	EBOL	OWP	COJT	AJT	NONE		91.8
19042-24680A Sec B	9	4	9000	25.01	21.33	21.78	27.66	21.92	19.8	17.88	13.94	7.63	61.9	66.4	7:55:35 AM	EBOL	OWP	COJT	AJT	NONE		87.6
19042-24680A Sec B	9	3	9000	24.85	21.08	21.59	27.39	21.65	19.53	17.66	13.82	7.55	61.9	66.4	7:55:25 AM	EBOL	OWP	COJT	AJT	NONE		87.1
19042-24680A Sec B	9	2	9000	24.98	21.14	21.68	27.53	21.76	19.67	17.75	13.86	7.56	61.9	66.4	7:55:16 AM	EBOL	OWP	COJT	AJT	NONE		87.1
19042-24680A Sec B	9	1	9000	25.02	21.42	21.74	27.51	21.6	19.61	17.68	13.89	7.65	61.9	66.4	7:55:06 AM	EBOL	OWP	COJT	AJT	NONE		86.3
19042-24680A Sec B	12	1	9000	23.84	21.96	20.65	21.38	19.72	17.75	15.79	12.08	6.36	64.3	66.2	8:01:26 AM	EBOL	OWP	COJT	BJT	NONE	92.1	
19042-24680A Sec B	12	2	9000	23.82	21.84	20.59	21.17	19.65	17.61	15.7	11.89	6.13	64.3	66.2	8:01:36 AM	EBOL	OWP	COJT	BJT	NONE	91.7	
19042-24680A Sec B	12	3	9000	23.82	21.92	20.61	21.32	19.68	17.56	15.73	11.91	6.17	64.3	66.2	8:01:51 AM	EBOL	OWP	COJT	BJT	NONE	92.0	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19042-24680A Sec B	12	4	9000	23.81	21.8	20.57	21.31	19.68	17.55	15.69	11.93	6.19	64.3	66.2	8:02:04 AM	EBOL	OWP	COJT	BJT	NONE	91.6	
19042-24680A Sec B	12	5	18000	38.02	34.92	32.45	33.78	31.37	27.91	24.99	19.04	9.98	64.3	66.2	8:02:18 AM	EBOL	OWP	COJT	BJT	NONE	91.8	
19042-24680A Sec B	12	6	18000	38.54	35.35	32.93	34.17	31.74	28.31	25.31	19.2	10.07	64.3	66.2	8:02:32 AM	EBOL	OWP	COJT	BJT	NONE	91.7	
19042-24680A Sec B	12	7	18000	38.21	35.05	32.69	33.85	31.48	28.05	25.23	19.11	10.1	64.3	66.2	8:02:50 AM	EBOL	OWP	COJT	BJT	NONE	91.7	
19042-24680A Sec B	12	8	18000	38.23	35.17	32.69	34.09	31.73	28.11	25.08	19.12	10.07	64.3	66.2	8:03:04 AM	EBOL	OWP	COJT	BJT	NONE	92.0	
19042-24680A Sec B	12	9	22000	41.3	37.74	35.09	36.32	33.96	29.98	26.72	20.3	10.73	64.3	66.2	8:03:20 AM	EBOL	OWP	COJT	BJT	NONE	91.4	
19042-24680A Sec B	12	10	22000	41.23	37.68	35.19	36.43	34.12	30.1	26.78	20.36	10.76	64.3	66.2	8:03:38 AM	EBOL	OWP	COJT	BJT	NONE	91.4	
19042-24680A Sec B	12	11	22000	41.48	37.92	35.2	36.57	34.16	30.14	26.85	20.39	10.8	64.3	66.2	8:03:56 AM	EBOL	OWP	COJT	BJT	NONE	91.4	
19042-24680A Sec B	12	12	22000	41.73	38.06	35.45	36.73	34.3	30.32	26.97	20.53	10.88	64.3	66.2	8:04:14 AM	EBOL	OWP	COJT	BJT	NONE	91.2	
19042-24680A Sec B	13	1	9000	49.73	43.54	42.5	54.51	25.85	24.21	22.56	19.3	13.18	61.5	67.1	8:15:27 AM	EBOL	OWP	COJT	AJT	NONE		52.0
19042-24680A Sec B	13	2	9000	48.8	42.48	42.06	53.6	25.93	24.19	22.59	19.27	13.13	61.5	67.1	8:15:36 AM	EBOL	OWP	COJT	AJT	NONE		53.1
19042-24680A Sec B	13	3	9000	48.27	41.9	41.31	52.99	25.69	23.87	22.55	19.04	12.76	61.5	67.1	8:15:55 AM	EBOL	OWP	COJT	AJT	NONE		53.2
19042-24680A Sec B	13	4	9000	49.38	42.98	42.37	54.24	26.32	24.59	22.94	19.54	13.33	61.5	67.1	8:16:04 AM	EBOL	OWP	COJT	AJT	NONE		53.3
19042-24680A Sec B	13	5	18000	76.33	65.56	65.1	84.71	45.89	42.35	39.45	33.63	22.77	61.5	67.1	8:16:16 AM	EBOL	OWP	COJT	AJT	NONE		60.1
19042-24680A Sec B	13	6	18000	69.68	59.89	62.39	81.85	43.91	40.71	37.97	32.39	21.95	61.5	67.1	8:16:31 AM	EBOL	OWP	COJT	AJT	NONE		63.0
19042-24680A Sec B	13	7	18000	74	63.64	63.6	82.94	45.27	41.81	38.89	33.08	22.29	61.5	67.1	8:16:45 AM	EBOL	OWP	COJT	AJT	NONE		61.2
19042-24680A Sec B	13	8	18000	70.85	60.68	63.97	81.7	44.23	40.89	38.14	32.5	21.94	61.5	67.1	8:16:59 AM	EBOL	OWP	COJT	AJT	NONE		62.4
19042-24680A Sec B	13	9	22000	75.46	63.93	64.67	85.37	48.5	44.69	41.32	34.79	23.09	61.5	67.1	8:17:17 AM	EBOL	OWP	COJT	AJT	NONE		64.3
19042-24680A Sec B	13	10	22000	75.77	64.29	65.66	85.47	48.13	44.34	41.17	34.71	23.12	61.5	67.1	8:17:35 AM	EBOL	OWP	COJT	AJT	NONE		63.5
19042-24680A Sec B	13	11	22000	77.45	65.64	65.44	85.42	48.1	44.32	40.92	34.46	22.96	61.5	67.1	8:17:53 AM	EBOL	OWP	COJT	AJT	NONE		62.1
19042-24680A Sec B	13	12	22000	76.76	65.49	65.85	86	48.19	44.26	41.01	34.92	23.09	61.5	67.1	8:18:11 AM	EBOL	OWP	COJT	AJT	NONE		62.8
19042-24680A Sec B	15	1	9000	15.75	13.64	13.54	17.15	15.18	13.84	12.5	10.14	6.07	68.6	69.7	8:26:31 AM	EBOL	OWP	COJT	AJT	NONE		96.4
19042-24680A Sec B	15	2	9000	15.29	13.02	13.2	17.4	15.28	14.16	12.85	10.37	6.17	68.6	69.7	8:26:41 AM	EBOL	OWP	COJT	AJT	NONE		99.9
19042-24680A Sec B	15	3	9000	15.54	13.34	13.52	17.46	15.26	13.74	12.86	10.39	6.17	68.6	69.7	8:26:56 AM	EBOL	OWP	COJT	AJT	NONE		98.2
19042-24680A Sec B	15	4	9000	15.82	13.66	13.64	17.56	15.4	13.94	12.83	10.36	6.14	68.6	69.7	8:27:05 AM	EBOL	OWP	COJT	AJT	NONE		97.3
19042-24680A Sec B	15	5	18000	28.5	24.24	24.31	31.19	27.42	24.61	22.55	18.13	10.71	68.6	69.7	8:27:17 AM	EBOL	OWP	COJT	AJT	NONE		96.2
19042-24680A Sec B	15	6	18000	29.01	24.69	24.83	31.77	28.24	25.6	23.15	18.54	10.83	68.6	69.7	8:27:31 AM	EBOL	OWP	COJT	AJT	NONE		97.3
19042-24680A Sec B	15	7	18000	28.48	24.13	24.37	31.36	27.67	24.89	22.68	18.09	10.67	68.6	69.7	8:27:48 AM	EBOL	OWP	COJT	AJT	NONE		97.2
19042-24680A Sec B	15	8	18000	29.06	24.65	24.97	31.77	28.2	25.45	22.97	18.52	10.89	68.6	69.7	8:28:02 AM	EBOL	OWP	COJT	AJT	NONE		97.0
19042-24680A Sec B	15	9	22000	32.23	27.26	27.39	34.95	31.03	27.79	25.18	20.17	11.8	68.6	69.7	8:28:18 AM	EBOL	OWP	COJT	AJT	NONE		96.3
19042-24680A Sec B	15	10	22000	31.92	26.94	27.15	34.65	30.7	27.66	25.1	20.01	11.68	68.6	69.7	8:28:36 AM	EBOL	OWP	COJT	AJT	NONE		96.2
19042-24680A Sec B	15	11	22000	32.43	27.37	27.52	35.18	31.16	27.97	25.39	20.22	11.84	68.6	69.7	8:28:54 AM	EBOL	OWP	COJT	AJT	NONE		96.1
19042-24680A Sec B	15	12	22000	32.74	27.64	27.85	35.58	31.57	28.37	25.68	20.46	11.96	68.6	69.7	8:29:12 AM	EBOL	OWP	COJT	AJT	NONE		96.4
19042-24680A Sec B	18	1	9000	23.41	21.09	20.46	21.34	20.28	18.72	17.33	14.42	9.6	67.5	69.1	8:31:22 AM	EBOL	OWP	COJT	BJT	NONE	90.1	
19042-24680A Sec B	18	2	9000	22.86	20.59	19.83	20.97	19.65	18.18	16.7	13.92	9.15	67.5	69.1	8:31:32 AM	EBOL	OWP	COJT	BJT	NONE	90.1	
19042-24680A Sec B	18	3	9000	22.63	20.55	19.82	20.87	19.75	18.15	16.76	13.91	9.16	67.5	69.1	8:31:41 AM	EBOL	OWP	COJT	BJT	NONE	90.8	
19042-24680A Sec B	18	4	9000	22.96	20.7	19.95	21.08	19.85	18.25	16.82	13.96	9.28	67.5	69.1	8:31:50 AM	EBOL	OWP	COJT	BJT	NONE	90.2	
19042-24680A Sec B	18	5	18000	35.89	31.77	31.33	32.59	30.95	28.26	26.64	21.48	14.24	67.5	69.1	8:32:02 AM	EBOL	OWP	COJT	BJT	NONE	88.5	
19042-24680A Sec B	18	6	18000	36.06	31.99	31.63	32.98	31.18	28.42	26.64	21.7	14.42	67.5	69.1	8:32:17 AM	EBOL	OWP	COJT	BJT	NONE	88.7	
19042-24680A Sec B	18	7	18000	36.29	32.29	31.84	33.17	31.29	28.78	26.64	21.85	14.44	67.5	69.1	8:32:31 AM	EBOL	OWP	COJT	BJT	NONE	89.0	
19042-24680A Sec B	18	8	18000	36.51	32.36	31.69	33.1	31.42	28.69	26.79	21.85	14.38	67.5	69.1	8:32:49 AM	EBOL	OWP	COJT	BJT	NONE	88.6	
19042-24680A Sec B	18	9	22000	38.5	33.72	33.47	34.52	33.01	29.85	27.44	22.58	14.71	67.5	69.1	8:33:05 AM	EBOL	OWP	COJT	BJT	NONE	87.6	
19042-24680A Sec B	18	10	22000	38.5	33.83	33.6	34.81	33.14	30.01	27.73	22.76	14.8	67.5	69.1	8:33:25 AM	EBOL	OWP	COJT	BJT	NONE	87.9	
19042-24680A Sec B	18	11	22000	38.41	33.71	33.44	34.7	33.06	29.86	27.5	22.61	14.74	67.5	69.1	8:33:43 AM	EBOL	OWP	COJT	BJT	NONE	87.8	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19042-24680A Sec B	18	12	22000	38.59	33.77	33.54	34.85	33.16	30.03	27.76	22.81	14.93	67.5	69.1	8:34:00 AM	EBOL	OWP	COJT	BJT	NONE	87.5	
19042-24680A Sec B	13B	12	22000	46.4	22.34	41.19	40.84	38.3	33.65	29.74	22.89	12.39	65.9	68.4	8:10:22 AM	EBOL	OWP	TJT	BJT	NONE	48.1	
19042-24680A Sec B	13B	11	22000	46.36	22.73	40.71	40.83	38.07	33.41	29.68	23	12.51	65.9	68.4	8:10:04 AM	EBOL	OWP	TJT	BJT	NONE	49.0	
19042-24680A Sec B	13B	10	22000	45.88	22.1	40.75	40.3	37.58	33.06	29.48	22.75	12.34	65.9	68.4	8:09:46 AM	EBOL	OWP	TJT	BJT	NONE	48.2	
19042-24680A Sec B	13B	9	22000	45.8	22.04	40.81	40.44	37.81	33.28	29.64	22.74	12.3	65.9	68.4	8:09:28 AM	EBOL	OWP	TJT	BJT	NONE	48.1	
19042-24680A Sec B	13B	8	18000	45.53	19.56	40.59	40.93	37.96	34.08	33.27	25.11	13.9	65.9	68.4	8:09:12 AM	EBOL	OWP	TJT	BJT	NONE	43.0	
19042-24680A Sec B	13B	7	18000	47.1	20.24	41.37	41.47	38.64	34.53	34.26	25.69	14.18	65.9	68.4	8:08:58 AM	EBOL	OWP	TJT	BJT	NONE	43.0	
19042-24680A Sec B	13B	6	18000	46.1	19.7	40.95	41.13	37.99	33.64	33.7	25.56	14	65.9	68.4	8:08:44 AM	EBOL	OWP	TJT	BJT	NONE	42.7	
19042-24680A Sec B	13B	5	18000	46.04	19.53	40.98	41.11	38.18	33.95	33.73	25.52	14.19	65.9	68.4	8:08:30 AM	EBOL	OWP	TJT	BJT	NONE	42.4	
19042-24680A Sec B	13B	4	9000	32.58	10.29	28.84	29.1	27.24	24.32	21.55	16.83	9.22	65.9	68.4	8:08:12 AM	EBOL	OWP	TJT	BJT	NONE	31.6	
19042-24680A Sec B	13B	3	9000	33.11	10.15	29.5	29.57	27.5	24.59	21.94	16.9	9.16	65.9	68.4	8:08:03 AM	EBOL	OWP	TJT	BJT	NONE	30.7	
19042-24680A Sec B	13B	2	9000	32.58	10.22	28.73	28.92	27.05	24.2	21.5	16.69	9.14	65.9	68.4	8:07:51 AM	EBOL	OWP	TJT	BJT	NONE	31.4	
19042-24680A Sec B	13B	1	9000	32.97	10.11	29	29.24	27.31	24.51	21.73	17.04	9.42	65.9	68.4	8:07:42 AM	EBOL	OWP	TJT	BJT	NONE	30.7	
19042-24680A Sec B	1B	1	9000	17.59	15.96	15.98	15.23	14.03	12.46	10.99	8	3.9	63.5	66.1	7:30:51 AM	EBOL	OWP	TJT	BJT	NONE	90.7	
19042-24680A Sec B	1B	2	9000	17.54	15.86	15.86	15.26	13.97	12.36	10.83	7.93	3.82	63.5	66.1	7:31:00 AM	EBOL	OWP	TJT	BJT	NONE	90.4	
19042-24680A Sec B	1B	3	9000	17.64	15.98	16.02	15.37	14.17	12.44	10.88	8.02	3.85	63.5	66.1	7:31:10 AM	EBOL	OWP	TJT	BJT	NONE	90.6	
19042-24680A Sec B	1B	4	9000	17.8	15.99	16.1	15.52	14.22	12.49	10.98	8.02	3.86	63.5	66.1	7:31:19 AM	EBOL	OWP	TJT	BJT	NONE	89.8	
19042-24680A Sec B	1B	5	18000	27.84	24.32	25.25	24.1	22.29	19.38	16.86	12.55	6.36	63.5	66.1	7:31:34 AM	EBOL	OWP	TJT	BJT	NONE	87.4	
19042-24680A Sec B	1B	6	18000	27.97	24.4	25.02	24.25	22.17	19.29	16.81	12.5	6.2	63.5	66.1	7:31:48 AM	EBOL	OWP	TJT	BJT	NONE	87.2	
19042-24680A Sec B	1B	7	18000	27.93	24.55	25.08	23.92	21.99	19.32	16.76	12.5	6.18	63.5	66.1	7:32:02 AM	EBOL	OWP	TJT	BJT	NONE	87.9	
19042-24680A Sec B	1B	8	18000	27.87	24.5	24.96	24.13	22.07	19.33	16.91	12.43	6.14	63.5	66.1	7:32:17 AM	EBOL	OWP	TJT	BJT	NONE	87.9	
19042-24680A Sec B	1B	9	22000	29.09	25.04	26.02	25.16	23.2	20.06	17.7	13.01	6.42	63.5	66.1	7:32:34 AM	EBOL	OWP	TJT	BJT	NONE	86.1	
19042-24680A Sec B	1B	10	22000	29.98	25.78	26.81	25.83	23.93	20.57	17.94	13.3	6.6	63.5	66.1	7:32:54 AM	EBOL	OWP	TJT	BJT	NONE	86.0	
19042-24680A Sec B	1B	11	22000	29.08	24.94	26.3	25.58	23.75	20.27	17.94	13.22	6.63	63.5	66.1	7:33:12 AM	EBOL	OWP	TJT	BJT	NONE	85.8	
19042-24680A Sec B	1B	12	22000	29.88	25.48	26.51	25.52	23.65	20.3	17.85	13.13	6.54	63.5	66.1	7:33:30 AM	EBOL	OWP	TJT	BJT	NONE	85.3	
19043-02234A EB	1	1	9000	18.35	15.7	15.68	20.41	16.44	14.87	13.49	10.78	6.18	62.5	67.6	8:14:40 AM	EBOL	OWP	COJT	AJT	NONE		89.6
19043-02234A EB	1	2	9000	18.17	15.38	15.46	20.23	16.37	14.79	13.28	10.51	6	62.5	67.6	8:14:50 AM	EBOL	OWP	COJT	AJT	NONE		90.1
19043-02234A EB	1	3	9000	18.18	15.51	15.56	20.24	16.4	14.89	13.42	10.54	5.96	62.5	67.6	8:15:00 AM	EBOL	OWP	COJT	AJT	NONE		90.2
19043-02234A EB	1	4	9000	18.33	15.57	15.61	20.38	16.58	14.98	13.44	10.61	6.02	62.5	67.6	8:15:09 AM	EBOL	OWP	COJT	AJT	NONE		90.5
19043-02234A EB	1	5	18000	30.06	24.99	25.55	33.39	27.3	24.36	22	17.31	9.69	62.5	67.6	8:15:22 AM	EBOL	OWP	COJT	AJT	NONE		90.8
19043-02234A EB	1	6	18000	30.61	25.46	25.99	34.01	27.62	24.69	22.26	17.52	9.8	62.5	67.6	8:15:36 AM	EBOL	OWP	COJT	AJT	NONE		90.2
19043-02234A EB	1	7	18000	30.53	25.44	25.79	33.85	27.48	24.67	22.16	17.45	9.74	62.5	67.6	8:15:51 AM	EBOL	OWP	COJT	AJT	NONE		90.0
19043-02234A EB	1	8	18000	30.87	25.85	26.12	34.26	27.86	25.02	22.5	17.75	9.95	62.5	67.6	8:16:05 AM	EBOL	OWP	COJT	AJT	NONE		90.2
19043-02234A EB	1	9	22000	33.7	27.71	28.42	37.1	30.2	26.83	24.21	18.92	10.49	62.5	67.6	8:16:22 AM	EBOL	OWP	COJT	AJT	NONE		89.6
19043-02234A EB	1	10	22000	33.96	27.86	28.61	37.39	30.47	27.06	24.42	19.07	10.42	62.5	67.6	8:16:40 AM	EBOL	OWP	COJT	AJT	NONE		89.7
19043-02234A EB	1	11	22000	34.37	27.81	28.9	37.86	30.68	27.33	24.85	19.11	10.42	62.5	67.6	8:16:59 AM	EBOL	OWP	COJT	AJT	NONE		89.3
19043-02234A EB	1	12	22000	33.99	27.98	28.65	37.58	30.58	27.15	24.52	19.17	10.56	62.5	67.6	8:17:17 AM	EBOL	OWP	COJT	AJT	NONE		90.0
19043-02234A EB	4	1	9000	18.3	15.71	15.52	16.33	15.19	13.65	12.26	9.5	5.31	63.6	70.1	8:40:32 AM	EBOL	OWP	COJT	BJT	NONE	85.8	
19043-02234A EB	4	12	22000	34.96	28.85	29.23	30.57	28.69	25.25	22.43	17.09	9.3	63.6	70.1	8:43:21 AM	EBOL	OWP	COJT	BJT	NONE	82.5	
19043-02234A EB	4	11	22000	34.88	28.74	29.18	30.58	28.62	25.21	22.43	17.13	9.3	63.6	70.1	8:43:03 AM	EBOL	OWP	COJT	BJT	NONE	82.4	
19043-02234A EB	4	10	22000	34.79	28.72	29.11	30.49	28.55	25.17	22.39	17.07	9.25	63.6	70.1	8:42:43 AM	EBOL	OWP	COJT	BJT	NONE	82.6	
19043-02234A EB	4	9	22000	34.55	28.49	28.83	30.18	28.32	24.9	22.16	16.93	9.17	63.6	70.1	8:42:25 AM	EBOL	OWP	COJT	BJT	NONE	82.5	
19043-02234A EB	4	8	18000	31.49	26.38	26.36	27.74	26	22.96	20.46	15.73	8.63	63.6	70.1	8:42:09 AM	EBOL	OWP	COJT	BJT	NONE	83.8	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19043-02234A EB	4	7	18000	31.18	26.11	26.09	27.5	25.74	22.78	20.28	15.62	8.63	63.6	70.1	8:41:54 AM	EBOL	OWP	COJT	BJT	NONE	83.7	
19043-02234A EB	4	6	18000	31.02	25.8	25.98	27.34	25.58	22.6	20.15	15.49	8.52	63.6	70.1	8:41:40 AM	EBOL	OWP	COJT	BJT	NONE	83.2	
19043-02234A EB	4	5	18000	30.63	25.54	25.67	27.01	25.24	22.32	19.91	15.33	8.42	63.6	70.1	8:41:26 AM	EBOL	OWP	COJT	BJT	NONE	83.4	
19043-02234A EB	4	4	9000	18.15	15.49	15.19	16.02	14.99	13.36	11.95	9.26	5.14	63.6	70.1	8:41:14 AM	EBOL	OWP	COJT	BJT	NONE	85.3	
19043-02234A EB	4	3	9000	18.3	15.61	15.25	16.23	15.11	13.54	12.01	9.28	5.15	63.6	70.1	8:40:51 AM	EBOL	OWP	COJT	BJT	NONE	85.3	
19043-02234A EB	4	2	9000	18.11	15.42	15.12	16.09	14.92	13.32	11.93	9.2	5.06	63.6	70.1	8:40:42 AM	EBOL	OWP	COJT	BJT	NONE	85.1	
19043-02234A EB	5	12	22000	26.92	22.33	23.39	29.64	26.55	23.43	21.07	16.19	8.9	65.3	69.6	8:53:04 AM	EBOL	OWP	COJT	AJT	NONE		98.6
19043-02234A EB	5	11	22000	27.07	22.45	23.43	29.69	26.54	23.52	21.13	16.26	8.99	65.3	69.6	8:52:46 AM	EBOL	OWP	COJT	AJT	NONE		98.0
19043-02234A EB	5	10	22000	26.82	22.37	23.28	29.54	26.42	23.38	21.01	16.17	8.91	65.3	69.6	8:52:26 AM	EBOL	OWP	COJT	AJT	NONE		98.5
19043-02234A EB	5	9	22000	26.68	22.14	23.14	29.26	26.21	23.17	20.79	16.02	8.85	65.3	69.6	8:52:08 AM	EBOL	OWP	COJT	AJT	NONE		98.2
19043-02234A EB	5	8	18000	24.14	20.28	20.98	26.65	23.98	21.17	18.98	14.74	8.16	65.3	69.6	8:51:51 AM	EBOL	OWP	COJT	AJT	NONE		99.3
19043-02234A EB	5	7	18000	24.25	20.29	21	26.78	23.93	21.18	19.09	14.79	8.21	65.3	69.6	8:51:37 AM	EBOL	OWP	COJT	AJT	NONE		98.7
19043-02234A EB	5	6	18000	24.19	20.22	21.07	26.62	23.91	21.08	19	14.73	8.15	65.3	69.6	8:51:21 AM	EBOL	OWP	COJT	AJT	NONE		98.8
19043-02234A EB	5	5	18000	23.93	20.06	20.92	26.41	23.68	20.89	18.81	14.62	8.1	65.3	69.6	8:51:07 AM	EBOL	OWP	COJT	AJT	NONE		99.0
19043-02234A EB	5	4	9000	14.14	12.06	12.2	15.65	14.13	12.51	11.36	8.8	4.81	65.3	69.6	8:50:55 AM	EBOL	OWP	COJT	AJT	NONE		99.9
19043-02234A EB	5	3	9000	14.08	11.99	12.12	15.54	14.03	12.43	11.28	8.74	4.79	65.3	69.6	8:50:43 AM	EBOL	OWP	COJT	AJT	NONE		99.6
19043-02234A EB	5	2	9000	14.11	12.01	12.17	15.65	14.04	12.47	11.24	8.74	4.77	65.3	69.6	8:50:34 AM	EBOL	OWP	COJT	AJT	NONE		99.5
19043-02234A EB	5	1	9000	14.14	12.12	12.25	15.71	14.11	12.52	11.35	8.84	4.87	65.3	69.6	8:50:24 AM	EBOL	OWP	COJT	AJT	NONE		99.8
19043-02234A EB	8	12	22000	28.66	25.88	24.01	25.21	23.59	20.82	18.55	14.32	8.08	63.6	70.6	8:58:18 AM	EBOL	OWP	COJT	BJT	NONE	90.3	
19043-02234A EB	8	11	22000	28.35	25.72	23.79	25.02	23.32	20.65	18.38	14.19	8	63.6	70.6	8:57:58 AM	EBOL	OWP	COJT	BJT	NONE	90.7	
19043-02234A EB	8	10	22000	27.92	25.22	23.45	24.64	23.01	20.34	18.15	14.02	7.89	63.6	70.6	8:57:40 AM	EBOL	OWP	COJT	BJT	NONE	90.3	
19043-02234A EB	8	9	22000	27.91	25.22	23.5	24.56	22.99	20.32	18.14	13.99	7.91	63.6	70.6	8:57:23 AM	EBOL	OWP	COJT	BJT	NONE	90.4	
19043-02234A EB	8	8	18000	24.16	22.14	20.36	21.33	20.13	17.74	15.89	12.28	6.92	63.6	70.6	8:57:06 AM	EBOL	OWP	COJT	BJT	NONE	91.6	
19043-02234A EB	8	7	18000	24.75	22.69	20.95	21.97	20.6	18.19	16.18	12.62	7.1	63.6	70.6	8:56:52 AM	EBOL	OWP	COJT	BJT	NONE	91.7	
19043-02234A EB	8	6	18000	24.42	22.47	20.73	21.69	20.29	17.96	16.01	12.4	6.99	63.6	70.6	8:56:29 AM	EBOL	OWP	COJT	BJT	NONE	92.0	
19043-02234A EB	8	5	18000	24.18	22.28	20.53	21.48	20.14	17.77	15.57	12.02	6.52	63.6	70.6	8:56:14 AM	EBOL	OWP	COJT	BJT	NONE	92.1	
19043-02234A EB	8	4	9000	14.51	13.68	12.19	12.81	11.96	10.67	9.5	7.34	4.08	63.6	70.6	8:56:02 AM	EBOL	OWP	COJT	BJT	NONE	94.3	
19043-02234A EB	8	3	9000	14.5	13.6	12.18	12.8	11.97	10.68	9.52	7.34	4.07	63.6	70.6	8:55:53 AM	EBOL	OWP	COJT	BJT	NONE	93.8	
19043-02234A EB	8	2	9000	14.39	13.47	12.13	12.73	11.86	10.61	9.46	7.27	4.06	63.6	70.6	8:55:43 AM	EBOL	OWP	COJT	BJT	NONE	93.6	
19043-02234A EB	8	1	9000	14.87	14	12.61	13.33	12.33	11.11	9.93	7.8	4.43	63.6	70.6	8:55:34 AM	EBOL	OWP	COJT	BJT	NONE	94.1	
19043-02234A EB	9	12	22000	24.34	19.18	22.46	29.37	24.87	22.16	20.05	15.65	8.81	65	69.9	9:05:47 AM	EBOL	OWP	COJT	AJT	NONE		102.2
19043-02234A EB	9	11	22000	23.69	19.05	22.12	29.33	24.64	21.92	19.76	15.39	8.68	65	69.9	9:05:24 AM	EBOL	OWP	COJT	AJT	NONE		104.0
19043-02234A EB	9	10	22000	26.93	22.07	22.64	29.68	24.94	22.14	19.93	15.64	8.84	65	69.9	9:05:04 AM	EBOL	OWP	COJT	AJT	NONE		92.6
19043-02234A EB	9	9	22000	26.82	21.92	22.54	29.42	24.77	21.95	19.85	15.51	8.71	65	69.9	9:04:46 AM	EBOL	OWP	COJT	AJT	NONE		92.4
19043-02234A EB	9	8	18000	23.65	19.54	19.83	26.11	21.91	19.44	17.58	13.79	7.79	65	69.9	9:04:30 AM	EBOL	OWP	COJT	AJT	NONE		92.6
19043-02234A EB	9	7	18000	23.61	19.57	19.8	26.03	21.83	19.41	17.58	13.78	7.82	65	69.9	9:04:16 AM	EBOL	OWP	COJT	AJT	NONE		92.5
19043-02234A EB	9	6	18000	23.38	19.36	19.73	25.94	21.76	19.26	17.38	13.77	7.77	65	69.9	9:04:02 AM	EBOL	OWP	COJT	AJT	NONE		93.1
19043-02234A EB	9	5	18000	23.64	19.58	19.94	26.08	21.87	19.45	17.58	13.9	7.89	65	69.9	9:03:48 AM	EBOL	OWP	COJT	AJT	NONE		92.5
19043-02234A EB	9	4	9000	13.09	11.05	11	14.52	12.12	10.96	9.75	7.68	4.28	65	69.9	9:03:36 AM	EBOL	OWP	COJT	AJT	NONE		92.6
19043-02234A EB	9	3	9000	13.64	11.56	11.61	15.17	12.74	11.46	10.35	8.13	4.56	65	69.9	9:03:26 AM	EBOL	OWP	COJT	AJT	NONE		93.4
19043-02234A EB	9	2	9000	13.6	11.38	11.42	15.07	12.57	11.32	10.13	8.01	4.49	65	69.9	9:03:17 AM	EBOL	OWP	COJT	AJT	NONE		92.4
19043-02234A EB	9	1	9000	13.93	11.84	11.78	15.58	12.95	11.71	10.53	8.38	4.86	65	69.9	9:03:07 AM	EBOL	OWP	COJT	AJT	NONE		93.0
19043-02234A EB	12	12	22000	16.41	17.22	13.7	15.06	14.26	12.88	11.69	9.4	5.84	69.7	83	9:22:34 AM	EBOL	OWP	COJT	BJT	NONE	104.9	
19043-02234A EB	12	11	22000	16.32	17.15	13.58	15.02	14.24	12.88	11.65	9.37	5.81	69.7	83	9:22:16 AM	EBOL	OWP	COJT	BJT	NONE	105.1	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19043-02234A EB	12	10	22000	16.28	17.11	13.58	14.96	14.2	12.84	11.59	9.36	5.82	69.7	83	9:22:00 AM	EBOL	OWP	COJT	BJT	NONE	105.1	
19043-02234A EB	12	9	22000	16.21	17.02	13.5	14.91	14.15	12.76	11.59	9.35	5.81	69.7	83	9:21:42 AM	EBOL	OWP	COJT	BJT	NONE	105.0	
19043-02234A EB	12	8	18000	14.23	15.12	11.85	13.13	12.46	11.24	10.16	8.15	5.08	69.7	83	9:21:27 AM	EBOL	OWP	COJT	BJT	NONE	106.3	
19043-02234A EB	12	7	18000	14.16	14.96	11.79	12.97	12.34	11.13	10.05	8.09	5.01	69.7	83	9:21:15 AM	EBOL	OWP	COJT	BJT	NONE	105.6	
19043-02234A EB	12	6	18000	14.05	14.77	11.74	12.91	12.26	11.05	10.03	8.03	4.93	69.7	83	9:21:03 AM	EBOL	OWP	COJT	BJT	NONE	105.1	
19043-02234A EB	12	5	18000	14.08	14.81	11.76	12.92	12.3	11.09	10.09	8.13	5.02	69.7	83	9:20:51 AM	EBOL	OWP	COJT	BJT	NONE	105.2	
19043-02234A EB	12	4	9000	7.51	8.26	6.18	6.91	6.53	5.92	5.32	4.28	2.59	69.7	83	9:20:40 AM	EBOL	OWP	COJT	BJT	NONE	110.0	
19043-02234A EB	12	3	9000	7.42	8.05	6.19	6.88	6.46	5.89	5.27	4.23	2.58	69.7	83	9:20:31 AM	EBOL	OWP	COJT	BJT	NONE	108.5	
19043-02234A EB	12	2	9000	7.33	7.92	6.09	6.75	6.39	5.8	5.18	4.21	2.56	69.7	83	9:20:23 AM	EBOL	OWP	COJT	BJT	NONE	108.0	
19043-02234A EB	12	1	9000	7.74	8.32	6.45	7.2	6.79	6.19	5.6	4.52	2.8	69.7	83	9:20:14 AM	EBOL	OWP	COJT	BJT	NONE	107.5	
19043-02234A EB	15	12	22000	19.37	13.62	15.92	16.67	15.51	13.39	11.8	8.82	4.74	69.1	77.9	9:45:51 AM	EBOL	OWP	COJT	BJT	NONE	70.3	
19043-02234A EB	15	11	22000	19.13	13.37	15.71	16.47	15.34	13.19	11.71	8.76	4.68	69.1	77.9	9:45:35 AM	EBOL	OWP	COJT	BJT	NONE	69.9	
19043-02234A EB	15	10	22000	19.14	13.39	15.77	16.47	15.43	13.27	11.72	8.78	4.67	69.1	77.9	9:45:19 AM	EBOL	OWP	COJT	BJT	NONE	70.0	
19043-02234A EB	15	9	22000	19	13.4	15.67	16.4	15.29	13.24	11.67	8.73	4.67	69.1	77.9	9:45:03 AM	EBOL	OWP	COJT	BJT	NONE	70.5	
19043-02234A EB	15	8	18000	16.68	11.3	13.68	14.33	13.35	11.54	10.14	7.58	3.99	69.1	77.9	9:44:49 AM	EBOL	OWP	COJT	BJT	NONE	67.7	
19043-02234A EB	15	7	18000	16.54	11.17	13.5	14.2	13.22	11.38	10.11	7.52	3.92	69.1	77.9	9:44:36 AM	EBOL	OWP	COJT	BJT	NONE	67.5	
19043-02234A EB	15	6	18000	16.88	11.38	13.8	14.45	13.52	11.66	10.26	7.62	4.03	69.1	77.9	9:44:24 AM	EBOL	OWP	COJT	BJT	NONE	67.4	
19043-02234A EB	15	5	18000	16.92	11.47	13.86	14.61	13.56	11.7	10.29	7.73	4.05	69.1	77.9	9:44:12 AM	EBOL	OWP	COJT	BJT	NONE	67.8	
19043-02234A EB	15	4	9000	8.86	5.77	7.3	7.77	7.17	6.2	5.4	4.03	2.06	69.1	77.9	9:44:00 AM	EBOL	OWP	COJT	BJT	NONE	65.1	
19043-02234A EB	15	3	9000	8.99	5.75	7.28	7.74	7.19	6.17	5.44	4.03	2.04	69.1	77.9	9:43:52 AM	EBOL	OWP	COJT	BJT	NONE	64.0	
19043-02234A EB	15	2	9000	8.9	5.7	7.29	7.77	7.14	6.2	5.43	4.06	2.06	69.1	77.9	9:43:43 AM	EBOL	OWP	COJT	BJT	NONE	64.0	
19043-02234A EB	15	1	9000	10.18	6.4	8.36	8.85	8.24	7.15	6.34	4.79	2.51	69.1	77.9	9:43:34 AM	EBOL	OWP	COJT	BJT	NONE	62.9	
19043-02234A EB	16	12	22000	18.88	15.84	15.9	20.52	17.99	15.71	13.99	10.69	5.85	65.3	78	9:50:49 AM	EBOL	OWP	COJT	AJT	NONE		95.3
19043-02234A EB	16	11	22000	18.9	15.84	15.85	20.48	17.96	15.71	14.02	10.7	5.88	65.3	78	9:50:32 AM	EBOL	OWP	COJT	AJT	NONE		95.0
19043-02234A EB	16	10	22000	18.74	15.68	15.68	20.23	17.76	15.56	13.84	10.59	5.78	65.3	78	9:50:14 AM	EBOL	OWP	COJT	AJT	NONE		94.8
19043-02234A EB	16	9	22000	18.63	15.6	15.7	20.23	17.69	15.43	13.78	10.52	5.79	65.3	78	9:49:58 AM	EBOL	OWP	COJT	AJT	NONE		95.0
19043-02234A EB	16	8	18000	16.28	13.8	13.74	17.77	15.34	13.38	11.94	9.09	4.89	65.3	78	9:49:42 AM	EBOL	OWP	COJT	AJT	NONE		94.2
19043-02234A EB	16	7	18000	16.19	13.65	13.62	17.63	15.16	13.27	11.86	9	4.91	65.3	78	9:49:28 AM	EBOL	OWP	COJT	AJT	NONE		93.6
19043-02234A EB	16	6	18000	16.16	13.56	13.56	17.52	15.12	13.23	11.79	8.93	4.83	65.3	78	9:49:14 AM	EBOL	OWP	COJT	AJT	NONE		93.6
19043-02234A EB	16	5	18000	16.19	13.6	13.56	17.58	15.08	13.2	11.8	8.99	4.86	65.3	78	9:48:59 AM	EBOL	OWP	COJT	AJT	NONE		93.1
19043-02234A EB	16	4	9000	8.67	7.43	7.3	9.5	7.92	6.93	6.23	4.72	2.49	65.3	78	9:48:49 AM	EBOL	OWP	COJT	AJT	NONE		91.3
19043-02234A EB	16	3	9000	8.55	7.4	7.26	9.46	7.84	6.88	6.17	4.65	2.47	65.3	78	9:48:40 AM	EBOL	OWP	COJT	AJT	NONE		91.7
19043-02234A EB	16	2	9000	8.61	7.33	7.3	9.5	7.86	6.87	6.18	4.65	2.47	65.3	78	9:48:30 AM	EBOL	OWP	COJT	AJT	NONE		91.3
19043-02234A EB	16	1	9000	9.42	8.02	7.93	10.27	8.57	7.58	6.77	5.26	2.87	65.3	78	9:48:21 AM	EBOL	OWP	COJT	AJT	NONE		91.0
19043-02234A EB	20	12	22000	24.63	16.15	20.06	21.11	19.62	17.01	15.24	11.42	6.35	65.2	76.5	9:56:57 AM	EBOL	OWP	COJT	BJT	NONE	65.6	
19043-02234A EB	20	11	22000	25	16.35	20.31	21.42	19.91	17.25	15.3	11.57	6.43	65.2	76.5	9:56:41 AM	EBOL	OWP	COJT	BJT	NONE	65.4	
19043-02234A EB	20	10	22000	24.9	16.32	20.24	21.37	19.87	17.28	15.3	11.6	6.43	65.2	76.5	9:56:23 AM	EBOL	OWP	COJT	BJT	NONE	65.5	
19043-02234A EB	20	9	22000	24.5	15.97	19.91	20.95	19.51	16.93	15.03	11.39	6.32	65.2	76.5	9:56:06 AM	EBOL	OWP	COJT	BJT	NONE	65.2	
19043-02234A EB	20	8	18000	22.23	14.29	17.92	19.02	17.76	15.34	13.53	10.34	5.7	65.2	76.5	9:55:50 AM	EBOL	OWP	COJT	BJT	NONE	64.3	
19043-02234A EB	20	7	18000	22	14.19	17.83	18.96	17.61	15.25	13.48	10.23	5.63	65.2	76.5	9:55:36 AM	EBOL	OWP	COJT	BJT	NONE	64.5	
19043-02234A EB	20	6	18000	21.85	14.02	17.76	18.77	17.51	15.17	13.37	10.22	5.58	65.2	76.5	9:55:22 AM	EBOL	OWP	COJT	BJT	NONE	64.2	
19043-02234A EB	20	5	18000	21.69	13.89	17.61	18.65	17.34	15.04	13.28	10.17	5.57	65.2	76.5	9:55:06 AM	EBOL	OWP	COJT	BJT	NONE	64.0	
19043-02234A EB	20	4	9000	11.52	7.36	9.37	9.96	9.25	8	7.04	5.39	2.86	65.2	76.5	9:54:55 AM	EBOL	OWP	COJT	BJT	NONE	63.9	
19043-02234A EB	20	3	9000	11.44	7.28	9.31	9.91	9.21	7.95	6.98	5.36	2.84	65.2	76.5	9:54:46 AM	EBOL	OWP	COJT	BJT	NONE	63.6	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19043-02234A EB	20	2	9000	11.46	7.27	9.3	9.97	9.18	7.93	7.08	5.46	2.94	65.2	76.5	9:54:37 AM	EBOL	OWP	COJT	BJT	NONE	63.4	
19043-02234A EB	20	1	9000	12.14	7.69	9.91	10.62	9.79	8.6	7.63	5.89	3.26	65.2	76.5	9:54:27 AM	EBOL	OWP	COJT	BJT	NONE	63.3	
19043-02234A WB	1	1	9000	26.34	23.29	22.98	28.64	25.98	24.05	22.26	18.8	12.44	36.4	39.1	8:56:48 AM	WBOL	OWP	TJT	AJT	GOOD		98.6
19043-02234A WB	1	2	9000	25.82	22.7	22.49	28.21	25.59	23.68	21.86	18.43	12.1	36.4	39.1	8:57:00 AM	WBOL	OWP	TJT	AJT	GOOD		99.1
19043-02234A WB	1	3	9000	26.23	22.97	22.79	28.63	25.99	24.02	22.18	18.62	12.23	36.4	39.1	8:57:10 AM	WBOL	OWP	TJT	AJT	GOOD		99.1
19043-02234A WB	1	4	9000	26.06	22.98	22.64	28.39	25.89	23.91	22.08	18.61	12.16	36.4	39.1	8:57:20 AM	WBOL	OWP	TJT	AJT	GOOD		99.3
19043-02234A WB	1	5	18000	44.03	37.8	38.29	47.8	43.43	39.72	36.78	30.58	19.98	36.4	39.1	8:57:38 AM	WBOL	OWP	TJT	AJT	GOOD		98.6
19043-02234A WB	1	6	18000	38.13	32.91	36.46	47.25	42.75	38.78	36.3	30.12	19.93	36.4	39.1	8:59:01 AM	WBOL	OWP	TJT	AJT	GOOD		112.1
19043-02234A WB	1	7	18000	39.36	33.88	37.11	45.68	41.86	38.19	35.63	29.81	19.37	36.4	39.1	8:59:16 AM	WBOL	OWP	TJT	AJT	GOOD		106.4
19043-02234A WB	1	8	18000	42.35	36.57	35.98	46.34	42.16	38.8	35.44	29.68	19.45	36.4	39.1	8:59:29 AM	WBOL	OWP	TJT	AJT	GOOD		99.6
19043-02234A WB	1	9	22000	44.97	37.95	39.78	49.93	44.98	41.13	38.66	32.01	20.8	36.4	39.1	8:59:45 AM	WBOL	OWP	TJT	AJT	GOOD		100.0
19043-02234A WB	1	10	22000	45.42	38.81	40.01	50.16	45.52	41.37	39.02	32.15	20.87	36.4	39.1	9:00:14 AM	WBOL	OWP	TJT	AJT	GOOD		100.2
19043-02234A WB	1	11	22000	45.97	39.46	39.46	49.92	45.32	41.62	38.28	32.11	21.18	36.4	39.1	9:00:31 AM	WBOL	OWP	TJT	AJT	GOOD		98.6
19043-02234A WB	1	12	22000	47.68	40.4	41.52	51.62	47.06	42.65	39.75	32.67	21.14	36.4	39.1	9:00:50 AM	WBOL	OWP	TJT	AJT	GOOD		98.7
19043-02234A WB	4	1	9000	10.51	8.79	9.95	9.18	8.63	7.72	6.78	5.32	2.87	41.1	43.6	9:21:02 AM	WBOL	MID	TJT	BJT	GOOD	83.6	
19043-02234A WB	4	12	22000	21.43	17.28	20.1	18.61	17.38	15.22	13.62	10.39	5.79	41.1	43.6	9:23:30 AM	WBOL	MID	TJT	BJT	GOOD	80.6	
19043-02234A WB	4	11	22000	21.11	16.89	19.85	18.37	17.17	15.01	13.44	10.26	5.73	41.1	43.6	9:23:13 AM	WBOL	MID	TJT	BJT	GOOD	80.0	
19043-02234A WB	4	10	22000	20.95	16.52	19.37	17.66	16.63	14.6	12.89	9.7	5.42	41.1	43.6	9:22:55 AM	WBOL	MID	TJT	BJT	GOOD	78.9	
19043-02234A WB	4	9	22000	21.33	17.17	19.95	18.51	17.24	15.13	13.54	10.3	5.77	41.1	43.6	9:22:37 AM	WBOL	MID	TJT	BJT	GOOD	80.5	
19043-02234A WB	4	8	18000	18.15	14.81	16.91	15.73	14.61	12.8	11.66	8.98	5	41.1	43.6	9:22:18 AM	WBOL	MID	TJT	BJT	GOOD	81.6	
19043-02234A WB	4	7	18000	18.91	15.3	17.77	16.44	15.35	13.48	12.01	9.16	5.06	41.1	43.6	9:22:04 AM	WBOL	MID	TJT	BJT	GOOD	80.9	
19043-02234A WB	4	6	18000	18.92	15.41	17.81	16.46	15.39	13.49	12.05	9.16	5.15	41.1	43.6	9:21:51 AM	WBOL	MID	TJT	BJT	GOOD	81.4	
19043-02234A WB	4	5	18000	19.21	15.45	18.58	17.08	15.54	13.64	11.94	9.02	4.98	41.1	43.6	9:21:38 AM	WBOL	MID	TJT	BJT	GOOD	80.4	
19043-02234A WB	4	4	9000	10.23	8.54	9.67	9.02	8.29	7.49	6.49	5.03	2.75	41.1	43.6	9:21:28 AM	WBOL	MID	TJT	BJT	GOOD	83.5	
19043-02234A WB	4	3	9000	10.3	8.65	9.7	9.06	8.35	7.44	6.54	5.07	2.75	41.1	43.6	9:21:18 AM	WBOL	MID	TJT	BJT	GOOD	84.0	
19043-02234A WB	4	2	9000	10.33	8.74	9.76	9.19	8.38	7.54	6.6	5.1	2.77	41.1	43.6	9:21:10 AM	WBOL	MID	TJT	BJT	GOOD	84.6	
19043-02234A WB	5	12	22000	33.42	28.39	27.35	36.16	31.19	27.53	24.96	19.45	11.11	39.6	54.9	9:39:41 AM	WBOL	OWP	TJT	AJT	GOOD		93.3
19043-02234A WB	5	11	22000	33.36	28.21	27.21	36.1	31.08	27.47	24.85	19.38	11.01	39.6	54.9	9:39:25 AM	WBOL	OWP	TJT	AJT	GOOD		93.2
19043-02234A WB	5	10	22000	33.35	28.26	27.21	35.93	31.1	27.53	24.79	19.38	10.99	39.6	54.9	9:39:08 AM	WBOL	OWP	TJT	AJT	GOOD		93.3
19043-02234A WB	5	9	22000	32.7	27.82	26.76	35.39	30.53	27.02	24.39	19.08	10.91	39.6	54.9	9:38:50 AM	WBOL	OWP	TJT	AJT	GOOD		93.4
19043-02234A WB	5	8	18000	28.82	24.62	23.67	31.23	26.95	24	21.59	17.01	9.74	39.6	54.9	9:38:33 AM	WBOL	OWP	TJT	AJT	GOOD		93.5
19043-02234A WB	5	7	18000	28.89	24.73	23.69	31.25	27.03	24.01	21.56	17	9.75	39.6	54.9	9:38:19 AM	WBOL	OWP	TJT	AJT	GOOD		93.6
19043-02234A WB	5	6	18000	28.31	24.18	23.39	30.79	26.54	23.48	21.27	16.75	9.64	39.6	54.9	9:38:06 AM	WBOL	OWP	TJT	AJT	GOOD		93.7
19043-02234A WB	5	5	18000	28.14	24.06	23.26	30.61	26.45	23.63	21.08	16.63	9.59	39.6	54.9	9:37:50 AM	WBOL	OWP	TJT	AJT	GOOD		94.0
19043-02234A WB	5	4	9000	15.63	13.52	12.78	17.11	14.8	13.32	11.85	9.46	5.41	39.6	54.9	9:37:40 AM	WBOL	OWP	TJT	AJT	GOOD		94.7
19043-02234A WB	5	3	9000	15.54	13.53	12.77	17.12	14.71	13.3	11.81	9.41	5.4	39.6	54.9	9:37:32 AM	WBOL	OWP	TJT	AJT	GOOD		94.7
19043-02234A WB	5	2	9000	15.22	13.4	12.43	16.84	14.49	12.97	11.63	9.43	5.3	39.6	54.9	9:37:24 AM	WBOL	OWP	TJT	AJT	GOOD		95.2
19043-02234A WB	5	1	9000	16	13.96	13.3	17.45	15.1	13.66	12.21	9.77	5.64	39.6	54.9	9:37:11 AM	WBOL	OWP	TJT	AJT	GOOD		94.4
19043-02234A WB	8	12	22000	18.65	15.8	17.51	16.22	15.11	13.23	11.84	9.06	5.21	40.7	53.5	9:51:06 AM	WBOL	MID	TJT	BJT	GOOD	84.7	
19043-02234A WB	8	11	22000	18.66	15.8	17.46	16.21	15.11	13.24	11.89	9	5.2	40.7	53.5	9:50:50 AM	WBOL	MID	TJT	BJT	GOOD	84.7	
19043-02234A WB	8	10	22000	18.56	15.69	17.37	16.06	15	13.14	11.77	8.94	5.15	40.7	53.5	9:50:34 AM	WBOL	MID	TJT	BJT	GOOD	84.5	
19043-02234A WB	8	9	22000	18.44	15.7	17.34	16.05	15.04	13.18	11.83	9.03	5.17	40.7	53.5	9:50:17 AM	WBOL	MID	TJT	BJT	GOOD	85.1	
19043-02234A WB	8	8	18000	16.23	13.83	15.16	14.14	13.01	11.6	10.17	7.75	4.48	40.7	53.5	9:50:03 AM	WBOL	MID	TJT	BJT	GOOD	85.2	
19043-02234A WB	8	7	18000	16.25	13.87	15.19	14.06	13.13	11.53	10.27	7.82	4.43	40.7	53.5	9:49:47 AM	WBOL	MID	TJT	BJT	GOOD	85.4	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Time h:m:s	Lane	Pvmt	Test	Test2	Pvmt2	Approach LTE [%]	Leave LTE [%]
19043-02234A WB	8	6	18000	16.2	13.84	15.16	14.07	13.14	11.46	10.26	7.85	4.43	40.7	53.5	9:49:34 AM	WBOL	MID	TJT	BJT	GOOD	85.4	
19043-02234A WB	8	5	18000	16.47	13.27	15.39	14.3	13.44	11.76	10.36	8	4.57	40.7	53.5	9:49:22 AM	WBOL	MID	TJT	BJT	GOOD	80.6	
19043-02234A WB	8	4	9000	8.74	8.69	8.18	7.67	7.06	6.34	5.77	4.26	2.3	40.7	53.5	9:49:04 AM	WBOL	MID	TJT	BJT	GOOD	99.4	
19043-02234A WB	8	3	9000	8.71	7.21	8.21	7.61	7.03	6.38	5.51	4.23	2.32	40.7	53.5	9:48:55 AM	WBOL	MID	TJT	BJT	GOOD	82.8	
19043-02234A WB	8	2	9000	8.69	7.8	8.18	7.62	7.03	6.28	5.61	4.25	2.32	40.7	53.5	9:48:43 AM	WBOL	MID	TJT	BJT	GOOD	89.8	
19043-02234A WB	8	1	9000	9.17	8.18	8.5	8.05	7.43	6.64	5.86	4.79	2.53	40.7	53.5	9:48:34 AM	WBOL	MID	TJT	BJT	GOOD	89.2	
19043-02234A WB	9	11	22000	33.61	27.88	26.23	36.58	23.66	21.22	19.28	15.36	8.94	47.2	47.2	10:15:21 AM	WBOL	OWP	TJT	AJT	GOOD		70.4
19043-02234A WB	9	10	22000	33.42	27.52	26.2	36.33	23.67	21.09	19.31	15.29	8.92	47.2	47.2	10:15:05 AM	WBOL	OWP	TJT	AJT	GOOD		70.8
19043-02234A WB	9	9	22000	33.29	27.39	26.11	36.14	23.61	20.98	19.24	15.21	8.9	47.2	47.2	10:14:48 AM	WBOL	OWP	TJT	AJT	GOOD		70.9
19043-02234A WB	9	8	18000	29.04	24.16	22.88	31.68	20.69	18.47	16.9	13.41	7.81	47.2	47.2	10:14:34 AM	WBOL	OWP	TJT	AJT	GOOD		71.2
19043-02234A WB	9	7	18000	28.93	24.07	22.66	31.43	20.43	18.24	16.78	13.31	7.72	47.2	47.2	10:14:21 AM	WBOL	OWP	TJT	AJT	GOOD		70.6
19043-02234A WB	9	6	18000	28.67	23.7	22.55	31.21	20.24	18.15	16.51	13.11	7.59	47.2	47.2	10:14:09 AM	WBOL	OWP	TJT	AJT	GOOD		70.6
19043-02234A WB	9	5	18000	28.57	23.77	22.54	31.09	20.3	18.02	16.47	13.17	7.63	47.2	47.2	10:13:56 AM	WBOL	OWP	TJT	AJT	GOOD		71.1
19043-02234A WB	9	4	9000	15.52	13	12.2	17	10.93	9.9	8.9	7.14	4.15	47.2	47.2	10:13:46 AM	WBOL	OWP	TJT	AJT	GOOD		70.4
19043-02234A WB	9	3	9000	15.28	12.82	12	16.76	10.73	9.67	8.67	6.98	4.01	47.2	47.2	10:13:38 AM	WBOL	OWP	TJT	AJT	GOOD		70.2
19043-02234A WB	9	2	9000	15.19	12.86	11.91	16.61	10.58	9.64	8.64	6.97	3.99	47.2	47.2	10:13:31 AM	WBOL	OWP	TJT	AJT	GOOD		69.7
19043-02234A WB	9	1	9000	16.51	13.46	12.67	17.35	11.3	10.29	9.33	7.42	4.37	47.2	47.2	10:13:23 AM	WBOL	OWP	TJT	AJT	GOOD		68.4
19043-02234A WB	9	12	22000	33.98	27.94	26.59	36.94	24.08	21.38	19.62	15.46	9.08	47.2	47.2	10:15:37 AM	WBOL	OWP	TJT	AJT	GOOD		70.9
19043-02234A WB	12	1	9000	9.21	5.95	8.54	8.01	7.46	6.72	5.93	4.62	2.6	42.1	55.1	9:57:39 AM	WBOL	MID	TJT	BJT	GOOD	64.6	
19043-02234A WB	12	2	9000	8.96	5.73	8.34	7.72	7.19	6.51	5.62	4.35	2.38	42.1	55.1	9:57:49 AM	WBOL	MID	TJT	BJT	GOOD	64.0	
19043-02234A WB	12	3	9000	8.84	5.82	8.34	7.81	7.2	6.47	5.62	4.37	2.42	42.1	55.1	9:57:57 AM	WBOL	MID	TJT	BJT	GOOD	65.8	
19043-02234A WB	12	4	9000	8.88	5.76	8.39	7.74	7.29	6.55	5.66	4.42	2.49	42.1	55.1	9:58:08 AM	WBOL	MID	TJT	BJT	GOOD	64.9	
19043-02234A WB	12	5	18000	16.45	11	15.55	14.31	13.41	11.66	10.52	8.05	4.67	42.1	55.1	9:58:24 AM	WBOL	MID	TJT	BJT	GOOD	66.9	
19043-02234A WB	12	6	18000	15.9	10.73	15.31	14.12	13.3	11.87	10.46	8.1	4.62	42.1	55.1	9:58:38 AM	WBOL	MID	TJT	BJT	GOOD	67.5	
19043-02234A WB	12	7	18000	16.37	10.75	15.32	14.12	13.25	11.58	10.41	8.07	4.61	42.1	55.1	9:58:50 AM	WBOL	MID	TJT	BJT	GOOD	65.7	
19043-02234A WB	12	8	18000	16.32	10.8	15.34	14.14	13.31	11.63	10.42	8.06	4.6	42.1	55.1	9:59:05 AM	WBOL	MID	TJT	BJT	GOOD	66.2	
19043-02234A WB	12	9	22000	18.65	12.67	17.41	16.09	15.21	13.27	12.03	9.25	5.42	42.1	55.1	9:59:21 AM	WBOL	MID	TJT	BJT	GOOD	67.9	
19043-02234A WB	12	11	22000	18.5	12.38	17.23	15.96	15.03	13.3	11.85	9.2	5.33	42.1	55.1	10:00:33 AM	WBOL	MID	TJT	BJT	GOOD	66.9	
19043-02234A WB	12	12	22000	18.46	12.5	17.23	16.03	15.01	13.17	11.82	9.16	5.29	42.1	55.1	10:00:49 AM	WBOL	MID	TJT	BJT	GOOD	67.7	
19043-02234A WB	16	12	22000	13.21	10.77	12.39	11.54	10.82	9.51	8.63	6.59	3.92	45.5	53.6	10:31:33 AM	WBOL	MID	TJT	BJT	GOOD	81.5	
19043-02234A WB	16	11	22000	13.17	10.65	12.37	11.49	10.77	9.43	8.54	6.54	3.88	45.5	53.6	10:31:17 AM	WBOL	MID	TJT	BJT	GOOD	80.9	
19043-02234A WB	16	10	22000	13.19	10.81	12.39	11.52	10.78	9.52	8.6	6.63	3.92	45.5	53.6	10:31:00 AM	WBOL	MID	TJT	BJT	GOOD	82.0	
19043-02234A WB	16	9	22000	13.18	10.79	12.39	11.45	10.75	9.47	8.53	6.62	3.91	45.5	53.6	10:30:44 AM	WBOL	MID	TJT	BJT	GOOD	81.9	
19043-02234A WB	16	8	18000	11.13	9.09	10.52	9.75	9.13	8.05	7.26	5.64	3.32	45.5	53.6	10:30:30 AM	WBOL	MID	TJT	BJT	GOOD	81.7	
19043-02234A WB	16	7	18000	11.12	9.05	10.46	9.67	9.1	8	7.19	5.63	3.34	45.5	53.6	10:30:17 AM	WBOL	MID	TJT	BJT	GOOD	81.4	
19043-02234A WB	16	6	18000	11.1	9.09	10.45	9.72	9.08	7.99	7.26	5.62	3.37	45.5	53.6	10:30:05 AM	WBOL	MID	TJT	BJT	GOOD	81.9	
19043-02234A WB	16	5	18000	11.26	9.19	10.55	9.83	9.2	8.1	7.3	5.65	3.32	45.5	53.6	10:29:53 AM	WBOL	MID	TJT	BJT	GOOD	81.6	
19043-02234A WB	16	4	9000	5.47	4.51	5.14	4.78	4.49	3.96	3.59	2.78	1.63	45.5	53.6	10:29:42 AM	WBOL	MID	TJT	BJT	GOOD	82.4	
19043-02234A WB	16	3	9000	5.39	4.47	5.09	4.77	4.43	3.94	3.53	2.78	1.6	45.5	53.6	10:29:35 AM	WBOL	MID	TJT	BJT	GOOD	82.9	
19043-02234A WB	16	2	9000	5.43	4.45	5.04	4.75	4.42	3.9	3.45	2.74	1.59	45.5	53.6	10:29:27 AM	WBOL	MID	TJT	BJT	GOOD	82.0	
19043-02234A WB	16	1	9000	5.88	4.83	5.52	5.15	4.84	4.27	3.84	3.03	1.77	45.5	53.6	10:29:19 AM	WBOL	MID	TJT	BJT	GOOD	82.1	
19043-02234A WB	17	12	22000	24.3	20.09	18.98	26.43	18.64	16.25	14.25	10.44	5.24	41.8	47.8	10:36:26 AM	WBOL	OWP	TJT	AJT	GOOD		76.7
19043-02234A WB	17	11	22000	24.15	19.99	18.78	26.24	18.49	16.15	14.2	10.38	5.2	41.8	47.8	10:36:10 AM	WBOL	OWP	TJT	AJT	GOOD		76.6
19043-02234A WB	17	10	22000	24.17	20	18.85	26.23	18.55	16.11	14.23	10.37	5.22	41.8	47.8	10:35:53 AM	WBOL	OWP	TJT	AJT	GOOD		76.7

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
19043-02234A WB	17	9	22000	24.16	20.08	18.84	26.27	18.57	16.22	14.22	10.42	5.3	41.8	47.8	10:35:37 AM	WBOL	OWP	TJT	AJT	GOOD		76.9
19043-02234A WB	17	8	18000	20.73	17.29	16.19	22.55	15.62	13.68	11.99	8.71	4.39	41.8	47.8	10:35:23 AM	WBOL	OWP	TJT	AJT	GOOD		75.3
19043-02234A WB	17	7	18000	20.56	17.23	16.16	22.49	15.61	13.66	11.95	8.7	4.36	41.8	47.8	10:35:10 AM	WBOL	OWP	TJT	AJT	GOOD		75.9
19043-02234A WB	17	6	18000	20.57	17.13	16.15	22.37	15.64	13.64	11.93	8.7	4.34	41.8	47.8	10:34:58 AM	WBOL	OWP	TJT	AJT	GOOD		76.0
19043-02234A WB	17	5	18000	20.69	17.29	16.27	22.55	15.86	13.89	12.2	8.99	4.63	41.8	47.8	10:34:45 AM	WBOL	OWP	TJT	AJT	GOOD		76.7
19043-02234A WB	17	4	9000	10.56	8.95	8.2	11.58	7.72	6.79	5.87	4.29	2.16	41.8	47.8	10:34:35 AM	WBOL	OWP	TJT	AJT	GOOD		73.1
19043-02234A WB	17	3	9000	10.51	8.9	8.16	11.4	7.68	6.72	5.83	4.27	2.11	41.8	47.8	10:34:27 AM	WBOL	OWP	TJT	AJT	GOOD		73.1
19043-02234A WB	17	2	9000	10.5	8.89	8.17	11.43	7.69	6.78	5.89	4.29	2.15	41.8	47.8	10:34:19 AM	WBOL	OWP	TJT	AJT	GOOD		73.2
19043-02234A WB	17	1	9000	11.6	9.86	9.27	12.65	8.78	7.77	6.83	5.12	2.59	41.8	47.8	10:34:12 AM	WBOL	OWP	TJT	AJT	GOOD		75.7
44044-18804A wb	10	2	9000	15.38	12.4	13.93	14.87	13.77	12.32	11	8.48	4.54	62.8	66.9	8:22:40 AM	WBOL	CJT	TJT	AJT	GOOD		89.5
44044-18804A wb	10	3	9000	15.03	12.9	14.09	14.81	13.96	12.48	11.17	8.54	4.53	62.8	66.9	8:22:51 AM	WBOL	CJT	TJT	AJT	GOOD		92.9
44044-18804A wb	10	4	18000	27.23	21.83	24.2	26.02	24.71	21.64	19.44	14.83	7.77	62.8	66.9	8:23:24 AM	WBOL	CJT	TJT	AJT	GOOD		90.7
44044-18804A wb	10	5	18000	26.41	21.02	23.53	25.47	23.98	20.99	19.04	14.72	7.95	62.8	66.9	8:23:55 AM	WBOL	CJT	TJT	AJT	GOOD		90.8
44044-18804A wb	10	6	18000	27.17	22.09	24.44	26.82	25.2	22.1	19.96	15.26	8.29	62.8	66.9	8:24:11 AM	WBOL	CJT	TJT	AJT	GOOD		92.7
44044-18804A wb	10	7	22000	29.86	23.87	26.68	29.1	27.64	24.11	21.77	16.57	8.92	62.8	66.9	8:24:38 AM	WBOL	CJT	TJT	AJT	GOOD		92.6
44044-18804A wb	10	8	22000	30.6	24.37	27.06	30.1	28.34	24.74	22.16	16.82	9.09	62.8	66.9	8:25:00 AM	WBOL	CJT	TJT	AJT	GOOD		92.6
44044-18804A wb	10	9	22000	30.58	24.37	27.31	30.04	28.28	24.81	22.17	16.85	9.05	62.8	66.9	8:25:20 AM	WBOL	CJT	TJT	AJT	GOOD		92.5
44044-18804A wb	10	1	9000	15.43	12.72	13.91	14.86	13.75	12.25	11.03	8.53	4.62	62.8	66.9	8:22:25 AM	WBOL	CJT	TJT	AJT	GOOD		89.1
44044-18804A wb	12	1	9000	14.73	14.49	12.53	12.97	11.97	10.57	9.23	6.98	3.49	65.4	71.6	8:34:49 AM	WBOL	CJT	TJT	BJT	GOOD	98.4	
44044-18804A wb	12	9	22000	29.16	27.46	24.46	25.47	23.84	20.87	18.44	13.91	7.18	65.4	71.6	8:36:42 AM	WBOL	CJT	TJT	BJT	GOOD	94.2	
44044-18804A wb	12	8	22000	28.95	27.29	24.22	25.31	23.68	20.71	18.4	13.93	7.24	65.4	71.6	8:36:25 AM	WBOL	CJT	TJT	BJT	GOOD	94.3	
44044-18804A wb	12	7	22000	28.88	27.13	24.21	25.22	23.61	20.7	18.26	13.75	7.1	65.4	71.6	8:36:06 AM	WBOL	CJT	TJT	BJT	GOOD	93.9	
44044-18804A wb	12	6	18000	25.86	24.75	21.78	22.76	21.21	18.59	16.34	12.34	6.29	65.4	71.6	8:35:50 AM	WBOL	CJT	TJT	BJT	GOOD	95.7	
44044-18804A wb	12	5	18000	25.74	24.57	21.73	22.52	21.01	18.44	16.16	12.21	6.23	65.4	71.6	8:35:36 AM	WBOL	CJT	TJT	BJT	GOOD	95.5	
44044-18804A wb	12	4	18000	25.71	24.46	21.7	22.43	20.94	18.32	16.07	12.13	6.15	65.4	71.6	8:35:22 AM	WBOL	CJT	TJT	BJT	GOOD	95.1	
44044-18804A wb	12	3	9000	14.64	14.51	12.43	12.86	11.91	10.5	9.2	6.85	3.35	65.4	71.6	8:35:10 AM	WBOL	CJT	TJT	BJT	GOOD	99.1	
44044-18804A wb	12	2	9000	14.48	14.29	12.27	12.66	11.77	10.25	9.05	6.72	3.29	65.4	71.6	8:35:00 AM	WBOL	CJT	TJT	BJT	GOOD	98.7	
44044-18804A wb	13	9	22000	31.19	25.25	26.06	32.77	29.56	25.89	22.96	17.51	9.39	65.2	68.7	8:43:09 AM	WBOL	CJT	TJT	AJT	GOOD		94.8
44044-18804A wb	13	8	22000	31.13	25.28	26.07	32.85	29.51	25.9	23.01	17.51	9.44	65.2	68.7	8:42:53 AM	WBOL	CJT	TJT	AJT	GOOD		94.8
44044-18804A wb	13	7	22000	31.01	25.16	25.93	33.29	29.39	25.77	22.86	17.51	9.35	65.2	68.7	8:42:37 AM	WBOL	CJT	TJT	AJT	GOOD		94.8
44044-18804A wb	13	6	18000	27.06	22.22	22.72	28.24	25.56	22.48	19.95	15.35	8.17	65.2	68.7	8:42:23 AM	WBOL	CJT	TJT	AJT	GOOD		94.5
44044-18804A wb	13	5	18000	27.15	22.27	22.67	28.29	25.46	22.36	19.94	15.33	8.12	65.2	68.7	8:42:11 AM	WBOL	CJT	TJT	AJT	GOOD		93.8
44044-18804A wb	13	4	18000	27.24	22.36	22.96	28.61	25.76	22.63	20.13	15.48	8.3	65.2	68.7	8:41:03 AM	WBOL	CJT	TJT	AJT	GOOD		94.6
44044-18804A wb	13	3	9000	15.9	13.33	13.44	16.5	14.84	13.23	11.83	9.01	4.72	65.2	68.7	8:40:51 AM	WBOL	CJT	TJT	AJT	GOOD		93.3
44044-18804A wb	13	2	9000	13.75	11.78	11.91	15.06	13.72	12.1	10.96	8.29	4.36	65.2	68.7	8:40:41 AM	WBOL	CJT	TJT	AJT	GOOD		99.8
44044-18804A wb	13	1	9000	15.21	12.92	12.87	15.82	14.17	12.63	11.29	8.71	4.71	65.2	68.7	8:40:32 AM	WBOL	CJT	TJT	AJT	GOOD		93.2
44044-18804A wb	15	9	22000	30.42	29.51	25.67	26.43	24.66	21.67	19.07	14.35	7.61	57.5	72.2	8:54:09 AM	WBOL	CJT	TJT	BJT	GOOD	97.0	
44044-18804A wb	15	8	22000	28.96	28.12	25.19	25.63	23.95	20.99	18.9	14.21	7.53	57.5	72.2	8:53:45 AM	WBOL	CJT	TJT	BJT	GOOD	97.1	
44044-18804A wb	15	7	22000	28.28	27.15	24.59	25.2	23.54	20.57	18.14	13.64	7.2	57.5	72.2	8:53:29 AM	WBOL	CJT	TJT	BJT	GOOD	96.0	
44044-18804A wb	15	6	18000	26.99	26.33	22.96	23.58	21.95	19.22	16.92	12.75	6.63	57.5	72.2	8:53:15 AM	WBOL	CJT	TJT	BJT	GOOD	97.6	
44044-18804A wb	15	5	18000	26.81	26.39	22.8	23.52	21.88	19.25	16.93	12.86	6.76	57.5	72.2	8:53:03 AM	WBOL	CJT	TJT	BJT	GOOD	98.4	
44044-18804A wb	15	4	18000	26	25.61	22.28	22.82	21.12	18.66	16.4	12.29	6.39	57.5	72.2	8:52:49 AM	WBOL	CJT	TJT	BJT	GOOD	98.5	
44044-18804A wb	15	3	9000	14.84	14.78	12.82	13.1	12.03	10.68	9.4	7	3.58	57.5	72.2	8:52:39 AM	WBOL	CJT	TJT	BJT	GOOD	99.6	
44044-18804A wb	15	2	9000	14.8	14.72	12.75	13.03	11.96	10.54	9.32	6.92	3.54	57.5	72.2	8:52:31 AM	WBOL	CJT	TJT	BJT	GOOD	99.5	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
44044-18804A wb	15	1	9000	14.94	14.89	13.04	13.1	12.13	10.73	9.47	7.18	3.75	57.5	72.2	8:52:22 AM	WBOL	CJT	TJT	BJT	GOOD	99.7	
44044-18804A wb	16	9	22000	33.61	28.5	27.18	35.46	32.79	29.49	26.76	21.59	13.24	66	72	8:58:40 AM	WBOL	CJT	TJT	AJT	GOOD		97.6
44044-18804A wb	16	8	22000	33.38	28.32	27.03	35.25	32.54	29.27	26.58	21.36	13.08	66	72	8:58:24 AM	WBOL	CJT	TJT	AJT	GOOD		97.5
44044-18804A wb	16	7	22000	33.28	28.18	26.94	35.24	32.42	29.11	26.44	21.28	13	66	72	8:58:08 AM	WBOL	CJT	TJT	AJT	GOOD		97.4
44044-18804A wb	16	6	18000	29.89	25.61	24.33	31.28	29.26	26.4	23.98	19.55	12.1	66	72	8:57:53 AM	WBOL	CJT	TJT	AJT	GOOD		97.9
44044-18804A wb	16	5	18000	29.69	25.42	24.14	31.01	28.99	26.22	23.77	19.37	11.96	66	72	8:57:41 AM	WBOL	CJT	TJT	AJT	GOOD		97.6
44044-18804A wb	16	4	18000	29.28	24.91	23.88	30.8	28.59	25.79	23.48	19.11	11.77	66	72	8:57:29 AM	WBOL	CJT	TJT	AJT	GOOD		97.6
44044-18804A wb	16	3	9000	16.41	14.31	13.52	17.45	16.41	15.03	13.7	11.26	7.09	66	72	8:57:19 AM	WBOL	CJT	TJT	AJT	GOOD		100.0
44044-18804A wb	16	2	9000	16.35	14.28	13.5	17.36	16.37	14.89	13.67	11.23	7.04	66	72	8:57:11 AM	WBOL	CJT	TJT	AJT	GOOD		100.1
44044-18804A wb	16	1	9000	17.27	15.06	14.3	18.24	16.88	15.47	14.02	11.62	7.33	66	72	8:57:04 AM	WBOL	CJT	TJT	AJT	GOOD		97.7
44044-18804A wb	18	1	9000	12.67	12.37	10.81	11.39	10.61	9.45	8.41	6.5	3.49	66.4	73.7	9:01:12 AM	WBOL	CJT	TJT	BJT	GOOD	97.6	
44044-18804A wb	18	9	22000	26.23	24.54	22.06	23.04	21.63	19.13	17.17	13.18	7.2	66.4	73.7	9:02:51 AM	WBOL	CJT	TJT	BJT	GOOD	93.6	
44044-18804A wb	18	8	22000	25.91	24.31	21.77	22.89	21.49	19.03	17.05	13.07	7.13	66.4	73.7	9:02:35 AM	WBOL	CJT	TJT	BJT	GOOD	93.8	
44044-18804A wb	18	7	22000	24.23	22.67	21.23	22.14	20.99	18.17	16.77	12.88	6.85	66.4	73.7	9:02:20 AM	WBOL	CJT	TJT	BJT	GOOD	93.6	
44044-18804A wb	18	6	18000	21.63	20.58	18.1	19.36	18.22	16.08	15.05	11.23	6.02	66.4	73.7	9:02:05 AM	WBOL	CJT	TJT	BJT	GOOD	95.1	
44044-18804A wb	18	5	18000	23.01	21.8	19.43	20.31	19.05	15.64	14.41	11.21	6.01	66.4	73.7	9:01:51 AM	WBOL	CJT	TJT	BJT	GOOD	94.7	
44044-18804A wb	18	4	18000	22.5	21.34	19.13	19.93	18.7	16.57	14.81	11.44	6.18	66.4	73.7	9:01:39 AM	WBOL	CJT	TJT	BJT	GOOD	94.8	
44044-18804A wb	18	3	9000	12.06	11.9	10.29	10.86	10.18	9.03	8.1	6.23	3.32	66.4	73.7	9:01:27 AM	WBOL	CJT	TJT	BJT	GOOD	98.7	
44044-18804A wb	18	2	9000	12.17	11.93	10.33	10.91	10.18	9.08	8.12	6.24	3.34	66.4	73.7	9:01:20 AM	WBOL	CJT	TJT	BJT	GOOD	98.0	
44044-18804A wb	66930	1	9000	24.71	20.58	22.74	22.95	21.42	19.56	17.82	14.04	7.91	60.4	62	7:26:46 AM	WBOL	CJT	TJT	AJT	GOOD		86.7
44044-18804A wb	66930	2	9000	24.48	20.37	22.61	23.03	21.44	19.48	17.65	13.91	7.81	60.4	62	7:26:55 AM	WBOL	CJT	TJT	AJT	GOOD		87.6
44044-18804A wb	66930	3	9000	24.71	20.51	22.87	23.17	21.65	19.66	17.9	14.05	7.9	60.4	62	7:27:05 AM	WBOL	CJT	TJT	AJT	GOOD		87.6
44044-18804A wb	66930	4	18000	40.02	32.73	36.77	38.09	35.76	32.09	29.02	22.79	12.9	60.4	62	7:27:17 AM	WBOL	CJT	TJT	AJT	GOOD		89.4
44044-18804A wb	66930	5	18000	39.85	32.54	36.58	37.97	35.57	32.17	28.84	22.72	12.73	60.4	62	7:27:31 AM	WBOL	CJT	TJT	AJT	GOOD		89.3
44044-18804A wb	66930	6	18000	39.89	32.62	36.8	38.24	35.7	32.3	29.27	22.97	13.09	60.4	62	7:27:46 AM	WBOL	CJT	TJT	AJT	GOOD		89.5
44044-18804A wb	66930	7	22000	42.43	34.29	38.99	40.48	38.21	34.19	30.59	24.04	13.42	60.4	62	7:28:02 AM	WBOL	CJT	TJT	AJT	GOOD		90.1
44044-18804A wb	66930	8	22000	42.59	34.41	39.07	40.65	38.4	34.37	30.81	24.11	13.47	60.4	62	7:28:21 AM	WBOL	CJT	TJT	AJT	GOOD		90.2
44044-18804A wb	66930	9	22000	42.44	34.39	39.33	40.7	38.3	34.14	30.77	24.21	13.64	60.4	62	7:28:39 AM	WBOL	CJT	TJT	AJT	GOOD		90.2
44044-18804A wb	67055	1	9000	11.5	9.35	11.46	11.56	9.76	9.35	7.82	6.02	3.01	63.5	65.7	8:07:59 AM	WBOL	IWP	TJT	AJT	GOOD		84.9
44044-18804A wb	67055	2	9000	11.4	8.63	11.45	11.45	9.79	8.86	7.89	6.01	2.94	63.5	65.7	8:08:27 AM	WBOL	IWP	TJT	AJT	GOOD		85.9
44044-18804A wb	67055	3	9000	11.34	9.32	11.46	11.38	9.82	8.85	7.95	6.01	2.96	63.5	65.7	8:08:42 AM	WBOL	IWP	TJT	AJT	GOOD		86.6
44044-18804A wb	67055	4	18000	18.71	15.09	18.66	19.13	16.54	14.52	13.02	10.13	5.01	63.5	65.7	8:08:58 AM	WBOL	IWP	TJT	AJT	GOOD		88.4
44044-18804A wb	67055	5	18000	19.29	15.08	18.94	18.99	16.69	14.7	13.12	9.8	4.94	63.5	65.7	8:09:12 AM	WBOL	IWP	TJT	AJT	GOOD		86.5
44044-18804A wb	67055	6	18000	19.38	15.16	19.07	19.26	16.75	15.11	13.16	9.94	5.04	63.5	65.7	8:09:35 AM	WBOL	IWP	TJT	AJT	GOOD		86.4
44044-18804A wb	67055	7	22000	21.1	16.23	20.75	21.2	18.54	16.06	14.58	10.65	5.35	63.5	65.7	8:09:53 AM	WBOL	IWP	TJT	AJT	GOOD		87.9
44044-18804A wb	67055	8	22000	21.12	16.25	20.83	21.45	18.61	16.17	14.58	10.71	5.49	63.5	65.7	8:10:15 AM	WBOL	IWP	TJT	AJT	GOOD		88.1
44044-18804A wb	67055	9	22000	20.94	16.58	20.88	21.52	18.5	16.23	14.54	10.83	5.46	63.5	65.7	8:10:42 AM	WBOL	IWP	TJT	AJT	GOOD		88.3
44044-18804A wb	67095	1	9000	25.5	21.71	23.05	28.19	25.23	23.11	21.08	17.02	9.94	60.4	63	7:20:57 AM	WBOL	CJT	TJT	AJT	GOOD		98.9
44044-18804A wb	67095	2	9000	24.5	20.83	22.42	27.08	24.29	22.08	20.08	16.21	9.36	60.4	63	7:21:11 AM	WBOL	CJT	TJT	AJT	GOOD		99.1
44044-18804A wb	67095	3	9000	25.78	21.82	23.38	28.57	25.57	23.35	21.34	17.08	9.94	60.4	63	7:21:26 AM	WBOL	CJT	TJT	AJT	GOOD		99.2
44044-18804A wb	67095	4	18000	41.81	35.1	37.65	46.17	41.99	37.84	34.26	27.31	15.69	60.4	63	7:21:38 AM	WBOL	CJT	TJT	AJT	GOOD		100.4
44044-18804A wb	67095	5	18000	41.88	35.11	37.76	46.24	41.97	38.02	34.4	27.32	15.72	60.4	63	7:21:52 AM	WBOL	CJT	TJT	AJT	GOOD		100.2
44044-18804A wb	67095	6	18000	41.88	35.22	37.78	46.23	42.07	37.88	34.42	27.39	15.68	60.4	63	7:22:07 AM	WBOL	CJT	TJT	AJT	GOOD		100.5
44044-18804A wb	67095	7	22000	43.89	36.25	38.64	47.93	44.32	39.24	35.55	28.17	16.07	60.4	63	7:22:23 AM	WBOL	CJT	TJT	AJT	GOOD		101.0

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
44044-18804A wb	67095	8	22000	44.95	37.45	40.33	49.35	45.37	40.44	36.75	29.05	16.46	60.4	63	7:22:42 AM	WBOL	CJT	TJT	AJT	GOOD		100.9
44044-18804A wb	67095	9	22000	45.05	37.46	40.38	49.33	45.39	40.51	36.84	29.12	16.52	60.4	63	7:23:00 AM	WBOL	CJT	TJT	AJT	GOOD		100.8
44044-18804A wb	67130	1	9000	14.35	11.58	14.4	13.29	12.24	11.06	9.93	7.54	3.55	62.3	67.4	8:02:47 AM	WBOL	IWP	TJT	AJT	GOOD		85.3
44044-18804A wb	67130	2	9000	12.57	11.67	14.67	13.3	12.48	11.16	9.92	7.61	3.15	62.3	67.4	8:02:58 AM	WBOL	IWP	TJT	AJT	GOOD		99.3
44044-18804A wb	67130	3	9000	14.56	11.73	14.72	13.57	12.57	11.17	10.19	7.64	3.55	62.3	67.4	8:03:14 AM	WBOL	IWP	TJT	AJT	GOOD		86.3
44044-18804A wb	67130	4	18000	24.5	19.11	24.31	22.57	21.06	18.51	16.66	12.54	5.65	62.3	67.4	8:03:28 AM	WBOL	IWP	TJT	AJT	GOOD		86.0
44044-18804A wb	67130	5	18000	24.56	19.24	24.37	22.82	21.39	18.77	16.87	12.79	5.75	62.3	67.4	8:03:58 AM	WBOL	IWP	TJT	AJT	GOOD		87.1
44044-18804A wb	67130	6	18000	24.77	19.37	24.75	23.08	21.46	18.97	16.9	12.77	5.78	62.3	67.4	8:04:13 AM	WBOL	IWP	TJT	AJT	GOOD		86.6
44044-18804A wb	67130	7	22000	26.8	20.46	26.64	24.89	23.42	20.3	18.21	13.42	5.98	62.3	67.4	8:04:31 AM	WBOL	IWP	TJT	AJT	GOOD		87.4
44044-18804A wb	67130	8	22000	27.39	20.52	26.84	25.07	23.58	20.44	18.32	13.51	6.01	62.3	67.4	8:04:49 AM	WBOL	IWP	TJT	AJT	GOOD		86.1
44044-18804A wb	67130	9	22000	27.13	19.55	27.16	25.28	23.78	20.73	18.49	13.58	5.97	62.3	67.4	8:05:33 AM	WBOL	IWP	TJT	AJT	GOOD		87.7
44044-18804A wb	67170	1	9000	18.3	15.01	16.36	20.37	17.32	15.52	13.99	10.73	5.62	60.1	63.5	7:11:57 AM	WBOL	CJT	TJT	AJT	GOOD		94.6
44044-18804A wb	67170	2	9000	18.08	14.82	16.05	20.17	17.21	15.43	13.85	10.5	5.51	60.1	63.5	7:12:09 AM	WBOL	CJT	TJT	AJT	GOOD		95.2
44044-18804A wb	67170	3	9000	18.23	14.88	16.14	20.38	17.36	15.54	14	10.62	5.53	60.1	63.5	7:12:18 AM	WBOL	CJT	TJT	AJT	GOOD		95.2
44044-18804A wb	67170	4	18000	29.6	23.8	26.3	32.91	28.6	25.24	22.64	16.97	8.65	60.1	63.5	7:12:34 AM	WBOL	CJT	TJT	AJT	GOOD		96.6
44044-18804A wb	67170	5	18000	29.65	23.83	26.31	33.06	28.57	25.23	22.5	17.01	8.62	60.1	63.5	7:12:48 AM	WBOL	CJT	TJT	AJT	GOOD		96.4
44044-18804A wb	67170	6	18000	29.55	23.86	26.47	32.94	28.54	25.04	22.37	17	8.6	60.1	63.5	7:13:03 AM	WBOL	CJT	TJT	AJT	GOOD		96.6
44044-18804A wb	67170	7	22000	31.7	24.94	28.32	35.09	30.73	26.79	23.75	17.89	8.94	60.1	63.5	7:13:23 AM	WBOL	CJT	TJT	AJT	GOOD		96.9
44044-18804A wb	67170	8	22000	31.8	25.08	28.38	35.26	30.81	26.86	23.79	17.94	8.96	60.1	63.5	7:13:41 AM	WBOL	CJT	TJT	AJT	GOOD		96.9
44044-18804A wb	67170	9	22000	31.72	25.09	28.35	35.19	30.75	26.86	23.77	17.9	8.92	60.1	63.5	7:14:00 AM	WBOL	CJT	TJT	AJT	GOOD		96.9
77024-20821 Sec A	1	1	9000	14.1	12.1	11.7	15.38	12.21	11.09	10.08	8.34	5.19	59.8	53.7	8:54:52 AM	EBOL	OWP	TJT	AJT	NA		86.6
77024-20821 Sec A	1	2	9000	14.06	12.02	11.63	15.32	12.18	11.08	10.09	8.26	5.1	59.8	53.7	8:55:01 AM	EBOL	OWP	TJT	AJT	NA		86.6
77024-20821 Sec A	1	3	9000	14.08	12.05	11.65	15.31	12.27	11.11	10.11	8.29	5.16	59.8	53.7	8:55:09 AM	EBOL	OWP	TJT	AJT	NA		87.1
77024-20821 Sec A	1	4	9000	14.03	12	11.6	15.29	12.2	11.09	10.06	8.24	5.11	59.8	53.7	8:55:19 AM	EBOL	OWP	TJT	AJT	NA		87.0
77024-20821 Sec A	1	5	18000	25.84	21.73	21.42	27.9	22.74	20.43	18.73	15.18	9.34	59.8	53.7	8:55:31 AM	EBOL	OWP	TJT	AJT	NA		88.0
77024-20821 Sec A	1	6	18000	25.85	21.75	21.33	27.99	22.79	20.46	18.72	15.21	9.45	59.8	53.7	8:55:46 AM	EBOL	OWP	TJT	AJT	NA		88.2
77024-20821 Sec A	1	7	18000	25.96	21.84	21.5	28.05	22.89	20.59	18.8	15.3	9.42	59.8	53.7	8:56:00 AM	EBOL	OWP	TJT	AJT	NA		88.2
77024-20821 Sec A	1	8	18000	25.96	21.82	21.48	28.07	22.9	20.6	18.88	15.29	9.42	59.8	53.7	8:56:15 AM	EBOL	OWP	TJT	AJT	NA		88.2
77024-20821 Sec A	1	9	22000	29.58	24.69	24.65	31.94	26.17	23.48	21.48	17.29	10.62	59.8	53.7	8:56:30 AM	EBOL	OWP	TJT	AJT	NA		88.5
77024-20821 Sec A	1	10	22000	29.53	24.67	24.48	31.86	26.15	23.45	21.47	17.31	10.59	59.8	53.7	8:56:47 AM	EBOL	OWP	TJT	AJT	NA		88.6
77024-20821 Sec A	1	11	22000	29.63	24.8	24.57	32.04	26.24	23.55	21.59	17.39	10.64	59.8	53.7	8:57:05 AM	EBOL	OWP	TJT	AJT	NA		88.6
77024-20821 Sec A	1	12	22000	29.71	24.86	24.74	32.1	26.31	23.65	21.66	17.48	10.73	59.8	53.7	8:57:25 AM	EBOL	OWP	TJT	AJT	NA		88.6
77024-20821 Sec A	4	1	9000	9.85	6.83	9.04	8.42	7.82	6.89	6	4.58	2.3	60	56.4	9:08:35 AM	EBOL	MID	TJT	BJT	NA	69.3	
77024-20821 Sec A	4	12	22000	21.16	14.7	19.27	17.97	16.81	14.54	12.87	9.54	4.89	60	56.4	9:11:09 AM	EBOL	MID	TJT	BJT	NA	69.5	
77024-20821 Sec A	4	11	22000	21.07	14.64	19.22	17.98	16.73	14.5	12.73	9.53	4.84	60	56.4	9:10:51 AM	EBOL	MID	TJT	BJT	NA	69.5	
77024-20821 Sec A	4	10	22000	21.16	14.69	19.28	18.01	16.8	14.52	12.83	9.58	4.86	60	56.4	9:10:33 AM	EBOL	MID	TJT	BJT	NA	69.4	
77024-20821 Sec A	4	9	22000	20.97	14.58	19.17	17.79	16.62	14.43	12.75	9.49	4.81	60	56.4	9:10:15 AM	EBOL	MID	TJT	BJT	NA	69.5	
77024-20821 Sec A	4	8	18000	18.21	12.57	16.66	15.45	14.44	12.51	11.08	8.26	4.18	60	56.4	9:09:58 AM	EBOL	MID	TJT	BJT	NA	69.0	
77024-20821 Sec A	4	7	18000	18.18	12.55	16.61	15.39	14.4	12.47	10.98	8.21	4.15	60	56.4	9:09:44 AM	EBOL	MID	TJT	BJT	NA	69.0	
77024-20821 Sec A	4	6	18000	18.17	12.54	16.55	15.34	14.38	12.49	10.92	8.21	4.16	60	56.4	9:09:30 AM	EBOL	MID	TJT	BJT	NA	69.0	
77024-20821 Sec A	4	5	18000	18.19	12.59	16.57	15.43	14.47	12.5	10.95	8.25	4.14	60	56.4	9:09:16 AM	EBOL	MID	TJT	BJT	NA	69.2	
77024-20821 Sec A	4	4	9000	9.73	6.83	8.92	8.45	7.73	6.77	5.98	4.47	2.21	60	56.4	9:09:03 AM	EBOL	MID	TJT	BJT	NA	70.2	
77024-20821 Sec A	4	3	9000	9.84	6.9	9.04	8.49	7.81	6.86	6.08	4.55	2.28	60	56.4	9:08:54 AM	EBOL	MID	TJT	BJT	NA	70.1	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
77024-20821 Sec A	4	2	9000	9.72	6.87	8.99	8.32	7.72	6.78	6.04	4.53	2.26	60	56.4	9:08:44 AM	EBOL	MID	TJT	BJT	NA	70.7	
77024-20821 Sec A	5	12	22000	24.4	20.78	20.03	26	17.94	15.93	14.36	11.17	6.22	65.2	58.3	10:34:29 AM	EBOL	OWP	TJT	AJT	NA		73.5
77024-20821 Sec A	5	11	22000	24.31	20.75	19.94	26.02	17.88	15.92	14.39	11.16	6.23	65.2	58.3	10:34:11 AM	EBOL	OWP	TJT	AJT	NA		73.5
77024-20821 Sec A	5	10	22000	24.21	20.75	19.92	25.92	17.9	15.9	14.33	11.16	6.2	65.2	58.3	10:33:55 AM	EBOL	OWP	TJT	AJT	NA		73.9
77024-20821 Sec A	5	9	22000	23.93	20.52	19.78	25.75	17.74	15.76	14.22	11.03	6.15	65.2	58.3	10:33:37 AM	EBOL	OWP	TJT	AJT	NA		74.1
77024-20821 Sec A	5	8	18000	20.66	17.69	17.03	22.24	15.15	13.45	12.05	9.44	5.31	65.2	58.3	10:33:23 AM	EBOL	OWP	TJT	AJT	NA		73.3
77024-20821 Sec A	5	7	18000	20.62	17.74	16.99	22.19	15.12	13.41	12.03	9.4	5.26	65.2	58.3	10:33:09 AM	EBOL	OWP	TJT	AJT	NA		73.3
77024-20821 Sec A	5	6	18000	20.51	17.69	16.87	22.09	15.03	13.36	12.01	9.41	5.29	65.2	58.3	10:32:55 AM	EBOL	OWP	TJT	AJT	NA		73.3
77024-20821 Sec A	5	5	18000	20.62	17.69	16.98	22.14	15.08	13.4	12.03	9.41	5.28	65.2	58.3	10:32:43 AM	EBOL	OWP	TJT	AJT	NA		73.1
77024-20821 Sec A	5	4	9000	11.07	9.57	9.08	11.91	7.94	7.2	6.4	5.06	2.88	65.2	58.3	10:32:31 AM	EBOL	OWP	TJT	AJT	NA		71.7
77024-20821 Sec A	5	3	9000	10.94	9.48	8.91	11.8	7.87	7.1	6.28	4.99	2.81	65.2	58.3	10:32:21 AM	EBOL	OWP	TJT	AJT	NA		71.9
77024-20821 Sec A	5	2	9000	10.91	9.51	8.93	11.76	7.84	7.06	6.34	4.99	2.79	65.2	58.3	10:32:12 AM	EBOL	OWP	TJT	AJT	NA		71.9
77024-20821 Sec A	5	1	9000	11.11	9.71	9.15	12.06	8.1	7.28	6.54	5.22	2.94	65.2	58.3	10:32:03 AM	EBOL	OWP	TJT	AJT	NA		72.9
77024-20821 Sec A	8	1	9000	5.52	4.32	5.13	4.77	4.42	3.87	3.37	2.55	1.35	65.4	70	10:41:16 AM	EBOL	MID	TJT	BJT	NA	78.3	
77024-20821 Sec A	8	2	9000	5.48	4.39	5.15	4.78	4.39	3.85	3.4	2.56	1.4	65.4	70	10:41:23 AM	EBOL	MID	TJT	BJT	NA	80.1	
77024-20821 Sec A	8	3	9000	5.48	4.3	5.12	4.73	4.37	3.84	3.38	2.56	1.4	65.4	70	10:41:32 AM	EBOL	MID	TJT	BJT	NA	78.5	
77024-20821 Sec A	8	4	9000	5.53	4.37	5.13	4.78	4.38	3.86	3.38	2.58	1.37	65.4	70	10:41:42 AM	EBOL	MID	TJT	BJT	NA	79.0	
77024-20821 Sec A	8	5	18000	11.23	8.55	10.38	9.66	8.92	7.71	6.81	5.11	2.71	65.4	70	10:41:53 AM	EBOL	MID	TJT	BJT	NA	76.1	
77024-20821 Sec A	8	6	18000	11.22	8.47	10.3	9.61	8.88	7.69	6.8	5.1	2.68	65.4	70	10:42:07 AM	EBOL	MID	TJT	BJT	NA	75.5	
77024-20821 Sec A	8	7	18000	11.27	8.61	10.43	9.65	8.96	7.73	6.86	5.13	2.72	65.4	70	10:42:21 AM	EBOL	MID	TJT	BJT	NA	76.4	
77024-20821 Sec A	8	8	18000	11.25	8.58	10.37	9.6	8.94	7.72	6.86	5.13	2.71	65.4	70	10:42:35 AM	EBOL	MID	TJT	BJT	NA	76.3	
77024-20821 Sec A	8	9	22000	13.48	10.37	12.44	11.58	10.7	9.29	8.25	6.16	3.22	65.4	70	10:42:51 AM	EBOL	MID	TJT	BJT	NA	76.9	
77024-20821 Sec A	8	10	22000	13.46	10.37	12.51	11.59	10.73	9.3	8.28	6.13	3.22	65.4	70	10:43:07 AM	EBOL	MID	TJT	BJT	NA	77.0	
77024-20821 Sec A	8	11	22000	13.56	10.42	12.54	11.67	10.77	9.34	8.3	6.16	3.24	65.4	70	10:43:22 AM	EBOL	MID	TJT	BJT	NA	76.8	
77024-20821 Sec A	8	12	22000	13.61	10.46	12.62	11.68	10.83	9.36	8.32	6.18	3.24	65.4	70	10:43:38 AM	EBOL	MID	TJT	BJT	NA	76.9	
77024-20821 Sec A	9	1	9000	10.27	8.74	8.66	11.2	7.64	6.9	6.24	5.02	2.89	64	57.4	9:59:13 AM	EBOL	OWP	TJT	AJT	NA		74.4
77024-20821 Sec A	9	2	9000	9.99	8.47	8.45	10.99	7.37	6.65	6.03	4.79	2.7	64	57.4	9:59:22 AM	EBOL	OWP	TJT	AJT	NA		73.8
77024-20821 Sec A	9	3	9000	10.04	8.51	8.47	10.99	7.38	6.64	6.06	4.82	2.73	64	57.4	9:59:31 AM	EBOL	OWP	TJT	AJT	NA		73.5
77024-20821 Sec A	9	4	9000	10.01	8.49	8.42	11.03	7.34	6.65	6.05	4.8	2.72	64	57.4	9:59:41 AM	EBOL	OWP	TJT	AJT	NA		73.3
77024-20821 Sec A	9	5	18000	19.52	16.33	16.43	21.13	14.72	13.19	11.89	9.45	5.43	64	57.4	9:59:53 AM	EBOL	OWP	TJT	AJT	NA		75.4
77024-20821 Sec A	9	6	18000	19.5	16.31	16.41	21.13	14.7	13.16	11.9	9.46	5.42	64	57.4	10:00:07 AM	EBOL	OWP	TJT	AJT	NA		75.4
77024-20821 Sec A	9	7	18000	19.58	16.45	16.5	21.26	14.8	13.22	11.96	9.48	5.43	64	57.4	10:00:19 AM	EBOL	OWP	TJT	AJT	NA		75.6
77024-20821 Sec A	9	8	18000	19.62	16.41	16.58	21.26	14.82	13.26	12.01	9.52	5.44	64	57.4	10:00:31 AM	EBOL	OWP	TJT	AJT	NA		75.5
77024-20821 Sec A	9	9	22000	22.85	19.08	19.32	24.77	17.72	15.91	14.44	11.4	6.52	64	57.4	10:00:47 AM	EBOL	OWP	TJT	AJT	NA		77.5
77024-20821 Sec A	9	10	22000	22.89	19.09	19.39	24.85	17.76	15.94	14.39	11.42	6.52	64	57.4	10:01:03 AM	EBOL	OWP	TJT	AJT	NA		77.6
77024-20821 Sec A	9	11	22000	22.94	19.22	19.47	24.93	17.83	15.99	14.51	11.47	6.57	64	57.4	10:01:21 AM	EBOL	OWP	TJT	AJT	NA		77.7
77024-20821 Sec A	9	12	22000	22.9	18.63	19.38	24.87	17.74	15.99	14.4	11.45	6.55	64	57.4	10:01:39 AM	EBOL	OWP	TJT	AJT	NA		77.5
77024-20821 Sec A	12	1	9000	6.31	5.44	5.84	5.52	5.06	4.48	3.89	3.01	1.63	64.4	58.1	10:08:27 AM	EBOL	MID	TJT	BJT	NA	86.2	
77024-20821 Sec A	12	2	9000	6.3	5.49	5.84	5.52	5.07	4.46	3.95	3.02	1.65	64.4	58.1	10:08:36 AM	EBOL	MID	TJT	BJT	NA	87.1	
77024-20821 Sec A	12	3	9000	6.26	5.53	5.8	5.42	5.03	4.43	3.91	3	1.66	64.4	58.1	10:08:45 AM	EBOL	MID	TJT	BJT	NA	88.3	
77024-20821 Sec A	12	4	9000	6.25	5.56	5.81	5.45	5.04	4.41	3.87	3.01	1.63	64.4	58.1	10:08:55 AM	EBOL	MID	TJT	BJT	NA	89.0	
77024-20821 Sec A	12	5	18000	12.66	10.59	11.71	10.92	10.15	8.83	7.81	5.9	3.13	64.4	58.1	10:09:06 AM	EBOL	MID	TJT	BJT	NA	83.6	
77024-20821 Sec A	12	6	18000	12.69	10.65	11.74	10.97	10.22	8.85	7.86	5.92	3.17	64.4	58.1	10:09:20 AM	EBOL	MID	TJT	BJT	NA	83.9	
77024-20821 Sec A	12	7	18000	12.71	10.57	11.75	10.93	10.2	8.84	7.89	5.93	3.14	64.4	58.1	10:09:34 AM	EBOL	MID	TJT	BJT	NA	83.2	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
77024-20821 Sec A	12	8	18000	12.65	10.61	11.71	10.95	10.18	8.82	7.82	5.91	3.15	64.4	58.1	10:09:48 AM	EBOL	MID	TJT	BJT	NA	83.9	
77024-20821 Sec A	12	9	22000	15.19	12.7	14.05	13.16	12.19	10.64	9.45	7.07	3.69	64.4	58.1	10:10:04 AM	EBOL	MID	TJT	BJT	NA	83.6	
77024-20821 Sec A	12	10	22000	15.14	12.73	14.1	13.13	12.17	10.65	9.48	7.08	3.71	64.4	58.1	10:10:22 AM	EBOL	MID	TJT	BJT	NA	84.1	
77024-20821 Sec A	12	11	22000	15.29	12.84	14.18	13.22	12.29	10.72	9.51	7.13	3.73	64.4	58.1	10:10:39 AM	EBOL	MID	TJT	BJT	NA	84.0	
77024-20821 Sec A	12	12	22000	15.27	12.85	14.18	13.22	12.27	10.7	9.51	7.14	3.74	64.4	58.1	10:10:57 AM	EBOL	MID	TJT	BJT	NA	84.2	
77024-20821 Sec A	13	1	9000	12.22	10.48	9.82	13.37	9.44	8.51	7.67	6.18	3.65	66.1	65.4	10:51:45 AM	EBOL	OWP	TJT	AJT	NA		77.3
77024-20821 Sec A	13	2	9000	11.8	10.11	9.41	13.05	8.99	8.06	7.27	5.83	3.44	66.1	65.4	10:51:54 AM	EBOL	OWP	TJT	AJT	NA		76.2
77024-20821 Sec A	13	3	9000	11.91	10.13	9.49	13.05	9.08	8.14	7.27	5.89	3.47	66.1	65.4	10:52:03 AM	EBOL	OWP	TJT	AJT	NA		76.2
77024-20821 Sec A	13	4	9000	11.98	10.21	9.54	13.12	9.1	8.2	7.32	5.89	3.46	66.1	65.4	10:52:11 AM	EBOL	OWP	TJT	AJT	NA		76.0
77024-20821 Sec A	13	5	18000	22.64	19.1	18.18	24.57	17.63	15.71	14.17	11.25	6.69	66.1	65.4	10:52:23 AM	EBOL	OWP	TJT	AJT	NA		77.9
77024-20821 Sec A	13	6	18000	22.82	19.22	18.32	24.78	17.76	15.82	14.3	11.34	6.74	66.1	65.4	10:52:37 AM	EBOL	OWP	TJT	AJT	NA		77.8
77024-20821 Sec A	13	7	18000	22.74	19.2	18.21	24.7	17.69	15.78	14.25	11.31	6.73	66.1	65.4	10:52:50 AM	EBOL	OWP	TJT	AJT	NA		77.8
77024-20821 Sec A	13	8	18000	22.85	19.23	18.36	24.8	17.76	15.82	14.3	11.35	6.77	66.1	65.4	10:53:04 AM	EBOL	OWP	TJT	AJT	NA		77.7
77024-20821 Sec A	13	9	22000	26.62	22.37	21.39	28.78	20.91	18.65	16.87	13.34	7.91	66.1	65.4	10:53:20 AM	EBOL	OWP	TJT	AJT	NA		78.5
77024-20821 Sec A	13	10	22000	26.83	22.52	21.57	29.02	21.05	18.74	16.98	13.48	8.02	66.1	65.4	10:53:36 AM	EBOL	OWP	TJT	AJT	NA		78.5
77024-20821 Sec A	13	11	22000	26.97	22.64	21.64	29.14	21.1	18.8	17.03	13.52	8.04	66.1	65.4	10:53:54 AM	EBOL	OWP	TJT	AJT	NA		78.2
77024-20821 Sec A	13	12	22000	27.01	22.71	21.69	29.19	21.13	18.86	17.09	13.55	8.05	66.1	65.4	10:54:10 AM	EBOL	OWP	TJT	AJT	NA		78.2
77024-20821 Sec A	16	1	9000	7.61	5.45	7.38	6.61	6.04	5.31	4.59	3.45	1.71	66.2	60.2	11:00:59 AM	EBOL	MID	TJT	BJT	NA	71.6	
77024-20821 Sec A	16	2	9000	7.58	5.4	7.33	6.55	5.97	5.18	4.46	3.39	1.69	66.2	60.2	11:01:08 AM	EBOL	MID	TJT	BJT	NA	71.2	
77024-20821 Sec A	16	3	9000	7.56	5.44	7.29	6.55	5.93	5.17	4.47	3.41	1.71	66.2	60.2	11:01:17 AM	EBOL	MID	TJT	BJT	NA	72.0	
77024-20821 Sec A	16	4	9000	7.53	5.41	7.27	6.49	5.96	5.15	4.45	3.4	1.7	66.2	60.2	11:01:27 AM	EBOL	MID	TJT	BJT	NA	71.8	
77024-20821 Sec A	16	5	18000	14.77	10.35	13.98	12.49	11.64	9.97	8.66	6.55	3.26	66.2	60.2	11:01:38 AM	EBOL	MID	TJT	BJT	NA	70.1	
77024-20821 Sec A	16	6	18000	14.54	10.32	13.92	12.41	11.57	9.92	8.69	6.51	3.25	66.2	60.2	11:01:52 AM	EBOL	MID	TJT	BJT	NA	71.0	
77024-20821 Sec A	16	7	18000	14.52	10.23	13.87	12.38	11.52	9.89	8.67	6.42	3.22	66.2	60.2	11:02:06 AM	EBOL	MID	TJT	BJT	NA	70.5	
77024-20821 Sec A	16	8	18000	14.55	10.3	13.97	12.44	11.57	9.94	8.75	6.49	3.25	66.2	60.2	11:02:20 AM	EBOL	MID	TJT	BJT	NA	70.8	
77024-20821 Sec A	16	9	22000	17.1	12.1	16.27	14.6	13.59	11.72	10.22	7.64	3.88	66.2	60.2	11:02:36 AM	EBOL	MID	TJT	BJT	NA	70.8	
77024-20821 Sec A	16	10	22000	17.23	12.24	16.42	14.72	13.68	11.83	10.32	7.7	3.88	66.2	60.2	11:02:54 AM	EBOL	MID	TJT	BJT	NA	71.0	
77024-20821 Sec A	16	11	22000	17.23	12.3	16.48	14.77	13.7	11.86	10.46	7.74	3.9	66.2	60.2	11:03:11 AM	EBOL	MID	TJT	BJT	NA	71.4	
77024-20821 Sec A	16	12	22000	17.36	12.34	16.49	14.85	13.74	11.89	10.47	7.77	3.91	66.2	60.2	11:03:29 AM	EBOL	MID	TJT	BJT	NA	71.1	
77024-17988 Sec B	1	1	9000	15.99	13.55	12.67		12.11	10.85	9.78	7.76	4.39	40.9	46.7	10:11:00 AM	EBOL	OWP	TJT	AJT	GOOD		75.7
77024-17988 Sec B	1	2	9000	15.85	13.36	12.58		12	10.79	9.74	7.63	4.31	40.9	46.7	10:11:10 AM	EBOL	OWP	TJT	AJT	GOOD		75.7
77024-17988 Sec B	1	3	9000	15.78	13.37	12.59		12.01	10.79	9.76	7.71	4.35	40.9	46.7	10:11:20 AM	EBOL	OWP	TJT	AJT	GOOD		76.1
77024-17988 Sec B	1	4	9000	15.54	13.1	12.46		11.94	10.63	9.53	7.6	4.23	40.9	46.7	10:11:30 AM	EBOL	OWP	TJT	AJT	GOOD		76.8
77024-17988 Sec B	1	5	18000	25.42	21.18	20.95		19.97	17.85	16.01	12.53	7.14	40.9	46.7	10:11:42 AM	EBOL	OWP	TJT	AJT	GOOD		78.6
77024-17988 Sec B	1	6	18000	27.35	22.68	22.06		20.75	18.54	16.61	13.03	7.43	40.9	46.7	10:11:57 AM	EBOL	OWP	TJT	AJT	GOOD		75.9
77024-17988 Sec B	1	7	18000	27.23	22.45	21.88		20.63	18.45	16.53	12.99	7.42	40.9	46.7	10:12:12 AM	EBOL	OWP	TJT	AJT	GOOD		75.8
77024-17988 Sec B	1	8	18000	27.09	22.35	21.81		20.54	18.41	16.48	12.96	7.43	40.9	46.7	10:12:27 AM	EBOL	OWP	TJT	AJT	GOOD		75.8
77024-17988 Sec B	1	9	22000	30.17	24.88	24.45		23.02	20.46	18.37	14.35	8.24	40.9	46.7	10:12:45 AM	EBOL	OWP	TJT	AJT	GOOD		76.3
77024-17988 Sec B	1	10	22000	30.08	24.74	24.28		22.81	20.39	18.27	14.28	8.2	40.9	46.7	10:13:02 AM	EBOL	OWP	TJT	AJT	GOOD		75.8
77024-17988 Sec B	1	11	22000	29.73	24.46	24.02		22.64	20.16	18.08	14.04	8.11	40.9	46.7	10:13:21 AM	EBOL	OWP	TJT	AJT	GOOD		76.2
77024-17988 Sec B	1	12	22000	30.35	25	24.55		23.11	20.64	18.45	14.41	8.26	40.9	46.7	10:13:42 AM	EBOL	OWP	TJT	AJT	GOOD		76.1
77024-17988 Sec B	4	1	9000	15.1	12.71	12.61		10.34	9.45	8.66	7.15	4.67	46.1	46.1	10:34:30 AM	EBOL	OWP	TJT	AJT	NA		68.5
77024-17988 Sec B	4	12	22000	29.61	24.43	25.38		22.47	20.37	18.51	15.12	9.73	46.1	46.1	10:37:07 AM	EBOL	OWP	TJT	AJT	NA		75.9

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Time	Lane	Pvmt	Test	Test2	Pvmt2	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s						LTE [%]	LTE [%]
77024-17988 Sec B	4	11	22000	29.88	24.61	25.66		22.58	20.46	18.57	15.24	9.77	46.1	46.1	10:36:5! AM	EBOL	OWP	TJT	AJT	NA		75.6
77024-17988 Sec B	4	10	22000	29.96	24.6	25.67		22.68	20.58	18.64	15.22	9.85	46.1	46.1	10:36:34 AM	EBOL	OWP	TJT	AJT	NA		75.7
77024-17988 Sec B	4	9	22000	29.09	23.94	25.75		22.04	19.93	18.17	14.92	9.58	46.1	46.1	10:36:14 AM	EBOL	OWP	TJT	AJT	NA		75.8
77024-17988 Sec B	4	8	18000	26.36	21.76	22.23		19.65	17.85	16.4	13.21	8.56	46.1	46.1	10:35:59 AM	EBOL	OWP	TJT	AJT	NA		74.5
77024-17988 Sec B	4	7	18000	25.98	21.49	22.27		19.19	17.47	15.99	13.09	8.54	46.1	46.1	10:35:44 AM	EBOL	OWP	TJT	AJT	NA		73.9
77024-17988 Sec B	4	6	18000	26.11	21.55	22.1		19.27	17.53	16.03	13.12	8.52	46.1	46.1	10:35:30 AM	EBOL	OWP	TJT	AJT	NA		73.8
77024-17988 Sec B	4	5	18000	25.95	21.46	23.37		19.1	17.4	15.84	13	8.54	46.1	46.1	10:35:15 AM	EBOL	OWP	TJT	AJT	NA		73.6
77024-17988 Sec B	4	4	9000	14.79	12.43	11.88		10.15	9.32	8.55	7.03	4.56	46.1	46.1	10:35:04 AM	EBOL	OWP	TJT	AJT	NA		68.6
77024-17988 Sec B	4	3	9000	15	12.62	12.36		10.4	9.44	8.77	7.14	4.58	46.1	46.1	10:34:53 AM	EBOL	OWP	TJT	AJT	NA		69.3
77024-17988 Sec B	4	2	9000	14.66	12.41	12.68		10.13	9.32	8.64	7.05	4.52	46.1	46.1	10:34:40 AM	EBOL	OWP	TJT	AJT	NA		69.1
77024-17988 Sec B	7	1	9000	14.76	12.85	15.75		11.41	10.14	9.01	6.98	3.78	47.2	47	10:56:08 AM	EBOL	OWP	TJT	AJT	NA		77.3
77024-17988 Sec B	7	2	9000	15.04	12.96	16.01		11.78	10.26	9.16	7.11	3.87	47.2	47	10:56:16 AM	EBOL	OWP	TJT	AJT	NA		78.3
77024-17988 Sec B	7	3	9000	15.13	13.06	16.09		11.78	10.49	9.28	7.15	3.9	47.2	47	10:56:26 AM	EBOL	OWP	TJT	AJT	NA		77.9
77024-17988 Sec B	7	4	9000	15.16	13.11	16.04		11.82	10.52	9.32	7.15	3.88	47.2	47	10:56:35 AM	EBOL	OWP	TJT	AJT	NA		78.0
77024-17988 Sec B	7	5	18000	27.12	23.09	28.94		21.46	18.88	16.77	12.8	7	47.2	47	10:56:48 AM	EBOL	OWP	TJT	AJT	NA		79.1
77024-17988 Sec B	7	6	18000	27.7	23.63	29.59		22.02	19.34	17.15	13.16	7.08	47.2	47	10:57:02 AM	EBOL	OWP	TJT	AJT	NA		79.5
77024-17988 Sec B	7	7	18000	27.7	23.59	29.52		22.01	19.43	17.16	13.16	7.15	47.2	47	10:57:17 AM	EBOL	OWP	TJT	AJT	NA		79.5
77024-17988 Sec B	7	8	18000	27.82	23.67	29.67		22.09	19.5	17.23	13.25	7.2	47.2	47	10:57:29 AM	EBOL	OWP	TJT	AJT	NA		79.4
77024-17988 Sec B	7	9	22000	31.57	26.83	33.88		25.46	22.37	19.78	15.12	8.22	47.2	47	10:57:44 AM	EBOL	OWP	TJT	AJT	NA		80.6
77024-17988 Sec B	7	10	22000	31.76	26.98	33.87		25.5	22.4	19.81	15.19	8.21	47.2	47	10:58:02 AM	EBOL	OWP	TJT	AJT	NA		80.3
77024-17988 Sec B	7	11	22000	31.82	27.03	34.02		25.58	22.51	19.96	15.24	8.26	47.2	47	10:58:19 AM	EBOL	OWP	TJT	AJT	NA		80.4
77024-17988 Sec B	7	12	22000	32.22	27.34	34.4		25.83	22.76	20.14	15.45	8.35	47.2	47	10:58:37 AM	EBOL	OWP	TJT	AJT	NA		80.2
77024-17988 Sec B	10	12	22000	21.43	17.5	20.56		18.7	16.67	14.94	11.63	6.73	45.7	48.1	11:36:34 AM	EBOL	OWP	TJT	AJT	NA		87.3
77024-17988 Sec B	10	11	22000	21.12	17.23	20.17		18.46	16.46	14.84	11.64	6.77	45.7	48.1	11:36:17 AM	EBOL	OWP	TJT	AJT	NA		87.4
77024-17988 Sec B	10	10	22000	21.03	17.21	19.53		18.31	16.3	14.54	11.43	6.68	45.7	48.1	11:36:01 AM	EBOL	OWP	TJT	AJT	NA		87.1
77024-17988 Sec B	10	9	22000	20.97	17.11	20.53		18.39	16.28	14.66	11.4	6.63	45.7	48.1	11:35:44 AM	EBOL	OWP	TJT	AJT	NA		87.7
77024-17988 Sec B	10	8	18000	18.06	14.81	16.6		15.7	14.03	12.54	9.89	5.84	45.7	48.1	11:35:29 AM	EBOL	OWP	TJT	AJT	NA		86.9
77024-17988 Sec B	10	7	18000	18.18	14.9	16.58		15.79	14.09	12.67	9.88	5.89	45.7	48.1	11:35:17 AM	EBOL	OWP	TJT	AJT	NA		86.9
77024-17988 Sec B	10	6	18000	17.78	14.52	16.43		15.34	13.72	12.32	9.67	5.71	45.7	48.1	11:35:04 AM	EBOL	OWP	TJT	AJT	NA		86.3
77024-17988 Sec B	10	5	18000	17.58	14.32	17.95		15.22	13.49	12.09	9.51	5.54	45.7	48.1	11:34:51 AM	EBOL	OWP	TJT	AJT	NA		86.6
77024-17988 Sec B	10	4	9000	9.33	7.74	8.17		8.1	7.18	6.49	5.16	3.1	45.7	48.1	11:34:41 AM	EBOL	OWP	TJT	AJT	NA		86.8
77024-17988 Sec B	10	3	9000	9.15	7.56	8.21		7.93	7.09	6.41	5.11	3.03	45.7	48.1	11:34:33 AM	EBOL	OWP	TJT	AJT	NA		86.7
77024-17988 Sec B	10	2	9000	8.87	7.41	10.13		7.91	7.15	6.38	5.02	2.93	45.7	48.1	11:34:25 AM	EBOL	OWP	TJT	AJT	NA		89.2
77024-17988 Sec B	10	1	9000	9.27	7.71	10.14		7.92	7.07	6.37	5.09	3.04	45.7	48.1	11:32:36 AM	EBOL	OWP	TJT	AJT	NA		85.4

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
77023-21586A EB	0	9	20190	17.75	15.35	16.03	15.07	13.96	12.1	10.53	7.29	1.87	70	74	JT1	TJT	BJT	CONTR	7:49:47 AM	86.5	
77023-21586A EB	0	8	20241	17.86	15.48	16.17	15.17	14.09	12.19	10.65	7.35	1.93	70	74	JT1	TJT	BJT	CONTR	7:49:33 AM	86.7	
77023-21586A EB	0	7	20188	17.75	15.41	16.19	15.12	13.98	12.1	10.53	7.25	1.85	70	74	JT1	TJT	BJT	CONTR	7:49:18 AM	86.8	
77023-21586A EB	0	6	15450	14.36	12.6	12.99	12.19	11.24	9.9	8.42	5.8	1.48	70	74	JT1	TJT	BJT	CONTR	7:49:05 AM	87.7	
77023-21586A EB	0	5	15431	14.36	12.58	13.12	12.16	11.21	9.71	8.39	5.78	1.42	70	74	JT1	TJT	BJT	CONTR	7:48:54 AM	87.6	
77023-21586A EB	0	4	15415	14.36	12.61	13.14	12.25	11.31	9.81	8.4	5.79	1.39	70	74	JT1	TJT	BJT	CONTR	7:48:43 AM	87.8	
77023-21586A EB	0	3	9319	9.42	8.39	8.51	8.12	7.07	6.45	5.38	3.73	0.92	70	74	JT1	TJT	BJT	CONTR	7:48:35 AM	89.1	
77023-21586A EB	0	2	9382	9.53	8.45	8.51	8.15	7.12	6.48	5.41	3.76	0.96	70	74	JT1	TJT	BJT	CONTR	7:48:29 AM	88.7	
77023-21586A EB	0	1	9160	9.74	8.66	8.74	8.28	7.23	6.63	5.52	3.83	0.87	70	74	JT1	TJT	BJT	CONTR	7:48:23 AM	88.9	
77023-21586A EB	2	1	9149	8.8	6.94	7.88	9.95	7.77	7.28	6.1	4.63	1.92	70	72	JT1	TJT	AJT	CONTR	7:52:16 AM		88.3
77023-21586A EB	2	9	20186	17.01	13.38	15.66	19.5	16.38	14.36	12.75	9.4	3.94	70	72	JT1	TJT	AJT	CONTR	7:53:41 AM		96.3
77023-21586A EB	2	8	20188	16.9	13.33	15.55	19.39	16.31	14.31	12.67	9.36	3.9	70	72	JT1	TJT	AJT	CONTR	7:53:26 AM		96.5
77023-21586A EB	2	7	20240	16.95	13.35	15.58	19.48	16.31	14.33	12.74	9.4	3.95	70	72	JT1	TJT	AJT	CONTR	7:53:12 AM		96.2
77023-21586A EB	2	6	15373	13.93	10.94	12.81	15.81	13.2	11.77	10.24	7.59	3.13	70	72	JT1	TJT	AJT	CONTR	7:52:59 AM		94.8
77023-21586A EB	2	5	15428	13.83	10.87	12.62	15.7	13.15	11.62	10.1	7.49	3.19	70	72	JT1	TJT	AJT	CONTR	7:52:48 AM		95.1
77023-21586A EB	2	4	15337	13.61	10.76	12.6	15.54	13.02	11.49	10	7.44	3.15	70	72	JT1	TJT	AJT	CONTR	7:52:36 AM		95.7
77023-21586A EB	2	3	9212	9.1	7.18	8.21	10.29	8.21	7.55	6.51	4.83	2.07	70	72	JT1	TJT	AJT	CONTR	7:52:27 AM		90.2
77023-21586A EB	2	2	9203	9.06	7.09	8.12	10.16	8.11	7.55	6.41	4.78	2.07	70	72	JT1	TJT	AJT	CONTR	7:52:21 AM		89.5
77023-21586A EB	493	9	20574	19.48	14.58	17.33	16.69	15.52	13.39	11.72	8.47	3.69	74	81	JT13	TJT	BJT	CONTR	9:20:35 AM	74.8	
77023-21586A EB	493	8	20588	19.48	14.5	17.41	16.66	15.44	13.34	11.68	8.46	3.64	74	81	JT13	TJT	BJT	CONTR	9:20:21 AM	74.4	
77023-21586A EB	493	7	20654	19.28	14.42	17.26	16.55	15.38	13.23	11.59	8.39	3.67	74	81	JT13	TJT	BJT	CONTR	9:20:07 AM	74.8	
77023-21586A EB	493	6	15307	15.66	11.44	13.91	13.44	12.37	10.87	9.24	6.76	2.91	74	81	JT13	TJT	BJT	CONTR	9:19:55 AM	73.1	
77023-21586A EB	493	5	15266	15.61	11.37	13.81	13.35	12.26	10.73	9.15	6.7	2.89	74	81	JT13	TJT	BJT	CONTR	9:19:44 AM	72.8	
77023-21586A EB	493	4	15186	15.51	11.36	13.78	13.27	12.28	10.71	9.14	6.7	2.88	74	81	JT13	TJT	BJT	CONTR	9:19:34 AM	73.2	
77023-21586A EB	493	3	8935	10.51	7.45	9.3	9.04	7.88	7.26	6.12	4.45	1.94	74	81	JT13	TJT	BJT	CONTR	9:19:26 AM	70.9	
77023-21586A EB	493	2	9014	10.62	7.45	9.3	9.04	7.88	7.23	6.15	4.46	1.89	74	81	JT13	TJT	BJT	CONTR	9:19:20 AM	70.2	
77023-21586A EB	493	1	8984	10.77	7.6	9.48	9.22	8.08	7.41	6.25	4.62	1.9	74	81	JT13	TJT	BJT	CONTR	9:19:15 AM	70.6	
77023-21586A EB	495	9	20815	17.12	13.71	15.18	18.86	16.86	14.76	13.21	9.95	5.21	74	80	JT13	TJT	AJT	CONTR	9:23:05 AM		98.5
77023-21586A EB	495	8	20687	17.12	13.71	15.09	18.89	16.86	14.78	13.22	9.97	5.19	74	80	JT13	TJT	AJT	CONTR	9:22:51 AM		98.5
77023-21586A EB	495	7	20638	17.12	13.67	15.27	18.84	16.76	14.74	13.18	9.95	5.18	74	80	JT13	TJT	AJT	CONTR	9:22:37 AM		97.9
77023-21586A EB	495	6	15315	13.72	11.08	12.11	15.28	13.13	11.78	10.3	7.91	4.14	74	80	JT13	TJT	AJT	CONTR	9:22:25 AM		95.7
77023-21586A EB	495	5	15266	13.65	11.03	12.13	15.24	13.13	11.71	10.26	7.85	4.16	74	80	JT13	TJT	AJT	CONTR	9:22:15 AM		96.2
77023-21586A EB	495	4	15258	13.57	11	12.02	15.2	13.04	11.59	10.17	7.8	4.08	74	80	JT13	TJT	AJT	CONTR	9:22:05 AM		96.1
77023-21586A EB	495	3	8939	9.36	7.55	8.19	10.42	8.24	7.7	6.72	5.18	2.68	74	80	JT13	TJT	AJT	CONTR	9:21:57 AM		88.0
77023-21586A EB	495	2	8956	9.32	7.47	8.12	10.37	8.16	7.62	6.64	5.11	2.67	74	80	JT13	TJT	AJT	CONTR	9:21:51 AM		87.6
77023-21586A EB	495	1	9006	9.1	7.3	7.93	10.18	7.97	7.42	6.41	4.92	2.64	74	80	JT13	TJT	AJT	CONTR	9:21:45 AM		87.6
77023-21586A EB	740	9	20723	15.11	14.39	13.19	13.26	12.59	11.26	10.22	7.96	4.69	75	77	JT14	TJT	BJT	CONTR	9:27:48 AM	95.2	
77023-21586A EB	740	8	20741	15.21	14.42	13.24	13.39	12.69	11.35	10.27	7.99	4.73	75	77	JT14	TJT	BJT	CONTR	9:27:34 AM	94.8	
77023-21586A EB	740	7	20780	15.11	14.42	13.19	13.42	12.66	11.29	10.21	7.99	4.71	75	77	JT14	TJT	BJT	CONTR	9:27:20 AM	95.4	
77023-21586A EB	740	6	15343	11.67	11.21	10.15	10.4	9.82	8.9	7.86	6.22	3.68	75	77	JT14	TJT	BJT	CONTR	9:27:07 AM	96.1	
77023-21586A EB	740	5	15293	11.61	11.19	10.13	10.4	9.8	8.82	7.87	6.19	3.65	75	77	JT14	TJT	BJT	CONTR	9:26:57 AM	96.4	
77023-21586A EB	740	4	15253	11.56	11.16	10.1	10.34	9.74	8.72	7.78	6.16	3.63	75	77	JT14	TJT	BJT	CONTR	9:26:47 AM	96.5	
77023-21586A EB	740	3	8970	7.38	7.16	6.38	6.57	5.95	5.59	4.86	3.89	2.26	75	77	JT14	TJT	BJT	CONTR	9:26:39 AM	97.0	
77023-21586A EB	740	2	8953	7.33	7.16	6.34	6.57	5.88	5.57	4.83	3.89	2.26	75	77	JT14	TJT	BJT	CONTR	9:26:33 AM	97.7	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
77023-21586A EB	740	1	8970	7.44	7.24	6.36	6.59	6.02	5.6	4.78	3.94	2.37	75	77	JT14	TJT	BJT	CONTR	9:26:28 AM			80.9
77023-21586A EB	741	6	15274	10.72	9.21	9.34	11.4	11.13	10.19	9.13	7.31	4.43	75	76	JT14	TJT	AJT	CONTR	9:29:44 AM			103.8
77023-21586A EB	741	5	15253	10.72	9.21	9.36	11.37	11.18	10.19	9.17	7.31	4.42	75	76	JT14	TJT	AJT	CONTR	9:29:33 AM			104.3
77023-21586A EB	741	4	15329	10.79	9.21	9.34	11.32	11.11	10.11	9.09	7.25	4.39	75	76	JT14	TJT	AJT	CONTR	9:29:23 AM			103.0
77023-21586A EB	741	3	8956	6.65	5.7	5.76	7.06	6.62	6.42	5.53	4.5	2.75	75	76	JT14	TJT	AJT	CONTR	9:29:15 AM			99.5
77023-21586A EB	741	2	8962	6.82	5.81	5.92	7.17	6.71	6.53	5.61	4.58	2.79	75	76	JT14	TJT	AJT	CONTR	9:29:09 AM			98.4
77023-21586A EB	741	1	8953	6.61	5.72	5.73	7.04	6.63	6.27	5.47	4.5	2.69	75	76	JT14	TJT	AJT	CONTR	9:29:04 AM			100.3
77023-21586A EB	741	7	20837	14.09	11.94	12.28	14.8	14.61	13.18	11.96	9.47	5.65	75	76	JT14	TJT	AJT	CONTR	9:29:57 AM			103.7
77023-21586A EB	741	8	20756	14.05	11.86	12.25	14.71	14.59	13.14	11.98	9.42	5.62	75	76	JT14	TJT	AJT	CONTR	9:30:11 AM			103.8
77023-21586A EB	741	9	20849	14.09	11.92	12.3	14.75	14.64	13.18	11.98	9.45	5.65	75	76	JT14	TJT	AJT	CONTR	9:30:25 AM			103.9
77023-21586A EB	781	9	20812	10.24	9.98	8.67	9.36	8.86	8.08	7.35	5.89	3.59	76	84	JT17	TJT	BJT	CONTR	9:43:02 AM		97.5	
77023-21586A EB	781	8	20939	10.26	10.04	8.85	9.4	8.91	8.16	7.39	5.92	3.6	76	84	JT17	TJT	BJT	CONTR	9:42:48 AM		97.9	
77023-21586A EB	781	7	20830	10.26	10.06	8.87	9.4	8.84	8.1	7.38	5.89	3.62	76	84	JT17	TJT	BJT	CONTR	9:42:35 AM		98.1	
77023-21586A EB	781	6	15315	7.45	7.39	6.45	6.88	6.59	5.97	5.39	4.32	2.67	76	84	JT17	TJT	BJT	CONTR	9:42:23 AM		99.2	
77023-21586A EB	781	5	15323	7.45	7.39	6.48	6.91	6.54	5.97	5.38	4.32	2.67	76	84	JT17	TJT	BJT	CONTR	9:42:13 AM		99.2	
77023-21586A EB	781	4	15266	7.62	7.5	6.53	6.98	6.67	6.05	5.44	4.38	2.67	76	84	JT17	TJT	BJT	CONTR	9:42:02 AM		98.4	
77023-21586A EB	781	3	8872	4.41	4.37	3.74	4.03	3.67	3.52	3.09	2.51	1.57	76	84	JT17	TJT	BJT	CONTR	9:41:55 AM		99.1	
77023-21586A EB	781	2	8886	4.41	4.31	3.74	4.01	3.66	3.52	3.06	2.51	1.57	76	84	JT17	TJT	BJT	CONTR	9:41:50 AM		97.7	
77023-21586A EB	781	1	8863	4.52	4.52	3.78	4.14	3.79	3.58	3.12	2.55	1.58	76	84	JT17	TJT	BJT	CONTR	9:41:45 AM		100.0	
77023-21586A EB	782	1	8950	4.41	3.83	3.69	4.56	4.11	3.92	3.33	2.76	1.68	77	83	JT17	TJT	AJT	CONTR	9:44:21 AM			93.2
77023-21586A EB	782	2	8927	4.56	3.92	3.85	4.63	4.24	4.01	3.44	2.81	1.74	77	83	JT17	TJT	AJT	CONTR	9:44:26 AM			93.0
77023-21586A EB	782	3	8922	4.52	3.93	3.87	4.66	4.24	3.99	3.44	2.82	1.75	77	83	JT17	TJT	AJT	CONTR	9:44:31 AM			93.8
77023-21586A EB	782	4	15301	7.67	6.64	6.66	7.91	7.48	6.78	6.06	4.8	2.92	77	83	JT17	TJT	AJT	CONTR	9:44:39 AM			97.5
77023-21586A EB	782	5	15351	7.71	6.69	6.7	7.96	7.56	6.83	6.12	4.87	2.98	77	83	JT17	TJT	AJT	CONTR	9:44:49 AM			98.1
77023-21586A EB	782	6	15386	7.67	6.64	6.68	7.93	7.56	6.86	6.13	4.83	2.95	77	83	JT17	TJT	AJT	CONTR	9:44:59 AM			98.6
77023-21586A EB	782	7	20965	10.5	8.97	9.04	10.76	10.19	9.18	8.31	6.56	3.98	77	83	JT17	TJT	AJT	CONTR	9:45:11 AM			97.0
77023-21586A EB	782	8	20986	10.45	8.94	9.31	10.71	10.16	9.18	8.28	6.52	3.95	77	83	JT17	TJT	AJT	CONTR	9:45:24 AM			97.2
77023-21586A EB	782	9	21074	10.5	8.99	9.11	10.8	10.16	9.23	8.32	6.56	3.97	77	83	JT17	TJT	AJT	CONTR	9:45:38 AM			96.8
77023-21586A EB	1193	9	20952	11.47	10.56	9.7	10.31	9.79	8.85	8.04	6.39	3.98	77	80	JT18	TJT	BJT	CONTR	9:50:24 AM		92.1	
77023-21586A EB	1193	8	20922	11.51	10.54	9.65	10.25	9.79	8.78	8	6.36	3.92	77	80	JT18	TJT	BJT	CONTR	9:50:11 AM		91.6	
77023-21586A EB	1193	7	20972	11.45	10.51	9.63	10.23	9.71	8.74	7.94	6.34	3.91	77	80	JT18	TJT	BJT	CONTR	9:49:58 AM		91.8	
77023-21586A EB	1193	6	15415	8.46	7.88	7.16	7.65	7.32	6.65	5.93	4.78	3.01	77	80	JT18	TJT	BJT	CONTR	9:49:46 AM		93.1	
77023-21586A EB	1193	5	15494	8.46	7.86	7.12	7.61	7.3	6.59	5.92	4.75	2.98	77	80	JT18	TJT	BJT	CONTR	9:49:36 AM		92.9	
77023-21586A EB	1193	4	15301	8.55	7.92	7.19	7.72	7.34	6.67	5.94	4.79	3.01	77	80	JT18	TJT	BJT	CONTR	9:49:26 AM		92.6	
77023-21586A EB	1193	3	8922	5.03	4.7	4.18	4.56	4.13	3.97	3.36	2.85	1.8	77	80	JT18	TJT	BJT	CONTR	9:49:19 AM		93.4	
77023-21586A EB	1193	2	8948	5.03	4.7	4.09	4.59	4.15	3.99	3.4	2.85	1.81	77	80	JT18	TJT	BJT	CONTR	9:49:13 AM		93.4	
77023-21586A EB	1193	1	8922	5.1	4.75	4.22	4.61	4.26	4.04	3.42	2.88	1.81	77	80	JT18	TJT	BJT	CONTR	9:49:07 AM		93.1	
77023-21586A EB	1194	1	8930	4.63	3.92	3.82	4.9	4.36	4.15	3.57	2.95	1.84	77	80	JT18	TJT	AJT	CONTR	9:51:39 AM			94.2
77023-21586A EB	1194	2	8900	4.73	3.93	3.95	4.97	4.44	4.28	3.72	3.03	1.86	77	80	JT18	TJT	AJT	CONTR	9:51:44 AM			93.9
77023-21586A EB	1194	3	8921	4.73	4.01	3.96	4.97	4.49	4.3	3.74	3.08	1.9	77	80	JT18	TJT	AJT	CONTR	9:51:50 AM			94.9
77023-21586A EB	1194	4	15266	7.99	6.64	6.83	8.47	7.87	7.08	6.33	5.1	3.17	77	80	JT18	TJT	AJT	CONTR	9:51:58 AM			98.5
77023-21586A EB	1194	5	15369	8.03	6.71	6.9	8.51	7.98	7.17	6.44	5.14	3.17	77	80	JT18	TJT	AJT	CONTR	9:52:07 AM			99.4
77023-21586A EB	1194	6	15435	8.1	6.71	6.92	8.6	8	7.17	6.46	5.19	3.2	77	80	JT18	TJT	AJT	CONTR	9:52:17 AM			98.8
77023-21586A EB	1194	7	20996	10.86	9.02	9.36	11.48	10.63	9.56	8.63	6.87	4.17	77	80	JT18	TJT	AJT	CONTR	9:52:29 AM			97.9

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
77023-21586A EB	1194	8	21114	10.93	9.02	9.36	11.59	10.76	9.63	8.7	6.9	4.25	77	80	JT18	TJT	AJT	CONTR	9:52:42 AM		98.4
77023-21586A EB	1194	9	21124	10.93	9.04	9.39	11.59	10.74	9.63	8.76	6.93	4.26	77	80	JT18	TJT	AJT	CONTR	9:52:56 AM		98.3
77023-21586A EB	1233	9	21060	9.07	8.48	7.93	8.18	7.78	7.11	6.39	5.11	3.17	77	79	JT20	TJT	BJT	CONTR	9:59:40 AM	93.5	
77023-21586A EB	1233	8	21058	9.02	8.5	7.98	8.22	7.73	7.08	6.39	5.11	3.21	77	79	JT20	TJT	BJT	CONTR	9:59:26 AM	94.2	
77023-21586A EB	1233	7	21046	9.02	8.48	7.93	8.22	7.74	7.06	6.36	5.09	3.2	77	79	JT20	TJT	BJT	CONTR	9:59:13 AM	94.0	
77023-21586A EB	1233	6	15446	6.61	6.25	5.8	5.95	5.7	5.19	4.66	3.75	2.38	77	79	JT20	TJT	BJT	CONTR	9:59:01 AM	94.6	
77023-21586A EB	1233	5	15427	6.68	6.14	5.74	5.89	5.67	5.16	4.62	3.74	2.38	77	79	JT20	TJT	BJT	CONTR	9:58:51 AM	91.9	
77023-21586A EB	1233	4	15299	6.68	6.28	5.84	6.03	5.72	5.19	4.7	3.75	2.37	77	79	JT20	TJT	BJT	CONTR	9:58:42 AM	94.0	
77023-21586A EB	1233	3	8923	3.73	3.6	3.24	3.46	3.17	3.04	2.56	2.13	1.36	77	79	JT20	TJT	BJT	CONTR	9:58:34 AM	96.5	
77023-21586A EB	1233	2	8958	3.73	3.6	3.27	3.45	3.14	3.04	2.59	2.15	1.38	77	79	JT20	TJT	BJT	CONTR	9:58:29 AM	96.5	
77023-21586A EB	1233	1	8972	3.84	3.67	3.33	3.48	3.19	3.09	2.6	2.14	1.36	77	79	JT20	TJT	BJT	CONTR	9:58:24 AM	95.6	
77023-21586A EB	1235	1	8937	3.69	3.31	3.2	3.7	3.39	3.25	2.69	2.25	1.42	77	80	JT20	TJT	AJT	CONTR	10:00:57 AM		91.9
77023-21586A EB	1235	2	8880	3.73	3.42	3.27	3.8	3.48	3.34	2.81	2.31	1.44	77	80	JT20	TJT	AJT	CONTR	10:01:03 AM		93.3
77023-21586A EB	1235	3	8887	3.73	3.31	3.25	3.77	3.46	3.29	2.8	2.3	1.42	77	80	JT20	TJT	AJT	CONTR	10:01:08 AM		92.8
77023-21586A EB	1235	4	15315	6.5	5.76	5.74	6.53	6.25	5.65	5.04	3.99	2.45	77	80	JT20	TJT	AJT	CONTR	10:01:15 AM		96.2
77023-21586A EB	1235	5	15335	6.57	5.79	5.76	6.56	6.25	5.7	5.08	4.02	2.46	77	80	JT20	TJT	AJT	CONTR	10:01:25 AM		95.1
77023-21586A EB	1235	6	15406	6.57	5.79	5.82	6.61	6.28	5.71	5.08	4.05	2.49	77	80	JT20	TJT	AJT	CONTR	10:01:35 AM		95.6
77023-21586A EB	1235	7	21044	8.83	7.83	7.87	8.96	8.49	7.72	6.93	5.46	3.33	77	80	JT20	TJT	AJT	CONTR	10:01:47 AM		96.1
77023-21586A EB	1235	8	21008	8.87	7.79	7.82	8.93	8.52	7.72	6.93	5.47	3.33	77	80	JT20	TJT	AJT	CONTR	10:02:00 AM		96.1
77023-21586A EB	1235	9	21081	8.83	7.79	7.82	8.96	8.53	7.68	6.93	5.45	3.32	77	80	JT20	TJT	AJT	CONTR	10:02:14 AM		96.6
77023-21586A EB	41	1	9126	12.13	10.48	10.5	10.58	9.3	8.74	7.45	5.71	3.08	71	84	JT4	TJT	BJT	CONTR	8:02:02 AM	86.4	
77023-21586A EB	41	9	20287	20.86	18.12	18.7	18.15	17.12	14.92	13.39	10.04	5.54	71	84	JT4	TJT	BJT	CONTR	8:03:25 AM	86.9	
77023-21586A EB	41	8	20237	20.93	18.15	18.77	18.17	17.12	15	13.42	10.08	5.58	71	84	JT4	TJT	BJT	CONTR	8:03:10 AM	86.7	
77023-21586A EB	41	7	20287	20.91	18.04	18.71	18.17	17.18	14.97	13.47	10.07	5.61	71	84	JT4	TJT	BJT	CONTR	8:02:56 AM	86.3	
77023-21586A EB	41	6	15338	17.14	14.97	15.21	14.94	13.86	12.31	10.79	8.28	4.49	71	84	JT4	TJT	BJT	CONTR	8:02:43 AM	87.3	
77023-21586A EB	41	5	15337	17.03	14.9	15.08	14.8	13.81	12.26	10.71	8.22	4.46	71	84	JT4	TJT	BJT	CONTR	8:02:32 AM	87.5	
77023-21586A EB	41	4	15329	17.1	14.89	15.08	14.8	13.88	12.28	10.74	8.21	4.45	71	84	JT4	TJT	BJT	CONTR	8:02:22 AM	87.1	
77023-21586A EB	41	3	9145	11.92	10.35	10.4	10.44	9.21	8.56	7.44	5.63	2.99	71	84	JT4	TJT	BJT	CONTR	8:02:13 AM	86.8	
77023-21586A EB	41	2	9154	11.85	10.3	10.37	10.4	9.18	8.58	7.4	5.61	2.99	71	84	JT4	TJT	BJT	CONTR	8:02:07 AM	86.9	
77023-21586A EB	42	9	20357	20.71	16.4	18.59	23.04	19.47	17.13	15.46	11.98	6.82	71	78	JT4	TJT	AJT	CONTR	8:06:26 AM		94.0
77023-21586A EB	42	8	20340	20.6	16.4	18.55	23.04	19.4	17.1	15.5	11.98	6.82	71	78	JT4	TJT	AJT	CONTR	8:06:12 AM		94.2
77023-21586A EB	42	7	20366	20.6	16.29	18.63	22.93	19.36	17.08	15.43	11.93	6.72	71	78	JT4	TJT	AJT	CONTR	8:05:57 AM		94.0
77023-21586A EB	42	6	15409	17.03	13.64	15.18	19.07	15.62	14.09	12.49	9.83	5.55	71	78	JT4	TJT	AJT	CONTR	8:05:45 AM		91.7
77023-21586A EB	42	5	15395	16.93	13.57	15.1	18.96	15.55	14.06	12.43	9.8	5.55	71	78	JT4	TJT	AJT	CONTR	8:05:34 AM		91.8
77023-21586A EB	42	4	15324	16.99	13.59	15.1	18.98	15.54	14	12.44	9.77	5.52	71	78	JT4	TJT	AJT	CONTR	8:05:23 AM		91.5
77023-21586A EB	42	3	9141	11.81	9.42	10.35	13.27	10.22	9.69	8.56	6.67	3.82	71	78	JT4	TJT	AJT	CONTR	8:05:15 AM		86.5
77023-21586A EB	42	2	9162	11.87	9.45	10.39	13.33	10.27	9.74	8.62	6.69	3.78	71	78	JT4	TJT	AJT	CONTR	8:05:09 AM		86.5
77023-21586A EB	42	1	9061	11.7	9.35	10.37	13.14	10.06	9.6	8.46	6.61	3.78	71	78	JT4	TJT	AJT	CONTR	8:05:03 AM		86.0
77023-21586A EB	247	9	20375	19.69	17.63	17.8	16.9	15.68	13.5	11.67	8.04	2.46	72	74	JT5	TJT	BJT	CONTR	8:15:12 AM	89.5	
77023-21586A EB	247	8	20323	19.76	17.57	18.08	16.85	15.56	13.42	11.65	8.02	2.46	72	74	JT5	TJT	BJT	CONTR	8:14:58 AM	88.9	
77023-21586A EB	247	7	20180	19.69	17.54	18.08	16.79	15.52	13.37	11.62	7.99	2.45	72	74	JT5	TJT	BJT	CONTR	8:14:43 AM	89.1	
77023-21586A EB	247	6	15236	15.91	14.34	14.57	13.7	12.57	10.95	9.25	6.47	1.92	72	74	JT5	TJT	BJT	CONTR	8:14:31 AM	90.1	
77023-21586A EB	247	5	15236	15.91	14.29	14.55	13.68	12.49	10.92	9.21	6.42	1.9	72	74	JT5	TJT	BJT	CONTR	8:14:21 AM	89.8	
77023-21586A EB	247	4	15253	16.04	14.29	14.59	13.7	12.57	10.94	9.29	6.43	1.91	72	74	JT5	TJT	BJT	CONTR	8:14:10 AM	89.1	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under	Before	Left	Behind	Behind	Behind	Behind	Behind	Behind	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	D0 [mils]	D12 [mils]	D122 [mils]	D8 [mils]	D123 [mils]	D18 [mils]	D24 [mils]	D36 [mils]	D60 [mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
77023-21586A EB	247	3	9077	10.7	9.5	9.61	9.11	7.95	7.28	6.04	4.18	1.22	72	74	JT5	TJT	BJT	CONTR	8:14:02 AM	88.8	
77023-21586A EB	247	2	9056	10.72	9.48	9.56	9.17	7.93	7.26	6.01	4.17	1.19	72	74	JT5	TJT	BJT	CONTR	8:13:56 AM	88.4	
77023-21586A EB	247	1	9010	11.15	9.71	9.98	9.48	8.29	7.54	6.25	4.32	1.16	72	74	JT5	TJT	BJT	CONTR	8:13:50 AM	87.1	
77023-21586A EB	248	9	20479	19.87	15.54	18.02	22.21	18.45	16.1	14.29	10.49	4.54	72	73	JT5	TJT	AJT	CONTR	8:18:37 AM		92.9
77023-21586A EB	248	8	20467	19.8	15.59	18.37	22.27	18.41	16.19	14.31	10.52	4.5	72	73	JT5	TJT	AJT	CONTR	8:18:23 AM		93.0
77023-21586A EB	248	7	20446	19.69	15.46	18.08	22.03	18.34	15.99	14.19	10.45	4.5	72	73	JT5	TJT	AJT	CONTR	8:18:09 AM		93.1
77023-21586A EB	248	6	15360	15.98	12.69	14.77	18.14	14.55	12.95	11.27	8.44	3.65	72	73	JT5	TJT	AJT	CONTR	8:17:56 AM		91.1
77023-21586A EB	248	5	15274	15.87	12.58	14.63	17.94	14.47	12.86	11.15	8.36	3.61	72	73	JT5	TJT	AJT	CONTR	8:17:46 AM		91.2
77023-21586A EB	248	4	15293	15.98	12.69	14.7	18.08	14.49	12.95	11.28	8.39	3.6	72	73	JT5	TJT	AJT	CONTR	8:17:35 AM		90.7
77023-21586A EB	248	3	9069	10.68	8.45	9.79	12.15	9.14	8.66	7.43	5.57	2.4	72	73	JT5	TJT	AJT	CONTR	8:17:27 AM		85.6
77023-21586A EB	248	2	9069	10.62	8.4	9.74	12.12	9.12	8.63	7.44	5.58	2.42	72	73	JT5	TJT	AJT	CONTR	8:17:21 AM		85.9
77023-21586A EB	248	1	9034	10.4	8.23	9.46	11.73	8.6	8.11	6.99	5.24	2.21	72	73	JT5	TJT	AJT	CONTR	8:17:15 AM		82.7
77023-21586A EB	287	9	20526	19.39	17.45	18.18	16.69	15.51	13.47	11.79	8.49	3.51	73	79	JT8	TJT	BJT	CONTR	8:41:01 AM	90.0	
77023-21586A EB	287	8	20500	19.39	17.49	18.26	16.66	15.51	13.44	11.8	8.53	3.54	73	79	JT8	TJT	BJT	CONTR	8:40:48 AM	90.2	
77023-21586A EB	287	7	20481	19.39	17.39	18.4	16.63	15.46	13.34	11.71	8.48	3.47	73	79	JT8	TJT	BJT	CONTR	8:40:34 AM	89.7	
77023-21586A EB	287	6	15365	15.66	14.34	14.84	13.57	12.45	10.92	9.33	6.81	2.82	73	79	JT8	TJT	BJT	CONTR	8:40:21 AM	91.6	
77023-21586A EB	287	5	15294	15.72	14.4	14.81	13.54	12.49	10.95	9.34	6.82	2.81	73	79	JT8	TJT	BJT	CONTR	8:40:11 AM	91.6	
77023-21586A EB	287	4	15294	15.61	14.38	14.78	13.54	12.45	10.89	9.34	6.83	2.75	73	79	JT8	TJT	BJT	CONTR	8:40:01 AM	92.1	
77023-21586A EB	287	3	9012	10.66	9.96	10.1	9.21	8	7.44	6.22	4.49	1.77	73	79	JT8	TJT	BJT	CONTR	8:39:53 AM	93.4	
77023-21586A EB	287	2	9019	10.72	9.94	10.08	9.19	7.98	7.44	6.29	4.53	1.83	73	79	JT8	TJT	BJT	CONTR	8:39:46 AM	92.7	
77023-21586A EB	287	1	8998	10.98	10.3	10.34	9.46	8.29	7.62	6.4	4.68	1.84	73	79	JT8	TJT	BJT	CONTR	8:39:40 AM	93.8	
77023-21586A EB	289	9	20654	19.07	15.05	18.02	21.25	18.6	16.39	14.65	11.08	5.68	73	80	JT8	TJT	AJT	CONTR	8:44:18 AM		97.5
77023-21586A EB	289	8	20692	18.96	14.92	17.87	21.1	18.44	16.26	14.54	11	5.61	73	80	JT8	TJT	AJT	CONTR	8:44:04 AM		97.3
77023-21586A EB	289	7	20744	18.85	14.91	17.84	21.02	18.32	16.19	14.47	10.94	5.58	73	80	JT8	TJT	AJT	CONTR	8:43:50 AM		97.2
77023-21586A EB	289	6	15379	15.25	12.19	14.53	17.32	14.88	13.46	11.74	9.08	4.64	73	80	JT8	TJT	AJT	CONTR	8:43:38 AM		97.6
77023-21586A EB	289	5	15386	15.18	12.09	14.37	17.19	14.78	13.33	11.67	9.05	4.66	73	80	JT8	TJT	AJT	CONTR	8:43:26 AM		97.4
77023-21586A EB	289	4	15315	15.14	12.07	14.39	17.11	14.7	13.25	11.61	8.97	4.61	73	80	JT8	TJT	AJT	CONTR	8:43:16 AM		97.1
77023-21586A EB	289	3	9039	10.3	8.14	9.61	11.57	9.51	9.1	7.91	6.05	3.11	73	80	JT8	TJT	AJT	CONTR	8:43:08 AM		92.3
77023-21586A EB	289	2	9056	10.3	8.17	9.74	11.67	9.57	9.13	7.99	6.13	3.05	73	80	JT8	TJT	AJT	CONTR	8:43:01 AM		92.9
77023-21586A EB	289	1	9034	9.87	7.89	9.4	11.29	9.14	8.74	7.58	5.81	2.98	73	80	JT8	TJT	AJT	CONTR	8:42:56 AM		92.6
77023-21586A EB	452	9	20574	19.07	16.13	17.28	16.48	15.33	13.42	11.83	8.74	4.5	73	75	JT9	TJT	BJT	CONTR	8:50:38 AM	84.6	
77023-21586A EB	452	8	20597	19	16.11	17.33	16.5	15.36	13.39	11.81	8.72	4.5	73	75	JT9	TJT	BJT	CONTR	8:50:24 AM	84.8	
77023-21586A EB	452	7	20550	19.13	16.06	17.8	16.5	15.36	13.42	11.82	8.7	4.51	73	75	JT9	TJT	BJT	CONTR	8:50:10 AM	84.0	
77023-21586A EB	452	6	15360	15.03	13.03	13.71	13.15	12.18	10.73	9.3	6.95	3.61	73	75	JT9	TJT	BJT	CONTR	8:49:58 AM	86.7	
77023-21586A EB	452	5	15369	15.07	13.07	13.76	13.15	12.15	10.73	9.28	6.94	3.58	73	75	JT9	TJT	BJT	CONTR	8:49:48 AM	86.7	
77023-21586A EB	452	4	15387	14.99	13.05	13.75	13.17	12.18	10.73	9.34	6.99	3.62	73	75	JT9	TJT	BJT	CONTR	8:49:38 AM	87.1	
77023-21586A EB	452	3	9083	9.83	8.71	8.9	8.62	7.54	7.03	5.97	4.5	2.35	73	75	JT9	TJT	BJT	CONTR	8:49:29 AM	88.6	
77023-21586A EB	452	2	9110	9.83	8.7	8.88	8.59	7.52	7.07	6.03	4.51	2.36	73	75	JT9	TJT	BJT	CONTR	8:49:24 AM	88.5	
77023-21586A EB	452	1	9069	9.98	8.78	8.99	8.66	7.72	7.12	6.04	4.62	2.37	73	75	JT9	TJT	BJT	CONTR	8:49:18 AM	88.0	
77023-21586A EB	454	9	20691	16.9	13.49	15.51	18.62	17.15	15.16	13.65	10.34	5.61	72	76	JT9	TJT	AJT	CONTR	8:53:23 AM		101.5
77023-21586A EB	454	8	20713	16.95	13.51	15.57	18.65	17.13	15.18	13.66	10.33	5.63	72	76	JT9	TJT	AJT	CONTR	8:53:09 AM		101.1
77023-21586A EB	454	7	20695	16.79	13.45	15.6	18.65	17.07	15.13	13.6	10.29	5.55	72	76	JT9	TJT	AJT	CONTR	8:52:55 AM		101.7
77023-21586A EB	454	6	15386	13.29	10.71	12.3	14.75	13.44	12.15	10.7	8.26	4.47	72	76	JT9	TJT	AJT	CONTR	8:52:42 AM		101.1
77023-21586A EB	454	5	15342	13.29	10.71	12.28	14.77	13.46	12.12	10.69	8.25	4.5	72	76	JT9	TJT	AJT	CONTR	8:52:32 AM		101.3

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
77023-21586A EB	454	4	15297	13.29	10.67	12.24	14.78	13.42	11.99	10.64	8.23	4.51	72	76	JT9	TJT	AJT	CONTR	8:52:22 AM		101.0
77023-21586A EB	454	3	9030	8.57	6.88	7.91	9.58	8.38	7.91	6.94	5.38	2.84	72	76	JT9	TJT	AJT	CONTR	8:52:14 AM		97.8
77023-21586A EB	454	2	9041	8.53	6.86	7.88	9.55	8.29	7.91	6.9	5.37	2.83	72	76	JT9	TJT	AJT	CONTR	8:52:08 AM		97.2
77023-21586A EB	454	1	9011	8.31	6.71	7.68	9.28	7.9	7.55	6.64	5.16	2.79	72	76	JT9	TJT	AJT	CONTR	8:52:02 AM		95.1
11017-32516 Sec A	20950	2	9412	4.63	3.9	4.27	5.08	2.68	2.57	2.29	2.01	1.47	61	66	1	OWP	TJT	AJT	NA		57.9
11017-32516 Sec A	20950	3	9394	4.63	3.88	4.22	5.08	2.6	2.54	2.31	2.01	1.49	61	66	1	OWP	TJT	AJT	NA		56.2
11017-32516 Sec A	20950	4	9394	4.67	4.03	4.29	5.16	2.7	2.59	2.34	2.06	1.52	61	66	1	OWP	TJT	AJT	NA		57.8
11017-32516 Sec A	20950	6	15553	7.71	6.37	7.06	8.27	4.84	4.47	4.16	3.53	2.54	61	66	1	OWP	TJT	AJT	NA		62.8
11017-32516 Sec A	20950	7	15573	7.67	6.37	7.06	8.27	4.81	4.5	4.15	3.5	2.52	61	66	1	OWP	TJT	AJT	NA		62.7
11017-32516 Sec A	20950	8	15553	7.67	6.3	6.98	8.16	4.75	4.45	4.12	3.47	2.54	61	66	1	OWP	TJT	AJT	NA		61.9
11017-32516 Sec A	20950	10	19989	9.65	7.92	8.98	10.32	6.3	5.84	5.4	4.57	3.27	61	66	1	OWP	TJT	AJT	NA		65.3
11017-32516 Sec A	20950	11	20122	9.61	7.98	8.82	10.28	6.26	5.86	5.39	4.54	3.25	61	66	1	OWP	TJT	AJT	NA		65.1
11017-32516 Sec A	20950	12	20016	9.61	7.96	8.85	10.28	6.28	5.84	5.43	4.54	3.29	61	66	1	OWP	TJT	AJT	NA		65.3
11017-32516 Sec A	28	2	9061	4.2	3.72	3.93	4.56	3.15	3.06	2.81	2.33	1.69	56	74	1	OWP	TJT	AJT	NA		75.0
11017-32516 Sec A	28	3	9091	4.26	3.78	3.93	4.53	3.12	3	2.77	2.33	1.7	56	74	1	OWP	TJT	AJT	NA		73.2
11017-32516 Sec A	28	4	9096	4.2	3.81	3.94	4.5	3.14	2.98	2.75	2.33	1.69	56	74	1	OWP	TJT	AJT	NA		74.8
11017-32516 Sec A	28	6	15373	6.98	6.15	6.53	7.35	5.54	5.16	4.74	4.01	2.84	56	74	1	OWP	TJT	AJT	NA		79.4
11017-32516 Sec A	28	7	15351	6.98	6.1	6.53	7.3	5.54	5.16	4.77	4.04	2.85	56	74	1	OWP	TJT	AJT	NA		79.4
11017-32516 Sec A	28	8	15329	7.08	6.2	6.59	7.37	5.62	5.21	4.8	4.08	2.89	56	74	1	OWP	TJT	AJT	NA		79.4
11017-32516 Sec A	28	10	20440	9.07	7.88	8.56	9.38	7.47	6.92	6.38	5.36	3.8	56	74	1	OWP	TJT	AJT	NA		82.4
11017-32516 Sec A	28	11	20340	9.07	7.88	8.45	9.3	7.41	6.86	6.34	5.35	3.79	56	74	1	OWP	TJT	AJT	NA		81.7
11017-32516 Sec A	28	12	20412	8.92	7.87	8.3	9.13	7.25	6.63	6.2	5.18	3.52	56	74	1	OWP	TJT	AJT	NA		81.3
11017-32516 Sec A	20965	2	9328	5.14	2	4.87	4.65	4.29	3.97	3.57	2.99	1.99	60	66	3	OWP	TJT	BJT	NA	38.9	
11017-32516 Sec A	26	12	20420	10.41	4.9	9.96	9.32	8.88	8.16	7.41	6.17	4.37	57	74	3	OWP	TJT	BJT	NA	47.1	
11017-32516 Sec A	26	11	20503	10.5	4.9	10.15	9.4	8.97	8.25	7.66	6.39	4.51	57	74	3	OWP	TJT	BJT	NA	46.7	
11017-32516 Sec A	26	10	20461	10.3	4.81	9.85	9.16	8.73	8.02	7.42	6.12	4.28	57	74	3	OWP	TJT	BJT	NA	46.7	
11017-32516 Sec A	26	8	15387	8.03	3.81	7.78	7.24	6.88	6.37	5.81	4.91	3.47	57	74	3	OWP	TJT	BJT	NA	47.4	
11017-32516 Sec A	26	7	15307	7.99	3.85	7.76	7.28	6.86	6.34	5.81	4.91	3.44	57	74	3	OWP	TJT	BJT	NA	48.2	
11017-32516 Sec A	26	6	15381	7.88	3.61	7.52	7.03	6.77	6.18	5.67	4.83	3.5	57	74	3	OWP	TJT	BJT	NA	45.8	
11017-32516 Sec A	26	4	9077	4.73	2.41	4.56	4.32	3.98	3.74	3.46	2.89	1.99	57	74	3	OWP	TJT	BJT	NA	51.0	
11017-32516 Sec A	26	3	9068	4.73	2.44	4.53	4.37	3.93	3.74	3.46	2.94	2.06	57	74	3	OWP	TJT	BJT	NA	51.6	
11017-32516 Sec A	26	2	9011	4.67	2.49	4.45	4.3	3.87	3.76	3.42	2.89	2.03	57	74	3	OWP	TJT	BJT	NA	53.3	
11017-32516 Sec A	20965	12	20130	10.93	4.18	10.37	9.73	9.19	8.37	7.64	6.21	4.15	60	66	3	OWP	TJT	BJT	NA	38.2	
11017-32516 Sec A	20965	11	20014	10.93	4.12	10.37	9.65	9.13	8.25	7.61	6.18	4.16	60	66	3	OWP	TJT	BJT	NA	37.7	
11017-32516 Sec A	20965	10	20000	11.08	4.27	10.51	9.84	9.29	8.43	7.74	6.31	4.24	60	66	3	OWP	TJT	BJT	NA	38.5	
11017-32516 Sec A	20965	8	15477	8.61	3.24	8.18	7.65	7.21	6.57	5.99	4.87	3.29	60	66	3	OWP	TJT	BJT	NA	37.6	
11017-32516 Sec A	20965	7	15518	8.61	3.24	8.15	7.67	7.19	6.57	5.99	4.88	3.29	60	66	3	OWP	TJT	BJT	NA	37.6	
11017-32516 Sec A	20965	6	15517	8.66	3.24	8.2	7.69	7.27	6.57	6	4.88	3.25	60	66	3	OWP	TJT	BJT	NA	37.4	
11017-32516 Sec A	20965	4	9287	5.14	1.98	4.87	4.66	4.27	3.96	3.55	2.93	1.94	60	66	3	OWP	TJT	BJT	NA	38.5	
11017-32516 Sec A	20965	3	9302	5.14	2	4.87	4.68	4.32	4.01	3.58	2.96	1.98	60	66	3	OWP	TJT	BJT	NA	38.9	
11017-32516 Sec A	20998	12	20140	10.09	8.3	9.59	10.76	7.1	6.58	6.06	5.06	3.52	61	70	4	OWP	TJT	AJT	NA		70.4
11017-32516 Sec A	20998	11	20123	10.13	8.35	12.52	10.84	7.12	6.57	6.1	5.07	3.51	61	70	4	OWP	TJT	AJT	NA		70.3
11017-32516 Sec A	20998	10	20143	10.09	8.32	9.63	10.79	7.1	6.58	6.07	5.06	3.51	61	70	4	OWP	TJT	AJT	NA		70.4

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
11017-32516 Sec A	20998	8	15548	8.1	6.75	7.67	8.73	5.35	4.98	4.55	3.82	2.68	61	70	4	OWP	TJT	AJT	NA		66.0
11017-32516 Sec A	20998	7	15504	8.16	6.69	7.67	8.71	5.33	4.92	4.54	3.82	2.7	61	70	4	OWP	TJT	AJT	NA		65.3
11017-32516 Sec A	20998	6	15454	8.14	6.71	7.73	8.71	5.33	4.95	4.57	3.83	2.71	61	70	4	OWP	TJT	AJT	NA		65.5
11017-32516 Sec A	20998	4	9251	5.1	4.29	4.87	5.68	2.81	2.73	2.47	2.07	1.52	61	70	4	OWP	TJT	AJT	NA		55.1
11017-32516 Sec A	20998	3	9292	5.2	4.31	4.87	5.63	2.81	2.67	2.45	2.08	1.48	61	70	4	OWP	TJT	AJT	NA		54.0
11017-32516 Sec A	20998	2	9292	5.03	4.26	4.83	5.61	2.74	2.62	2.34	2.02	1.44	61	70	4	OWP	TJT	AJT	NA		54.5
11017-32516 Sec A	5	12	20180	14.05	5.19	13.93	12.41	11.48	10.31	9.27	7.1	4.12	61	70	5	OWP	TJT	BJT	NA	36.9	
11017-32516 Sec A	5	11	20273	13.79	4.45	13.67	12.17	11.32	10.08	9.17	6.92	3.88	61	70	5	OWP	TJT	BJT	NA	32.3	
11017-32516 Sec A	5	10	20166	13.89	4.51	13.58	12.13	11.27	10.08	9.1	6.93	3.91	61	70	5	OWP	TJT	BJT	NA	32.5	
11017-32516 Sec A	5	8	15423	11.35	3.51	11.16	9.94	9.11	8.22	7.33	5.56	2.91	61	70	5	OWP	TJT	BJT	NA	30.9	
11017-32516 Sec A	5	7	15453	11.16	3.35	11.03	9.83	9.06	8.12	7.32	5.55	2.93	61	70	5	OWP	TJT	BJT	NA	30.0	
11017-32516 Sec A	5	6	15436	11.28	3.45	11.08	9.89	9.11	8.14	7.33	5.54	2.89	61	70	5	OWP	TJT	BJT	NA	30.6	
11017-32516 Sec A	5	4	9189	7.23	1.98	7.09	6.41	5.77	5.29	4.65	3.47	1.62	61	70	5	OWP	TJT	BJT	NA	27.4	
11017-32516 Sec A	5	3	9182	7.16	1.96	7.09	6.34	5.72	5.23	4.66	3.45	1.61	61	70	5	OWP	TJT	BJT	NA	27.4	
11017-32516 Sec A	5	2	9168	7.16	1.92	7.01	6.31	5.68	5.23	4.59	3.43	1.61	61	70	5	OWP	TJT	BJT	NA	26.8	
11017-32516 Sec A	294	2	9047	5.46	4.7	4.6	5.86	3.04	2.98	2.71	2.37	1.72	55	75	8	OWP	TJT	AJT	NA		55.7
11017-32516 Sec A	294	3	9047	5.39	4.67	4.58	5.86	3.02	2.93	2.68	2.3	1.68	55	75	8	OWP	TJT	AJT	NA		56.0
11017-32516 Sec A	294	4	8989	5.42	4.65	4.56	5.81	3.04	2.93	2.69	2.33	1.69	55	75	8	OWP	TJT	AJT	NA		56.1
11017-32516 Sec A	294	6	15464	9.5	8.17	8.06	10.07	5.38	5.05	4.7	4.03	2.94	55	75	8	OWP	TJT	AJT	NA		56.6
11017-32516 Sec A	294	7	15423	9.5	8.04	8.02	10.12	5.41	5.08	4.72	4.02	2.92	55	75	8	OWP	TJT	AJT	NA		56.9
11017-32516 Sec A	294	8	15473	9.41	7.94	7.91	10.03	5.3	4.92	4.59	3.96	2.87	55	75	8	OWP	TJT	AJT	NA		56.3
11017-32516 Sec A	294	10	20624	12.51	10.64	10.61	13.33	7.3	6.81	6.38	5.38	3.86	55	75	8	OWP	TJT	AJT	NA		58.4
11017-32516 Sec A	294	11	20606	12.51	10.59	10.45	13.29	7.26	6.79	6.34	5.38	3.85	55	75	8	OWP	TJT	AJT	NA		58.0
11017-32516 Sec A	294	12	20651	12.57	10.59	10.47	13.27	7.23	6.76	6.31	5.35	3.82	55	75	8	OWP	TJT	AJT	NA		57.5
11017-32516 Sec A	309	2	9096	4.56	2.47	4.4	4.19	3.9	3.78	3.43	3.01	2.24	56	78	11	OWP	TJT	BJT	NA	54.2	
11017-32516 Sec A	309	3	9047	4.56	2.51	4.4	4.25	3.91	3.78	3.47	2.96	2.24	56	78	11	OWP	TJT	BJT	NA	55.0	
11017-32516 Sec A	309	4	9018	4.63	2.44	4.34	4.25	3.85	3.76	3.44	3	2.23	56	78	11	OWP	TJT	BJT	NA	52.7	
11017-32516 Sec A	309	6	15402	7.99	3.99	7.62	7.24	6.85	6.37	5.92	5.04	3.67	56	78	11	OWP	TJT	BJT	NA	49.9	
11017-32516 Sec A	309	7	15423	7.88	3.96	7.56	7.11	6.77	6.32	5.87	5.01	3.68	56	78	11	OWP	TJT	BJT	NA	50.3	
11017-32516 Sec A	309	8	15365	7.82	3.89	7.49	7.15	6.74	6.28	5.85	4.98	3.63	56	78	11	OWP	TJT	BJT	NA	49.7	
11017-32516 Sec A	309	10	20718	10.35	5.08	9.94	9.33	8.89	8.25	7.7	6.53	4.81	56	78	11	OWP	TJT	BJT	NA	49.1	
11017-32516 Sec A	309	11	20689	10.35	5.06	9.81	9.3	8.84	8.23	7.66	6.51	4.73	56	78	11	OWP	TJT	BJT	NA	48.9	
11017-32516 Sec A	309	12	20739	10.35	5.11	9.72	9.3	8.89	8.25	7.72	6.52	4.76	56	78	11	OWP	TJT	BJT	NA	49.4	
11017-32516 Sec C	168262	2	9306	9.57	2.21	9.12	8.53	7.67	7.15	6.53	5.19	3.18	61	58	C1	TJT	BJT	CONTR	9:23:29	23.1	
11017-32516 Sec C	168262	3	9305	9.74	2.26	9.21	8.59	7.77	7.26	6.64	5.28	3.22	61	58	C1	TJT	BJT	CONTR	9:23:35	23.2	
11017-32516 Sec C	168262	4	9278	9.62	2.26	9.19	8.64	7.77	7.31	6.61	5.27	3.17	61	58	C1	TJT	BJT	CONTR	9:23:51	23.5	
11017-32516 Sec C	168262	5	15447	13.98	3.92	13.41	12.42	11.66	10.5	9.53	7.67	4.63	61	58	C1	TJT	BJT	CONTR	9:24:00	28.0	
11017-32516 Sec C	168262	6	19948	16.75	5.5	15.88	14.72	13.87	12.52	11.4	9.09	5.47	61	58	C1	TJT	BJT	CONTR	9:24:13	32.8	
11017-32516 Sec C	168262	2	9300	6.8	5.67	6.38	6.12	5.46	5.16	4.56	3.75	2.4	61	59	C1	TJT	AJT	CONTR	9:25:18		80.3
11017-32516 Sec C	168262	3	9283	6.61	5.62	6.34	6.05	5.12	4.84	4.48	3.64	2.38	61	59	C1	TJT	AJT	CONTR	9:25:24		77.5
11017-32516 Sec C	168262	4	9319	6.65	5.7	6.36	6.1	5.17	4.93	4.54	3.65	2.4	61	59	C1	TJT	AJT	CONTR	9:25:30		77.7
11017-32516 Sec C	168262	5	15498	10.55	8.87	10.08	10.03	8.77	8.06	7.37	6.06	3.97	61	59	C1	TJT	AJT	CONTR	9:25:39		83.1
11017-32516 Sec C	168262	6	20043	13.14	10.84	12.5	13.23	11.11	10.22	9.35	7.61	4.87	61	59	C1	TJT	AJT	CONTR	9:25:52		84.6
11017-32516 Sec C	168262	2	9279	9.68	2.62	9.21	8.69	7.74	7.39	6.72	5.41	3.45	61	59	C1S	TJT	BJT	CONTR	9:27:38	27.1	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
11017-32516 Sec C	168262	3	9288	9.68	2.64	9.17	8.61	7.74	7.31	6.66	5.39	3.49	61	59	C1S	TJT	BJT	CONTR	9:27:44	27.3	
11017-32516 Sec C	168262	4	9217	9.72	2.7	9.24	8.72	7.82	7.42	6.74	5.43	3.55	61	59	C1S	TJT	BJT	CONTR	9:27:50	27.8	
11017-32516 Sec C	168262	5	15449	14.04	5.29	13.43	12.53	11.74	10.64	9.62	7.89	5.12	61	59	C1S	TJT	BJT	CONTR	9:27:59	37.7	
11017-32516 Sec C	168262	6	19990	16.9	7.3	16.17	14.9	14.06	12.68	11.58	9.44	6.09	61	59	C1S	TJT	BJT	CONTR	9:28:12	43.2	
11017-32516 Sec C	168262	2	9264	7.18	6.16	6.65	7.93	5.77	5.45	5.01	4.13	2.72	62	58	C1S	TJT	AJT	CONTR	9:29:19		80.4
11017-32516 Sec C	168262	3	9248	7.12	6.11	6.55	7.77	5.64	5.36	4.9	3.99	2.68	62	58	C1S	TJT	AJT	CONTR	9:29:25		79.2
11017-32516 Sec C	168262	4	9203	7.08	6.09	6.58	7.8	5.69	5.36	4.88	4.01	2.69	62	58	C1S	TJT	AJT	CONTR	9:29:30		80.4
11017-32516 Sec C	168262	5	15408	11.2	9.41	10.39	12.16	9.66	8.82	8.06	6.66	4.53	62	58	C1S	TJT	AJT	CONTR	9:29:39		86.3
11017-32516 Sec C	168262	6	20058	13.89	11.61	12.78	14.82	12.28	11.26	10.26	8.43	5.69	62	58	C1S	TJT	AJT	CONTR	9:29:58		88.4
11017-32516 Sec C	168278	2	9199	8.91	2.37	8.59	7.9	7.15	6.69	6.11	4.95	3.21	62	65	C3	TJT	BJT	CONTR	9:40:31	26.6	
11017-32516 Sec C	168278	3	9185	8.74	2.28	8.43	7.83	7.1	6.69	6.06	4.88	3.15	62	65	C3	TJT	BJT	CONTR	9:40:39	26.1	
11017-32516 Sec C	168278	4	9211	8.85	2.21	8.41	7.85	7.1	6.69	6.14	4.99	3.24	62	65	C3	TJT	BJT	CONTR	9:40:46	25.0	
11017-32516 Sec C	168278	5	15302	13.67	3.67	13.27	12.19	11.42	10.39	9.39	7.65	4.94	62	65	C3	TJT	BJT	CONTR	9:40:54	26.8	
11017-32516 Sec C	168278	6	20012	16.64	4.54	16.08	14.77	13.93	12.61	11.48	9.21	5.86	62	65	C3	TJT	BJT	CONTR	9:41:07	27.3	
11017-32516 Sec C	168278	2	9190	5.78	4.98	5.58	6.41	4.7	4.46	4.09	3.4	2.29	63	65	C3	TJT	AJT	CONTR	9:42:09		81.3
11017-32516 Sec C	168278	3	9177	5.93	5.09	5.65	6.55	4.76	4.55	4.18	3.45	2.26	63	65	C3	TJT	AJT	CONTR	9:42:15		80.3
11017-32516 Sec C	168278	4	9204	5.86	5.06	5.63	6.49	4.74	4.51	4.14	3.42	2.35	63	65	C3	TJT	AJT	CONTR	9:42:21		80.9
11017-32516 Sec C	168278	5	15401	9.6	8.07	9.23	10.47	8.32	7.64	6.95	5.74	3.78	63	65	C3	TJT	AJT	CONTR	9:42:30		86.7
11017-32516 Sec C	168278	6	20022	12.16	10.2	11.78	13.31	10.69	9.81	8.96	7.37	4.85	63	65	C3	TJT	AJT	CONTR	9:42:45		87.9
11017-32516 Sec C	168278	2	9212	10.04	2.57	9.32	8.87	8	7.6	6.93	5.6	3.56	62	65	C3S	TJT	BJT	CONTR	9:45:04	25.6	
11017-32516 Sec C	168278	3	9204	10.21	2.67	9.48	9.03	8.21	7.8	7.08	5.71	3.62	62	65	C3S	TJT	BJT	CONTR	9:45:15	26.2	
11017-32516 Sec C	168278	4	9182	10.15	2.71	9.37	8.95	7.95	7.57	6.89	5.48	3.6	62	65	C3S	TJT	BJT	CONTR	9:45:25	26.7	
11017-32516 Sec C	168278	5	15372	14.71	4.43	13.99	13.11	12.34	11.13	10.1	8.21	5.44	62	65	C3S	TJT	BJT	CONTR	9:45:34	30.1	
11017-32516 Sec C	168278	6	20065	17.86	5.97	16.67	15.86	14.83	13.44	12.19	9.93	6.49	62	65	C3S	TJT	BJT	CONTR	9:45:47	33.4	
11017-32516 Sec C	168278	2	9233	6.18	5.37	5.74	6.75	5.28	5.19	4.81	3.95	2.65	63	62	C3S	TJT	AJT	CONTR	9:46:50		85.4
11017-32516 Sec C	168278	3	9225	6.14	5.26	5.66	6.65	5.3	5.07	4.7	3.83	2.57	63	62	C3S	TJT	AJT	CONTR	9:46:56		86.3
11017-32516 Sec C	168278	4	9217	6.14	5.22	5.71	6.75	5.35	5.16	4.71	3.92	2.63	63	62	C3S	TJT	AJT	CONTR	9:47:02		87.1
11017-32516 Sec C	168278	5	15458	10.08	8.49	9.45	10.86	9.3	8.5	7.82	6.53	4.32	63	62	C3S	TJT	AJT	CONTR	9:47:11		92.3
11017-32516 Sec C	168294	2	9195	7.48	2.59	7.2	6.7	6.11	5.75	5.24	4.27	2.85	62	67	C4	TJT	BJT	CONTR	9:52:18	34.6	
11017-32516 Sec C	168294	3	9144	7.48	2.65	7.14	6.73	6.13	5.79	5.27	4.29	2.86	62	67	C4	TJT	BJT	CONTR	9:52:24	35.4	
11017-32516 Sec C	168294	4	9203	7.33	2.53	7.07	6.65	6.02	5.68	5.23	4.25	2.79	62	67	C4	TJT	BJT	CONTR	9:52:30	34.5	
11017-32516 Sec C	168294	2	9187	5.61	4.85	5.26	6.12	3.9	3.73	3.43	2.86	2.04	63	64	C4	TJT	AJT	CONTR	9:53:32		69.5
11017-32516 Sec C	168294	3	9154	5.61	4.81	5.21	6.1	3.87	3.7	3.37	2.86	2.01	63	64	C4	TJT	AJT	CONTR	9:53:40		69.0
11017-32516 Sec C	168294	4	9211	5.56	4.83	5.23	6.07	3.82	3.67	3.46	2.89	2	63	64	C4	TJT	AJT	CONTR	9:53:45		68.7
11017-32516 Sec C	168294	2	9216	8.17	2.99	7.57	7.39	6.63	6.29	5.78	4.73	3.14	64	63	C4S	TJT	BJT	CONTR	9:55:42	36.6	
11017-32516 Sec C	168294	3	9178	8.17	2.99	7.67	7.41	6.65	6.27	5.74	4.77	3.24	64	63	C4S	TJT	BJT	CONTR	9:55:48	36.6	
11017-32516 Sec C	168294	4	9195	8.12	2.98	7.63	7.44	6.76	6.29	5.74	4.74	3.15	64	63	C4S	TJT	BJT	CONTR	9:55:54	36.7	
11017-32516 Sec C	168294	2	9153	6.44	5.57	5.92	7.03	3.92	3.81	3.55	2.98	2.22	63	63	C4S	TJT	AJT	CONTR	9:58:36		60.9
11017-32516 Sec C	168294	3	9203	6.5	5.65	5.94	7.12	4.06	3.86	3.59	3.01	2.21	63	63	C4S	TJT	AJT	CONTR	9:58:42		62.5
11017-32516 Sec C	168294	4	9175	6.5	5.57	5.94	7.12	4.06	3.89	3.61	3	2.21	63	63	C4S	TJT	AJT	CONTR	9:58:48		62.5
11017-32516 Sec C	168328	2	9203	9.53	2.53	8.8	8.62	7.92	7.39	6.79	5.57	3.6	65	70	C6S	TJT	BJT	CONTR	10:02:10	26.5	
11017-32516 Sec C	168328	3	9167	9.79	2.64	9.01	8.79	8.11	7.55	6.91	5.66	3.75	65	70	C6S	TJT	BJT	CONTR	10:02:19	27.0	
11017-32516 Sec C	168328	4	9167	9.68	2.62	8.87	8.75	7.97	7.46	6.82	5.55	3.66	65	70	C6S	TJT	BJT	CONTR	10:02:26	27.1	
11017-32516 Sec C	168328	2	9189	7.08	5.95	6.38	7.57	5.66	5.31	4.89	4.03	2.67	65	65	C6S	TJT	AJT	CONTR	10:03:31		79.9

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
11017-32516 Sec C	168328	3	9208	7.04	6.06	6.45	7.64	5.64	5.34	4.89	4.05	2.72	65	65	C6S	TJT	AJT	CONTR	10:03:37		80.1
11017-32516 Sec C	168328	4	9159	7.12	6.09	6.47	7.73	5.64	5.32	4.93	4.06	2.78	65	65	C6S	TJT	AJT	CONTR	10:03:42		79.2
11017-32516 Sec C	168328	2	9074	7.97	2.23	7.72	7.2	6.47	6.17	5.63	4.54	2.99	64	67	C6	TJT	BJT	CONTR	10:11:08	28.0	
11017-32516 Sec C	168328	3	9068	8.17	2.39	7.88	7.3	6.58	6.24	5.66	4.6	3	64	67	C6	TJT	BJT	CONTR	10:11:18	29.3	
11017-32516 Sec C	168328	4	9077	7.95	2.26	7.72	7.23	6.47	6.11	5.62	4.54	2.99	64	67	C6	TJT	BJT	CONTR	10:11:24	28.4	
11017-32516 Sec C	168311	2	9131	7.8	2.62	7.36	6.94	6.24	5.86	5.36	4.36	2.98	65	59	C5	TJT	BJT	CONTR	10:13:34	33.6	
11017-32516 Sec C	168311	3	9146	7.74	2.65	7.33	6.91	6.24	5.83	5.39	4.35	2.91	65	59	C5	TJT	BJT	CONTR	10:13:40	34.2	
11017-32516 Sec C	168311	4	9118	7.63	2.65	7.36	6.9	6.18	5.84	5.3	4.3	2.92	65	59	C5	TJT	BJT	CONTR	10:13:49	34.7	
11017-32516 Sec C	168311	2	9153	5.78	4.88	5.37	6.44	3.77	3.66	3.43	2.91	2.1	63	59	C5	TJT	AJT	CONTR	10:16:38		65.2
11017-32516 Sec C	168311	3	9118	5.71	4.93	5.42	6.34	3.8	3.63	3.38	2.87	2.13	63	59	C5	TJT	AJT	CONTR	10:16:44		66.5
11017-32516 Sec C	168311	4	9173	5.97	5.06	5.47	6.46	3.84	3.79	3.46	2.92	2.12	63	59	C5	TJT	AJT	CONTR	10:16:50		64.3
11017-32516 Sec C	168311	2	9118	7.01	2.62	6.52	6.3	5.66	5.37	4.97	4.03	2.69	64	65	C5S	TJT	BJT	CONTR	10:19:15	37.4	
11017-32516 Sec C	168311	3	9167	6.97	2.51	6.41	6.23	5.59	5.25	4.84	3.95	2.66	64	65	C5S	TJT	BJT	CONTR	10:19:21	36.0	
11017-32516 Sec C	168311	4	9077	7.12	2.55	6.54	6.38	5.77	5.41	4.95	4.05	2.67	64	65	C5S	TJT	BJT	CONTR	10:19:37	35.8	
11017-32516 Sec C	168311	2	9173	5.56	4.78	5.11	5.1	4.29	4.1	3.76	3.12	2.2	63	66	C5S	TJT	AJT	CONTR	10:20:43		77.2
11017-32516 Sec C	168311	3	9194	5.5	4.75	5.11	5.08	4.22	3.99	3.71	3.04	2.17	63	66	C5S	TJT	AJT	CONTR	10:20:49		76.7
11017-32516 Sec C	168311	4	9194	5.46	4.75	5.07	5.1	4.22	4.04	3.7	3.05	2.19	63	66	C5S	TJT	AJT	CONTR	10:20:55		77.3
11017-32516 Sec C	168344	2	9126	8.46	2.75	7.91	7.57	6.81	6.4	5.9	4.78	3.23	64	69	C8S	TJT	BJT	CONTR	10:22:48	32.5	
11017-32516 Sec C	168344	3	9082	8.46	2.75	7.94	7.59	6.87	6.42	5.93	4.83	3.25	64	69	C8S	TJT	BJT	CONTR	10:22:54	32.5	
11017-32516 Sec C	168344	4	9033	8.38	2.67	7.83	7.52	6.74	6.33	5.83	4.73	3.22	64	69	C8S	TJT	BJT	CONTR	10:23:00	31.9	
11017-32516 Sec C	168344	2	9118	6.03	5.22	5.73	5.19	4.7	4.48	4.2	3.51	2.53	64	64	C8S	TJT	AJT	CONTR	10:24:01		77.9
11017-32516 Sec C	168344	3	9090	5.97	5.15	5.71	4.85	4.76	4.51	4.17	3.46	2.55	64	64	C8S	TJT	AJT	CONTR	10:24:08		79.7
11017-32516 Sec C	168344	4	9052	5.97	5.11	5.68	5.45	4.76	4.51	4.21	3.43	2.5	64	64	C8S	TJT	AJT	CONTR	10:24:18		79.7
11017-32516 Sec C	168344	2	9082	7.48	2.39	7.18	6.72	6.13	5.72	5.28	4.25	2.92	64	64	C8	TJT	BJT	CONTR	10:26:51	32.0	
11017-32516 Sec C	168344	3	9166	7.44	2.34	7.12	6.65	6.09	5.65	5.14	4.16	2.78	64	64	C8	TJT	BJT	CONTR	10:26:57	31.5	
11017-32516 Sec C	168344	4	9082	7.55	2.42	7.25	6.72	6.15	5.75	5.33	4.31	2.91	64	64	C8	TJT	BJT	CONTR	10:27:03	32.1	
11017-32516 Sec C	168344	2	9132	5.88	5.03	5.74	4.56	4.06	3.9	3.62	3.03	2.08	63	63	C8	TJT	AJT	CONTR	10:28:17		69.0
11017-32516 Sec C	168344	3	9131	5.88	5.08	5.71	4.61	4.11	3.91	3.61	3.01	2.17	63	63	C8	TJT	AJT	CONTR	10:28:22		69.9
11017-32516 Sec C	168344	4	9074	5.84	5.06	5.71	4.68	4.08	3.94	3.61	3.04	2.13	63	63	C8	TJT	AJT	CONTR	10:28:33		69.9
11017-32516 Sec C	168359	2	9047	7.08	2.28	6.68	6.26	5.72	5.43	4.94	4.03	2.74	64	68	C9	TJT	BJT	CONTR	10:30:26	32.2	
11017-32516 Sec C	168359	3	9104	7.16	2.39	6.78	6.42	5.85	5.57	5.09	4.17	2.83	64	68	C9	TJT	BJT	CONTR	10:30:32	33.4	
11017-32516 Sec C	168359	4	9090	7.23	2.3	6.76	6.39	5.77	5.52	5.06	4.08	2.74	64	68	C9	TJT	BJT	CONTR	10:30:38	31.8	
11017-32516 Sec C	168359	2	9182	8.49	2.39	7.74	7.56	6.94	6.42	6.02	4.95	3.37	63	65	C9S	TJT	BJT	CONTR	10:33:14	28.2	
11017-32516 Sec C	168359	3	9140	8.46	2.64	7.86	7.56	6.86	6.56	6.06	4.91	3.36	63	65	C9S	TJT	BJT	CONTR	10:33:25	31.2	
11017-32516 Sec C	168359	4	9090	8.21	2.57	7.67	7.46	6.73	6.35	5.85	4.72	3.21	63	65	C9S	TJT	BJT	CONTR	10:33:31	31.3	
11017-32516 Sec C	168359	2	9217	6.14	5.26	5.58	6.65	4.55	4.41	4.03	3.41	2.43	65	62	C9S	TJT	AJT	CONTR	10:37:15		74.1
11017-32516 Sec C	168359	3	9217	6.1	5.24	5.52	6.59	4.52	4.35	4.03	3.4	2.39	65	62	C9S	TJT	AJT	CONTR	10:37:21		74.1
11017-32516 Sec C	168359	4	9195	6.1	5.19	5.5	6.57	4.47	4.37	4	3.37	2.37	65	62	C9S	TJT	AJT	CONTR	10:37:27		73.3
11017-32516 Sec C	168376	2	9118	7.27	2.01	6.86	6.5	6.02	5.57	5.11	4.16	2.83	64	68	C11	TJT	BJT	CONTR	10:41:30	27.6	
11017-32516 Sec C	168376	3	9153	7.27	2.03	6.92	6.55	5.95	5.59	5.11	4.16	2.82	64	68	C11	TJT	BJT	CONTR	10:41:36	27.9	
11017-32516 Sec C	168376	4	9090	7.33	2.07	7.07	6.6	6.02	5.72	5.2	4.24	2.78	64	68	C11	TJT	BJT	CONTR	10:41:42	28.2	
11017-32516 Sec C	168376	2	9073	5.69	4.9	5.4	3.63	3.35	3.32	3.06	2.54	1.8	65	66	C11	TJT	AJT	CONTR	10:42:55		58.9
11017-32516 Sec C	168376	3	9082	5.78	4.93	5.49	3.61	3.39	3.26	3.01	2.58	1.84	65	66	C11	TJT	AJT	CONTR	10:43:04		58.7
11017-32516 Sec C	168376	4	9090	5.71	4.91	5.45	3.63	3.35	3.29	3.06	2.57	1.88	65	66	C11	TJT	AJT	CONTR	10:43:11		58.7

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
11017-32516 Sec C	168376	2	9032	8.93	2.46	8.14	7.99	7.32	6.87	6.27	5.15	3.43	65	65	C11S	TJT	BJT	CONTR	10:45:03	27.5	
11017-32516 Sec C	168376	3	9016	9.32	2.96	8.48	8.38	7.54	7.18	6.51	5.38	3.66	65	65	C11S	TJT	BJT	CONTR	10:45:09	31.8	
11017-32516 Sec C	168376	4	9132	9.04	2.49	8.19	8.09	7.41	7.02	6.36	5.2	3.47	65	65	C11S	TJT	BJT	CONTR	10:45:17	27.5	
11017-32516 Sec C	168376	2	9167	6.97	5.93	6.29	6.08	4	3.89	3.55	3	2.17	66	63	C11S	TJT	AJT	CONTR	10:46:24		57.4
11017-32516 Sec C	168376	3	9118	6.91	5.91	6.29	6.02	4.03	3.89	3.59	3.06	2.23	66	63	C11S	TJT	AJT	CONTR	10:46:30		58.3
11017-32516 Sec C	168376	4	9104	6.86	5.84	6.31	5.83	3.93	3.81	3.51	2.95	2.11	66	63	C11S	TJT	AJT	CONTR	10:46:36		57.3
11017-32516 Sec C	168376	2	9140	8.17	2.18	7.7	7.03	6.44	6.07	5.5	4.36	2.73	65	65	C11M	TJT	BJT	CONTR	10:48:33	26.7	
11017-32516 Sec C	168376	3	9047	7.48	1.87	7.23	6.7	6.06	5.7	5.2	4.18	2.81	65	65	C11M	TJT	BJT	CONTR	10:48:43	25.0	
11017-32516 Sec C	168376	4	9061	10.36	4.19	10.01	8.77	8.13	7.91	7.22	5.99	4.15	65	65	C11M	TJT	BJT	CONTR	10:48:55	40.4	
11017-32516 Sec C	168376	2	9167	5.31	4.58	5.03	5.78	3.41	3.34	3	2.48	1.71	65	66	C11M	TJT	AJT	CONTR	10:50:18		64.2
11017-32516 Sec C	168376	3	9054	5.16	4.34	4.82	5.71	3.41	3.16	2.89	2.43	1.67	65	66	C11M	TJT	AJT	CONTR	10:50:26		66.1
11017-32516 Sec C	168376	4	9096	5.27	4.52	4.94	5.74	3.39	3.31	3.05	2.53	1.76	65	66	C11M	TJT	AJT	CONTR	10:50:32		64.3
11017-32516 Sec C	168502	2	9041	7.4	2.31	6.99	6.57	5.95	5.57	5.13	4.16	2.78	65	65	C12	TJT	BJT	CONTR	10:52:41	31.2	
11017-32516 Sec C	168502	3	9025	7.33	2.26	6.94	6.54	5.97	5.5	5.06	4.1	2.7	65	65	C12	TJT	BJT	CONTR	10:52:47	30.8	
11017-32516 Sec C	168502	4	9061	7.33	2.28	6.99	6.6	5.98	5.6	5.11	4.12	2.78	65	65	C12	TJT	BJT	CONTR	10:52:53	31.1	
11017-32516 Sec C	168502	2	9118	7.29	2.01	7.07	6.55	5.93	5.52	5.06	4.03	2.67	66	65	C12	TJT	BJT	CONTR	10:54:43	27.6	
11017-32516 Sec C	168502	3	8997	7.27	1.92	7.07	6.57	5.93	5.54	5.02	4.03	2.61	66	65	C12	TJT	BJT	CONTR	10:54:54	26.4	
11017-32516 Sec C	168502	4	9096	7.33	1.98	7.15	6.63	6	5.57	5.1	4.12	2.72	66	65	C12	TJT	BJT	CONTR	10:55:00	27.0	
11017-32516 Sec C	168502	2	9077	6.03	5.11	5.84	4.08	3.74	3.5	3.23	2.69	1.88	66	64	C12	TJT	AJT	CONTR	10:56:18		62.0
11017-32516 Sec C	168502	3	9039	5.86	4.95	5.71	3.87	3.57	3.4	3.12	2.56	1.76	66	64	C12	TJT	AJT	CONTR	10:56:26		60.9
11017-32516 Sec C	168502	4	9110	5.93	5.09	5.73	3.96	3.64	3.5	3.15	2.58	1.84	66	64	C12	TJT	AJT	CONTR	10:56:31		61.4
11017-32516 Sec C	168502	2	9064	7.7	1.78	7.51	6.94	6.31	5.86	5.32	4.27	2.77	67	64	C12M	TJT	BJT	CONTR	10:58:33	23.1	
11017-32516 Sec C	168502	3	9118	7.76	1.85	7.56	6.99	6.31	5.84	5.34	4.29	2.81	67	64	C12M	TJT	BJT	CONTR	10:58:39	23.8	
11017-32516 Sec C	168502	4	9028	7.59	1.75	7.33	6.83	6.18	5.65	5.18	4.15	2.74	67	64	C12M	TJT	BJT	CONTR	10:58:45	23.1	
11017-32516 Sec C	168502	2	9145	6.03	5.06	5.71	6.68	3.49	3.29	3.02	2.49	1.72	66	63	C12M	TJT	AJT	CONTR	10:59:54		57.9
11017-32516 Sec C	168502	3	9128	6.03	5.06	5.74	6.63	3.43	3.24	2.97	2.5	1.69	66	63	C12M	TJT	AJT	CONTR	10:59:59		56.9
11017-32516 Sec C	168502	4	9060	5.88	4.95	5.6	6.6	3.32	3.16	2.9	2.42	1.67	66	63	C12M	TJT	AJT	CONTR	11:00:05		56.5
11017-32516 Sec C	168519	2	9020	6.65	2.1	6.41	5.99	5.45	5.07	4.62	3.77	2.49	66	67	C14	TJT	BJT	CONTR	11:08:15	31.6	
11017-32516 Sec C	168519	3	8984	6.65	2.08	6.38	5.96	5.44	5.08	4.62	3.76	2.57	66	67	C14	TJT	BJT	CONTR	11:08:21	31.3	
11017-32516 Sec C	168519	4	9007	6.76	2.16	6.47	5.99	5.41	5.13	4.64	3.79	2.58	66	67	C14	TJT	BJT	CONTR	11:08:26	32.0	
11017-32516 Sec C	168519	2	9078	5.24	4.52	5.07	4.03	3.72	3.55	3.22	2.65	1.83	66	66	C14	TJT	AJT	CONTR	11:09:31		71.0
11017-32516 Sec C	168519	3	9039	5.31	4.5	5.07	4.08	3.75	3.56	3.3	2.7	1.9	66	66	C14	TJT	AJT	CONTR	11:09:37		70.6
11017-32516 Sec C	168519	4	9146	5.42	4.65	5.18	4.08	3.74	3.55	3.21	2.69	1.94	66	66	C14	TJT	AJT	CONTR	11:09:43		69.0
11017-32516 Sec C	168519	2	9047	6.97	2.05	6.7	6.28	5.69	5.29	4.82	3.86	2.54	66	65	C14M	TJT	BJT	CONTR	11:11:32	29.4	
11017-32516 Sec C	168519	3	9007	6.91	2.08	6.58	6.13	5.54	5.18	4.77	3.8	2.54	66	65	C14M	TJT	BJT	CONTR	11:11:43	30.1	
11017-32516 Sec C	168519	4	9055	7.14	2.24	6.83	6.23	5.56	5.31	4.78	3.83	2.58	66	65	C14M	TJT	BJT	CONTR	11:11:50	31.4	
11017-32516 Sec C	168519	2	9168	5.16	4.5	4.98	5.99	3.75	3.66	3.27	2.63	1.8	65	66	C14M	TJT	AJT	CONTR	11:12:55		72.7
11017-32516 Sec C	168519	3	9105	5.24	4.51	5	5.86	3.74	3.56	3.26	2.67	1.86	65	66	C14M	TJT	AJT	CONTR	11:13:02		71.4
11017-32516 Sec C	168519	4	9091	5.27	4.49	5	5.95	3.74	3.6	3.23	2.66	1.83	65	66	C14M	TJT	AJT	CONTR	11:13:08		71.0
11017-32516 Sec C	168645	2	9034	7.8	2.62	7.54	6.99	6.34	6.09	5.52	4.54	3.04	66	66	C15	TJT	BJT	CONTR	11:15:52	33.6	
11017-32516 Sec C	168645	3	9034	7.7	2.57	7.43	6.96	6.4	5.95	5.48	4.45	2.99	66	66	C15	TJT	BJT	CONTR	11:15:58	33.4	
11017-32516 Sec C	168645	4	9048	7.74	2.57	7.47	6.97	6.37	5.97	5.45	4.43	3	66	66	C15	TJT	BJT	CONTR	11:16:04	33.2	
11017-32516 Sec C	168645	2	9003	5.78	4.99	5.55	6.39	4.18	3.99	3.69	3.06	2.21	66	66	C15	TJT	AJT	CONTR	11:17:08		72.3
11017-32516 Sec C	168645	3	9026	5.88	5.03	5.58	6.37	4.22	4.04	3.69	3.12	2.23	66	66	C15	TJT	AJT	CONTR	11:17:15		71.8

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
11017-32516 Sec C	168645	4	9011	5.73	4.95	5.52	6.31	4.24	4.02	3.76	3.14	2.21	66	66	C15	TJT	AJT	CONTR	11:17:21		74.0
11017-32516 Sec C	168645	2	9003	8.38	2.49	8.14	7.44	6.79	6.42	5.86	4.75	3.13	66	65	C15M	TJT	BJT	CONTR	11:19:05	29.7	
11017-32516 Sec C	168645	3	8989	8.42	2.49	8.25	7.61	6.83	6.54	5.98	4.86	3.25	66	65	C15M	TJT	BJT	CONTR	11:19:13	29.6	
11017-32516 Sec C	168645	4	8968	8.21	2.39	8.09	7.49	6.73	6.35	5.81	4.71	3.17	66	65	C15M	TJT	BJT	CONTR	11:19:19	29.1	
11017-32516 Sec C	168645	2	9132	6.03	5.16	5.87	6.6	4.09	3.96	3.57	3.05	2.12	66	66	C15M	TJT	AJT	CONTR	11:20:28		67.8
11017-32516 Sec C	168645	3	9047	5.99	5.22	5.9	6.68	4.13	4.04	3.64	3.05	2.14	66	66	C15M	TJT	AJT	CONTR	11:20:34		68.9
11017-32516 Sec C	168645	4	9041	6.2	5.24	5.97	6.73	4.13	3.99	3.73	3.17	2.22	66	66	C15M	TJT	AJT	CONTR	11:20:40		66.6
11017-32516 Sec C	168662	2	9073	7.01	2.57	6.83	6.39	5.77	5.52	5.02	4.09	2.83	66	67	C16	TJT	BJT	CONTR	11:22:23	36.7	
11017-32516 Sec C	168662	3	9075	6.97	2.57	6.79	6.34	5.75	5.45	4.98	4.09	2.78	66	67	C16	TJT	BJT	CONTR	11:22:29	36.9	
11017-32516 Sec C	168662	4	9060	6.93	2.59	6.81	6.34	5.79	5.47	4.89	4.05	2.77	66	67	C16	TJT	BJT	CONTR	11:22:36	37.4	
11017-32516 Sec C	168662	2	9077	5.35	4.67	5.05	5.86	4.15	3.99	3.65	3.07	2.18	67	65	C16	TJT	AJT	CONTR	11:23:55		77.6
11017-32516 Sec C	168662	3	9003	5.31	4.63	5.05	5.89	4.13	3.99	3.63	3.05	2.2	67	65	C16	TJT	AJT	CONTR	11:24:03		77.8
11017-32516 Sec C	168662	4	9083	5.31	4.6	5.03	5.84	4.15	4.01	3.71	3.12	2.2	67	65	C16	TJT	AJT	CONTR	11:24:09		78.2
11017-32516 Sec C	168662	2	9039	7.23	2.49	7.14	6.6	5.95	5.6	5.09	4.17	2.82	67	65	C16M	TJT	BJT	CONTR	11:26:06	34.4	
11017-32516 Sec C	168662	3	9096	7.44	2.59	7.27	6.75	6.08	5.81	5.24	4.25	2.91	67	65	C16M	TJT	BJT	CONTR	11:26:15	34.8	
11017-32516 Sec C	168662	4	9052	7.38	2.46	7.2	6.68	6.06	5.73	5.15	4.2	2.86	67	65	C16M	TJT	BJT	CONTR	11:26:21	33.3	
11017-32516 Sec C	168662	2	9111	5.31	4.54	5	5.74	4.27	4.09	3.74	3.13	1.94	67	66	C16M	TJT	AJT	CONTR	11:27:49		80.4
11017-32516 Sec C	168662	3	9016	5.27	4.44	4.92	5.68	4.24	4.04	3.67	3.08	2.13	67	66	C16M	TJT	AJT	CONTR	11:27:55		80.5
11017-32516 Sec C	168662	4	9082	5.35	4.49	5.07	5.77	4.37	4.13	3.78	3.05	2.14	67	66	C16M	TJT	AJT	CONTR	11:28:01		81.7
11017-32516 Sec C	168742	2	9047	8.21	2.62	8.07	7.43	6.76	6.43	5.82	4.69	3.11	67	67	C17M	TJT	BJT	CONTR	11:30:54	31.9	
11017-32516 Sec C	168742	3	9039	8.34	2.76	8.17	7.46	6.76	6.37	5.84	4.77	3.29	67	67	C17M	TJT	BJT	CONTR	11:31:04	33.1	
11017-32516 Sec C	168742	4	8954	8.21	2.65	7.98	7.35	6.78	6.35	5.78	4.77	3.21	67	67	C17M	TJT	BJT	CONTR	11:31:13	32.3	
11017-32516 Sec C	168742	2	9105	6.61	5.4	6.25	5.39	4.29	4.08	3.69	3.17	2.26	66	65	C17M	TJT	AJT	CONTR	11:32:13		64.9
11017-32516 Sec C	168742	3	9082	6.69	5.47	6.36	5.42	4.36	4.25	3.96	3.28	2.34	66	65	C17M	TJT	AJT	CONTR	11:32:19		65.2
11017-32516 Sec C	168742	4	9003	6.33	5.22	6.05	5.14	4.16	4.01	3.68	3.07	2.15	66	65	C17M	TJT	AJT	CONTR	11:32:29		65.7
11017-32516 Sec C	168742	2	9032	8.12	2.39	7.94	7.41	7.1	6.33	5.84	4.99	3.32	66	67	C17	TJT	BJT	CONTR	11:35:14	29.4	
11017-32516 Sec C	168742	3	9039	8.27	2.72	8.04	7.55	6.83	6.4	5.84	4.81	3.26	66	67	C17	TJT	BJT	CONTR	11:35:20	32.9	
11017-32516 Sec C	168742	4	9034	8.31	2.78	8.07	7.54	6.89	6.4	5.91	4.82	3.28	66	67	C17	TJT	BJT	CONTR	11:35:29	33.5	
11017-32516 Sec C	168742	2	9055	6.08	5.11	5.89	6.83	4.36	4.19	3.84	3.24	2.34	67	64	C17	TJT	AJT	CONTR	11:36:41		71.7
11017-32516 Sec C	168742	3	9052	6.08	5.06	5.89	6.84	4.33	4.19	3.81	3.2	2.31	67	64	C17	TJT	AJT	CONTR	11:36:47		71.2
11017-32516 Sec C	168742	4	9061	6.14	5.13	5.87	6.83	4.36	4.17	3.86	3.23	2.37	67	64	C17	TJT	AJT	CONTR	11:36:53		71.0
11017-32516 Sec C	168759	2	9047	10.3	3.26	9.83	8.68	7.72	6.97	5.9	3.88	1.19	66	66	C19	TJT	BJT	CONTR	11:41:48	31.7	
11017-32516 Sec C	168759	3	9025	10.15	3.26	9.79	8.64	7.74	6.9	5.86	3.86	1.23	66	66	C19	TJT	BJT	CONTR	11:41:54	32.1	
11017-32516 Sec C	168759	4	9052	10.23	3.29	9.87	8.74	7.82	7.01	6	3.92	1.19	66	66	C19	TJT	BJT	CONTR	11:41:59	32.2	
11017-32516 Sec C	168759	2	9011	8.57	7.32	8.27	9.58	4.4	4.2	3.75	2.89	1.49	66	65	C19	TJT	AJT	CONTR	11:43:14		51.3
11017-32516 Sec C	168759	3	9032	8.57	7.36	8.25	9.61	4.4	4.17	3.72	2.88	1.57	66	65	C19	TJT	AJT	CONTR	11:43:20		51.3
11017-32516 Sec C	168759	4	9061	8.46	7.29	8.19	9.48	4.36	4.1	3.68	2.85	1.53	66	65	C19	TJT	AJT	CONTR	11:43:26		51.5
11017-32516 Sec C	168808	2	8990	7.87	2.51	7.78	7.26	6.6	6.22	5.65	4.6	3.1	68	67	C20	TJT	BJT	CONTR	11:46:58	31.9	
11017-32516 Sec C	168808	3	9058	7.95	2.55	7.78	7.28	6.56	6.27	5.66	4.62	3.12	68	67	C20	TJT	BJT	CONTR	11:47:04	32.1	
11017-32516 Sec C	168808	4	9011	7.95	2.52	7.74	7.25	6.57	6.33	5.72	4.65	3.23	68	67	C20	TJT	BJT	CONTR	11:47:09	31.7	
11017-32516 Sec C	168808	2	9077	6.25	5.37	6.18	6.99	4.06	3.9	3.63	3.05	2.17	67	65	C20	TJT	AJT	CONTR	11:48:15		65.0
11017-32516 Sec C	168808	3	9061	6.31	5.36	6.07	6.88	3.93	3.81	3.51	2.97	2.17	67	65	C20	TJT	AJT	CONTR	11:48:21		62.3
11017-32516 Sec C	168808	4	9041	6.25	5.31	6.1	6.94	4.03	3.84	3.55	3.03	2.12	67	65	C20	TJT	AJT	CONTR	11:48:27		64.5
11017-32516 Sec C	168824	2	9033	6.97	1.98	6.74	6.39	6.16	5.57	5.14	4.26	2.89	68	67	C22	TJT	BJT	CONTR	11:56:40	28.4	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
11017-32516 Sec C	168824	3	8993	7.33	2.39	7.28	6.75	6.11	5.68	5.12	4.15	2.8	68	67	C22	TJT	BJT	CONTR	11:56:47	32.6	
11017-32516 Sec C	168824	4	9023	7.27	2.31	7.12	6.67	6	5.7	5.15	4.2	2.87	68	67	C22	TJT	BJT	CONTR	11:56:53	31.8	
11017-32516 Sec C	168824	2	9066	5.71	4.95	5.63	6.37	4	3.83	3.52	2.95	2.13	68	66	C22	TJT	AJT	CONTR	11:58:43		70.1
11017-32516 Sec C	168824	3	9087	5.78	4.91	5.66	6.3	4	3.83	3.51	2.95	2.09	68	66	C22	TJT	AJT	CONTR	11:58:48		69.2
11017-32516 Sec C	168824	4	9073	5.78	4.9	5.65	6.31	4	3.81	3.54	2.99	2.15	68	66	C22	TJT	AJT	CONTR	11:58:54		69.2
11017-32516 Sec C	168839	2	9052	7.33	2.9	7.01	6.57	5.95	5.59	5.18	4.16	2.81	67	68	C23	TJT	BJT	CONTR	12:01:48	39.6	
11017-32516 Sec C	168839	3	9032	7.27	2.9	7.07	6.63	6.02	5.6	5.16	4.16	2.78	67	68	C23	TJT	BJT	CONTR	12:01:54	39.9	
11017-32516 Sec C	168839	4	8980	7.18	2.87	6.99	6.52	5.9	5.55	5.1	4.11	2.77	67	68	C23	TJT	BJT	CONTR	12:02:11	40.0	
11017-32516 Sec C	168839	2	9056	5.63	4.74	5.34	6.26	4.08	3.96	3.71	3.11	2.16	67	70	C23	TJT	AJT	CONTR	12:03:38		72.5
11017-32516 Sec C	168839	3	9047	5.71	4.78	5.45	6.31	4.18	3.97	3.68	3.07	2.17	67	70	C23	TJT	AJT	CONTR	12:03:43		73.2
11017-32516 Sec C	168839	4	9023	5.73	4.75	5.36	6.28	4.1	3.97	3.64	3.08	2.17	67	70	C23	TJT	AJT	CONTR	12:03:49		71.6
11017-32516 Sec C	168856	2	9047	7.74	2.71	7.34	6.7	6.02	5.5	4.91	3.58	1.67	67	67	C25	TJT	BJT	CONTR	12:11:24	35.0	
11017-32516 Sec C	168856	3	9023	7.7	2.82	7.43	6.75	6.15	5.54	4.91	3.63	1.76	67	67	C25	TJT	BJT	CONTR	12:11:29	36.6	
11017-32516 Sec C	168856	4	9002	7.74	2.87	7.43	6.73	6.11	5.59	4.95	3.58	1.78	67	67	C25	TJT	BJT	CONTR	12:11:35	37.1	
11017-32516 Sec C	168856	2	9019	5.67	4.98	5.43	6.2	4.13	3.91	3.58	2.86	1.77	67	67	C25	TJT	AJT	CONTR	12:12:48		72.8
11017-32516 Sec C	168856	3	9032	5.71	4.92	5.4	6.21	4.18	3.97	3.64	2.9	1.86	67	67	C25	TJT	AJT	CONTR	12:12:55		73.2
11017-32516 Sec C	168856	4	9016	5.67	4.95	5.4	6.2	4.09	3.84	3.56	2.81	1.79	67	67	C25	TJT	AJT	CONTR	12:13:00		72.1
11017-32516 Sec C	168856	2	9047	7.91	2.85	7.68	6.97	6.24	5.7	5.02	3.64	1.75	67	66	C25M	TJT	BJT	CONTR	12:14:53	36.0	
11017-32516 Sec C	168856	3	8975	7.91	2.83	7.65	6.94	6.24	5.68	5.01	3.63	1.75	67	66	C25M	TJT	BJT	CONTR	12:14:59	35.8	
11017-32516 Sec C	168856	4	9002	8.02	2.87	7.72	7.02	6.26	5.79	5.06	3.68	1.74	67	66	C25M	TJT	BJT	CONTR	12:15:04	35.8	
11017-32516 Sec C	168856	2	9102	5.78	5.06	5.45	6.39	4.5	4.17	3.86	3.01	1.67	67	64	C25M	TJT	AJT	CONTR	12:16:07		77.9
11017-32516 Sec C	168856	3	9010	5.67	4.93	5.34	6.26	4.42	4.17	3.83	2.97	1.71	67	64	C25M	TJT	AJT	CONTR	12:16:13		78.0
11017-32516 Sec C	168856	4	9025	5.73	4.88	5.34	6.26	4.47	4.17	3.79	2.95	1.72	67	64	C25M	TJT	AJT	CONTR	12:16:19		78.0
11017-32516 Sec C	168967	2	9037	6.65	2.62	6.44	5.99	5.41	5.05	4.63	3.82	2.6	67	67	C26	TJT	BJT	CONTR	12:18:32	39.4	
11017-32516 Sec C	168967	3	9025	6.57	2.51	6.34	5.83	5.3	5	4.56	3.75	2.6	67	67	C26	TJT	BJT	CONTR	12:18:38	38.2	
11017-32516 Sec C	168967	4	9011	6.61	2.53	6.41	5.97	5.41	5.08	4.7	3.87	2.63	67	67	C26	TJT	BJT	CONTR	12:18:44	38.3	
11017-32516 Sec C	168967	2	9037	5.14	4.44	5.03	5.65	3.68	3.61	3.33	2.82	2	67	66	C26	TJT	AJT	CONTR	12:20:05		71.6
11017-32516 Sec C	168967	3	8988	5.27	4.5	5.07	5.76	3.75	3.66	3.36	2.82	2.1	67	66	C26	TJT	AJT	CONTR	12:20:23		71.2
11017-32516 Sec C	168967	4	9028	5.16	4.42	5	5.68	3.75	3.6	3.31	2.76	2	67	66	C26	TJT	AJT	CONTR	12:20:29		72.7
11017-32516 Sec C	168982	2	8961	7.16	2.96	6.97	6.54	5.88	5.57	5.12	4.18	2.84	68	68	C27	TJT	BJT	EXP.	12:22:10	41.3	
11017-32516 Sec C	168982	3	8984	7.12	2.87	6.83	6.41	5.85	5.49	5.01	4.12	2.76	68	68	C27	TJT	BJT	EXP.	12:22:16	40.3	
11017-32516 Sec C	168982	4	8961	7.12	2.9	6.91	6.5	5.82	5.52	5.03	4.11	2.81	68	68	C27	TJT	BJT	EXP.	12:22:22	40.7	
11017-32516 Sec C	168982	2	9016	5.78	4.93	5.6	6.5	4.22	4.07	3.77	3.15	2.4	67	66	C27	TJT	AJT	EXP.	12:23:26		73.0
11017-32516 Sec C	168982	3	9011	5.88	4.93	5.6	6.55	4.29	4.04	3.77	3.14	2.34	67	66	C27	TJT	AJT	EXP.	12:23:32		73.0
11017-32516 Sec C	168982	4	8966	5.82	4.85	5.6	6.55	4.26	4.08	3.77	3.13	2.25	67	66	C27	TJT	AJT	EXP.	12:23:38		73.2
11017-32516 Sec C	168999	2	9074	7.91	3.01	7.65	7.01	6.4	5.88	5.31	4.2	2.44	68	68	C29	TJT	BJT	CONTR	12:31:46	38.1	
11017-32516 Sec C	168999	3	9073	7.91	3.01	7.7	7.12	6.47	5.93	5.37	4.23	2.52	68	68	C29	TJT	BJT	CONTR	12:31:51	38.1	
11017-32516 Sec C	168999	4	9037	7.87	2.96	7.68	7.02	6.33	5.91	5.27	4.15	2.47	68	68	C29	TJT	BJT	CONTR	12:31:57	37.6	
11017-32516 Sec C	168999	2	9091	5.61	4.86	5.29	6.15	3.97	3.79	3.52	2.92	1.97	69	68	C29	TJT	AJT	CONTR	12:33:20		70.8
11017-32516 Sec C	168999	3	9057	5.61	4.88	5.42	6.21	4.11	3.92	3.61	2.97	2.04	69	68	C29	TJT	AJT	CONTR	12:33:26		73.3
11017-32516 Sec C	168999	4	9015	5.67	4.88	5.34	6.15	4.06	3.92	3.58	3.01	2.08	69	68	C29	TJT	AJT	CONTR	12:33:32		71.6
11017-32516 Sec C	168982	2	8975	6.97	2.88	6.85	6.34	5.75	5.45	4.94	4.07	2.74	69	70	C27M	TJT	BJT	EXP.	12:36:08	41.3	
11017-32516 Sec C	168982	3	8940	6.97	2.85	6.81	6.3	5.74	5.37	4.88	4.02	2.69	69	70	C27M	TJT	BJT	EXP.	12:36:14	40.9	
11017-32516 Sec C	168982	4	8971	6.93	2.82	6.73	6.23	5.64	5.37	4.82	3.95	2.68	69	70	C27M	TJT	BJT	EXP.	12:36:20	40.7	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
11017-32516 Sec C	168982	2	9066	5.93	4.93	5.63	6.63	4.29	4.07	3.75	3.09	2.22	70	68	C27M	TJT	AJT	EXP.	12:37:36		72.3
11017-32516 Sec C	168982	3	9057	5.82	4.86	5.61	6.6	4.34	4.08	3.79	3.17	2.25	70	68	C27M	TJT	AJT	EXP.	12:37:41		74.6
11017-32516 Sec C	168982	4	9023	5.82	4.85	5.58	6.54	4.24	4.04	3.75	3.13	2.27	70	68	C27M	TJT	AJT	EXP.	12:37:47		72.9
11017-32516 Sec C	168991	2	9047	7.44	2.99	7.2	6.68	6.09	5.59	5.05	3.97	2.38	70	70	C28M	TJT	BJT	CONTR	12:39:10	40.2	
11017-32516 Sec C	168991	3	9003	7.44	2.92	7.23	6.72	6.09	5.68	5.1	4	2.44	70	70	C28M	TJT	BJT	CONTR	12:39:16	39.2	
11017-32516 Sec C	168991	4	8989	7.59	3.05	7.38	6.84	6.26	5.72	5.2	4.08	2.37	70	70	C28M	TJT	BJT	CONTR	12:39:26	40.2	
11017-32516 Sec C	168991	2	9097	5.93	5.08	5.52	5.5	4.4	4.09	3.77	3.19	2.12	70	68	C28M	TJT	AJT	CONTR	12:40:33		74.2
11017-32516 Sec C	168991	3	9043	5.67	4.86	5.31	5.29	4.2	4.02	3.69	3	2	70	68	C28M	TJT	AJT	CONTR	12:40:41		74.1
11017-32516 Sec C	168991	4	9032	5.63	4.8	5.21	5.24	4.08	3.99	3.62	2.99	1.95	70	68	C28M	TJT	AJT	CONTR	12:40:47		72.5
11017-32516 Sec D	0	2	9309	9.21	5.08	8.74	8.08	7.27	6.85	6.04	4.72	2.71	61	59	JT1	TJT	BJT	CONTR	8:56:57	55.2	
11017-32516 Sec D	0	3	9288	9.1	5.13	8.72	8.09	7.27	6.85	6.04	4.69	2.71	61	59	JT1	TJT	BJT	CONTR	8:57:05	56.4	
11017-32516 Sec D	0	4	9309	9.32	5.24	8.9	8.22	7.39	7.03	6.19	4.83	2.74	61	59	JT1	TJT	BJT	CONTR	8:57:11	56.2	
11017-32516 Sec D	0	5	15485	12.88	8.69	12.43	11.39	10.71	9.55	8.51	6.75	3.92	61	59	JT1	TJT	BJT	CONTR	8:57:20	67.5	
11017-32516 Sec D	0	6	20068	15.32	11.11	14.78	13.6	12.75	11.39	10.19	8.07	4.69	61	59	JT1	TJT	BJT	CONTR	8:57:34	72.5	
11017-32516 Sec D	2	2	9309	8.23	6.96	7.76	9.01	7.28	6.9	6.26	5	2.98	59	59	JT1	TJT	AJT	CONTR	8:58:55		88.5
11017-32516 Sec D	2	3	9309	8.21	6.98	7.68	8.97	7.22	6.9	6.18	4.94	2.92	59	59	JT1	TJT	AJT	CONTR	8:59:05		87.9
11017-32516 Sec D	2	4	9301	8.02	6.88	7.57	8.9	7.12	6.79	6.15	4.92	2.93	59	59	JT1	TJT	AJT	CONTR	8:59:13		88.8
11017-32516 Sec D	2	5	15471	12.04	9.71	11.24	13.08	11	9.84	9	7.17	4.53	59	59	JT1	TJT	AJT	CONTR	8:59:22		91.4
11017-32516 Sec D	2	6	20080	14.37	11.76	13.39	15.73	13.67	12.26	11.03	8.78	5.38	59	59	JT1	TJT	AJT	CONTR	8:59:36		95.1
11017-32516 Sec D	17	2	9243	9.1	4.28	8.83	8.12	7.28	6.76	6.11	4.82	2.78	60	60	JT3	TJT	BJT	CONTR	9:11:17	47.0	
11017-32516 Sec D	17	3	9222	9.17	4.33	8.81	8.08	7.36	6.9	6.17	4.82	2.82	60	60	JT3	TJT	BJT	CONTR	9:11:23	47.2	
11017-32516 Sec D	17	4	9257	9.04	4.29	8.72	8.06	7.33	6.78	6.07	4.76	2.76	60	60	JT3	TJT	BJT	CONTR	9:11:29	47.5	
11017-32516 Sec D	17	5	15374	13.98	5.94	13.52	12.34	11.53	10.4	9.25	7.31	4.26	60	60	JT3	TJT	BJT	CONTR	9:11:44	42.5	
11017-32516 Sec D	17	6	20049	16.9	7.53	16.16	14.82	13.85	12.41	11.19	8.8	5.1	60	60	JT3	TJT	BJT	CONTR	9:11:56	44.6	
11017-32516 Sec D	18	2	9265	7.27	6.07	6.85	7.88	6.31	5.99	5.45	4.38	2.67	61	60	JT3	TJT	AJT	CONTR	9:13:22		86.8
11017-32516 Sec D	18	3	9244	7.44	6.42	7.15	8.3	6.62	6.32	5.73	4.56	2.86	61	60	JT3	TJT	AJT	CONTR	9:13:28		89.0
11017-32516 Sec D	18	4	9230	7.44	6.4	7.15	8.35	6.65	6.4	5.8	4.59	2.83	61	60	JT3	TJT	AJT	CONTR	9:13:36		89.4
11017-32516 Sec D	18	5	15459	11.41	9.52	10.95	12.4	10.63	9.69	8.75	7.07	4.34	61	60	JT3	TJT	AJT	CONTR	9:13:45		93.2
11017-32516 Sec D	18	6	20143	13.89	11.48	13.43	15.15	13.14	11.92	10.78	8.73	5.37	61	60	JT3	TJT	AJT	CONTR	9:13:58		94.6
11017-32516 Sec D	80	2	9180	10.15	2.19	9.66	9.08	8.21	7.67	6.85	5.39	3.1	60	60	JT4	TJT	BJT	CONTR	9:16:23	21.6	
11017-32516 Sec D	80	3	9150	10.3	2.41	9.83	9.24	8.24	7.78	6.99	5.44	3.14	60	60	JT4	TJT	BJT	CONTR	9:16:29	23.4	
11017-32516 Sec D	80	4	9186	10.23	2.31	9.85	9.21	8.31	7.8	6.95	5.43	3.07	60	60	JT4	TJT	BJT	CONTR	9:16:35	22.6	
11017-32516 Sec D	80	5	15334	14.45	4.88	14.02	12.91	12.16	10.92	9.71	7.74	4.46	60	60	JT4	TJT	BJT	CONTR	9:16:44	33.8	
11017-32516 Sec D	80	6	19994	17.38	6.98	16.8	15.49	14.51	12.97	11.67	9.26	5.39	60	60	JT4	TJT	BJT	CONTR	9:16:58	40.2	
11017-32516 Sec D	82	2	9222	7.7	6.71	7.23	8.55	6.91	6.67	6.01	4.82	2.91	61	60	JT4	TJT	AJT	CONTR	9:18:47		89.7
11017-32516 Sec D	82	3	9208	8.02	6.86	7.52	8.69	7.12	6.79	6.15	4.98	3.05	61	60	JT4	TJT	AJT	CONTR	9:18:59		88.8
11017-32516 Sec D	82	4	9222	7.91	6.81	7.47	8.75	7.1	6.77	6.16	4.96	3.06	61	60	JT4	TJT	AJT	CONTR	9:19:05		89.8
11017-32516 Sec D	82	5	15397	11.87	10.04	11.29	12.88	11.38	10.28	9.32	7.57	4.69	61	60	JT4	TJT	AJT	CONTR	9:19:13		95.9
11017-32516 Sec D	82	6	20162	14.85	12.41	14.14	15.97	14	12.92	11.74	9.52	5.87	61	60	JT4	TJT	AJT	CONTR	9:19:26		94.3
11017-32516 Sec D	96	2	9145	10.55	2.51	9.98	9.53	8.65	8.11	7.29	5.77	3.44	61	62	JT6	TJT	BJT	CONTR	9:26:09	23.8	
11017-32516 Sec D	96	3	9128	10.51	2.52	10.03	9.48	8.65	8.07	7.31	5.76	3.45	61	62	JT6	TJT	BJT	CONTR	9:26:15	24.0	
11017-32516 Sec D	96	4	9186	10.55	2.52	10.03	9.51	8.68	8.06	7.28	5.8	3.43	61	62	JT6	TJT	BJT	CONTR	9:26:21	23.9	
11017-32516 Sec D	96	5	15329	15.61	4.49	14.94	13.94	13.02	11.84	10.66	8.53	5.06	61	62	JT6	TJT	BJT	CONTR	9:26:30	28.8	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
11017-32516 Sec D	96	6	20034	18.55	6.47	17.57	16.53	15.39	13.98	12.69	10.12	5.95	61	62	JT6	TJT	BJT	CONTR	9:26:43	34.9	
11017-32516 Sec D	97	2	9149	7.61	6.5	7.09	8.72	6.76	6.51	5.89	4.76	2.95	62	63	JT6	TJT	AJT	CONTR	9:28:20		88.8
11017-32516 Sec D	97	3	9180	7.55	6.52	7.07	8.64	6.81	6.49	5.86	4.72	2.92	62	63	JT6	TJT	AJT	CONTR	9:28:26		90.2
11017-32516 Sec D	97	4	9150	7.7	6.6	7.18	8.61	6.71	6.56	5.94	4.83	3.03	62	63	JT6	TJT	AJT	CONTR	9:28:34		87.1
11017-32516 Sec D	97	5	15312	12.04	10.02	11.29	13.59	11.13	10.11	9.15	7.48	4.7	62	63	JT6	TJT	AJT	CONTR	9:28:42		92.4
11017-32516 Sec D	97	6	20063	14.95	12.39	14.06	16.98	13.85	12.65	11.54	9.41	5.91	62	63	JT6	TJT	AJT	CONTR	9:28:55		92.6
11017-32516 Sec D	160	2	9159	9.93	2.1	9.32	8.8	7.95	7.42	6.64	5.19	3.09	62	62	JT7	TJT	BJT	CONTR	9:31:16	21.1	
11017-32516 Sec D	160	3	9172	9.83	2.1	9.32	8.82	7.95	7.49	6.66	5.23	3.11	62	62	JT7	TJT	BJT	CONTR	9:31:22	21.4	
11017-32516 Sec D	160	4	9078	9.83	2.11	9.28	8.77	7.85	7.39	6.61	5.2	3.08	62	62	JT7	TJT	BJT	CONTR	9:31:31	21.5	
11017-32516 Sec D	160	5	15351	14.67	3.33	13.88	12.98	12.21	10.97	9.81	7.83	4.7	62	62	JT7	TJT	BJT	CONTR	9:31:40	22.7	
11017-32516 Sec D	160	6	20096	17.6	5.14	16.65	15.55	14.59	13.1	11.86	9.39	5.6	62	62	JT7	TJT	BJT	CONTR	9:31:53	29.2	
11017-32516 Sec D	162	2	9163	7.16	5.88	6.52	7.9	5.93	5.67	5.1	4.16	2.53	62	62	JT7	TJT	AJT	CONTR	9:33:02		82.8
11017-32516 Sec D	162	3	9145	7.23	6.11	6.6	8.04	6.09	5.84	5.25	4.22	2.63	62	62	JT7	TJT	AJT	CONTR	9:33:10		84.2
11017-32516 Sec D	162	4	9159	7.27	6.16	6.7	8.12	6.16	5.91	5.34	4.31	2.68	62	62	JT7	TJT	AJT	CONTR	9:33:16		84.7
11017-32516 Sec D	162	5	15271	11.03	9.19	10.24	12.08	9.92	9.01	8.12	6.63	4.16	62	62	JT7	TJT	AJT	CONTR	9:33:26		89.9
11017-32516 Sec D	162	6	20266	13.89	11.43	12.86	15.12	12.54	11.39	10.36	8.43	5.25	62	62	JT7	TJT	AJT	CONTR	9:33:39		90.3
11017-32516 Sec D	175	2	9135	8.95	1.9	8.62	7.9	7.12	6.71	6.01	4.69	2.79	63	64	JT9	TJT	BJT	CONTR	9:38:26	21.2	
11017-32516 Sec D	175	3	9091	8.93	1.8	8.54	7.93	7.17	6.72	5.98	4.71	2.81	63	64	JT9	TJT	BJT	CONTR	9:38:32	20.2	
11017-32516 Sec D	175	4	9093	8.78	1.78	8.43	7.83	7.07	6.53	5.81	4.55	2.72	63	64	JT9	TJT	BJT	CONTR	9:38:38	20.3	
11017-32516 Sec D	175	5	15334	13.5	2.91	12.98	11.98	11.18	10.11	9.03	7.15	4.28	63	64	JT9	TJT	BJT	CONTR	9:38:47	21.6	
11017-32516 Sec D	175	6	20039	16.73	3.65	16.03	14.75	13.83	12.45	11.16	8.9	5.36	63	64	JT9	TJT	BJT	CONTR	9:38:59	21.8	
11017-32516 Sec D	177	2	9132	6.86	5.79	6.47	7.62	4.74	4.51	4.09	3.33	2.08	63	63	JT9	TJT	AJT	CONTR	9:40:24		69.1
11017-32516 Sec D	177	3	9109	6.82	5.86	6.44	7.68	4.81	4.62	4.11	3.34	2.11	63	63	JT9	TJT	AJT	CONTR	9:40:32		70.5
11017-32516 Sec D	177	4	9109	7.08	6.01	6.74	7.9	4.85	4.73	4.25	3.45	2.17	63	63	JT9	TJT	AJT	CONTR	9:40:38		68.5
11017-32516 Sec D	177	5	15276	10.72	8.85	10.02	11.65	8.14	7.49	6.81	5.55	3.55	63	63	JT9	TJT	AJT	CONTR	9:40:47		75.9
11017-32516 Sec D	177	6	20130	13.31	10.85	12.38	14.41	10.58	9.51	8.72	7.11	4.52	63	63	JT9	TJT	AJT	CONTR	9:41:01		79.5
11017-32516 Sec D	175	2	9132	12.02	2.05	10.79	10.76	9.83	9.08	8.06	6.4	3.81	64	64	JT10	TJT	BJT	CONTR	9:44:19	17.1	
11017-32516 Sec D	175	3	9109	12.07	2.1	10.94	10.86	9.92	9.15	8.18	6.5	3.85	64	64	JT10	TJT	BJT	CONTR	9:44:25	17.4	
11017-32516 Sec D	175	4	9112	12.13	2.06	10.92	10.86	9.9	9.13	8.12	6.42	3.84	64	64	JT10	TJT	BJT	CONTR	9:44:32	17.0	
11017-32516 Sec D	175	5	15381	18.41	3.43	16.56	16.39	15.33	13.85	12.36	9.92	5.96	64	64	JT10	TJT	BJT	CONTR	9:44:40	18.6	
11017-32516 Sec D	175	6	20170	22.34	5.84	20.07	19.98	18.71	16.86	15.17	12.15	7.34	64	64	JT10	TJT	BJT	CONTR	9:44:52	26.1	
11017-32516 Sec D	177	2	9144	9.57	8.04	8.38	10.4	6.49	6.15	5.55	4.46	2.76	63	61	JT10	TJT	AJT	CONTR	9:46:25		67.8
11017-32516 Sec D	177	3	9145	9.47	7.99	8.38	10.37	6.53	6.07	5.46	4.4	2.7	63	61	JT10	TJT	AJT	CONTR	9:46:31		69.0
11017-32516 Sec D	177	4	9145	9.64	8.06	8.45	10.5	6.6	6.22	5.61	4.54	2.81	63	61	JT10	TJT	AJT	CONTR	9:46:36		68.5
11017-32516 Sec D	177	5	15414	14.49	12.09	12.83	15.7	11.37	10.37	9.36	7.58	4.75	63	61	JT10	TJT	AJT	CONTR	9:46:46		78.5
11017-32516 Sec D	177	6	20370	18.05	14.97	15.88	19.45	14.77	13.45	12.22	9.87	6.16	63	61	JT10	TJT	AJT	CONTR	9:46:58		81.8
11017-32516 Sec D	240	2	9109	7.23	2.26	6.83	6.43	5.77	5.34	4.76	3.71	2.21	62	65	JT11	TJT	BJT	CONTR	9:49:43	31.3	
11017-32516 Sec D	240	3	9074	7.12	2.19	6.79	6.41	5.77	5.26	4.76	3.7	2.21	62	65	JT11	TJT	BJT	CONTR	9:49:49	30.8	
11017-32516 Sec D	240	4	9095	7.23	2.21	6.83	6.5	5.82	5.37	4.77	3.73	2.22	62	65	JT11	TJT	BJT	CONTR	9:49:55	30.6	
11017-32516 Sec D	240	5	15302	11.35	3.94	10.72	10.04	9.37	8.43	7.57	5.97	3.58	62	65	JT11	TJT	BJT	CONTR	9:50:05	34.7	
11017-32516 Sec D	240	6	20146	13.89	5.95	13.13	12.33	11.4	10.37	9.39	7.41	4.46	62	65	JT11	TJT	BJT	CONTR	9:50:22	42.8	
11017-32516 Sec D	241	2	9056	5.56	4.78	5.29	6.08	5.07	4.8	4.3	3.41	2.08	63	65	JT11	TJT	AJT	CONTR	9:52:28		91.2
11017-32516 Sec D	241	3	9090	5.67	4.85	5.36	6.15	5.07	4.84	4.31	3.46	2.11	63	65	JT11	TJT	AJT	CONTR	9:52:34		89.4
11017-32516 Sec D	241	4	9074	5.61	4.83	5.34	6.13	5.12	4.87	4.36	3.47	2.09	63	65	JT11	TJT	AJT	CONTR	9:52:40		91.3

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
11017-32516 Sec D	241	5	15345	8.87	7.52	8.48	9.61	8.56	7.74	6.99	5.61	3.47	63	65	JT11	TJT	AJT	CONTR	9:52:49			96.5
11017-32516 Sec D	241	6	20128	11.34	9.42	10.95	12.19	10.97	9.95	9.06	7.21	4.44	63	65	JT11	TJT	AJT	CONTR	9:53:01			96.7
11017-32516 Sec D	255	2	9056	6.82	2.18	6.44	6.13	5.46	5.02	4.52	3.58	2.11	62	64	MS13	TJT	BJT	CONTR	9:57:36		32.0	
11017-32516 Sec D	255	3	9019	6.93	2.01	6.38	6.13	5.48	5.03	4.55	3.52	2.04	62	64	MS13	TJT	BJT	CONTR	9:57:42		29.0	
11017-32516 Sec D	255	4	9047	6.86	1.98	6.36	6.15	5.48	5.07	4.52	3.51	2.01	62	64	MS13	TJT	BJT	CONTR	9:57:48		28.9	
11017-32516 Sec D	255	5	15315	10.77	3.73	9.92	9.43	8.74	7.81	6.95	5.46	3.19	62	64	MS13	TJT	BJT	CONTR	9:57:57		34.6	
11017-32516 Sec D	255	6	20119	13.57	5.4	12.47	11.82	11.05	9.87	8.8	6.94	4.06	62	64	MS13	TJT	BJT	CONTR	9:58:10		39.8	
11017-32516 Sec D	257	2	9043	6.18	5.04	5.65	6.91	3.72	3.56	3.14	2.56	1.57	63	64	MS13	TJT	AJT	CONTR	9:59:27			60.2
11017-32516 Sec D	257	3	9005	6.14	4.99	5.6	6.86	3.69	3.47	3.11	2.54	1.57	63	64	MS13	TJT	AJT	CONTR	9:59:33			60.1
11017-32516 Sec D	257	4	9056	6.14	5.04	5.65	6.9	3.75	3.58	3.16	2.57	1.57	63	64	MS13	TJT	AJT	CONTR	9:59:39			61.1
11017-32516 Sec D	257	5	15332	9.71	7.83	8.91	10.74	6.54	5.97	5.36	4.3	2.66	63	64	MS13	TJT	AJT	CONTR	9:59:47			67.4
11017-32516 Sec D	257	6	20196	12.29	9.8	11.27	13.49	8.63	7.89	7.14	5.72	3.54	63	64	MS13	TJT	AJT	CONTR	10:00:00			70.2
11017-32516 Sec D	319	2	8989	7.29	1.14	6.79	6.34	5.72	5.16	4.57	3.38	1.74	62	63	JT14	TJT	BJT	CONTR	10:01:44		15.6	
11017-32516 Sec D	319	3	9028	7.4	1.48	6.99	6.46	5.82	5.29	4.73	3.53	1.84	62	63	JT14	TJT	BJT	CONTR	10:01:50		20.0	
11017-32516 Sec D	319	4	9025	7.44	1.59	6.91	6.52	5.79	5.32	4.69	3.46	1.81	62	63	JT14	TJT	BJT	CONTR	10:01:56		21.4	
11017-32516 Sec D	319	5	15302	11.24	2.26	10.48	9.76	9.03	8.01	7.05	5.29	2.75	62	63	JT14	TJT	BJT	CONTR	10:02:04		20.1	
11017-32516 Sec D	319	6	20143	13.79	3.52	12.84	11.96	11.05	9.8	8.66	6.47	3.29	62	63	JT14	TJT	BJT	CONTR	10:02:19		25.5	
11017-32516 Sec D	321	2	9010	5.5	4.65	5.21	6.21	4.78	4.62	4.11	3.21	1.88	64	63	JT14	TJT	AJT	CONTR	10:03:45			86.9
11017-32516 Sec D	321	3	9016	5.39	4.47	5.02	5.97	4.74	4.41	3.91	3.05	1.75	64	63	JT14	TJT	AJT	CONTR	10:03:51			87.9
11017-32516 Sec D	321	4	8988	5.35	4.5	4.98	5.99	4.65	4.44	3.97	3.04	1.76	64	63	JT14	TJT	AJT	CONTR	10:03:57			86.9
11017-32516 Sec D	321	5	15293	8.55	7.08	7.96	9.38	7.85	7.04	6.29	4.93	2.85	64	63	JT14	TJT	AJT	CONTR	10:04:06			91.8
11017-32516 Sec D	321	6	20158	10.97	8.84	10.18	11.98	10.05	9.08	8.12	6.31	3.51	64	63	JT14	TJT	AJT	CONTR	10:04:18			91.6
11017-32516 Sec D	335	2	9069	6.18	1.62	5.81	5.54	4.86	4.46	3.96	2.96	1.55	65	66	JT16	TJT	BJT	CONTR	10:14:45		26.2	
11017-32516 Sec D	335	3	9052	6.14	1.62	5.84	5.42	4.85	4.41	3.93	2.95	1.59	65	66	JT16	TJT	BJT	CONTR	10:14:50		26.4	
11017-32516 Sec D	335	4	9061	6.29	1.62	5.92	5.52	4.94	4.54	3.98	2.98	1.59	65	66	JT16	TJT	BJT	CONTR	10:14:55		25.8	
11017-32516 Sec D	335	5	15302	10.14	2.49	9.55	8.83	8.09	7.15	6.32	4.76	2.57	65	66	JT16	TJT	BJT	CONTR	10:15:04		24.6	
11017-32516 Sec D	335	6	20254	12.57	3.78	11.77	10.93	10.01	8.94	7.94	5.99	3.24	65	66	JT16	TJT	BJT	CONTR	10:15:17		30.1	
11017-32516 Sec D	337	2	9034	4.41	3.7	4.16	4.95	3.69	3.45	3.06	2.38	1.34	64	64	JT16	TJT	AJT	CONTR	10:16:31			83.7
11017-32516 Sec D	337	3	8997	4.52	3.78	4.22	5.03	3.72	3.45	3.07	2.41	1.36	64	64	JT16	TJT	AJT	CONTR	10:16:37			82.3
11017-32516 Sec D	337	4	8997	4.52	3.8	4.18	4.97	3.67	3.45	3.05	2.39	1.36	64	64	JT16	TJT	AJT	CONTR	10:16:42			81.2
11017-32516 Sec D	337	5	15285	7.24	5.99	6.8	7.91	6.54	5.9	5.22	4.08	2.35	64	64	JT16	TJT	AJT	CONTR	10:16:51			90.3
11017-32516 Sec D	399	2	8998	6.03	1.54	5.78	5.34	4.79	4.38	3.93	2.96	1.73	65	66	JT17	TJT	BJT	CONTR	10:25:11		25.5	
11017-32516 Sec D	399	3	9002	6.08	1.44	5.78	5.39	4.76	4.38	3.89	2.95	1.72	65	66	JT17	TJT	BJT	CONTR	10:25:17		23.7	
11017-32516 Sec D	399	4	8997	6.03	1.43	5.71	5.39	4.76	4.37	3.92	2.97	1.66	65	66	JT17	TJT	BJT	CONTR	10:25:22		23.7	
11017-32516 Sec D	399	5	15244	9.67	2.34	9.26	8.49	7.9	6.97	6.19	4.77	2.68	65	66	JT17	TJT	BJT	CONTR	10:25:30		24.2	
11017-32516 Sec D	399	6	20086	12.21	3.55	11.54	10.62	9.79	8.74	7.8	5.97	3.36	65	66	JT17	TJT	BJT	CONTR	10:25:43		29.1	
11017-32516 Sec D	400	2	9041	4.43	3.67	4.13	4.92	3.64	3.34	3.06	2.38	1.42	66	66	JT17	TJT	AJT	CONTR	10:27:18			82.2
11017-32516 Sec D	400	3	9056	4.26	3.65	4.13	4.87	3.64	3.4	3.06	2.35	1.42	66	66	JT17	TJT	AJT	CONTR	10:27:23			85.4
11017-32516 Sec D	400	4	9032	4.31	3.67	4.18	4.9	3.59	3.45	3.05	2.4	1.42	66	66	JT17	TJT	AJT	CONTR	10:27:29			83.3
11017-32516 Sec D	400	5	15366	7.15	5.81	6.75	7.78	6.39	5.76	5.11	4	2.37	66	66	JT17	TJT	AJT	CONTR	10:27:37			89.4
11017-32516 Sec D	400	6	20352	9.09	7.36	8.63	9.81	8.33	7.47	6.67	5.2	3.04	66	66	JT17	TJT	AJT	CONTR	10:27:54			91.6
11017-32516 Sec D	416	2	9024	4.92	4.06	4.48	5.57	3.09	2.91	2.64	2.05	1.26	66	66	JT19	TJT	AJT	CONTR	10:34:37			62.8
11017-32516 Sec D	416	3	8990	4.99	4.08	4.54	5.6	3.14	2.98	2.64	2.06	1.25	66	66	JT19	TJT	AJT	CONTR	10:34:42			62.9
11017-32516 Sec D	416	4	8957	5.03	4.11	4.56	5.63	3.07	2.96	2.69	2.07	1.28	66	66	JT19	TJT	AJT	CONTR	10:34:48			61.0

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
11017-32516 Sec D	416	5	15253	7.88	6.41	7.16	8.75	5.52	4.94	4.46	3.49	2.1	66	66	JT19	TJT	AJT	CONTR	10:34:56		70.1
11017-32516 Sec D	416	6	20208	10.09	8.03	9.15	11.11	7.3	6.66	5.98	4.65	2.72	66	66	JT19	TJT	AJT	CONTR	10:35:08		72.3
11017-32516 Sec D	415	2	9019	7.85	1.98	6.68	6.94	6.22	5.66	4.99	3.79	2.06	66	65	JT20	TJT	BJT	CONTR	10:37:23	25.2	
11017-32516 Sec D	415	3	9005	7.87	1.92	6.7	6.88	6.27	5.68	5.04	3.8	2.08	66	65	JT20	TJT	BJT	CONTR	10:37:29	24.4	
11017-32516 Sec D	415	4	9070	7.95	1.98	6.81	7.01	6.31	5.73	5.1	3.89	2.13	66	65	JT20	TJT	BJT	CONTR	10:37:35	24.9	
11017-32516 Sec D	415	5	15222	12.15	3.76	10.37	10.68	9.82	8.68	7.74	5.93	3.25	66	65	JT20	TJT	BJT	CONTR	10:37:43	30.9	
11017-32516 Sec D	415	6	20214	15.15	5.66	12.95	13.18	12.22	10.89	9.7	7.45	4.09	66	65	JT20	TJT	BJT	CONTR	10:37:55	37.4	
11017-32516 Sec D	417	2	8992	6.93	5.57	5.92	7.83	3.59	3.32	3	2.38	1.33	66	64	JT20	TJT	AJT	CONTR	10:39:33		51.8
11017-32516 Sec D	417	3	8979	7.01	5.61	6.02	7.83	3.64	3.38	3.06	2.41	1.48	66	64	JT20	TJT	AJT	CONTR	10:39:38		51.9
11017-32516 Sec D	417	4	8993	7.08	5.63	6.08	7.86	3.62	3.4	3.06	2.43	1.47	66	64	JT20	TJT	AJT	CONTR	10:39:45		51.1
11017-32516 Sec D	417	5	15310	10.81	8.56	9.29	11.94	6.7	6.08	5.46	4.33	2.61	66	64	JT20	TJT	AJT	CONTR	10:39:53		62.0
11017-32516 Sec D	417	6	20302	13.61	10.77	12.2	14.91	9.08	8.26	7.43	5.89	3.5	66	64	JT20	TJT	AJT	CONTR	10:40:06		66.7
11017-32516 Sec D	479	2	8989	5.03	1.51	4.63	4.47	3.97	3.66	3.25	2.49	1.47	66	68	JT21	TJT	BJT	CONTR	10:42:05	30.0	
11017-32516 Sec D	479	3	8961	5.14	1.57	4.76	4.53	4.08	3.74	3.32	2.57	1.5	66	68	JT21	TJT	BJT	CONTR	10:42:11	30.5	
11017-32516 Sec D	479	4	8989	5.14	1.59	4.76	4.56	4.08	3.74	3.26	2.52	1.43	66	68	JT21	TJT	BJT	CONTR	10:42:17	30.9	
11017-32516 Sec D	479	5	15209	8.55	2.36	7.93	7.43	6.87	6.15	5.47	4.24	2.41	66	68	JT21	TJT	BJT	CONTR	10:42:26	27.6	
11017-32516 Sec D	479	6	20291	11.08	3.18	10.26	9.6	8.91	8	7.15	5.54	3.17	66	68	JT21	TJT	BJT	CONTR	10:42:46	28.7	
11017-32516 Sec D	481	2	8971	4.01	3.42	3.67	4.53	3.44	3.2	2.85	2.24	1.34	64	66	JT21	TJT	AJT	CONTR	10:44:20		85.8
11017-32516 Sec D	481	3	8970	4.01	3.4	3.69	4.48	3.46	3.2	2.84	2.21	1.23	64	66	JT21	TJT	AJT	CONTR	10:44:26		86.3
11017-32516 Sec D	481	4	8999	4.01	3.41	3.74	4.56	3.48	3.22	2.87	2.27	1.34	64	66	JT21	TJT	AJT	CONTR	10:44:32		86.8
11017-32516 Sec D	481	5	15343	6.76	5.6	6.21	7.32	6.21	5.48	4.87	3.8	2.18	64	66	JT21	TJT	AJT	CONTR	10:44:41		91.9
11017-32516 Sec D	481	6	20267	8.92	7.29	8.16	9.51	8.18	7.34	6.56	5.11	3.02	64	66	JT21	TJT	AJT	CONTR	10:44:53		91.7
11017-32516 Sec D	495	2	9007	4.88	1.48	4.51	4.37	3.82	3.55	3.16	2.44	1.46	65	67	MS23	TJT	BJT	CONTR	10:49:08	30.3	
11017-32516 Sec D	495	3	8970	4.88	1.51	4.54	4.35	3.82	3.58	3.17	2.44	1.49	65	67	MS23	TJT	BJT	CONTR	10:49:13	30.9	
11017-32516 Sec D	495	4	8966	4.92	1.51	4.58	4.37	3.87	3.58	3.17	2.46	1.43	65	67	MS23	TJT	BJT	CONTR	10:49:18	30.7	
11017-32516 Sec D	495	5	15337	8.03	2.8	7.43	6.95	6.43	5.76	5.13	3.95	2.3	65	67	MS23	TJT	BJT	CONTR	10:49:27	34.9	
11017-32516 Sec D	495	6	20308	10.24	4.1	10.55	8.83	8.21	7.39	6.57	5.07	2.94	65	67	MS23	TJT	BJT	CONTR	10:49:39	40.0	
11017-32516 Sec D	497	2	9021	4.63	3.81	4.11	5.18	2.68	2.48	2.28	1.79	1.09	64	68	MS23	TJT	AJT	CONTR	10:51:14		57.9
11017-32516 Sec D	497	3	8927	4.67	3.83	4.11	5.19	2.7	2.52	2.26	1.79	1.12	64	68	MS23	TJT	AJT	CONTR	10:51:19		57.8
11017-32516 Sec D	497	4	8962	4.67	3.86	4.16	5.21	2.68	2.52	2.27	1.81	1.15	64	68	MS23	TJT	AJT	CONTR	10:51:25		57.4
11017-32516 Sec D	497	5	15266	7.34	5.94	6.55	7.96	5.23	4.69	4.21	3.32	2	64	68	MS23	TJT	AJT	CONTR	10:51:33		71.3
11017-32516 Sec D	497	6	20248	9.39	7.54	8.72	10.04	7.12	6.44	5.8	4.52	2.7	64	68	MS23	TJT	AJT	CONTR	10:51:46		75.8
11017-32516 Sec D	559	2	8984	5.2	1.69	4.94	4.63	4.18	3.81	3.39	2.6	1.59	66	68	JT24	TJT	BJT	CONTR	10:54:17	32.5	
11017-32516 Sec D	559	3	8953	5.24	1.65	4.94	4.71	4.15	3.79	3.38	2.6	1.53	66	68	JT24	TJT	BJT	CONTR	10:54:23	31.5	
11017-32516 Sec D	559	4	8968	5.24	1.8	4.98	4.72	4.13	3.81	3.4	2.58	1.51	66	68	JT24	TJT	BJT	CONTR	10:54:28	34.4	
11017-32516 Sec D	559	5	15307	9	2.7	8.44	7.83	7.23	6.47	5.78	4.48	2.58	66	68	JT24	TJT	BJT	CONTR	10:54:36	30.0	
11017-32516 Sec D	559	6	20236	11.34	3.47	10.81	9.91	9.15	8.23	7.36	5.64	3.25	66	68	JT24	TJT	BJT	CONTR	10:54:49	30.6	
11017-32516 Sec D	560	2	8977	4.05	3.47	3.69	4.48	3.3	3.03	2.78	2.17	1.34	65	68	JT24	TJT	AJT	CONTR	10:56:16		81.5
11017-32516 Sec D	560	3	8953	4.05	3.47	3.69	4.48	3.35	3.08	2.81	2.21	1.4	65	68	JT24	TJT	AJT	CONTR	10:56:22		82.7
11017-32516 Sec D	560	4	8990	4.11	3.54	3.8	4.58	3.41	3.18	2.89	2.26	1.44	65	68	JT24	TJT	AJT	CONTR	10:56:27		83.0
11017-32516 Sec D	560	5	15314	6.83	5.71	6.26	7.32	6.04	5.48	4.91	3.86	2.35	65	68	JT24	TJT	AJT	CONTR	10:56:35		88.4
11017-32516 Sec D	560	6	20293	8.87	7.38	8.16	9.38	8	7.26	6.52	5.1	3.05	65	68	JT24	TJT	AJT	CONTR	10:56:48		90.2
11017-32516 Sec D	575	2	8971	5.42	1.46	5.16	4.87	4.44	4.13	3.69	2.9	1.8	66	69	JT26	TJT	BJT	NA	11:02:00	26.9	
11017-32516 Sec D	575	3	8975	5.5	1.49	5.16	4.95	4.47	4.13	3.71	2.9	1.8	66	69	JT26	TJT	BJT	NA	11:02:05	27.1	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
11017-32516 Sec D	575	4	8935	5.5	1.46	5.18	4.92	4.47	4.1	3.69	2.89	1.78	66	69	JT26	TJT	BJT	NA	11:02:14	26.5	
11017-32516 Sec D	575	5	15250	8.72	2.95	8.18	7.72	7.25	6.52	5.82	4.6	2.85	66	69	JT26	TJT	BJT	NA	11:02:22	33.8	
11017-32516 Sec D	576	2	9012	4.52	3.78	4.38	5.08	3.12	2.93	2.64	2.13	1.33	67	66	JT26	TJT	AJT	CONTR	11:06:28		69.0
11017-32516 Sec D	576	3	9021	4.56	3.88	4.4	5.18	3.2	2.98	2.71	2.17	1.36	67	66	JT26	TJT	AJT	CONTR	11:06:34		70.2
11017-32516 Sec D	576	4	8999	4.63	3.78	4.37	5.14	3.19	3.04	2.69	2.18	1.34	67	66	JT26	TJT	AJT	CONTR	11:06:40		68.9
11017-32516 Sec D	576	5	15280	7.45	6.12	7.14	8.27	5.94	5.39	4.83	3.88	2.48	67	66	JT26	TJT	AJT	CONTR	11:06:48		79.7
11017-32516 Sec D	576	6	20355	9.5	7.79	9.09	10.62	7.81	7.19	6.46	5.15	3.23	67	66	JT26	TJT	AJT	CONTR	11:07:01		82.2
11017-32516 Sec D	639	2	8934	5.35	1.57	5.03	4.76	4.32	3.92	3.56	2.75	1.67	67	70	JT27	TJT	BJT	CONTR	11:09:03	29.3	
11017-32516 Sec D	639	3	8954	5.31	1.51	4.98	4.79	4.27	3.92	3.52	2.68	1.65	67	70	JT27	TJT	BJT	CONTR	11:09:09	28.4	
11017-32516 Sec D	639	4	8943	5.35	1.51	5.03	4.77	4.29	3.94	3.53	2.71	1.62	67	70	JT27	TJT	BJT	CONTR	11:09:14	28.2	
11017-32516 Sec D	639	5	15311	8.94	2.44	8.46	7.94	7.32	6.52	5.78	4.55	2.72	67	70	JT27	TJT	BJT	CONTR	11:09:22	27.3	
11017-32516 Sec D	639	6	20352	11.62	3	11.05	10.21	9.48	8.52	7.55	5.91	3.51	67	70	JT27	TJT	BJT	CONTR	11:09:36	25.8	
11017-32516 Sec D	641	2	9006	4.46	3.7	4.09	4.97	3.12	2.96	2.64	2.08	1.35	67	70	JT27	TJT	AJT	CONTR	11:10:50		70.0
11017-32516 Sec D	641	3	9028	4.46	3.72	4.01	4.95	3.1	2.96	2.63	2.11	1.31	67	70	JT27	TJT	AJT	CONTR	11:10:56		69.5
11017-32516 Sec D	641	4	8961	4.46	3.72	4.03	4.92	3.14	2.95	2.64	2.08	1.29	67	70	JT27	TJT	AJT	CONTR	11:11:01		70.4
11017-32516 Sec D	641	5	15284	7.34	6.02	6.7	8.01	5.64	5.14	4.6	3.65	2.23	67	70	JT27	TJT	AJT	CONTR	11:11:09		76.8
11017-32516 Sec D	641	6	20426	9.46	7.7	8.67	10.25	7.54	6.86	6.15	4.87	2.95	67	70	JT27	TJT	AJT	CONTR	11:11:22		79.7
11017-32516 Sec D	639	2	8941	7.08	1.85	6.12	6.23	5.54	5.08	4.42	3.43	1.93	66	70	JT28	TJT	BJT	CONTR	11:13:36	26.1	
11017-32516 Sec D	639	3	8926	7.08	1.88	6.16	6.26	5.62	5.08	4.49	3.4	1.9	66	70	JT28	TJT	BJT	CONTR	11:13:42	26.6	
11017-32516 Sec D	639	4	8948	7.08	1.9	6.18	6.26	5.62	5.05	4.47	3.4	1.9	66	70	JT28	TJT	BJT	CONTR	11:13:47	26.8	
11017-32516 Sec D	639	5	15245	11.56	3.11	10.11	10.1	9.3	8.3	7.36	5.63	3.21	66	70	JT28	TJT	BJT	CONTR	11:13:57	26.9	
11017-32516 Sec D	639	6	20122	14.57	4.43	12.73	12.7	11.69	10.5	9.31	7.16	4.08	66	70	JT28	TJT	BJT	CONTR	11:14:11	30.4	
11017-32516 Sec D	641	2	8975	5.63	4.6	4.98	5.34	4.11	3.76	3.35	2.57	1.52	68	67	JT28	TJT	AJT	CONTR	11:15:43		73.0
11017-32516 Sec D	641	3	8962	5.52	4.6	4.98	5.39	4.09	3.74	3.34	2.6	1.51	68	67	JT28	TJT	AJT	CONTR	11:15:48		74.1
11017-32516 Sec D	641	4	8933	5.61	4.58	5	5.37	4.06	3.7	3.35	2.58	1.52	68	67	JT28	TJT	AJT	CONTR	11:15:54		72.4
11017-32516 Sec D	641	5	15272	9.09	7.45	8.09	9.02	7.25	6.41	5.71	4.47	2.64	68	67	JT28	TJT	AJT	CONTR	11:16:02		79.8
11017-32516 Sec D	656	2	9084	5.03	1.64	4.74	4.58	4.09	3.7	3.33	2.62	1.59	69	73	JT30	TJT	BJT	CONTR	11:31:16	32.6	
11017-32516 Sec D	656	3	9026	5.1	1.69	4.79	4.56	4.11	3.76	3.34	2.63	1.59	69	73	JT30	TJT	BJT	CONTR	11:31:22	33.1	
11017-32516 Sec D	656	4	9043	5.2	1.75	4.82	4.56	4.13	3.79	3.39	2.65	1.59	69	73	JT30	TJT	BJT	CONTR	11:31:27	33.7	
11017-32516 Sec D	656	5	15285	8.66	2.68	8.12	7.59	7.06	6.32	5.62	4.38	2.64	69	73	JT30	TJT	BJT	CONTR	11:31:36	30.9	
11017-32516 Sec D	656	1	9014	5.03	1.62	4.71	4.45	4.08	3.68	3.25	2.57	1.54	67	72	JT30	TJT	BJT	CONTR	11:33:03	32.2	
11017-32516 Sec D	656	2	15310	8.66	2.67	8.13	7.58	7.09	6.36	5.66	4.47	2.73	67	72	JT30	TJT	BJT	CONTR	11:33:21	30.8	
11017-32516 Sec D	656	2	9053	3.79	3.26	3.56	4.16	3.3	3.04	2.73	2.15	1.3	68	70	JT30	TJT	AJT	CONTR	11:35:53		87.1
11017-32516 Sec D	656	3	9044	3.79	3.29	3.56	4.21	3.33	3.09	2.79	2.18	1.38	68	70	JT30	TJT	AJT	CONTR	11:35:58		87.9
11017-32516 Sec D	656	4	9015	3.84	3.29	3.54	4.19	3.3	3.09	2.72	2.15	1.33	68	70	JT30	TJT	AJT	CONTR	11:36:04		85.9
11017-32516 Sec D	656	5	15319	6.57	5.4	6.03	6.98	5.91	5.32	4.78	3.75	2.31	68	70	JT30	TJT	AJT	CONTR	11:36:12		90.0
11017-32516 Sec D	719	2	8998	4.56	1.49	4.37	4.08	3.66	3.32	2.96	2.3	1.35	67	73	JT31	TJT	BJT	CONTR	11:41:51	32.7	
11017-32516 Sec D	719	3	9034	4.67	1.49	4.34	4.12	3.69	3.38	3	2.3	1.38	67	73	JT31	TJT	BJT	CONTR	11:41:56	31.9	
11017-32516 Sec D	719	4	9028	4.69	1.49	4.4	4.12	3.69	3.38	3.01	2.3	1.36	67	73	JT31	TJT	BJT	CONTR	11:42:02	31.8	
11017-32516 Sec D	719	5	15285	7.82	2.41	7.38	6.77	6.28	5.58	4.96	3.86	2.27	67	73	JT31	TJT	BJT	CONTR	11:42:10	30.8	
11017-32516 Sec D	721	2	9083	3.54	3.06	3.24	3.87	2.86	2.7	2.39	1.88	1.19	68	72	JT31	TJT	AJT	CONTR	11:45:25		80.8
11017-32516 Sec D	721	3	9083	3.58	3.05	3.25	3.9	2.92	2.7	2.42	1.88	1.16	68	72	JT31	TJT	AJT	CONTR	11:45:30		81.6
11017-32516 Sec D	721	4	9083	3.54	3.01	3.3	3.9	2.94	2.73	2.44	1.9	1.16	68	72	JT31	TJT	AJT	CONTR	11:45:35		83.1
11017-32516 Sec D	721	5	15365	6.03	4.98	5.58	6.45	5.32	4.79	4.27	3.35	2.01	68	72	JT31	TJT	AJT	CONTR	11:45:43		88.2

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
11017-32516 Sec D	735	2	9028	4.84	1.46	4.63	4.3	3.85	3.52	3.15	2.45	1.52	68	74	JT33	TJT	BJT	CONTR	11:49:48	30.2	
11017-32516 Sec D	735	3	9055	4.88	1.44	4.63	4.35	3.87	3.56	3.16	2.46	1.49	68	74	JT33	TJT	BJT	CONTR	11:49:53	29.5	
11017-32516 Sec D	735	4	9026	4.88	1.49	4.74	4.37	3.91	3.61	3.18	2.48	1.51	68	74	JT33	TJT	BJT	CONTR	11:49:59	30.5	
11017-32516 Sec D	735	5	15414	8.14	2.23	7.75	7.08	6.59	5.86	5.22	4.06	2.4	68	74	JT33	TJT	BJT	CONTR	11:50:07	27.4	
11017-32516 Sec D	736	2	9039	4.2	3.58	3.95	4.72	2.79	2.59	2.31	1.84	1.13	69	71	JT33	TJT	AJT	CONTR	11:51:11		66.4
11017-32516 Sec D	736	3	9034	4.26	3.58	3.89	4.68	2.76	2.59	2.34	1.84	1.16	69	71	JT33	TJT	AJT	CONTR	11:51:16		64.8
11017-32516 Sec D	736	4	9028	4.26	3.6	3.96	4.71	2.76	2.59	2.32	1.84	1.11	69	71	JT33	TJT	AJT	CONTR	11:51:21		64.8
11017-32516 Sec D	736	5	15395	6.78	5.66	6.4	7.37	5.06	4.58	4.12	3.24	1.96	69	71	JT33	TJT	AJT	CONTR	11:51:29		74.6
11017-32516 Sec D	799	2	9043	4.99	1.28	4.71	4.43	3.95	3.63	3.25	2.49	1.47	68	75	JT34	TJT	BJT	CONTR	11:53:03	25.7	
11017-32516 Sec D	799	3	9043	4.99	1.34	4.72	4.45	3.98	3.68	3.28	2.52	1.49	68	75	JT34	TJT	BJT	CONTR	11:53:08	26.9	
11017-32516 Sec D	799	4	9057	5.03	1.34	4.76	4.45	3.95	3.67	3.29	2.51	1.5	68	75	JT34	TJT	BJT	CONTR	11:53:13	26.6	
11017-32516 Sec D	799	5	15306	8.25	2.09	7.83	7.21	6.72	5.99	5.33	4.15	2.42	68	75	JT34	TJT	BJT	CONTR	11:53:21	25.3	
11017-32516 Sec D	800	2	8998	4.01	3.33	3.69	4.43	2.63	2.41	2.19	1.77	1.09	68	72	JT34	TJT	AJT	CONTR	11:54:24		65.6
11017-32516 Sec D	800	3	8989	3.94	3.34	3.71	4.4	2.6	2.46	2.2	1.77	1.1	68	72	JT34	TJT	AJT	CONTR	11:54:29		66.0
11017-32516 Sec D	800	4	9012	4.05	3.4	3.72	4.45	2.65	2.52	2.22	1.79	1.11	68	72	JT34	TJT	AJT	CONTR	11:54:34		65.4
11017-32516 Sec D	800	5	15301	6.68	5.45	6.16	7.19	4.88	4.5	4.05	3.21	1.94	68	72	JT34	TJT	AJT	CONTR	11:54:42		73.1
11017-32516 Sec D	814	2	8984	4.56	1.46	4.25	4.11	3.64	3.34	2.96	2.33	1.36	68	72	JT36	TJT	BJT	CONTR	11:58:30	32.0	
11017-32516 Sec D	814	3	8962	4.56	1.49	4.27	4.08	3.64	3.34	3	2.31	1.34	68	72	JT36	TJT	BJT	CONTR	11:58:35	32.7	
11017-32516 Sec D	814	4	8998	4.63	1.46	4.27	4.14	3.67	3.38	3	2.31	1.38	68	72	JT36	TJT	BJT	CONTR	11:58:41	31.5	
11017-32516 Sec D	814	5	15262	7.88	2.36	7.35	6.88	6.43	5.71	5.09	3.93	2.32	68	72	JT36	TJT	BJT	CONTR	11:58:49	29.9	
11017-32516 Sec D	816	2	9048	3.94	3.37	3.67	4.52	2.36	2.23	2.01	1.6	1.01	68	72	JT36	TJT	AJT	CONTR	11:59:56		59.9
11017-32516 Sec D	816	3	9030	3.97	3.37	3.69	4.45	2.4	2.28	2.01	1.62	1	68	72	JT36	TJT	AJT	CONTR	12:00:01		60.5
11017-32516 Sec D	816	4	9014	4.01	3.33	3.69	4.45	2.4	2.25	2	1.6	0.98	68	72	JT36	TJT	AJT	CONTR	12:00:06		59.9
11017-32516 Sec D	816	5	15406	6.68	5.42	6.16	7.22	4.52	4.06	3.65	2.93	1.78	68	72	JT36	TJT	AJT	CONTR	12:00:14		67.7
11017-32516 Sec D	814	2	9003	6.18	1.67	5.31	5.5	4.89	4.43	3.93	2.96	1.66	68	72	JT37	TJT	BJT	CONTR	12:04:15	27.02	
11017-32516 Sec D	814	3	8953	6.25	1.69	5.36	5.48	4.94	4.44	3.93	2.99	1.69	68	72	JT37	TJT	BJT	CONTR	12:04:20	27.04	
11017-32516 Sec D	814	4	8968	6.25	1.69	5.37	5.48	4.94	4.46	3.96	3	1.69	68	72	JT37	TJT	BJT	CONTR	12:04:26	27.04	
11017-32516 Sec D	814	5	15351	10.51	2.8	9.07	9.15	8.45	7.54	6.68	5.1	2.83	68	72	JT37	TJT	BJT	CONTR	12:04:34	26.64	
11017-32516 Sec D	816	2	8997	5.39	4.42	4.66	6.08	2.74	2.7	2.34	1.83	1.12	68	69	JT37	TJT	AJT	CONTR	12:05:40		50.8
11017-32516 Sec D	816	3	8998	5.46	4.42	4.72	6.1	2.85	2.66	2.38	1.9	1.16	68	69	JT37	TJT	AJT	CONTR	12:05:46		52.2
11017-32516 Sec D	816	4	9014	5.46	4.47	4.69	6.07	2.83	2.67	2.34	1.88	1.15	68	69	JT37	TJT	AJT	CONTR	12:05:51		51.8
11017-32516 Sec D	816	5	15329	8.98	7.26	7.73	9.92	5.46	4.98	4.43	3.47	2.03	68	69	JT37	TJT	AJT	CONTR	12:05:59		60.8
11017-32516 Sec D	942	2	9048	6.08	2.47	5.84	5.63	5.09	4.78	4.33	3.59	2.46	69	73	JT38	TJT	BJT	CONTR	12:10:01	40.6	
11017-32516 Sec D	942	3	9039	6.18	2.55	5.92	5.6	5.12	4.77	4.38	3.63	2.47	69	73	JT38	TJT	BJT	CONTR	12:10:07	41.3	
11017-32516 Sec D	942	4	9024	6.25	2.52	5.9	5.66	5.15	4.8	4.35	3.6	2.49	69	73	JT38	TJT	BJT	CONTR	12:10:16	40.3	
11017-32516 Sec D	942	5	15306	10.29	4.12	9.78	9.15	8.64	7.86	7.18	5.88	4.06	69	73	JT38	TJT	BJT	CONTR	12:10:25	40.0	
11017-32516 Sec D	944	2	8984	4.52	4.01	4.24	4.95	4	3.76	3.46	2.88	2.03	70	72	JT38	TJT	AJT	CONTR	12:12:04		88.5
11017-32516 Sec D	944	3	8984	4.56	4.06	4.27	4.95	4	3.81	3.48	2.91	2.07	70	72	JT38	TJT	AJT	CONTR	12:12:14		87.7
11017-32516 Sec D	944	4	9039	4.63	4.06	4.34	5.05	4.14	3.86	3.47	2.9	2.01	70	72	JT38	TJT	AJT	CONTR	12:12:20		89.4
11017-32516 Sec D	944	5	15315	7.67	6.61	7.23	8.2	7.12	6.5	5.95	4.94	3.43	70	72	JT38	TJT	AJT	CONTR	12:12:27		92.8
11017-32516 Sec D	959	2	8993	5.97	2.67	5.71	5.52	4.99	4.67	4.26	3.54	2.47	71	75	JT40	TJT	BJT	CONTR	12:16:08	44.7	
11017-32516 Sec D	959	3	8998	5.97	2.65	5.71	5.48	4.97	4.59	4.24	3.52	2.46	71	75	JT40	TJT	BJT	CONTR	12:16:14	44.4	
11017-32516 Sec D	959	4	8984	5.93	2.59	5.68	5.41	4.97	4.62	4.24	3.5	2.41	71	75	JT40	TJT	BJT	CONTR	12:16:19	43.7	
11017-32516 Sec D	959	5	15343	9.93	4.36	9.47	8.91	8.38	7.68	7.02	5.79	4.05	71	75	JT40	TJT	BJT	CONTR	12:16:27	43.9	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
11017-32516 Sec D	960	2	9024	4.63	4.13	4.42	5.01	3.93	3.7	3.41	2.87	2.03	71	74	JT40	TJT	AJT	CONTR	12:17:44		
11017-32516 Sec D	960	3	9039	4.67	4.17	4.42	5	3.98	3.76	3.47	2.91	2.08	71	74	JT40	TJT	AJT	CONTR	12:17:49		
11017-32516 Sec D	960	4	8997	4.63	4.13	4.45	4.97	3.98	3.78	3.41	2.89	2.03	71	74	JT40	TJT	AJT	CONTR	12:17:56		
11017-32516 Sec D	960	5	15365	7.82	6.78	7.51	8.27	7.14	6.52	5.99	4.95	3.42	71	74	JT40	TJT	AJT	CONTR	12:18:05		
Howell WB																					
Limestone 350AA 06/02/97																					
Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
47065-28215A	0	2	9158	3.65	3.58	3.22	3.46	3.19	3	2.68	2.27	1.53	59	55	JT1	TJT	BJT	CONTR	8:59:40	98	
47065-28215A	0	3	9243	3.79	3.62	3.33	3.48	3.23	3.06	2.72	2.29	1.56	59	55	JT1	TJT	BJT	CONTR	8:59:45	96	
47065-28215A	0	4	9179	3.75	3.62	3.25	3.46	3.23	3.04	2.71	2.26	1.49	59	55	JT1	TJT	BJT	CONTR	8:59:51	97	
47065-28215A	0	5	15290	6.31	5.96	5.58	5.77	5.51	5.08	4.59	3.82	2.52	59	55	JT1	TJT	BJT	CONTR	8:59:59	94	
47065-28215A	0	6	20047	8.29	7.72	7.34	7.54	7.21	6.66	6.1	5	3.23	59	55	JT1	TJT	BJT	CONTR	9:00:12	93	
47065-28215A	2	2	9153	3.65	3.31	3.14	3.72	3.5	3.29	2.92	2.43	1.56	60	57	JT1	TJT	AJT	CONTR	9:01:21		96
47065-28215A	2	3	9158	3.69	3.34	3.2	3.72	3.53	3.29	2.97	2.44	1.58	60	57	JT1	TJT	AJT	CONTR	9:01:27		96
47065-28215A	2	4	9200	3.73	3.37	3.23	3.8	3.51	3.32	2.93	2.42	1.58	60	57	JT1	TJT	AJT	CONTR	9:01:32		94
47065-28215A	2	5	15397	6.2	5.49	5.45	6.16	6.09	5.5	4.95	4.05	2.56	60	57	JT1	TJT	AJT	CONTR	9:01:41		98
47065-28215A	2	6	20155	8.14	7.11	7.15	8.13	7.91	7.26	6.58	5.33	3.38	60	57	JT1	TJT	AJT	CONTR	9:01:53		97
47065-28215A	16	2	9115	4.43	4.34	3.75	4.14	3.77	3.61	3.22	2.75	1.8	59	55	JT3	TJT	BJT	CONTR	9:06:43	98	
47065-28215A	16	3	9074	4.43	4.27	3.76	4.11	3.77	3.63	3.26	2.77	1.84	59	55	JT3	TJT	BJT	CONTR	9:06:49	96	
47065-28215A	16	4	9082	4.43	4.24	3.7	4.12	3.82	3.63	3.23	2.75	1.84	59	55	JT3	TJT	BJT	CONTR	9:06:55	96	
47065-28215A	16	5	15227	7.3	6.96	6.21	6.74	6.45	5.97	5.43	4.48	2.91	59	55	JT3	TJT	BJT	CONTR	9:07:04	95	
47065-28215A	16	6	19954	9.67	9.1	8.41	8.9	8.66	7.97	7.29	6.07	3.9	59	55	JT3	TJT	BJT	CONTR	9:07:17	94	
47065-28215A	17	2	9118	4.37	3.9	3.7	4.37	4.06	3.89	3.48	2.88	1.86	60	56	JT3	TJT	AJT	CONTR	9:08:41		93
47065-28215A	17	3	9118	4.41	3.93	3.69	4.48	4.18	3.92	3.54	2.92	1.9	60	56	JT3	TJT	AJT	CONTR	9:08:46		95
47065-28215A	17	4	9053	4.31	3.88	3.67	4.35	4.09	3.86	3.48	2.86	1.88	60	56	JT3	TJT	AJT	CONTR	9:08:52		95
47065-28215A	17	5	15290	7.21	6.32	6.22	7.39	7.12	6.47	5.87	4.87	3.12	60	56	JT3	TJT	AJT	CONTR	9:09:01		99
47065-28215A	17	6	19943	9.52	8.32	8.19	9.6	9.28	8.47	7.73	6.33	4.09	60	56	JT3	TJT	AJT	CONTR	9:09:14		97
47065-28215A	75	2	9087	4.11	3.93	3.43	3.71	3.51	3.29	3.01	2.53	1.7	59	55	JT4	TJT	BJT	CONTR	9:11:01	96	
47065-28215A	75	3	9114	4.11	3.95	3.53	3.8	3.56	3.4	3.07	2.59	1.76	59	55	JT4	TJT	BJT	CONTR	9:11:06	96	
47065-28215A	75	4	9096	4.16	3.98	3.48	3.8	3.51	3.36	3.02	2.55	1.72	59	55	JT4	TJT	BJT	CONTR	9:11:11	96	
47065-28215A	75	5	15334	6.83	6.46	6.01	6.38	6.17	5.68	5.19	4.33	2.92	59	55	JT4	TJT	BJT	CONTR	9:11:20	95	
47065-28215A	75	6	20085	8.98	8.37	7.84	8.35	7.97	7.39	6.87	5.72	3.79	59	55	JT4	TJT	BJT	CONTR	9:11:32	93	
47065-28215A	76	2	9065	3.9	3.6	3.4	3.96	3.82	3.58	3.25	2.71	1.83	59	56	JT4	TJT	AJT	CONTR	9:12:51		98
47065-28215A	76	3	9158	4.01	3.67	3.41	4.06	3.84	3.58	3.21	2.75	1.85	59	56	JT4	TJT	AJT	CONTR	9:12:57		96
47065-28215A	76	4	9172	4.05	3.74	3.49	4.12	3.87	3.7	3.3	2.82	1.85	59	56	JT4	TJT	AJT	CONTR	9:13:04		96
47065-28215A	76	5	15402	6.74	5.97	5.82	6.67	6.67	6.08	5.57	4.62	3.07	59	56	JT4	TJT	AJT	CONTR	9:13:12		99
47065-28215A	76	6	20173	8.72	7.7	7.61	8.68	8.71	7.94	7.28	6.06	4	59	56	JT4	TJT	AJT	CONTR	9:13:25		100
47065-28215A	90	2	9087	4.11	3.85	3.41	3.85	3.61	3.45	3.11	2.69	1.99	59	57	TJT6	TJT	BJT	CONTR	9:18:53	88	
47065-28215A	90	3	9065	4.01	3.83	3.4	3.82	3.53	3.36	3.1	2.65	1.85	59	57	TJT6	TJT	BJT	CONTR	9:18:59	88	
47065-28215A	90	4	9087	4.11	3.88	3.41	3.83	3.57	3.43	3.14	2.71	1.92	59	57	TJT6	TJT	BJT	CONTR	9:19:05	87	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	90	5	15326	6.72	6.3	5.74	6.35	6.19	5.81	5.36	4.54	3.2	59	57	TJT6	TJT	BJT	CONTR	9:19:13	92	
47065-28215A	90	6	20134	8.92	8.21	7.65	8.34	8.13	7.61	7.07	6.06	4.19	59	57	TJT6	TJT	BJT	CONTR	9:19:25	91	
47065-28215A	92	2	9059	3.97	3.67	3.35	4	3.8	3.6	3.31	2.85	1.98	60	55	TJT6	TJT	AJT	CONTR	9:20:43		92
47065-28215A	92	3	9163	3.94	3.69	3.36	4.03	3.77	3.63	3.28	2.85	1.98	60	55	TJT6	TJT	AJT	CONTR	9:20:49		94
47065-28215A	92	4	9052	3.94	3.72	3.33	4.06	3.72	3.58	3.22	2.83	2.01	60	55	TJT6	TJT	AJT	CONTR	9:20:54		94
47065-28215A	92	5	15312	6.74	6.1	5.74	6.64	6.48	5.99	5.54	4.72	3.29	60	55	TJT6	TJT	AJT	CONTR	9:21:03		91
47065-28215A	92	6	20130	8.77	7.9	7.47	8.61	8.49	7.87	7.32	6.2	4.26	60	55	TJT6	TJT	AJT	CONTR	9:21:15		90
47065-28215A	181	2	9074	3.86	3.62	3.36	3.51	3.32	3.14	2.86	2.47	1.72	60	57	JT7	TJT	BJT	CONTR	9:24:25	86	
47065-28215A	181	3	9057	3.84	3.6	3.38	3.56	3.3	3.22	2.91	2.48	1.68	60	57	JT7	TJT	BJT	CONTR	9:24:31	86	
47065-28215A	181	4	9114	3.79	3.6	3.36	3.51	3.3	3.13	2.85	2.45	1.73	60	57	JT7	TJT	BJT	CONTR	9:24:37	87	
47065-28215A	181	5	15441	6.46	5.99	5.79	6.01	5.8	5.39	4.93	4.16	2.91	60	57	JT7	TJT	BJT	CONTR	9:24:45	90	
47065-28215A	181	6	20000	8.46	7.74	7.49	7.81	7.47	6.94	6.46	5.41	3.65	60	57	JT7	TJT	BJT	CONTR	9:24:58	88	
47065-28215A	182	2	9109	3.54	3.28	3.16	3.61	3.44	3.22	2.97	2.57	1.78	61	55	JT7	TJT	AJT	CONTR	9:26:24		93
47065-28215A	182	3	9118	3.69	3.4	3.23	3.67	3.44	3.32	2.98	2.55	1.77	61	55	JT7	TJT	AJT	CONTR	9:26:30		92
47065-28215A	182	4	9087	3.75	3.37	3.3	3.76	3.53	3.45	3.05	2.66	1.83	61	55	JT7	TJT	AJT	CONTR	9:26:35		90
47065-28215A	182	5	15441	6.14	5.47	5.5	6.14	6.06	5.58	5.16	4.28	2.95	61	55	JT7	TJT	AJT	CONTR	9:26:44		89
47065-28215A	182	6	20233	8.03	7.14	7.18	7.97	7.81	7.3	6.69	5.57	3.74	61	55	JT7	TJT	AJT	CONTR	9:26:56		89
47065-28215A	196	2	9030	3.65	3.46	3.22	3.38	3.17	3.06	2.75	2.43	1.75	61	56	JT9	TJT	BJT	CONTR	9:31:58	87	
47065-28215A	196	3	9029	3.62	3.52	3.27	3.43	3.25	3.09	2.86	2.44	1.76	61	56	JT9	TJT	BJT	CONTR	9:32:04	90	
47065-28215A	196	4	9015	3.69	3.49	3.22	3.46	3.25	3.06	2.8	2.44	1.76	61	56	JT9	TJT	BJT	CONTR	9:32:10	88	
47065-28215A	196	5	15312	6.14	5.73	5.5	5.74	5.54	5.18	4.72	4.07	2.89	61	56	JT9	TJT	BJT	CONTR	9:32:20	90	
47065-28215A	196	6	20082	8.07	7.49	7.1	7.44	7.12	6.73	6.19	5.32	3.69	61	56	JT9	TJT	BJT	CONTR	9:32:33	88	
47065-28215A	198	2	9002	3.48	3.26	3.09	3.56	3.3	3.2	2.84	2.5	1.8	62	56	JT9	TJT	AJT	CONTR	9:33:46		94
47065-28215A	198	3	8989	3.6	3.33	3.2	3.67	3.39	3.25	2.93	2.53	1.77	62	56	JT9	TJT	AJT	CONTR	9:33:52		93
47065-28215A	198	4	9051	3.65	3.37	3.28	3.69	3.5	3.3	2.95	2.62	1.79	62	56	JT9	TJT	AJT	CONTR	9:33:57		92
47065-28215A	198	5	15313	6.05	5.42	5.34	5.98	5.83	5.37	4.97	4.29	3.02	62	56	JT9	TJT	AJT	CONTR	9:34:05		90
47065-28215A	198	6	20196	7.92	7.11	6.99	8.08	7.49	7.08	6.56	5.55	3.81	62	56	JT9	TJT	AJT	CONTR	9:34:18		90
47065-28215A	256	2	9059	3.65	3.44	3.04	3.38	3.25	3.11	2.84	2.5	1.8	62	56	JT10	TJT	BJT	CONTR	9:36:08	89	
47065-28215A	256	3	9052	3.69	3.63	3.22	3.58	3.35	3.22	2.95	2.57	1.88	62	56	JT10	TJT	BJT	CONTR	9:36:14	91	
47065-28215A	256	4	9051	3.69	3.54	3.2	3.54	3.3	3.22	2.89	2.57	1.88	62	56	JT10	TJT	BJT	CONTR	9:36:21	89	
47065-28215A	256	5	15377	6.09	5.76	5.34	5.76	5.59	5.26	4.89	4.19	3.02	62	56	JT10	TJT	BJT	CONTR	9:36:29	92	
47065-28215A	256	6	20263	7.92	7.47	6.99	7.61	7.34	6.94	6.49	5.56	3.89	62	56	JT10	TJT	BJT	CONTR	9:36:42	93	
47065-28215A	257	2	8980	3.65	3.42	3.11	3.64	3.44	3.29	2.96	2.64	1.87	61	57	JT10	TJT	AJT	CONTR	9:38:06		94
47065-28215A	257	3	8959	3.65	3.37	3.14	3.56	3.48	3.27	2.99	2.58	1.91	61	57	JT10	TJT	AJT	CONTR	9:38:12		92
47065-28215A	257	4	8988	3.58	3.37	3.11	3.67	3.51	3.34	3.02	2.67	1.95	61	57	JT10	TJT	AJT	CONTR	9:38:18		94
47065-28215A	257	5	15271	6.03	5.47	5.27	5.96	5.83	5.45	5.04	4.3	3.04	61	57	JT10	TJT	AJT	CONTR	9:38:27		91
47065-28215A	257	6	20280	7.86	7.06	6.89	7.79	7.58	7.08	6.62	5.62	3.94	61	57	JT10	TJT	AJT	CONTR	9:38:40		90
47065-28215A	271	2	9043	3.54	3.34	2.96	3.32	3.12	2.98	2.68	2.4	1.75	61	57	JT12	TJT	BJT	CONTR	9:43:06	88	
47065-28215A	271	3	9042	3.54	3.42	3.06	3.36	3.17	3.04	2.76	2.43	1.78	61	57	JT12	TJT	BJT	CONTR	9:43:11	90	
47065-28215A	271	4	9060	3.43	3.4	2.98	3.32	3.15	3	2.72	2.4	1.74	61	57	JT12	TJT	BJT	CONTR	9:43:17	92	
47065-28215A	271	5	15263	5.84	5.47	5.14	5.56	5.49	5.1	4.71	4.03	2.86	61	57	JT12	TJT	BJT	CONTR	9:43:25	94	
47065-28215A	271	6	20266	7.7	7.14	6.73	7.28	7.05	6.64	6.16	5.27	3.68	61	57	JT12	TJT	BJT	CONTR	9:43:37	92	
47065-28215A	273	2	8972	3.48	3.24	2.96	3.48	3.23	3.16	2.87	2.5	1.81	62	58	JT12	TJT	AJT	CONTR	9:44:59		93
47065-28215A	273	3	9017	3.6	3.29	2.99	3.51	3.3	3.22	2.89	2.52	1.81	62	58	JT12	TJT	AJT	CONTR	9:45:05		91

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	273	4	9039	3.48	3.24	2.98	3.51	3.27	3.13	2.88	2.48	1.8	62	58	JT12	TJT	AJT	CONTR	9:45:11		93
47065-28215A	273	5	15326	5.88	5.38	5.08	5.79	5.67	5.29	4.87	4.21	3.02	62	58	JT12	TJT	AJT	CONTR	9:45:20		91
47065-28215A	273	6	20331	7.7	6.99	6.73	7.61	7.36	6.92	6.45	5.49	3.83	62	58	JT12	TJT	AJT	CONTR	9:45:32		91
47065-28215A	346	2	8989	3.43	3.34	2.91	3.24	2.99	2.91	2.56	2.25	1.61	62	58	JT13	TJT	BJT	CONTR	9:47:20	87	
47065-28215A	346	3	8966	3.48	3.37	2.99	3.27	3.09	2.93	2.66	2.3	1.66	62	58	JT13	TJT	BJT	CONTR	9:47:26	89	
47065-28215A	346	4	9006	3.54	3.37	2.93	3.24	2.99	2.9	2.66	2.24	1.64	62	58	JT13	TJT	BJT	CONTR	9:47:32	84	
47065-28215A	346	5	15414	5.84	5.47	5.1	5.43	5.2	4.84	4.46	3.79	2.67	62	58	JT13	TJT	BJT	CONTR	9:47:40	89	
47065-28215A	346	6	20246	7.66	7.14	6.7	7.1	6.86	6.39	5.86	4.97	3.43	62	58	JT13	TJT	BJT	CONTR	9:47:53	90	
47065-28215A	347	2	8953	3.37	3.11	2.89	3.34	3.2	3.09	2.73	2.39	1.74	62	58	JT13	TJT	AJT	CONTR	9:49:01		92
47065-28215A	347	3	8953	3.37	3.13	2.91	3.38	3.25	3.13	2.79	2.39	1.73	62	58	JT13	TJT	AJT	CONTR	9:49:06		93
47065-28215A	347	4	8930	3.39	3.11	2.91	3.38	3.28	3.14	2.78	2.37	1.68	62	58	JT13	TJT	AJT	CONTR	9:49:12		92
47065-28215A	347	5	15263	5.62	5	4.9	5.58	5.54	5.08	4.65	3.92	2.76	62	58	JT13	TJT	AJT	CONTR	9:49:21		89
47065-28215A	347	6	20358	7.45	6.67	6.48	7.41	7.23	6.77	6.16	5.2	3.58	62	58	JT13	TJT	AJT	CONTR	9:49:34		90
47065-28215A	361	2	8910	4.31	4.13	3.58	4.08	3.84	3.65	3.29	2.83	1.95	63	60	JT15	MID	BJT	CONTR	9:54:17	89	
47065-28215A	361	3	8901	4.43	4.22	3.67	4.14	3.9	3.67	3.36	2.9	2.03	63	60	JT15	MID	BJT	CONTR	9:54:23	88	
47065-28215A	361	4	8972	4.37	4.24	3.69	4.13	3.91	3.74	3.4	2.9	2.04	63	60	JT15	MID	BJT	CONTR	9:54:29	89	
47065-28215A	361	5	15298	7.45	7.11	6.33	7.04	6.75	6.3	5.81	4.94	3.42	63	60	JT15	MID	BJT	CONTR	9:54:38	91	
47065-28215A	361	6	20252	9.83	9.41	8.37	9.29	8.89	8.34	7.7	6.52	4.44	63	60	JT15	MID	BJT	CONTR	9:54:50	90	
47065-28215A	363	2	8923	4.31	4.01	3.64	4.29	4.24	3.96	3.58	3.08	2.12	63	60	JT15	TJT	AJT	CONTR	9:56:02		93
47065-28215A	363	3	8966	4.41	4.08	3.69	4.43	4.29	4.04	3.67	3.16	2.2	63	60	JT15	TJT	AJT	CONTR	9:56:08		93
47065-28215A	363	4	8997	4.37	4.06	3.65	4.36	4.27	3.99	3.65	3.11	2.14	63	60	JT15	TJT	AJT	CONTR	9:56:14		93
47065-28215A	363	5	15337	7.41	6.64	6.26	7.32	7.28	6.7	6.2	5.14	3.47	63	60	JT15	TJT	AJT	CONTR	9:56:22		90
47065-28215A	363	6	20375	9.83	8.77	8.32	9.7	9.63	8.9	8.23	6.9	4.64	63	60	JT15	TJT	AJT	CONTR	9:56:34		89
47065-28215A	436	2	9087	3.22	3.05	2.75	3.04	2.85	2.75	2.42	2.09	1.51	63	60	JT16	TJT	BJT	CONTR	9:58:37	89	
47065-28215A	436	3	8933	3.16	3.08	2.75	3.01	2.83	2.73	2.47	2.11	1.5	63	60	JT16	TJT	BJT	CONTR	9:58:42	90	
47065-28215A	436	4	8976	3.16	3.05	2.67	2.99	2.83	2.75	2.45	2.1	1.51	63	60	JT16	TJT	BJT	CONTR	9:58:48	90	
47065-28215A	436	5	15333	5.45	5.04	4.7	5.08	4.9	4.59	4.19	3.57	2.49	63	60	JT16	TJT	BJT	CONTR	9:58:56	90	
47065-28215A	436	6	20449	7.38	6.75	6.38	28.86	6.68	6.24	5.72	4.8	3.32	63	60	JT16	TJT	BJT	CONTR	9:59:09	91	
47065-28215A	437	2	8962	3.16	2.88	2.62	3.14	2.88	2.75	2.41	2.13	1.53	64	60	JT16	TJT	AJT	CONTR	10:00:16		91
47065-28215A	437	3	8927	3.16	2.9	2.72	3.17	2.94	2.82	2.51	2.17	1.56	64	60	JT16	TJT	AJT	CONTR	10:00:22		92
47065-28215A	437	4	8946	3.11	2.85	2.69	3.17	2.94	2.84	2.47	2.19	1.51	64	60	JT16	TJT	AJT	CONTR	10:00:27		92
47065-28215A	437	5	15317	5.32	4.79	4.63	5.19	5.12	4.69	4.35	3.63	2.48	64	60	JT16	TJT	AJT	CONTR	10:00:36		90
47065-28215A	437	6	20430	7.25	6.41	6.24	7.02	6.81	6.37	5.81	4.92	3.33	64	60	JT16	TJT	AJT	CONTR	10:00:48		88
47065-28215A	451	2	9047	3.26	3.16	2.78	3.01	2.86	2.8	2.45	2.15	1.54	63	58	JT18	TJT	BJT	CONTR	10:02:15	88	
47065-28215A	451	3	8999	3.22	3.13	2.75	3.04	2.8	2.77	2.42	2.09	1.51	63	58	JT18	TJT	BJT	CONTR	10:02:21	87	
47065-28215A	451	4	8993	3.33	3.13	2.82	3.07	2.83	2.8	2.44	2.11	1.46	63	58	JT18	TJT	BJT	CONTR	10:02:26	85	
47065-28215A	451	5	15281	5.51	5.2	4.86	5.19	4.99	4.66	4.25	3.6	2.45	63	58	JT18	TJT	BJT	CONTR	10:02:35	91	
47065-28215A	451	6	20329	7.45	6.93	6.51	6.94	6.66	6.21	5.75	4.82	3.24	63	58	JT18	TJT	BJT	CONTR	10:02:47	89	
47065-28215A	452	2	8919	3.18	2.99	2.76	3.17	2.97	2.88	2.63	2.2	1.58	64	58	JT18	TJT	AJT	CONTR	10:03:59		94
47065-28215A	452	3	8919	3.33	3.01	2.8	3.27	3.02	2.93	2.64	2.24	1.62	64	58	JT18	TJT	AJT	CONTR	10:04:05		90
47065-28215A	452	4	8848	3.22	2.96	2.78	3.27	2.94	2.93	2.61	2.28	1.59	64	58	JT18	TJT	AJT	CONTR	10:04:12		92
47065-28215A	452	5	15246	5.51	4.98	4.81	5.39	5.28	4.92	4.42	3.74	2.65	64	58	JT18	TJT	AJT	CONTR	10:04:21		90
47065-28215A	452	6	20335	7.34	6.57	6.44	7.2	6.97	6.5	5.91	4.95	3.36	64	58	JT18	TJT	AJT	CONTR	10:04:33		90
47065-28215A	526	2	8880	3.37	3.29	2.91	3.22	3.08	2.98	2.7	2.42	1.75	63	60	JT19	TJT	BJT	CONTR	10:09:13	91	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	526	3	8927	3.5	3.29	2.89	3.22	3.04	2.98	2.72	2.43	1.75	63	60	JT19	TJT	BJT	CONTR	10:09:18	87	
47065-28215A	526	4	8880	3.33	3.26	2.85	3.19	2.97	2.98	2.65	2.35	1.71	63	60	JT19	TJT	BJT	CONTR	10:09:24	89	
47065-28215A	526	5	15388	5.92	5.47	5.14	5.6	5.46	5.16	4.79	4.19	2.95	63	60	JT19	TJT	BJT	CONTR	10:09:32	92	
47065-28215A	526	6	20493	7.66	7.18	6.73	7.25	7.08	6.73	6.27	5.38	3.78	63	60	JT19	TJT	BJT	CONTR	10:09:44	92	
47065-28215A	526	2	8984	3.37	3.16	2.87	3.34	3.17	3.06	2.78	2.43	1.72	64	59	JT19	TJT	AJT	CONTR	10:13:20		94
47065-28215A	526	3	9069	3.37	3.17	2.91	3.32	3.15	3.06	2.8	2.46	1.83	64	59	JT19	TJT	AJT	CONTR	10:13:25		94
47065-28215A	526	4	8914	3.37	3.17	2.94	3.43	3.17	3.11	2.81	2.44	1.79	64	59	JT19	TJT	AJT	CONTR	10:13:31		94
47065-28215A	526	5	15388	5.79	5.22	5.03	5.61	5.44	5.14	4.75	4.1	2.93	64	59	JT19	TJT	AJT	CONTR	10:13:39		90
47065-28215A	526	6	20384	7.6	6.86	6.65	7.44	7.23	6.87	6.41	5.48	3.82	64	59	JT19	TJT	AJT	CONTR	10:13:51		90
47065-28215A	540	2	9097	3.16	3.11	2.8	3.01	2.81	2.83	2.48	2.26	1.67	63	60	JT21	TJT	BJT	CONTR	10:15:23	89	
47065-28215A	540	3	9083	3.26	3.19	2.8	3.07	2.88	2.86	2.55	2.28	1.64	63	60	JT21	TJT	BJT	CONTR	10:15:28	88	
47065-28215A	540	4	9099	3.26	3.16	2.8	3.04	2.86	2.82	2.51	2.27	1.62	63	60	JT21	TJT	BJT	CONTR	10:15:33	88	
47065-28215A	540	5	15388	5.47	5.18	4.83	5.21	5.04	4.74	4.44	3.82	2.72	63	60	JT21	TJT	BJT	CONTR	10:15:42	92	
47065-28215A	540	6	20463	7.27	6.81	6.44	6.91	6.68	6.31	5.91	5.1	3.64	63	60	JT21	TJT	BJT	CONTR	10:15:54	92	
47065-28215A	541	2	9013	3.16	2.99	2.72	3.06	2.94	2.82	2.53	2.26	1.65	64	59	JT21	TJT	AJT	CONTR	10:17:15		95
47065-28215A	541	3	8990	3.11	2.93	2.76	3.11	2.94	2.91	2.55	2.27	1.64	64	59	JT21	TJT	AJT	CONTR	10:17:20		94
47065-28215A	541	4	9025	3.16	2.99	2.78	3.12	2.97	2.91	2.59	2.29	1.66	64	59	JT21	TJT	AJT	CONTR	10:17:25		95
47065-28215A	541	5	15380	5.36	4.95	4.73	5.23	5.17	4.79	4.47	3.79	2.8	64	59	JT21	TJT	AJT	CONTR	10:17:33		92
47065-28215A	541	6	20402	7.19	6.58	6.35	7.04	6.81	6.44	5.99	5.19	3.68	64	59	JT21	TJT	AJT	CONTR	10:17:46		92
47065-28215A	615	2	9074	3.01	2.85	2.49	2.83	2.63	2.52	2.18	1.87	1.33	64	61	JT22	TJT	BJT	CONTR	10:22:01	87	
47065-28215A	615	3	9124	3.01	2.92	2.47	2.81	2.63	2.52	2.2	1.81	1.21	64	61	JT22	TJT	BJT	CONTR	10:22:07	87	
47065-28215A	615	4	9138	3.11	2.98	2.57	2.8	2.62	2.52	2.23	1.93	1.28	64	61	JT22	TJT	BJT	CONTR	10:22:12	84	
47065-28215A	615	5	15453	5.1	4.77	4.31	4.75	4.62	4.21	3.85	3.14	1.94	64	61	JT22	TJT	BJT	CONTR	10:22:20	91	
47065-28215A	615	6	20481	7.01	6.41	5.85	6.45	6.26	5.74	5.21	4.27	2.64	64	61	JT22	TJT	BJT	CONTR	10:22:33	89	
47065-28215A	617	2	9070	2.96	2.78	2.47	2.98	2.81	2.64	2.31	1.96	1.28	64	61	JT22	TJT	AJT	CONTR	10:23:41		94
47065-28215A	617	3	9124	3.01	2.82	2.47	3.01	2.85	2.66	2.33	1.93	1.27	64	61	JT22	TJT	AJT	CONTR	10:23:47		94
47065-28215A	617	4	9061	3.01	2.78	2.47	3.01	2.79	2.7	2.32	1.97	1.27	64	61	JT22	TJT	AJT	CONTR	10:23:52		92
47065-28215A	617	5	15409	5.08	4.55	4.26	5.02	4.86	4.42	3.98	3.24	2.01	64	61	JT22	TJT	AJT	CONTR	10:24:00		90
47065-28215A	617	6	20609	6.9	6.08	5.77	6.78	6.6	6.02	5.44	4.4	2.74	64	61	JT22	TJT	AJT	CONTR	10:24:13		88
47065-28215A	630	2	8981	2.79	2.67	2.36	2.7	2.5	2.36	2.03	1.77	1.19	66	62	JT24	TJT	BJT	CONTR	10:40:38	90	
47065-28215A	630	3	9056	3.01	2.8	2.43	2.83	2.52	2.52	2.25	1.91	1.25	66	62	JT24	TJT	BJT	CONTR	10:40:43	84	
47065-28215A	630	4	9016	2.86	2.7	2.36	2.65	2.49	2.36	2.08	1.77	1.18	66	62	JT24	TJT	BJT	CONTR	10:40:49	87	
47065-28215A	630	5	15330	4.93	4.52	4.13	4.6	4.43	4.09	3.65	3.06	1.99	66	62	JT24	TJT	BJT	CONTR	10:40:57	90	
47065-28215A	630	6	20288	6.6	6.05	5.58	6.19	5.93	5.53	5.04	4.15	2.64	66	62	JT24	TJT	BJT	CONTR	10:41:09	90	
47065-28215A	631	2	9051	2.79	2.65	2.4	2.78	2.6	2.52	2.18	1.84	1.23	65	62	JT24	TJT	AJT	CONTR	10:42:29		95
47065-28215A	631	3	8931	2.96	2.62	2.35	2.83	2.63	2.54	2.28	1.84	1.22	65	62	JT24	TJT	AJT	CONTR	10:42:35		89
47065-28215A	631	4	9077	2.92	2.67	2.38	2.83	2.62	2.49	2.21	1.87	1.25	65	62	JT24	TJT	AJT	CONTR	10:42:40		91
47065-28215A	631	5	15303	4.93	4.39	4.18	4.81	4.64	4.25	3.88	3.17	2.08	65	62	JT24	TJT	AJT	CONTR	10:42:48		89
47065-28215A	631	6	20238	6.6	5.82	5.61	6.41	6.15	5.69	5.17	4.23	2.64	65	62	JT24	TJT	AJT	CONTR	10:43:00		88
47065-28215A	705	2	9025	3.07	3.03	2.7	2.96	2.79	2.7	2.41	2.08	1.44	66	63	JT25	TJT	BJT	CONTR	10:50:06	91	
47065-28215A	705	3	8950	3.18	3.08	2.72	3.11	2.92	2.77	2.52	2.14	1.47	66	63	JT25	TJT	BJT	CONTR	10:50:11	92	
47065-28215A	705	4	8956	3.26	3.1	2.76	3.09	2.94	2.77	2.47	2.13	1.49	66	63	JT25	TJT	BJT	CONTR	10:50:17	90	
47065-28215A	705	5	15352	5.62	5.2	4.84	5.3	5.14	4.77	4.38	3.67	2.44	66	63	JT25	TJT	BJT	CONTR	10:50:25	91	
47065-28215A	705	6	20269	7.4	6.83	6.44	6.99	6.75	6.28	5.79	4.83	3.14	66	63	JT25	TJT	BJT	CONTR	10:50:37	91	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s		Approach LTE [%]	Leave LTE [%]
47065-28215A	707	2	8866	3.11	3.01	2.76	3.09	2.92	2.82	2.62	2.2	1.53	66	63	JT25	TJT	AJT	CONTR	10:52:08			97
47065-28215A	707	3	8955	3.33	3.06	2.89	3.29	3.1	2.96	2.67	2.28	1.53	66	63	JT25	TJT	AJT	CONTR	10:52:14			92
47065-28215A	707	4	9013	3.16	2.99	2.7	3.17	2.97	2.82	2.53	2.18	1.47	66	63	JT25	TJT	AJT	CONTR	10:52:19			95
47065-28215A	707	5	15382	5.56	5	4.76	5.39	5.2	4.87	4.45	3.69	2.44	66	63	JT25	TJT	AJT	CONTR	10:52:27			90
47065-28215A	707	6	20373	7.45	6.65	6.38	7.2	6.94	6.48	5.99	4.96	3.26	66	63	JT25	TJT	AJT	CONTR	10:52:39			89
47065-28215A	720	2	8887	2.96	2.9	2.56	2.85	2.6	2.55	2.3	1.94	1.37	66	63	JT27	TJT	BJT	CONTR	10:54:52		88	
47065-28215A	720	3	9021	3.07	2.98	2.62	2.93	2.67	2.57	2.31	1.97	1.35	66	63	JT27	TJT	BJT	CONTR	10:54:56		87	
47065-28215A	720	4	9034	3.16	2.99	2.67	2.94	2.68	2.61	2.36	1.97	1.39	66	63	JT27	TJT	BJT	CONTR	10:55:02		85	
47065-28215A	720	5	15360	5.41	4.98	4.68	4.97	4.84	4.48	4.05	3.39	2.24	66	63	JT27	TJT	BJT	CONTR	10:55:09		89	
47065-28215A	720	6	20373	7.38	6.78	6.4	6.83	6.52	6.1	5.53	4.59	3.02	66	63	JT27	TJT	BJT	CONTR	10:55:21		88	
47065-28215A	721	2	8986	2.86	2.78	2.46	2.94	2.73	2.59	2.37	2.04	1.36	65	62	JT27	TJT	AJT	CONTR	10:56:56			97
47065-28215A	721	3	9145	3.01	2.76	2.56	2.98	2.81	2.61	2.39	2.01	1.36	65	62	JT27	TJT	AJT	CONTR	10:57:01			92
47065-28215A	721	4	8999	3.07	2.75	2.59	2.99	2.79	2.67	2.42	2.01	1.33	65	62	JT27	TJT	AJT	CONTR	10:57:07			90
47065-28215A	721	5	15253	5.19	4.64	4.5	5.21	5.01	4.63	4.19	3.47	2.26	65	62	JT27	TJT	AJT	CONTR	10:57:14			89
47065-28215A	721	6	20294	7.08	6.24	6.07	7.06	6.75	6.24	5.74	4.71	3.09	65	62	JT27	TJT	AJT	CONTR	10:57:26			88
47065-28215A	797	2	9097	3.01	2.85	2.56	2.85	2.62	2.57	2.21	1.96	1.35	67	65	JT28	TJT	BJT	CONTR	11:06:40		87	
47065-28215A	797	3	9076	3.07	2.93	2.62	2.88	2.67	2.57	2.27	1.96	1.35	67	65	JT28	TJT	BJT	CONTR	11:06:46		87	
47065-28215A	797	4	9056	3.07	2.9	2.62	2.91	2.65	2.64	2.29	2.02	1.39	67	65	JT28	TJT	BJT	CONTR	11:06:52		86	
47065-28215A	797	5	15393	5.19	4.78	4.57	4.87	4.75	4.37	4	3.34	2.26	67	65	JT28	TJT	BJT	CONTR	11:07:00		92	
47065-28215A	797	6	20383	7.01	6.44	6.11	6.6	6.3	5.87	5.41	4.52	2.99	67	65	JT28	TJT	BJT	CONTR	11:07:13		90	
47065-28215A	798	2	9084	3.01	2.85	2.52	2.91	2.74	2.62	2.31	1.98	1.34	65	64	JT28	TJT	AJT	CONTR	11:08:22			95
47065-28215A	798	3	9106	3.03	2.87	2.67	3.03	2.83	2.7	2.44	2.1	1.42	65	64	JT28	TJT	AJT	CONTR	11:08:27			95
47065-28215A	798	4	9054	3.07	2.82	2.56	2.94	2.74	2.59	2.32	1.97	1.35	65	64	JT28	TJT	AJT	CONTR	11:08:33			92
47065-28215A	798	5	15393	5.19	4.73	4.5	5	4.86	4.54	4.13	3.42	2.29	65	64	JT28	TJT	AJT	CONTR	11:08:41			91
47065-28215A	798	6	20341	6.9	6.24	6.2	6.67	6.49	6.02	5.52	4.58	2.99	65	64	JT28	TJT	AJT	CONTR	11:08:53			90
47065-28215A	811	2	8972	3.48	3.31	2.91	3.38	3.12	3.01	2.72	2.33	1.56	66	65	JT30	TJT	BJT	CONTR	11:10:27		90	
47065-28215A	811	3	8986	3.48	3.37	2.94	3.32	3.2	3.01	2.74	2.31	1.58	66	65	JT30	TJT	BJT	CONTR	11:10:33		92	
47065-28215A	811	4	8972	3.58	3.37	2.96	3.32	3.17	3.01	2.78	2.35	1.62	66	65	JT30	TJT	BJT	CONTR	11:10:38		89	
47065-28215A	811	5	15224	6.03	5.67	5.08	5.74	5.44	5.08	4.57	3.92	2.68	66	65	JT30	TJT	BJT	CONTR	11:10:46		90	
47065-28215A	811	6	20273	8.22	7.65	6.99	7.68	7.39	6.94	6.38	5.3	3.47	66	65	JT30	TJT	BJT	CONTR	11:10:58		90	
47065-28215A	812	2	8931	3.54	3.37	2.91	3.51	3.28	3.13	2.79	2.41	1.68	67	64	JT30	TJT	AJT	CONTR	11:12:03			95
47065-28215A	812	3	8986	3.58	3.42	3.01	3.53	3.35	3.22	2.91	2.49	1.65	67	64	JT30	TJT	AJT	CONTR	11:12:08			96
47065-28215A	812	4	8929	3.62	3.42	2.99	3.54	3.35	3.24	2.94	2.49	1.71	67	64	JT30	TJT	AJT	CONTR	11:12:13			94
47065-28215A	812	5	15276	6.27	5.68	5.19	5.96	5.88	5.45	4.95	4.15	2.75	67	64	JT30	TJT	AJT	CONTR	11:12:21			91
47065-28215A	812	6	20340	8.18	7.51	6.9	7.92	7.74	7.23	6.64	5.49	3.59	67	64	JT30	TJT	AJT	CONTR	11:12:33			92
47065-28215A	946	2	9077	2.9	2.72	2.4	2.72	2.58	2.39	2.15	1.85	1.25	67	68	TJ31	TJT	BJT	CONTR	11:21:53		89	
47065-28215A	946	3	9075	2.86	2.67	2.4	2.74	2.54	2.39	2.1	1.83	1.24	67	68	TJ31	TJT	BJT	CONTR	11:21:58		89	
47065-28215A	946	4	9083	2.96	2.72	2.4	2.7	2.54	2.38	2.15	1.85	1.21	67	68	TJ31	TJT	BJT	CONTR	11:22:04		86	
47065-28215A	946	5	15360	4.93	4.55	4.26	4.63	4.46	4.17	3.79	3.17	2.13	67	68	TJ31	TJT	BJT	CONTR	11:22:12		90	
47065-28215A	946	6	20387	6.75	6.13	5.74	6.25	6.02	5.6	5.17	4.26	2.73	67	68	TJ31	TJT	BJT	CONTR	11:22:24		89	
47065-28215A	947	2	8999	2.86	2.6	2.38	2.72	2.62	2.46	2.18	1.85	1.29	68	65	TJ31	TJT	AJT	CONTR	11:23:41			91
47065-28215A	947	3	8986	2.86	2.62	2.38	2.81	2.6	2.52	2.23	1.88	1.29	68	65	TJ31	TJT	AJT	CONTR	11:23:46			92
47065-28215A	947	4	9111	2.86	2.62	2.4	2.78	2.6	2.49	2.23	1.91	1.3	68	65	TJ31	TJT	AJT	CONTR	11:23:52			92
47065-28215A	947	5	15365	4.82	4.41	4.2	4.73	4.57	4.25	3.82	3.2	2.12	68	65	TJ31	TJT	AJT	CONTR	11:24:00			91

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	947	6	20384	6.54	5.82	5.58	6.32	6.12	5.69	5.17	4.3	2.81	68	65	TJ31	TJT	AJT	CONTR	11:24:12		89
47065-28215A	960	2	8941	2.86	2.67	2.43	2.81	2.65	2.44	2.22	1.88	1.27	69	67	TJ33	TJT	BJT	CONTR	11:25:44	93	
47065-28215A	960	3	8972	2.86	2.72	2.41	2.72	2.47	2.41	2.03	1.75	1.15	69	67	TJ33	TJT	BJT	CONTR	11:25:49	86	
47065-28215A	960	4	8956	2.9	2.7	2.43	2.72	2.47	2.43	2.14	1.82	1.23	69	67	TJ33	TJT	BJT	CONTR	11:25:55	85	
47065-28215A	960	5	15294	5.04	4.64	4.28	4.71	4.57	4.18	3.81	3.18	2.13	69	67	TJ33	TJT	BJT	CONTR	11:26:03	91	
47065-28215A	960	6	20404	6.86	6.33	5.88	6.49	6.25	5.79	5.29	4.41	2.88	69	67	TJ33	TJT	BJT	CONTR	11:26:15	91	
47065-28215A	962	2	8999	2.81	2.59	2.31	2.72	2.54	2.41	2.12	1.82	1.19	70	66	TJ33	TJT	AJT	CONTR	11:27:26		92
47065-28215A	962	3	8955	2.81	2.59	2.43	2.81	2.62	2.46	2.18	1.87	1.2	70	66	TJ33	TJT	AJT	CONTR	11:27:31		92
47065-28215A	962	4	8929	2.86	2.59	2.35	2.76	2.63	2.43	2.2	1.85	1.21	70	66	TJ33	TJT	AJT	CONTR	11:27:37		91
47065-28215A	962	5	15276	4.93	4.46	4.2	4.81	4.7	4.27	3.88	3.18	2.02	70	66	TJ33	TJT	AJT	CONTR	11:27:45		90
47065-28215A	962	6	20343	6.75	5.97	5.63	6.51	6.22	5.79	5.31	4.37	2.84	70	66	TJ33	TJT	AJT	CONTR	11:27:57		88
47065-28215A	1035	2	9040	3.28	3.13	2.78	2.99	2.81	2.73	2.39	2.07	1.41	71	74	JT34	TJT	BJT	CONTR	11:31:38	86	
47065-28215A	1035	3	9070	3.26	3.19	2.85	3.09	2.86	2.8	2.48	2.11	1.47	71	74	JT34	TJT	BJT	CONTR	11:31:43	88	
47065-28215A	1035	4	9070	3.39	3.21	2.8	3.11	2.88	2.78	2.44	2.1	1.42	71	74	JT34	TJT	BJT	CONTR	11:31:49	85	
47065-28215A	1035	5	15393	5.73	5.32	4.94	5.26	5.09	4.66	4.26	3.5	2.33	71	74	JT34	TJT	BJT	CONTR	11:31:56	89	
47065-28215A	1035	6	20630	7.7	7.2	6.7	7.14	6.86	6.37	5.82	4.8	3.16	71	74	JT34	TJT	BJT	CONTR	11:32:08	89	
47065-28215A	1037	2	8956	2.96	2.82	2.62	3.07	3.04	2.77	2.48	2.05	1.41	71	71	JT34	TJT	AJT	CONTR	11:33:18		95
47065-28215A	1037	3	9083	3.11	2.9	2.72	3.17	2.99	2.88	2.53	2.11	1.46	71	71	JT34	TJT	AJT	CONTR	11:33:24		93
47065-28215A	1037	4	9061	3.11	2.82	2.7	3.16	3.01	2.82	2.49	2.11	1.44	71	71	JT34	TJT	AJT	CONTR	11:33:30		91
47065-28215A	1037	5	15458	5.45	4.75	4.71	5.37	5.3	4.89	4.39	3.61	2.4	71	71	JT34	TJT	AJT	CONTR	11:33:38		87
47065-28215A	1037	6	20528	7.27	6.34	6.29	7.28	7.14	6.53	5.91	4.86	3.11	71	71	JT34	TJT	AJT	CONTR	11:33:50		87
47065-28215A	1050	2	9061	2.9	2.87	2.49	2.72	2.42	2.46	2.2	1.97	1.45	69	71	JT36	TJT	BJT	CONTR	11:35:28	83	
47065-28215A	1050	3	8920	2.86	2.8	2.41	2.65	2.42	2.38	2.09	1.78	1.19	69	71	JT36	TJT	BJT	CONTR	11:35:34	85	
47065-28215A	1050	4	8941	2.86	2.8	2.46	2.72	2.49	2.41	2.09	1.79	1.2	69	71	JT36	TJT	BJT	CONTR	11:35:39	87	
47065-28215A	1050	5	15388	5.04	4.75	4.37	4.63	4.49	4.14	3.73	3.08	1.97	69	71	JT36	TJT	BJT	CONTR	11:35:47	89	
47065-28215A	1050	6	20481	6.86	6.47	5.9	6.3	6	5.58	5.08	4.17	2.7	69	71	JT36	TJT	BJT	CONTR	11:35:59	87	
47065-28215A	1052	2	9012	2.81	2.55	2.46	2.85	2.63	2.48	2.17	1.82	1.21	69	68	JT36	TJT	AJT	CONTR	11:37:11		91
47065-28215A	1052	3	8972	2.86	2.6	2.46	2.91	2.65	2.57	2.24	1.88	1.22	69	68	JT36	TJT	AJT	CONTR	11:37:16		91
47065-28215A	1052	4	8977	2.86	2.57	2.46	2.85	2.65	2.55	2.19	1.84	1.23	69	68	JT36	TJT	AJT	CONTR	11:37:21		90
47065-28215A	1052	5	15358	5.04	4.28	4.34	4.94	4.81	4.27	3.78	3.14	2.02	69	68	JT36	TJT	AJT	CONTR	11:37:29		85
47065-28215A	1052	6	20512	6.75	5.87	5.87	6.8	6.42	5.87	5.28	4.26	2.64	69	68	JT36	TJT	AJT	CONTR	11:37:42		87

Howell June 1997 350AA slag

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	82984	2	9252	5.24	5.01	4.48	4.61	4.11	3.73	3.25	2.46	1.42	58	58	JT1	TJT	BJT	CONTR	9:15:06	96	
47065-28215A	82984	3	9265	5.31	5.03	4.58	4.61	4.13	3.76	3.23	2.47	1.45	58	58	JT1	TJT	BJT	CONTR	9:15:11	95	
47065-28215A	82984	4	9265	5.1	4.95	4.48	4.56	4.03	3.68	3.19	2.46	1.42	58	58	JT1	TJT	BJT	CONTR	9:15:25	97	
47065-28215A	82984	5	15423	8.53	7.96	7.3	7.33	6.85	6.1	5.34	4.11	2.36	58	58	JT1	TJT	BJT	CONTR	9:15:32	93	
47065-28215A	82984	6	20002	10.84	10.17	9.41	9.38	8.71	7.72	6.82	5.25	3.02	58	58	JT1	TJT	BJT	CONTR	9:15:45	94	
47065-28215A	82984	2	9230	5.46	4.37	4.63	5.52	4.89	4.51	3.89	2.97	1.7	57	56	JT1	TJT	AJT	CONTR	9:16:57		90
47065-28215A	82984	3	9352	5.5	4.4	4.71	5.5	4.89	4.48	3.9	3	1.7	57	56	JT1	TJT	AJT	CONTR	9:17:03		89
47065-28215A	82984	4	9216	5.27	4.29	4.58	5.39	4.76	4.43	3.81	2.9	1.61	57	56	JT1	TJT	AJT	CONTR	9:17:18		90

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
47065-28215A	82984	5	15388	8.72	6.93	7.52	8.8	8.14	7.17	6.32	4.77	2.63	57	56	JT1	TJT	AJT	CONTR	9:17:27			93
47065-28215A	82984	6	19929	11.15	9.02	9.87	11.54	10.65	9.47	8.38	6.39	3.8	57	56	JT1	TJT	AJT	CONTR	9:17:39			96
47065-28215A	82969	2	9230	5.46	5.52	4.59	4.79	4.29	3.99	3.46	2.75	1.77	57	56	JT3	TJT	BJT	CONTR	9:22:02		101	
47065-28215A	82969	3	9251	5.46	5.45	4.61	4.79	4.34	4.04	3.48	2.76	1.67	57	56	JT3	TJT	BJT	CONTR	9:22:08		100	
47065-28215A	82969	4	9186	5.39	5.45	4.63	4.81	4.34	4.07	3.6	2.86	1.74	57	56	JT3	TJT	BJT	CONTR	9:22:24		101	
47065-28215A	82969	5	15361	8.83	8.74	7.54	7.72	7.25	6.5	5.77	4.48	2.69	57	56	JT3	TJT	BJT	CONTR	9:22:33		99	
47065-28215A	82969	6	19982	11.15	11.03	9.57	9.86	9.24	8.26	7.31	5.73	3.42	57	56	JT3	TJT	BJT	CONTR	9:22:45		99	
47065-28215A	82968	2	9167	5.27	4.49	4.45	5.79	5.35	4.87	4.36	3.37	1.99	57	56	JT3	TJT	AJT	CONTR	9:23:48			102
47065-28215A	82968	3	9217	5.31	4.5	4.48	5.81	5.41	4.93	4.32	3.34	1.98	57	56	JT3	TJT	AJT	CONTR	9:23:54			102
47065-28215A	82968	4	9158	5.27	4.44	4.38	5.66	5.25	4.82	4.28	3.27	1.91	57	56	JT3	TJT	AJT	CONTR	9:24:08			100
47065-28215A	82968	5	15325	8.57	7.08	7.25	9.2	8.87	7.88	6.94	5.34	3.16	57	56	JT3	TJT	AJT	CONTR	9:24:16			104
47065-28215A	82968	6	19987	10.86	9	9.76	11.8	11.38	10.11	8.96	6.89	4.01	57	56	JT3	TJT	AJT	CONTR	9:24:29			105
47065-28215A	82890	2	9166	5.2	5.16	4.45	4.61	4.13	3.9	3.35	2.67	1.67	57	57	JT4	TJT	BJT	CONTR	9:29:48		99	
47065-28215A	82890	3	9154	5.27	5.22	4.54	4.68	4.18	3.92	3.42	2.67	1.66	57	57	JT4	TJT	BJT	CONTR	9:29:54		99	
47065-28215A	82890	4	9074	5.03	5.14	4.45	4.56	4.13	3.81	3.34	2.64	1.64	57	57	JT4	TJT	BJT	CONTR	9:30:24		102	
47065-28215A	82890	5	15347	8.55	8.4	7.45	7.54	7.06	6.37	5.68	4.42	2.71	57	57	JT4	TJT	BJT	CONTR	9:30:32		98	
47065-28215A	82890	6	20053	10.99	10.66	9.57	9.62	9.02	8.14	7.32	5.72	3.48	57	57	JT4	TJT	BJT	CONTR	9:30:45		97	
47065-28215A	82888	2	9194	5.24	4.28	4.45	5.78	5.03	4.67	4.17	3.2	1.94	57	56	JT4	TJT	AJT	CONTR	9:31:57			96
47065-28215A	82888	3	9158	5.2	4.33	4.51	5.74	5.05	4.59	4.03	3.16	1.89	57	56	JT4	TJT	AJT	CONTR	9:32:04			97
47065-28215A	82888	4	9080	5.16	4.37	4.51	5.86	5.05	4.67	4.13	3.18	1.88	57	56	JT4	TJT	AJT	CONTR	9:32:29			98
47065-28215A	82888	5	15396	8.46	6.96	7.47	9.25	8.51	7.57	6.68	5.17	3.1	57	56	JT4	TJT	AJT	CONTR	9:32:37			101
47065-28215A	82888	6	20140	10.82	8.76	9.46	11.74	10.97	9.57	8.35	6.54	3.77	57	56	JT4	TJT	AJT	CONTR	9:32:51			101
47065-28215A	82876	2	9110	4.41	4.5	3.8	3.95	3.59	3.32	2.88	2.32	1.53	57	57	JT6	TJT	BJT	CONTR	9:46:04		102	
47065-28215A	82876	3	9074	4.63	4.54	4.01	4	3.72	3.34	3.02	2.39	1.58	57	57	JT6	TJT	BJT	CONTR	9:46:11		98	
47065-28215A	82876	4	9073	4.52	4.47	3.87	3.96	3.69	3.29	2.92	2.3	1.47	57	57	JT6	TJT	BJT	CONTR	9:46:16		99	
47065-28215A	82876	5	15304	7.41	7.32	6.5	6.51	6.12	5.5	4.85	3.79	2.37	57	57	JT6	TJT	BJT	CONTR	9:46:25		99	
47065-28215A	82876	6	20056	9.67	9.46	9.02	8.45	7.86	7.08	6.35	4.96	3.12	57	57	JT6	TJT	BJT	CONTR	9:46:38		98	
47065-28215A	82874	2	9046	4.37	3.63	3.82	4.79	4.32	3.86	3.42	2.65	1.61	57	56	JT6	TJT	AJT	CONTR	9:47:48			99
47065-28215A	82874	3	9052	4.41	3.72	3.85	4.85	4.29	3.94	3.43	2.65	1.61	57	56	JT6	TJT	AJT	CONTR	9:47:53			97
47065-28215A	82874	4	9053	4.52	3.78	3.9	4.92	4.28	3.99	3.43	2.71	1.66	57	56	JT6	TJT	AJT	CONTR	9:48:00			95
47065-28215A	82874	5	15304	7.41	6.02	6.45	7.99	7.38	6.57	5.78	4.48	2.72	57	56	JT6	TJT	AJT	CONTR	9:48:08			100
47065-28215A	82874	6	20140	9.61	7.79	8.54	10.45	9.65	8.52	7.51	5.78	3.43	57	56	JT6	TJT	AJT	CONTR	9:48:20			100
47065-28215A	82801	2	9011	5.86	5.9	4.92	5.21	4.62	4.31	3.81	2.95	1.77	57	57	JT7	TJT	BJT	CONTR	9:50:42		101	
47065-28215A	82801	3	9011	5.82	5.93	4.98	5.21	4.73	4.31	3.79	2.96	1.76	57	57	JT7	TJT	BJT	CONTR	9:50:48		102	
47065-28215A	82801	4	9047	5.97	5.9	4.96	5.23	4.67	4.35	3.77	2.99	1.75	57	57	JT7	TJT	BJT	CONTR	9:50:54		99	
47065-28215A	82801	5	15246	9.45	9.34	8.07	8.35	7.77	6.94	6.13	4.73	2.85	57	57	JT7	TJT	BJT	CONTR	9:51:03		99	
47065-28215A	82801	6	20053	12.27	11.99	10.45	10.68	10.02	8.97	7.95	6.17	3.63	57	57	JT7	TJT	BJT	CONTR	9:51:16		98	
47065-28215A	82799	2	9002	5.56	4.68	4.71	6.1	5.62	5.14	4.6	3.53	2.08	57	57	JT7	TJT	AJT	CONTR	9:52:27			101
47065-28215A	82799	3	9024	5.63	4.68	4.74	6.18	5.66	5.25	4.62	3.56	2.11	57	57	JT7	TJT	AJT	CONTR	9:52:33			101
47065-28215A	82799	4	9002	5.63	4.7	4.74	6.15	5.54	5.19	4.47	3.49	2.02	57	57	JT7	TJT	AJT	CONTR	9:52:39			98
47065-28215A	82799	5	15205	9.04	7.39	7.64	9.7	9.34	8.3	7.21	5.54	3.19	57	57	JT7	TJT	AJT	CONTR	9:52:48			103
47065-28215A	82799	6	19992	11.62	9.41	9.96	12.52	12.06	10.73	9.51	7.24	4.16	57	57	JT7	TJT	AJT	CONTR	9:53:00			104
47065-28215A	82786	2	8995	5.24	5.34	4.43	4.63	4.11	3.81	3.27	2.56	1.48	58	59	JT9	TJT	BJT	CONTR	9:57:31		102	
47065-28215A	82786	3	9008	5.39	5.42	4.58	4.72	4.29	3.92	3.47	2.63	1.52	58	59	JT9	TJT	BJT	CONTR	9:57:37		101	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	82786	4	8975	5.39	5.45	4.55	4.68	4.27	3.9	3.47	2.64	1.52	58	59	JT9	TJT	BJT	CONTR	9:57:43	101	
47065-28215A	82786	5	15142	8.61	8.64	7.36	7.54	7.09	6.28	5.5	4.23	2.46	58	59	JT9	TJT	BJT	CONTR	9:57:52	100	
47065-28215A	82786	6	20047	11.25	11.03	9.92	9.78	9.26	8.19	7.21	5.48	3.15	58	59	JT9	TJT	BJT	CONTR	9:58:04	98	
47065-28215A	82784	2	8941	5.73	4.67	4.74	6.3	5.3	4.87	4.15	3.17	1.84	58	58	JT9	TJT	AJT	CONTR	9:59:23		92
47065-28215A	82784	3	8953	5.61	4.62	4.72	6.3	5.33	4.82	4.22	3.18	1.77	58	58	JT9	TJT	AJT	CONTR	9:59:29		95
47065-28215A	82784	4	8930	5.71	4.67	4.82	6.41	5.35	4.96	4.27	3.26	1.77	58	58	JT9	TJT	AJT	CONTR	9:59:36		94
47065-28215A	82784	5	15147	9.13	7.34	7.69	9.96	8.85	7.77	6.77	5.1	2.86	58	58	JT9	TJT	AJT	CONTR	9:59:44		97
47065-28215A	82784	6	19974	11.84	9.42	10	12.79	11.48	10.08	8.85	6.57	3.58	58	58	JT9	TJT	AJT	CONTR	9:59:57		97
47065-28215A	82681	2	8935	5.93	6.04	5.21	5.37	4.83	4.51	3.97	3.23	1.97	58	57	JT10	TJT	BJT	CONTR	10:04:30	102	
47065-28215A	82681	3	8929	6.08	6.11	5.32	5.45	4.97	4.56	4.06	3.26	2.04	58	57	JT10	TJT	BJT	CONTR	10:04:36	100	
47065-28215A	82681	4	8900	6.03	6.06	5.23	5.36	4.97	4.54	4.04	3.19	1.96	58	57	JT10	TJT	BJT	CONTR	10:04:42	100	
47065-28215A	82681	5	15192	9.78	9.81	8.52	8.71	8.09	7.36	6.56	5.24	3.23	58	57	JT10	TJT	BJT	CONTR	10:04:51	100	
47065-28215A	82681	6	20119	12.62	12.46	11.08	11.19	10.6	9.56	8.65	6.86	4.23	58	57	JT10	TJT	BJT	CONTR	10:05:03	99	
47065-28215A	82679	2	8962	5.86	4.99	5.13	6.46	5.82	5.45	4.83	3.86	2.34	58	58	JT10	TJT	AJT	CONTR	10:06:40		99
47065-28215A	82679	3	9015	5.86	4.92	5.08	6.5	5.82	5.45	4.85	3.82	2.35	58	58	JT10	TJT	AJT	CONTR	10:06:46		99
47065-28215A	82679	4	8965	5.93	5.01	5.11	6.52	5.9	5.45	4.87	3.8	2.35	58	58	JT10	TJT	AJT	CONTR	10:06:53		99
47065-28215A	82679	5	15172	9.6	7.99	8.36	10.45	9.72	8.8	7.78	6.12	3.74	58	58	JT10	TJT	AJT	CONTR	10:07:01		101
47065-28215A	82679	6	20063	12.53	10.29	11	13.49	12.77	11.39	10.15	7.96	4.78	58	58	JT10	TJT	AJT	CONTR	10:07:14		102
47065-28215A	82666	2	8927	5.78	5.11	4.85	5.07	4.55	4.12	3.65	2.79	1.59	59	58	JT12	TJT	BJT	CONTR	10:14:07	88	
47065-28215A	82666	3	8984	6.03	5.24	5	5.3	4.76	4.26	3.77	2.89	1.67	59	58	JT12	TJT	BJT	CONTR	10:14:13	87	
47065-28215A	82666	4	8970	5.93	5.14	4.92	5.18	4.67	4.17	3.69	2.81	1.61	59	58	JT12	TJT	BJT	CONTR	10:14:19	87	
47065-28215A	82666	5	15201	9.78	8.58	8.28	8.51	7.88	7.02	6.21	4.73	2.73	59	58	JT12	TJT	BJT	CONTR	10:14:27	88	
47065-28215A	82666	6	19983	12.66	11.21	10.77	11	10.27	9.11	8.12	6.21	3.62	59	58	JT12	TJT	BJT	CONTR	10:14:39	89	
47065-28215A	82664	2	9024	5.97	4.85	4.98	6.26	5.59	5.14	4.45	3.37	1.77	58	58	JT12	TJT	AJT	CONTR	10:15:43		94
47065-28215A	82664	3	9041	6.03	4.83	5	6.28	5.67	5.18	4.52	3.41	1.86	58	58	JT12	TJT	AJT	CONTR	10:15:48		94
47065-28215A	82664	4	9034	6.03	4.86	5.02	6.34	5.66	5.14	4.52	3.44	1.91	58	58	JT12	TJT	AJT	CONTR	10:15:54		94
47065-28215A	82664	5	15321	9.78	7.81	8.26	10.18	9.38	8.33	7.25	5.5	3.01	58	58	JT12	TJT	AJT	CONTR	10:16:02		96
47065-28215A	82664	6	20175	12.51	9.98	10.66	13.18	12.04	10.66	9.39	7.14	3.89	58	58	JT12	TJT	AJT	CONTR	10:16:15		96
47065-28215A	82576	2	8985	5.35	5.16	4.43	4.68	4.24	3.9	3.49	2.77	1.53	59	58	JT13	TJT	BJT	CONTR	10:18:22	96	
47065-28215A	82576	3	8971	5.39	5.19	4.51	4.74	4.39	3.99	3.6	2.83	1.76	59	58	JT13	TJT	BJT	CONTR	10:18:27	96	
47065-28215A	82576	4	8988	5.31	5.19	4.45	4.71	4.31	3.97	3.51	2.78	1.71	59	58	JT13	TJT	BJT	CONTR	10:18:33	98	
47065-28215A	82576	5	15348	8.66	8.3	7.4	7.65	7.25	6.47	5.75	4.57	2.82	59	58	JT13	TJT	BJT	CONTR	10:18:42	96	
47065-28215A	82576	6	20122	11.25	10.77	9.65	15.99	9.39	8.43	7.54	5.95	3.67	59	58	JT13	TJT	BJT	CONTR	10:18:56	96	
47065-28215A	82574	2	9050	5.1	4.31	4.24	5.48	5.01	4.61	4.14	3.25	1.99	59	58	JT13	TJT	AJT	CONTR	10:20:15		98
47065-28215A	82574	3	8971	5.03	4.37	4.24	5.5	5.01	4.64	4.13	3.18	2	59	58	JT13	TJT	AJT	CONTR	10:20:21		100
47065-28215A	82574	4	9007	4.99	4.24	4.24	5.54	5.05	4.62	4.1	3.17	1.92	59	58	JT13	TJT	AJT	CONTR	10:20:27		101
47065-28215A	82574	5	15258	8.25	6.87	6.99	8.83	8.41	7.54	6.68	5.2	3.11	59	58	JT13	TJT	AJT	CONTR	10:20:36		102
47065-28215A	82574	6	20264	10.63	8.73	9.09	11.3	11.11	9.71	8.66	6.63	3.9	59	58	JT13	TJT	AJT	CONTR	10:20:49		105
47065-28215A	82561	2	8981	4.92	4.98	4.16	4.37	4	3.7	3.28	2.63	1.62	59	57	JT15	TJT	BJT	CONTR	10:25:22	101	
47065-28215A	82561	3	8953	4.99	4.93	4.16	4.37	4	3.68	3.25	2.57	1.58	59	57	JT15	TJT	BJT	CONTR	10:25:28	99	
47065-28215A	82561	4	8932	4.92	4.98	4.11	4.34	3.92	3.67	3.22	2.57	1.59	59	57	JT15	TJT	BJT	CONTR	10:25:34	101	
47065-28215A	82561	5	15206	8.25	8.07	6.98	7.24	6.83	6.13	5.43	4.29	2.68	59	57	JT15	TJT	BJT	CONTR	10:25:43	98	
47065-28215A	82561	6	20181	10.71	10.48	9.63	9.46	8.95	8.08	7.17	5.65	3.39	59	57	JT15	TJT	BJT	CONTR	10:25:55	98	
47065-28215A	82559	2	8953	4.92	4.17	4.14	5.34	4.91	4.48	3.99	3.11	1.85	60	59	JT15	TJT	AJT	CONTR	10:27:14		100

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	82559	3	8923	4.88	4.13	4.16	5.37	4.91	4.51	3.95	3.06	1.83	60	59	JT15	TJT	AJT	CONTR	10:27:20		101
47065-28215A	82559	4	8909	4.88	4.13	4.11	5.39	4.86	4.49	3.96	3.04	1.81	60	59	JT15	TJT	AJT	CONTR	10:27:26		100
47065-28215A	82559	5	15156	7.99	6.59	6.85	8.57	8.16	7.23	6.35	4.92	2.86	60	59	JT15	TJT	AJT	CONTR	10:27:35		102
47065-28215A	82559	6	20142	10.56	8.63	9.09	11.24	10.74	9.53	8.5	6.53	3.79	60	59	JT15	TJT	AJT	CONTR	10:27:48		102
47065-28215A	82486	2	9059	5.46	5.06	4.79	4.79	4.39	4.1	3.57	2.82	1.76	60	58	JT16	TJT	BJT	CONTR	10:35:23	93	
47065-28215A	82486	3	9052	5.39	5.09	4.79	4.79	4.36	4.02	3.52	2.79	1.79	60	58	JT16	TJT	BJT	CONTR	10:35:29	94	
47065-28215A	82486	4	9065	5.5	5.19	4.79	4.85	4.29	4.02	3.56	2.81	1.84	60	58	JT16	TJT	BJT	CONTR	10:35:34	94	
47065-28215A	82486	5	15241	8.87	8.4	7.96	7.75	7.3	6.63	5.85	4.68	2.95	60	58	JT16	TJT	BJT	CONTR	10:35:43	95	
47065-28215A	82486	6	20148	11.56	10.87	10.37	10.12	9.5	8.61	7.71	6.17	3.85	60	58	JT16	TJT	BJT	CONTR	10:35:55	94	
47065-28215A	82484	2	9002	5.24	4.47	4.58	5.76	4.92	4.54	4.06	3.19	1.94	60	57	JT16	TJT	AJT	CONTR	10:37:07		94
47065-28215A	82484	3	9011	5.31	4.5	4.63	5.81	4.92	4.61	4.06	3.18	1.94	60	57	JT16	TJT	AJT	CONTR	10:37:13		93
47065-28215A	82484	4	8976	5.31	4.5	4.66	5.84	4.96	4.62	4.07	3.23	1.99	60	57	JT16	TJT	AJT	CONTR	10:37:19		93
47065-28215A	82484	5	15262	8.72	7.13	7.69	9.33	8.48	7.51	6.72	5.28	3.24	60	57	JT16	TJT	AJT	CONTR	10:37:27		97
47065-28215A	82484	6	20137	11.25	9.23	10.03	12.04	11.03	9.84	8.8	6.87	4.23	60	57	JT16	TJT	AJT	CONTR	10:37:39		98
47065-28215A	82471	2	8940	4.84	4.85	4.13	4.34	3.87	3.63	3.23	2.67	1.78	59	59	JT18	TJT	BJT	CONTR	10:41:48	100	
47065-28215A	82471	3	8993	4.78	4.81	4.11	4.21	3.87	3.6	3.25	2.59	1.68	59	59	JT18	TJT	BJT	CONTR	10:41:53	101	
47065-28215A	82471	4	9024	4.84	4.86	4.09	4.3	3.9	3.63	3.26	2.64	1.74	59	59	JT18	TJT	BJT	CONTR	10:41:59	100	
47065-28215A	82471	5	15213	7.88	7.86	6.92	7.04	6.62	6.05	5.38	4.34	2.76	59	59	JT18	TJT	BJT	CONTR	10:42:08	100	
47065-28215A	82471	6	20113	10.24	10.19	9.04	9.2	8.68	7.87	7.12	5.7	3.67	59	59	JT18	TJT	BJT	CONTR	10:42:20	100	
47065-28215A	82469	2	9029	4.2	3.58	3.72	4.48	4.06	3.73	3.31	2.61	1.59	60	58	JT18	TJT	AJT	CONTR	10:44:20		97
47065-28215A	82469	3	9037	4.11	3.49	3.69	4.48	4.06	3.74	3.3	2.59	1.58	60	58	JT18	TJT	AJT	CONTR	10:44:26		99
47065-28215A	82469	4	9035	4.16	3.54	3.76	4.48	4.1	3.74	3.29	2.59	1.62	60	58	JT18	TJT	AJT	CONTR	10:44:31		99
47065-28215A	82469	5	15334	6.98	5.84	6.29	7.4	6.98	6.21	5.48	4.28	2.58	60	58	JT18	TJT	AJT	CONTR	10:44:39		100
47065-28215A	82469	6	20270	9.02	7.49	8.17	9.57	9.1	8.1	7.23	5.59	3.39	60	58	JT18	TJT	AJT	CONTR	10:44:52		101
47065-28215A	82396	2	9021	5.1	4.8	4.45	4.59	4.09	3.78	3.26	2.67	1.75	61	58	JT19	TJT	BJT	CONTR	10:46:21	94	
47065-28215A	82396	3	9023	5.31	4.9	4.56	4.61	4.16	3.86	3.3	2.69	1.74	61	58	JT19	TJT	BJT	CONTR	10:46:27	92	
47065-28215A	82396	4	8950	5.14	4.75	4.45	4.5	4.02	3.73	3.27	2.66	1.71	61	58	JT19	TJT	BJT	CONTR	10:46:33	92	
47065-28215A	82396	5	15258	8.4	7.88	7.54	7.32	6.92	6.23	5.55	4.45	2.83	61	58	JT19	TJT	BJT	CONTR	10:46:42	94	
47065-28215A	82396	6	20157	10.93	10.17	9.76	9.62	9.08	8.16	7.33	5.82	3.69	61	58	JT19	TJT	BJT	CONTR	10:46:54	93	
47065-28215A	82394	2	9070	4.99	4.05	4.25	5.39	4.73	4.41	3.82	3.02	1.85	59	57	JT19	TJT	AJT	CONTR	10:48:05		95
47065-28215A	82394	3	9043	4.99	4.19	4.37	5.47	4.79	4.37	3.85	3.05	1.9	59	57	JT19	TJT	AJT	CONTR	10:48:11		96
47065-28215A	82394	4	9014	4.92	4.06	4.27	5.37	4.7	4.28	3.85	3.04	1.93	59	57	JT19	TJT	AJT	CONTR	10:48:17		96
47065-28215A	82394	5	15307	8.1	6.64	7.22	8.8	8.03	7.14	6.33	4.97	3.05	59	57	JT19	TJT	AJT	CONTR	10:48:26		99
47065-28215A	82394	6	20243	10.56	8.66	9.39	11.39	10.43	9.31	8.26	6.43	3.91	59	57	JT19	TJT	AJT	CONTR	10:48:38		99
47065-28215A	82381	2	9069	4.31	4.33	3.8	3.87	3.51	3.24	2.88	2.37	1.55	60	59	JT21	TJT	BJT	CONTR	10:53:20	100	
47065-28215A	82381	3	9069	4.37	4.37	3.74	3.9	3.48	3.32	2.93	2.41	1.57	60	59	JT21	TJT	BJT	CONTR	10:53:26	100	
47065-28215A	82381	4	9006	4.37	4.33	3.8	3.85	3.61	3.4	3.16	2.53	1.65	60	59	JT21	TJT	BJT	CONTR	10:53:32	99	
47065-28215A	82381	5	15321	7.24	7.24	6.45	6.5	6.1	5.52	4.91	4.04	2.64	60	59	JT21	TJT	BJT	CONTR	10:53:41	100	
47065-28215A	82381	6	20258	9.35	9.39	8.35	8.37	7.89	7.19	6.5	5.21	3.39	60	59	JT21	TJT	BJT	CONTR	10:53:54	100	
47065-28215A	82379	2	9006	4.41	3.69	3.9	4.76	4.29	3.99	3.49	2.79	1.76	60	57	JT21	TJT	AJT	CONTR	10:55:12		97
47065-28215A	82379	3	9037	4.37	3.72	3.85	4.66	4.24	3.91	3.43	2.7	1.7	60	57	JT21	TJT	AJT	CONTR	10:55:18		97
47065-28215A	82379	4	8993	4.37	3.7	3.82	4.68	4.27	3.91	3.44	2.72	1.71	60	57	JT21	TJT	AJT	CONTR	10:55:25		98
47065-28215A	82379	5	15231	7.24	6.02	6.46	7.67	7.28	6.49	5.82	4.56	2.85	60	57	JT21	TJT	AJT	CONTR	10:55:33		101

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
47065-28215A	82379	6	20228	9.39	7.83	8.41	9.94	9.47	8.49	7.57	5.9	3.63	60	57	JT21	TJT	AJT	CONTR	10:55:46		101
47065-28215A	82306	2	9006	5.2	5.14	4.47	4.63	4.22	3.99	3.48	2.89	1.92	60	58	JT22	TJT	BJT	CONTR	10:58:50	99	
47065-28215A	82306	3	8979	5.1	5.09	4.45	4.65	4.15	3.94	3.49	2.9	1.9	60	58	JT22	TJT	BJT	CONTR	10:58:56	100	
47065-28215A	82306	4	9014	5.24	5.26	4.51	4.68	4.22	4.02	3.56	2.95	1.97	60	58	JT22	TJT	BJT	CONTR	10:59:02	100	
47065-28215A	82306	5	15290	8.51	8.24	7.4	7.54	7.14	6.49	5.82	4.73	3.11	60	58	JT22	TJT	BJT	CONTR	10:59:11	97	
47065-28215A	82306	6	20258	10.93	10.69	9.63	9.81	9.34	8.45	7.55	6.07	3.97	60	58	JT22	TJT	BJT	CONTR	10:59:23	98	
47065-28215A	82304	2	9014	4.99	4.29	4.32	5.48	4.96	4.53	4.06	3.28	2.12	60	59	JT22	TJT	AJT	CONTR	11:00:37		99
47065-28215A	82304	3	9007	5.03	4.29	4.29	5.48	4.89	4.62	4.06	3.24	2.1	60	59	JT22	TJT	AJT	CONTR	11:00:43		97
47065-28215A	82304	4	8993	5.03	4.31	4.34	5.48	4.94	4.62	4.07	3.27	2.09	60	59	JT22	TJT	AJT	CONTR	11:00:49		98
47065-28215A	82304	5	15276	8.25	6.93	7.22	8.84	8.34	7.43	6.7	5.3	3.34	60	59	JT22	TJT	AJT	CONTR	11:00:58		101
47065-28215A	82304	6	20195	10.78	8.92	9.41	11.43	10.87	9.76	8.73	6.92	4.38	60	59	JT22	TJT	AJT	CONTR	11:01:11		101
47065-28215A	82291	2	9050	4.99	4.86	4.32	4.52	4.06	3.79	3.47	2.82	1.9	60	57	JT24	TJT	BJT	CONTR	11:09:26	97	
47065-28215A	82291	3	9002	5.05	4.78	4.3	4.43	4.02	3.76	3.41	2.79	1.84	60	57	JT24	TJT	BJT	CONTR	11:09:32	95	
47065-28215A	82291	4	9087	5.05	4.72	4.22	4.43	3.95	3.79	3.44	2.81	1.83	60	57	JT24	TJT	BJT	CONTR	11:09:38	93	
47065-28215A	82291	5	15377	8.29	7.88	7.27	7.33	6.88	6.23	5.57	4.56	3.02	60	57	JT24	TJT	BJT	CONTR	11:09:46	95	
47065-28215A	82291	6	20196	10.67	10.14	9.35	9.38	8.89	8.08	7.23	5.86	3.8	60	57	JT24	TJT	BJT	CONTR	11:09:58	95	
47065-28215A	82289	2	9021	4.84	4.13	4.16	5.21	4.7	4.41	3.87	3.09	1.98	60	57	JT24	TJT	AJT	CONTR	11:11:10		97
47065-28215A	82289	3	9035	4.9	4.17	4.19	5.21	4.7	4.37	3.85	3.1	1.98	60	57	JT24	TJT	AJT	CONTR	11:11:16		96
47065-28215A	82289	4	9028	4.88	4.22	4.18	5.29	4.78	4.43	3.9	3.13	2	60	57	JT24	TJT	AJT	CONTR	11:11:22		98
47065-28215A	82289	5	15236	7.92	6.67	6.96	8.44	8	7.23	6.4	5.09	3.19	60	57	JT24	TJT	AJT	CONTR	11:11:30		101
47065-28215A	82289	6	20281	10.09	8.47	9.09	10.87	10.4	9.18	8.16	6.43	4.04	60	57	JT24	TJT	AJT	CONTR	11:11:43		103
47065-28215A	82186	2	9028	4.52	4.49	3.94	4.08	3.67	3.42	2.99	2.43	1.54	60	59	JT25	TJT	BJT	CONTR	11:13:28	99	
47065-28215A	82186	3	8971	4.56	4.47	3.87	4.01	3.61	3.38	2.98	2.4	1.53	60	59	JT25	TJT	BJT	CONTR	11:13:34	98	
47065-28215A	82186	4	8952	4.52	4.47	3.82	3.98	3.64	3.4	3	2.37	1.52	60	59	JT25	TJT	BJT	CONTR	11:13:40	99	
47065-28215A	82186	5	15235	7.45	7.32	6.53	6.56	6.21	5.55	4.98	3.97	2.47	60	59	JT25	TJT	BJT	CONTR	11:13:48	98	
47065-28215A	82186	6	20228	9.72	9.51	8.5	8.51	8.02	7.23	6.49	5.15	3.19	60	59	JT25	TJT	BJT	CONTR	11:14:00	98	
47065-28215A	82184	2	9002	4.78	3.92	4.12	5.19	4.42	4.12	3.58	2.82	1.74	61	57	JT25	TJT	AJT	CONTR	11:15:10		92
47065-28215A	82184	3	8993	4.63	3.9	4	5.05	4.34	4.1	3.47	2.72	1.66	61	57	JT25	TJT	AJT	CONTR	11:15:16		94
47065-28215A	82184	4	9014	4.63	3.86	3.95	5.08	4.34	4.04	3.49	2.72	1.65	61	57	JT25	TJT	AJT	CONTR	11:15:22		94
47065-28215A	82184	5	15280	7.56	6.17	6.64	8.12	7.41	6.57	5.75	4.51	2.69	61	57	JT25	TJT	AJT	CONTR	11:15:31		98
47065-28215A	82184	6	20346	9.87	8.14	8.75	10.71	9.74	8.63	7.61	5.9	3.48	61	57	JT25	TJT	AJT	CONTR	11:15:44		99
47065-28215A	82171	2	9078	4.01	4.11	3.56	3.8	3.43	3.2	2.8	2.37	1.59	61	57	JT27	TJT	BJT	CONTR	11:20:03	102	
47065-28215A	82171	3	9099	4.09	4.17	3.53	3.74	3.37	3.25	2.87	2.41	1.62	61	57	JT27	TJT	BJT	CONTR	11:20:08	102	
47065-28215A	82171	4	8980	4.16	4.17	3.61	3.76	3.43	3.27	2.95	2.44	1.63	61	57	JT27	TJT	BJT	CONTR	11:20:14	100	
47065-28215A	82171	5	15392	6.89	6.8	6	6.16	5.83	5.34	4.83	3.98	2.63	61	57	JT27	TJT	BJT	CONTR	11:20:22	99	
47065-28215A	82171	6	20335	9.09	8.94	7.92	8.13	7.74	7.13	6.47	5.28	3.46	61	57	JT27	TJT	BJT	CONTR	11:20:35	98	
47065-28215A	82169	2	9057	4.01	3.51	3.48	4.27	3.95	3.67	3.22	2.66	1.75	61	58	JT27	TJT	AJT	CONTR	11:21:38		99
47065-28215A	82169	3	9065	4.05	3.52	3.51	4.27	3.98	3.7	3.31	2.67	1.74	61	58	JT27	TJT	AJT	CONTR	11:21:44		98
47065-28215A	82169	4	9028	4.01	3.52	3.51	4.3	4	3.7	3.27	2.66	1.71	61	58	JT27	TJT	AJT	CONTR	11:21:50		100
47065-28215A	82169	5	15280	6.83	5.76	5.95	7.03	6.83	6.15	5.52	4.47	2.84	61	58	JT27	TJT	AJT	CONTR	11:21:59		100
47065-28215A	82169	6	20264	8.92	7.56	7.76	9.22	8.97	8.1	7.23	5.8	3.64	61	58	JT27	TJT	AJT	CONTR	11:22:12		101
47065-28215A	82081	2	8966	4.16	3.99	3.64	3.72	3.41	3.11	2.74	2.2	1.42	60	59	JT28	TJT	BJT	CONTR	11:24:00	96	
47065-28215A	82081	3	9029	4.26	4.08	3.69	3.83	3.41	3.2	2.83	2.24	1.42	60	59	JT28	TJT	BJT	CONTR	11:24:05	96	
47065-28215A	82081	4	8959	4.31	4.11	3.71	3.85	3.46	3.22	2.86	2.27	1.44	60	59	JT28	TJT	BJT	CONTR	11:24:11	95	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
47065-28215A	82081	5	15262	7.08	6.61	6.24	6.29	5.88	5.29	4.72	3.79	2.37	60	59	JT28	TJT	BJT	CONTR	11:24:19	93	
47065-28215A	82081	6	20163	9.13	8.53	8.03	8.05	7.63	6.81	6.07	4.72	2.85	60	59	JT28	TJT	BJT	CONTR	11:24:31	93	
47065-28215A	82079	2	9021	4.07	3.46	3.4	4.14	3.87	3.62	3.18	2.59	1.58	61	57	JT28	TJT	AJT	CONTR	11:26:10		95
47065-28215A	82079	3	8988	3.9	3.33	3.35	4.14	3.93	3.68	3.25	2.52	1.57	61	57	JT28	TJT	AJT	CONTR	11:26:16		101
47065-28215A	82079	4	8980	3.94	3.4	3.43	4.19	3.87	3.63	3.21	2.52	1.56	61	57	JT28	TJT	AJT	CONTR	11:26:22		98
47065-28215A	82079	5	15276	6.46	5.55	5.69	6.82	6.62	5.92	5.22	4.06	2.48	61	57	JT28	TJT	AJT	CONTR	11:26:30		102
47065-28215A	82079	6	20231	8.51	7.27	7.49	8.85	8.75	7.92	7	5.48	3.29	61	57	JT28	TJT	AJT	CONTR	11:26:43		103
47065-28215A	82066	2	9100	4.16	4.17	3.56	3.8	3.46	3.25	2.94	2.4	1.59	61	58	JT30	TJT	BJT	CONTR	11:31:36	100	
47065-28215A	82066	3	8909	4.2	4.22	3.54	3.85	3.56	3.31	3.04	2.43	1.62	61	58	JT30	TJT	BJT	CONTR	11:31:42	100	
47065-28215A	82066	4	8917	4.2	4.19	3.58	3.83	3.46	3.27	2.99	2.42	1.59	61	58	JT30	TJT	BJT	CONTR	11:31:48	100	
47065-28215A	82066	5	15342	6.93	6.82	6.02	6.27	5.91	5.39	4.87	3.96	2.59	61	58	JT30	TJT	BJT	CONTR	11:31:57	98	
47065-28215A	82066	6	20260	9.13	8.88	7.89	8.18	7.81	7.16	6.43	5.24	3.36	61	58	JT30	TJT	BJT	CONTR	11:32:09	97	
47065-28215A	82066	2	9001	4.09	3.63	3.54	4.32	4	3.76	3.3	2.66	1.68	61	57	JT30	TJT	AJT	CONTR	11:33:36		98
47065-28215A	82066	3	9056	4.16	3.6	3.51	4.4	4.06	3.74	3.33	2.67	1.72	61	57	JT30	TJT	AJT	CONTR	11:33:42		98
47065-28215A	82066	4	9087	4.05	3.57	3.45	4.29	3.92	3.7	3.29	2.65	1.68	61	57	JT30	TJT	AJT	CONTR	11:33:48		97
47065-28215A	82066	5	15334	6.87	5.9	5.95	7.11	6.88	6.23	5.54	4.42	2.79	61	57	JT30	TJT	AJT	CONTR	11:33:56		100
47065-28215A	82066	6	20319	9.07	7.72	7.79	9.3	9.06	8.12	7.23	5.76	3.57	61	57	JT30	TJT	AJT	CONTR	11:34:09		100

Howell WB 3G Base June 1997
DATALOGGER SECTION

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
47065-28215A	0	2	9157	4.01	3.83	3.38	3.56	3.25	3.09	2.8	2.21	1.4	61	61	JT1	TJT	BJT	CONTR	13:45:19	96	
47065-28215A	0	3	9115	3.9	3.81	3.38	3.56	3.23	3.06	2.76	2.18	1.38	61	61	JT1	TJT	BJT	CONTR	13:45:25	98	
47065-28215A	0	4	9186	3.9	3.85	3.38	3.56	3.27	3.11	2.8	2.21	1.42	61	61	JT1	TJT	BJT	CONTR	13:45:30	99	
47065-28215A	0	5	15383	6.57	6.44	5.74	6	5.59	5.14	4.58	3.67	2.24	61	61	JT1	TJT	BJT	CONTR	13:45:39	98	
47065-28215A	0	6	19889	8.66	8.41	7.5	7.81	7.34	6.68	6.06	4.81	2.88	61	61	JT1	TJT	BJT	CONTR	13:45:52	97	
47065-28215A	2	2	9145	4.05	3.54	3.51	4.32	3.82	3.56	3.09	2.44	1.44	62	59	JT1	TJT	AJT	CONTR	13:47:00		94
47065-28215A	2	3	9127	4.11	3.44	3.46	4.27	3.74	3.52	3.06	2.42	1.34	62	59	JT1	TJT	AJT	CONTR	13:47:06		91
47065-28215A	2	4	9287	4.16	3.54	3.49	4.32	3.84	3.52	3.09	2.44	1.47	62	59	JT1	TJT	AJT	CONTR	13:47:11		92
47065-28215A	2	5	15334	6.89	5.73	5.84	7.09	6.59	5.84	5.18	4.02	2.33	62	59	JT1	TJT	AJT	CONTR	13:47:20		96
47065-28215A	2	6	19948	8.98	7.47	7.76	9.41	8.69	7.77	6.81	5.27	3.02	62	59	JT1	TJT	AJT	CONTR	13:47:32		97
47065-28215A	16	2	9037	3.97	3.83	3.33	3.67	3.41	3.2	2.85	2.31	1.49	62	58	JT3	TJT	BJT	CONTR	13:52:00	96	
47065-28215A	16	3	9042	4.01	3.81	3.33	3.7	3.43	3.22	2.86	2.33	1.5	62	58	JT3	TJT	BJT	CONTR	13:52:06	95	
47065-28215A	16	4	9106	3.97	3.83	3.33	3.69	3.39	3.22	2.88	2.31	1.46	62	58	JT3	TJT	BJT	CONTR	13:52:11	96	
47065-28215A	16	5	15258	6.72	6.41	5.63	6.13	5.8	5.39	4.82	3.92	2.45	62	58	JT3	TJT	BJT	CONTR	13:52:19	95	
47065-28215A	16	6	19943	8.87	8.52	7.63	8.18	7.76	7.13	6.45	5.2	3.19	62	58	JT3	TJT	BJT	CONTR	13:52:32	96	
47065-28215A	17	2	9072	4.07	3.49	3.36	4.12	3.77	3.47	3.11	2.46	1.51	62	57	JT3	TJT	AJT	CONTR	13:53:43		93
47065-28215A	17	3	9065	4.05	3.52	3.43	4.16	3.8	3.5	3.12	2.48	1.49	62	57	JT3	TJT	AJT	CONTR	13:53:49		94
47065-28215A	17	4	9087	4.07	3.49	3.4	4.12	3.77	3.5	3.14	2.48	1.48	62	57	JT3	TJT	AJT	CONTR	13:53:54		93
47065-28215A	17	5	15221	6.76	5.84	5.8	6.98	6.48	5.9	5.26	4.17	2.5	62	57	JT3	TJT	AJT	CONTR	13:54:02		96
47065-28215A	17	6	19883	9.05	7.67	7.63	9.14	8.53	7.74	6.94	5.46	3.21	62	57	JT3	TJT	AJT	CONTR	13:54:15		94

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	91	2	9037	3.16	3.01	2.69	2.96	2.81	2.67	2.36	2	1.35	62	60	JT4	TJT	BJT	CONTR	13:56:29	95	
47065-28215A	91	3	8944	3.22	3.03	2.75	3.01	2.79	2.66	2.34	2.04	1.35	62	60	JT4	TJT	BJT	CONTR	13:56:35	94	
47065-28215A	91	4	9057	3.16	3.01	2.67	2.99	2.79	2.67	2.38	2.02	1.39	62	60	JT4	TJT	BJT	CONTR	13:56:40	95	
47065-28215A	91	5	15199	5.36	5.04	4.64	4.99	4.84	4.5	4.06	3.4	2.22	62	60	JT4	TJT	BJT	CONTR	13:56:48	94	
47065-28215A	91	6	19901	7.12	6.62	6.11	6.6	6.39	5.93	5.45	4.49	2.96	62	60	JT4	TJT	BJT	CONTR	13:57:01	93	
47065-28215A	92	2	9037	3.22	2.93	2.76	3.19	2.88	2.8	2.48	2.1	1.38	63	58	JT4	TJT	AJT	CONTR	13:58:17		89
47065-28215A	92	3	9021	3.39	3.03	2.83	3.19	3.01	2.82	2.55	2.11	1.36	63	58	JT4	TJT	AJT	CONTR	13:58:23		89
47065-28215A	92	4	8959	3.26	3.03	2.8	3.23	2.99	2.82	2.51	2.07	1.4	63	58	JT4	TJT	AJT	CONTR	13:58:29		92
47065-28215A	92	5	15157	5.45	4.91	4.73	5.41	5.06	4.74	4.25	3.54	2.33	63	58	JT4	TJT	AJT	CONTR	13:58:37		93
47065-28215A	92	6	19937	7.19	6.42	6.16	6.91	6.65	6.16	5.57	4.59	2.98	63	58	JT4	TJT	AJT	CONTR	13:58:49		92
47065-28215A	106	2	8971	3.84	3.67	3.22	3.51	3.17	3.04	2.74	2.25	1.43	61	59	JT6	TJT	BJT	CONTR	14:03:49	96	
47065-28215A	106	3	8994	3.84	3.67	3.2	3.54	3.2	3.06	2.75	2.27	1.48	61	59	JT6	TJT	BJT	CONTR	14:03:55	96	
47065-28215A	106	4	9015	3.73	3.65	3.14	3.48	3.2	3.04	2.67	2.24	1.44	61	59	JT6	TJT	BJT	CONTR	14:04:01	98	
47065-28215A	106	5	15169	6.35	6.12	5.4	5.82	5.54	5.08	4.6	3.76	2.35	61	59	JT6	TJT	BJT	CONTR	14:04:10	96	
47065-28215A	106	6	19960	8.61	8.12	15.27	7.81	7.34	6.73	6.14	4.95	3.09	61	59	JT6	TJT	BJT	CONTR	14:04:23	94	
47065-28215A	107	2	8944	3.73	3.37	3.22	3.85	3.59	3.34	2.97	2.38	1.52	62	58	JT6	TJT	AJT	CONTR	14:06:07		96
47065-28215A	107	3	8971	3.9	3.42	3.22	3.9	3.61	3.4	2.95	2.41	1.53	62	58	JT6	TJT	AJT	CONTR	14:06:13		93
47065-28215A	107	4	8923	3.97	3.37	3.22	3.88	3.62	3.42	2.99	2.41	1.5	62	58	JT6	TJT	AJT	CONTR	14:06:19		91
47065-28215A	107	5	15080	6.46	5.66	5.45	6.61	6.32	5.74	5.06	4.07	2.54	62	58	JT6	TJT	AJT	CONTR	14:06:28		98
47065-28215A	107	6	19967	8.57	7.33	9.59	8.72	8.31	7.53	6.75	5.33	3.2	62	58	JT6	TJT	AJT	CONTR	14:06:40		97
47065-28215A	181	2	8930	3.16	3.03	2.83	3.07	2.83	2.73	2.45	2.08	1.38	62	59	JT7	TJT	BJT	CONTR	14:09:01	96	
47065-28215A	181	3	8957	3.22	3.03	2.83	3.04	2.91	2.75	2.48	2.1	1.39	62	59	JT7	TJT	BJT	CONTR	14:09:06	94	
47065-28215A	181	4	8957	3.33	3.1	2.85	3.12	2.97	2.8	2.53	2.17	1.47	62	59	JT7	TJT	BJT	CONTR	14:09:12	93	
47065-28215A	181	5	15208	5.45	5.11	4.79	5.21	4.99	4.66	4.27	3.57	2.4	62	59	JT7	TJT	BJT	CONTR	14:09:20	94	
47065-28215A	181	6	19969	7.34	6.73	6.36	6.75	6.54	6.13	5.63	4.63	2.99	62	59	JT7	TJT	BJT	CONTR	14:09:33	92	
47065-28215A	182	2	8980	3.22	2.99	2.78	3.16	2.92	2.8	2.53	2.16	1.46	63	60	JT7	TJT	AJT	CONTR	14:11:32		91
47065-28215A	182	3	8988	3.22	3.01	2.83	3.23	2.97	2.8	2.53	2.15	1.46	63	60	JT7	TJT	AJT	CONTR	14:11:37		92
47065-28215A	182	4	9023	3.28	2.96	2.83	3.25	2.99	2.82	2.55	2.14	1.42	63	60	JT7	TJT	AJT	CONTR	14:11:42		91
47065-28215A	182	5	15258	5.58	4.98	4.86	5.39	5.15	4.77	4.34	3.66	2.44	63	60	JT7	TJT	AJT	CONTR	14:11:50		92
47065-28215A	182	6	20090	7.29	6.42	6.36	7.1	6.68	6.24	5.73	4.77	3.06	63	60	JT7	TJT	AJT	CONTR	14:12:03		92
47065-28215A	196	2	9002	3.79	3.76	3.22	3.53	3.3	3.06	2.8	2.34	1.54	62	59	JT9	TJT	BJT	CONTR	14:16:33	99	
47065-28215A	196	3	9014	3.79	3.69	3.2	3.56	3.27	3.04	2.8	2.35	1.55	62	59	JT9	TJT	BJT	CONTR	14:16:38	97	
47065-28215A	196	4	9056	3.79	3.74	3.23	3.61	3.33	3.13	2.8	2.34	1.57	62	59	JT9	TJT	BJT	CONTR	14:16:44	99	
47065-28215A	196	5	15293	6.4	6.26	5.5	5.98	5.64	5.21	4.72	3.9	2.53	62	59	JT9	TJT	BJT	CONTR	14:16:53	98	
47065-28215A	196	6	20114	8.51	8.26	7.34	7.65	7.41	6.87	6.29	5.11	3.29	62	59	JT9	TJT	BJT	CONTR	14:17:06	97	
47065-28215A	198	2	9001	3.86	3.4	3.29	3.98	3.61	3.34	3	2.45	1.57	63	58	JT9	TJT	AJT	CONTR	14:18:36		94
47065-28215A	198	3	9064	3.9	3.44	3.38	3.98	3.66	3.38	3.01	2.46	1.59	63	58	JT9	TJT	AJT	CONTR	14:18:41		94
47065-28215A	198	4	8997	3.9	3.33	3.38	4.03	3.75	3.4	3.12	2.53	1.56	63	58	JT9	TJT	AJT	CONTR	14:18:47		96
47065-28215A	198	5	15228	6.68	5.71	5.67	6.75	6.35	5.74	5.11	4.08	2.5	63	58	JT9	TJT	AJT	CONTR	14:18:55		95
47065-28215A	198	6	20190	8.81	7.54	7.63	9.05	8.44	7.72	6.88	5.48	3.33	63	58	JT9	TJT	AJT	CONTR	14:19:08		96
47065-28215A	286	2	9016	3.54	3.44	3.01	3.36	3.04	2.88	2.59	2.18	1.45	63	59	JT10	TJT	BJT	CONTR	14:21:29	97	
47065-28215A	286	3	9011	3.54	3.39	3.01	3.3	3.04	2.86	2.57	2.16	1.42	63	59	JT10	TJT	BJT	CONTR	14:21:35	96	
47065-28215A	286	4	9037	3.6	3.37	3.05	3.38	3.07	2.9	2.61	2.2	1.44	63	59	JT10	TJT	BJT	CONTR	14:21:40	94	
47065-28215A	286	5	15337	6.05	5.68	5.27	5.58	5.3	4.94	4.42	3.63	2.35	63	59	JT10	TJT	BJT	CONTR	14:21:48	94	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
47065-28215A	286	6	20102	7.96	7.46	6.95	7.34	7.1	6.47	5.9	4.83	3.03	63	59	JT10	TJT	BJT	CONTR	14:22:00		94	
47065-28215A	288	2	8975	3.6	3.19	3.07	3.61	3.3	3.09	2.75	2.27	1.48	62	58	JT10	TJT	AJT	CONTR	14:23:16			92
47065-28215A	288	3	8997	3.6	3.13	3.05	3.61	3.33	3.06	2.75	2.25	1.43	62	58	JT10	TJT	AJT	CONTR	14:23:22			93
47065-28215A	288	4	9082	3.58	3.19	3.06	3.67	3.35	3.11	2.73	2.27	1.48	62	58	JT10	TJT	AJT	CONTR	14:23:27			94
47065-28215A	288	5	15332	5.99	5.18	5.18	6.05	5.7	5.23	4.7	3.8	2.39	62	58	JT10	TJT	AJT	CONTR	14:23:37			95
47065-28215A	288	6	20184	7.96	6.86	6.97	8.09	7.6	6.92	6.19	4.97	3.07	62	58	JT10	TJT	AJT	CONTR	14:23:49			95
47065-28215A	302	2	9025	3.69	3.49	3.16	3.38	3.07	2.88	2.53	2.07	1.36	63	60	JT12	TJT	BJT	CONTR	14:28:32		95	
47065-28215A	302	3	9028	3.73	3.6	3.27	3.46	3.15	2.95	2.62	2.13	1.38	63	60	JT12	TJT	BJT	CONTR	14:28:37		97	
47065-28215A	302	4	8992	3.79	3.6	3.3	3.43	3.17	2.96	2.65	2.14	1.35	63	60	JT12	TJT	BJT	CONTR	14:28:43		95	
47065-28215A	302	5	15266	6.4	6.01	5.58	5.82	5.43	4.92	4.37	3.52	2.1	63	60	JT12	TJT	BJT	CONTR	14:28:51		94	
47065-28215A	302	6	20205	8.66	8.01	7.58	7.81	7.26	6.66	5.97	4.69	2.78	63	60	JT12	TJT	BJT	CONTR	14:29:03		92	
47065-28215A	303	2	9024	3.62	3.19	3.14	3.77	3.43	3.14	2.8	2.22	1.38	62	59	JT12	TJT	AJT	CONTR	14:30:18			95
47065-28215A	303	3	9032	3.75	3.26	3.25	3.85	3.48	3.16	2.81	2.27	1.38	62	59	JT12	TJT	AJT	CONTR	14:30:23			93
47065-28215A	303	4	8998	3.69	3.18	3.23	3.8	3.46	3.22	2.85	2.26	1.39	62	59	JT12	TJT	AJT	CONTR	14:30:29			94
47065-28215A	303	5	15275	6.35	5.37	5.5	6.51	6.12	5.48	4.89	3.82	2.27	62	59	JT12	TJT	AJT	CONTR	14:30:37			96
47065-28215A	303	6	20270	8.44	7.07	7.37	8.72	8.09	7.26	6.49	5.03	2.96	62	59	JT12	TJT	AJT	CONTR	14:30:49			96
47065-28215A	407	2	8992	3.5	3.31	2.96	3.29	3.01	2.84	2.53	2.14	1.43	62	59	JT13	TJT	BJT	CONTR	14:33:43		95	
47065-28215A	407	3	9047	3.54	3.37	2.94	3.23	3.04	2.86	2.54	2.14	1.43	62	59	JT13	TJT	BJT	CONTR	14:33:49		95	
47065-28215A	407	4	8997	3.26	3.28	2.89	3.17	2.94	2.78	2.5	2.11	1.38	62	59	JT13	TJT	BJT	CONTR	14:34:52		101	
47065-28215A	407	5	15368	5.99	5.58	5.14	5.5	5.23	4.87	4.39	3.63	2.33	62	59	JT13	TJT	BJT	CONTR	14:34:59		93	
47065-28215A	407	6	20276	7.86	7.29	6.72	7.23	6.94	6.45	5.88	4.79	3.13	62	59	JT13	TJT	BJT	CONTR	14:35:11		93	
47065-28215A	408	2	9047	3.48	3.13	3.01	3.58	3.25	2.98	2.69	2.21	1.42	62	58	JT13	TJT	AJT	CONTR	14:36:31			93
47065-28215A	408	3	9082	3.54	3.13	3.05	3.56	3.25	3.06	2.72	2.24	1.4	62	58	JT13	TJT	AJT	CONTR	14:36:36			92
47065-28215A	408	4	9077	3.43	3.11	2.96	3.48	3.2	2.96	2.7	2.18	1.4	62	58	JT13	TJT	AJT	CONTR	14:37:00			93
47065-28215A	408	5	15381	5.99	5.22	5.21	6.01	5.64	5.16	4.59	3.73	2.36	62	58	JT13	TJT	AJT	CONTR	14:37:07			94
47065-28215A	408	6	20362	8.03	6.88	6.89	7.94	7.52	6.84	6.19	4.96	3.08	62	58	JT13	TJT	AJT	CONTR	14:37:19			94
47065-28215A	422	2	9007	3.75	3.65	3.09	3.38	3.12	2.95	2.59	2.15	1.38	63	58	JT15	TJT	BJT	CONTR	14:42:11		97	
47065-28215A	422	3	9041	3.79	3.62	3.12	3.38	3.17	3.04	2.71	2.26	1.36	63	58	JT15	TJT	BJT	CONTR	14:42:16		96	
47065-28215A	422	4	8962	3.58	3.54	3.06	3.38	3.1	2.93	2.66	2.15	1.33	63	58	JT15	TJT	BJT	CONTR	14:42:29		99	
47065-28215A	422	5	15244	6.46	6.33	5.53	5.89	5.61	5.1	4.59	3.73	2.35	63	58	JT15	TJT	BJT	CONTR	14:42:36		98	
47065-28215A	422	6	20287	8.81	8.5	7.47	7.98	7.54	6.94	6.26	5.02	3.09	63	58	JT15	TJT	BJT	CONTR	14:42:48		96	
47065-28215A	424	2	8993	3.73	3.26	3.14	4.01	3.59	3.31	2.9	2.32	1.43	63	59	JT15	TJT	AJT	CONTR	14:43:52			96
47065-28215A	424	3	9019	3.9	3.31	3.23	4.03	3.64	3.4	2.93	2.35	1.48	63	59	JT15	TJT	AJT	CONTR	14:43:57			93
47065-28215A	424	4	8984	3.79	3.31	3.2	4.03	3.62	3.36	2.97	2.37	1.44	63	59	JT15	TJT	AJT	CONTR	14:44:12			96
47065-28215A	424	5	15315	6.53	5.49	5.5	6.71	6.32	5.7	5.03	3.98	2.41	63	59	JT15	TJT	AJT	CONTR	14:44:20			97
47065-28215A	424	6	20346	8.59	7.3	7.47	9.01	8.45	7.61	6.77	5.3	3.16	63	59	JT15	TJT	AJT	CONTR	14:44:32			98
47065-28215A	497	2	8943	4.09	3.92	3.51	3.69	3.35	3.09	2.72	2.16	1.3	62	59	JT16	TJT	BJT	CONTR	14:47:11		96	
47065-28215A	497	3	9021	4.16	4.01	3.51	3.7	3.35	3.13	2.75	2.2	1.35	62	59	JT16	TJT	BJT	CONTR	14:47:16		96	
47065-28215A	497	4	8979	4.26	4.01	3.54	3.76	3.41	3.16	2.75	2.2	1.38	62	59	JT16	TJT	BJT	CONTR	14:47:21		94	
47065-28215A	497	5	15288	7	6.71	6.03	6.22	5.83	5.23	4.59	3.66	2.22	62	59	JT16	TJT	BJT	CONTR	14:47:30		96	
47065-28215A	497	6	20385	9.28	8.81	8.03	8.13	7.67	6.97	6.16	4.86	2.88	62	59	JT16	TJT	BJT	CONTR	14:47:42		95	
47065-28215A	499	2	8966	4.31	3.58	3.64	4.37	3.91	3.52	3.1	2.41	1.43	63	58	JT16	TJT	AJT	CONTR	14:48:55			91
47065-28215A	499	3	8984	4.37	3.57	3.72	4.37	3.98	3.56	3.09	2.4	1.42	63	58	JT16	TJT	AJT	CONTR	14:49:01			91
47065-28215A	499	4	8970	4.31	3.57	3.59	4.23	3.79	3.42	2.96	2.28	1.3	63	58	JT16	TJT	AJT	CONTR	14:49:06			88

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-28215A	499	5	15372	7.08	5.79	6.24	7.28	6.77	5.97	5.22	3.97	2.24	63	58	JT16	TJT	AJT	CONTR	14:49:15		96
47065-28215A	499	6	20420	9.39	7.65	8.21	9.67	8.97	7.94	7	5.25	2.98	63	58	JT16	TJT	AJT	CONTR	14:49:27		96
47065-28215A	513	2	8936	4.46	4.29	3.67	3.98	3.59	3.31	3	2.41	1.52	62	58	JT18	TJT	BJT	CONTR	14:53:49	96	
47065-28215A	513	3	8943	4.48	4.29	3.69	3.98	3.53	3.32	2.97	2.35	1.43	62	58	JT18	TJT	BJT	CONTR	14:53:54	96	
47065-28215A	513	4	8908	4.41	4.24	3.67	3.95	3.53	3.29	2.92	2.35	1.47	62	58	JT18	TJT	BJT	CONTR	14:54:00	96	
47065-28215A	513	5	15252	7.36	7	6.27	6.53	6.15	5.52	4.94	3.89	2.4	62	58	JT18	TJT	BJT	CONTR	14:54:09	95	
47065-28215A	513	6	20329	9.72	9.26	8.41	8.72	8.23	7.36	6.64	5.16	3.04	62	58	JT18	TJT	BJT	CONTR	14:54:21	95	
47065-28215A	513	2	8971	4.41	3.7	3.74	4.72	4.22	3.89	3.42	2.62	1.53	63	58	JT18	TJT	AJT	CONTR	14:55:32		96
47065-28215A	513	3	8971	4.43	3.67	3.72	4.63	4.13	3.81	3.35	2.58	1.51	63	58	JT18	TJT	AJT	CONTR	14:55:38		93
47065-28215A	513	4	8957	4.46	3.72	3.8	4.71	4.27	3.92	3.43	2.64	1.54	63	58	JT18	TJT	AJT	CONTR	14:55:44		96
47065-28215A	513	5	15301	7.19	6.02	6.22	7.61	7.14	6.28	5.51	4.24	2.42	63	58	JT18	TJT	AJT	CONTR	14:55:52		99
47065-28215A	513	6	20281	9.61	7.92	8.32	10.18	9.55	8.45	7.5	5.73	3.23	63	58	JT18	TJT	AJT	CONTR	14:56:05		99
47065-28215A	573	2	8979	3.16	2.99	2.76	2.96	2.76	2.62	2.36	2	1.34	63	59	JT19	TJT	BJT	CONTR	14:57:41	95	
47065-28215A	573	3	9006	3.13	2.85	2.7	2.85	2.65	2.55	2.27	1.9	1.25	63	59	JT19	TJT	BJT	CONTR	14:57:47	91	
47065-28215A	573	4	9001	3.18	2.92	2.67	2.87	2.73	2.59	2.33	1.92	1.28	63	59	JT19	TJT	BJT	CONTR	14:57:52	92	
47065-28215A	573	5	15293	5.19	4.78	4.6	4.84	4.67	4.32	3.95	3.24	2.09	63	59	JT19	TJT	BJT	CONTR	14:58:00	92	
47065-28215A	573	6	20420	6.97	6.31	6.2	6.49	6.22	5.74	5.23	4.32	2.73	63	59	JT19	TJT	BJT	CONTR	14:58:13	91	
47065-28215A	574	2	9014	3.07	2.7	2.53	2.85	2.67	2.54	2.3	1.9	1.27	62	59	JT19	TJT	AJT	CONTR	14:59:30		87
47065-28215A	574	3	8971	2.98	2.69	2.56	2.99	2.74	2.62	2.41	2.01	1.32	62	59	JT19	TJT	AJT	CONTR	14:59:36		92
47065-28215A	574	4	9030	3.07	2.8	2.72	3.04	2.84	2.7	2.41	2	1.3	62	59	JT19	TJT	AJT	CONTR	14:59:41		93
47065-28215A	574	5	15263	5.19	4.64	4.63	5.08	4.81	4.45	4.03	3.33	2.13	62	59	JT19	TJT	AJT	CONTR	14:59:49		93
47065-28215A	574	6	20384	6.9	6.2	6.17	6.7	6.39	5.92	5.42	4.43	2.81	62	59	JT19	TJT	AJT	CONTR	15:00:02		93
47065-28215A	587	2	8881	4.99	4.06	4.14	4.4	3.98	3.68	3.25	2.53	1.49	62	58	JT21	TJT	BJT	EXP.	15:04:45	81	
47065-28215A	587	3	8900	4.99	4.1	4.19	4.43	4.06	3.7	3.3	2.57	1.53	62	58	JT21	TJT	BJT	EXP.	15:04:51	82	
47065-28215A	587	4	8930	4.99	4.13	4.27	4.45	4.09	3.76	3.4	2.61	1.53	62	58	JT21	TJT	BJT	EXP.	15:04:56	83	
47065-28215A	587	5	15241	8.46	6.87	7.17	7.37	6.98	6.23	5.5	4.29	2.51	62	58	JT21	TJT	BJT	EXP.	15:05:04	81	
47065-28215A	587	6	20388	11.36	9.23	9.81	9.94	9.24	8.42	7.45	5.81	3.34	62	58	JT21	TJT	BJT	EXP.	15:05:17	81	
47065-28215A	589	2	9073	5.39	4.37	4.56	6.02	3.53	3.29	2.89	2.25	1.42	63	59	JT21	TJT	AJT	EXP.	15:06:27		65
47065-28215A	589	3	9164	5.56	4.49	4.69	6.15	3.69	3.43	2.97	2.33	1.36	63	59	JT21	TJT	AJT	EXP.	15:06:33		66
47065-28215A	589	4	9091	5.67	4.52	4.69	6.21	3.72	3.45	2.99	2.34	1.36	63	59	JT21	TJT	AJT	EXP.	15:06:38		66
47065-28215A	589	5	15454	9.09	7.34	7.73	10.07	6.25	5.6	4.99	3.89	2.33	63	59	JT21	TJT	AJT	EXP.	15:06:46		69
47065-28215A	589	6	20461	11.99	9.7	10.24	13.23	8.42	7.54	6.76	5.27	3.08	63	59	JT21	TJT	AJT	EXP.	15:06:58		70
47065-28215A	0	2	9051	4.05	3.95	3.4	3.74	3.43	3.25	2.82	2.33	1.31	63	60	JT1	TJT	BJT	CONTR	15:11:10	98	
47065-28215A	0	3	9030	4.05	3.95	3.36	3.67	3.41	3.16	2.8	2.28	1.43	63	60	JT1	TJT	BJT	CONTR	15:11:17	98	
47065-28215A	0	4	8993	4.05	3.93	3.46	3.7	3.44	3.2	2.85	2.33	1.47	63	60	JT1	TJT	BJT	CONTR	15:11:22	97	
47065-28215A	0	5	15348	6.87	6.62	5.9	6.24	5.94	5.34	4.8	3.87	2.4	63	60	JT1	TJT	BJT	CONTR	15:11:30	96	
47065-28215A	0	6	20266	9.18	8.68	7.87	8.26	7.81	7.08	6.38	5.11	3.05	63	60	JT1	TJT	BJT	CONTR	15:11:43	95	
47065-28215A	2	2	9057	4.05	3.49	3.33	4.27	3.82	3.58	3.07	2.49	1.5	63	58	JT1	TJT	AJT	CONTR	15:12:58		94
47065-28215A	2	3	9024	4.26	3.64	3.45	4.11	3.56	3.45	3.12	2.5	1.53	63	58	JT1	TJT	AJT	CONTR	15:13:04		84
47065-28215A	2	4	9044	4.05	3.54	3.49	4.27	3.82	3.56	3.13	2.49	1.52	63	58	JT1	TJT	AJT	CONTR	15:13:09		94
47065-28215A	2	5	15369	6.98	5.92	5.96	7.3	6.7	6.03	5.32	4.19	2.45	63	58	JT1	TJT	AJT	CONTR	15:13:18		96
47065-28215A	2	6	20404	9.2	7.77	7.99	9.66	8.87	7.95	7.04	5.46	3.16	63	58	JT1	TJT	AJT	CONTR	15:13:31		96
47065-28215A	15	2	8952	4.01	3.88	3.27	3.72	3.48	3.27	2.93	2.44	1.51	63	60	JT3	TJT	BJT	CONTR	15:17:47	97	
47065-28215A	15	3	8971	4.01	3.88	3.24	3.72	3.48	3.29	2.9	2.39	1.52	63	60	JT3	TJT	BJT	CONTR	15:17:53	97	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s		Approach LTE [%]	Leave LTE [%]
47065-28215A	15	4	8971	4.05	3.93	3.36	3.8	3.53	3.34	2.98	2.45	1.58	63	60	JT3	TJT	BJT	CONTR	15:17:59		97	
47065-28215A	15	5	15315	7	6.62	5.77	6.35	6.03	5.58	5.06	4.12	2.59	63	60	JT3	TJT	BJT	CONTR	15:18:07		95	
47065-28215A	15	6	20352	9.28	8.79	7.76	8.51	8.07	7.45	6.74	5.5	3.43	63	60	JT3	TJT	BJT	CONTR	15:18:20		95	
47065-28215A	17	2	9001	4.01	3.58	3.3	4.06	3.87	3.58	3.18	2.57	1.67	62	58	JT3	TJT	AJT	CONTR	15:19:24			97
47065-28215A	17	3	8985	4.05	3.54	3.36	4.12	3.87	3.58	3.18	2.59	1.59	62	58	JT3	TJT	AJT	CONTR	15:19:30			96
47065-28215A	17	4	8994	4.07	3.6	3.33	4.08	3.82	3.58	3.16	2.59	1.61	62	58	JT3	TJT	AJT	CONTR	15:19:35			94
47065-28215A	17	5	15254	6.87	5.94	5.74	6.93	6.67	6.07	5.44	4.34	2.61	62	58	JT3	TJT	AJT	CONTR	15:19:43			97
47065-28215A	17	6	20343	9.13	7.9	7.6	9.22	8.84	8.05	7.22	5.75	3.42	62	58	JT3	TJT	AJT	CONTR	15:19:56			97

I-275 before traffic august 7 1997

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s		Approach LTE [%]	Leave LTE [%]
82291-37305	0	1	9153	10.47	8.39	9.28	9.27	8.31	7.85	6.85	5.44	3.23	57	59	JT1	TJT	BJT	CONTR	7:19:21		80	
82291-37306	0	2	9238	10.51	8.58	9.3	9.24	8.35	7.89	6.86	5.4	3.22	57	59	JT1	TJT	BJT	CONTR	7:19:27		82	
82291-37307	0	3	9221	10.55	8.66	9.34	9.4	8.37	7.93	6.89	5.4	3.24	57	59	JT1	TJT	BJT	CONTR	7:19:33		82	
82291-37308	0	4	15404	17.1	14.58	15.16	15.18	14.2	12.83	11.44	9	5.38	57	59	JT1	TJT	BJT	CONTR	7:19:42		85	
82291-37309	0	5	15432	17.4	14.74	15.37	15.41	14.33	13.06	11.63	9.09	5.44	57	59	JT1	TJT	BJT	CONTR	7:19:53		85	
82291-37310	0	6	15437	17.46	14.89	15.45	15.57	14.46	13.2	11.72	9.23	5.47	57	59	JT1	TJT	BJT	CONTR	7:20:04		85	
82291-37311	0	7	19931	21.92	18.7	19.51	19.32	18.12	16.31	14.81	11.61	6.9	57	59	JT1	TJT	BJT	CONTR	7:20:17		85	
82291-37312	0	8	19907	22.18	18.93	19.72	19.61	18.37	16.53	14.99	11.76	7.03	57	59	JT1	TJT	BJT	CONTR	7:20:32		85	
82291-37313	0	9	19900	22.25	18.99	19.81	19.63	18.39	16.54	15.05	11.79	7.03	57	59	JT1	TJT	BJT	CONTR	7:20:47		85	
82291-37314	1	1	9056	11.66	9.62	10.23	8.63	7.9	7.57	6.64	5.52	3.51	57	60	JT1	TJT	AJT	CONTR	7:22:13			68
82291-37315	1	2	9096	11.92	9.73	10.39	8.93	8.09	7.83	6.96	5.68	3.6	57	60	JT1	TJT	AJT	CONTR	7:22:19			68
82291-37316	1	3	9096	11.92	9.71	10.43	8.95	8.11	7.85	7.02	5.71	3.63	57	60	JT1	TJT	AJT	CONTR	7:22:25			68
82291-37317	1	4	15248	18.56	15.33	16.3	15.07	14.26	13.13	11.81	9.57	6.01	57	60	JT1	TJT	AJT	CONTR	7:22:34			77
82291-37318	1	5	15320	18.61	15.41	16.46	15.15	14.33	13.15	11.91	9.64	6.03	57	60	JT1	TJT	AJT	CONTR	7:22:44			77
82291-37319	1	6	15317	18.78	15.53	16.51	15.26	14.39	13.27	11.96	9.71	6.07	57	60	JT1	TJT	AJT	CONTR	7:22:55			77
82291-37320	1	7	19931	23.42	19.26	20.58	19.45	18.52	16.81	15.43	12.37	7.63	57	60	JT1	TJT	AJT	CONTR	7:23:09			79
82291-37321	1	8	19827	23.57	19.34	20.76	19.42	18.54	16.81	15.51	12.41	7.69	57	60	JT1	TJT	AJT	CONTR	7:23:23			79
82291-37322	1	9	19844	23.53	19.42	20.81	19.52	18.6	16.92	15.59	12.49	7.71	57	60	JT1	TJT	AJT	CONTR	7:23:38			79
82291-37323	27	1	8923	10.83	9.66	9.59	9.61	8.73	8.32	7.24	5.98	3.68	58	61	JT3	TJT	BJT	CONTR	7:28:18		89	
82291-37324	27	2	9046	11.04	9.94	9.77	9.9	8.87	8.52	7.42	6.13	3.77	58	61	JT3	TJT	BJT	CONTR	7:28:24		90	
82291-37325	27	3	8967	11.3	10.1	9.95	10.02	9.12	8.66	7.62	6.26	3.84	58	61	JT3	TJT	BJT	CONTR	7:28:29		89	
82291-37326	27	4	15099	18.56	16.86	16.66	16.61	15.67	14.29	12.87	10.48	6.45	58	61	JT3	TJT	BJT	CONTR	7:28:38		91	
82291-37327	27	5	15254	19.04	17.31	17.09	17.08	16.04	14.8	13.23	10.74	6.65	58	61	JT3	TJT	BJT	CONTR	7:28:49		91	
82291-37328	27	6	15206	19.12	17.46	17.23	17.24	16.19	14.98	13.39	10.87	6.75	58	61	JT3	TJT	BJT	CONTR	7:29:00		91	
82291-37329	27	7	19954	24.46	22.3	22.13	21.9	20.7	18.89	17.28	13.89	8.69	58	61	JT3	TJT	BJT	CONTR	7:29:13		91	
82291-37330	27	8	19834	24.93	22.61	22.46	22.32	21.08	19.23	17.61	14.21	8.87	58	61	JT3	TJT	BJT	CONTR	7:29:28		91	
82291-37331	27	9	19891	24.82	22.57	22.96	22.32	21.03	19.26	17.64	14.22	8.89	58	61	JT3	TJT	BJT	CONTR	7:29:43			85
82291-37332	28	1	8986	11.45	9.71	10.06	12.49	9.83	9.6	8.47	7.16	4.61	58	61	JT3	TJT	AJT	CONTR	7:30:58			86
82291-37333	28	2	8993	11.77	9.89	10.35	12.75	10.22	9.95	8.83	7.41	4.83	58	61	JT3	TJT	AJT	CONTR	7:31:03			87
82291-37334	28	3	9002	11.81	9.99	10.43	12.82	10.24	9.95	8.9	7.43	4.87	58	61	JT3	TJT	AJT	CONTR	7:31:09			87

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
82291-37335	28	4	15236	19.19	16.36	17.17	20.87	17.92	16.57	15.12	12.5	8.09	58	61	JT3	TJT	AJT	CONTR	7:31:18		93
82291-37336	28	5	15268	19.3	16.52	17.35	21.11	17.96	16.68	15.24	12.63	8.19	58	61	JT3	TJT	AJT	CONTR	7:31:29		93
82291-37337	28	6	15236	19.38	16.6	17.43	21.24	18.03	16.78	15.23	12.61	8.2	58	61	JT3	TJT	AJT	CONTR	7:31:40		93
82291-37338	28	7	19952	24.5	20.85	22.04	26.54	23.08	21.15	19.6	16.06	10.47	58	61	JT3	TJT	AJT	CONTR	7:31:53		94
82291-37339	28	8	19905	24.67	20.96	22.04	26.7	23.11	21.18	19.65	16.14	10.5	58	61	JT3	TJT	AJT	CONTR	7:32:08		94
82291-37340	28	9	19976	24.85	21.09	22.06	26.91	23.19	21.34	19.74	16.23	10.57	58	61	JT3	TJT	AJT	CONTR	7:32:23		93
82291-37341	81	1	8972	8.93	6.95	7.98	7.86	7.12	6.66	5.7	4.55	2.69	59	61	JT4	TJT	BJT	CONTR	7:36:37	78	
82291-37342	81	2	9038	8.93	7.06	7.96	7.8	7.01	6.61	5.76	4.54	2.65	59	61	JT4	TJT	BJT	CONTR	7:36:43	79	
82291-37343	81	3	9010	8.95	7.02	7.98	7.83	7.04	6.69	5.76	4.54	2.69	59	61	JT4	TJT	BJT	CONTR	7:36:49	78	
82291-37344	81	4	8972	8.95	7.04	7.98	7.86	7.04	6.63	5.82	4.59	2.69	59	61	JT4	TJT	BJT	CONTR	7:37:44	79	
82291-37345	82	1	8993	8.27	6.75	7.36	9.13	6.29	5.89	5.19	4.24	2.55	59	60	JT4	TJT	AJT	CONTR	7:38:58		76
82291-37346	82	2	9114	8.53	6.91	7.54	9.39	6.5	6.17	5.51	4.46	2.69	59	60	JT4	TJT	AJT	CONTR	7:39:04		76
82291-37347	82	3	9109	8.57	7.04	7.63	9.51	6.62	6.31	5.56	4.51	2.76	59	60	JT4	TJT	AJT	CONTR	7:39:10		77
82291-37348	82	4	9038	8.49	6.91	7.54	9.48	6.53	6.2	5.53	4.49	2.69	59	60	JT4	TJT	AJT	CONTR	7:39:23		77
82291-37349	108	1	9028	7.7	5.68	6.85	6.79	6.08	5.55	4.81	3.8	2.14	62	65	JT6	TJT	BJT	CONTR	8:07:00	74	
82291-37350	108	2	9078	7.95	5.88	7.09	7.02	6.24	5.81	4.99	3.91	2.2	62	65	JT6	TJT	BJT	CONTR	8:07:06	74	
82291-37351	108	3	9064	8.06	5.95	7.2	7.04	6.34	5.91	5.09	3.95	2.23	62	65	JT6	TJT	BJT	CONTR	8:07:11	74	
82291-37352	108	4	8997	7.97	5.9	7.14	7.02	6.29	5.89	5.08	3.97	2.22	62	65	JT6	TJT	BJT	CONTR	8:08:41	74	
82291-37353	109	1	9047	8.02	6.65	7.23	8.93	5.59	5.29	4.67	3.8	2.3	62	66	JT6	TJT	AJT	CONTR	8:10:52		70
82291-37354	109	2	9128	8.27	6.75	7.43	9.13	5.84	5.52	4.91	3.98	2.37	62	66	JT6	TJT	AJT	CONTR	8:10:58		71
82291-37355	109	3	9106	8.27	6.83	7.47	9.22	5.95	5.63	4.96	3.98	2.37	62	66	JT6	TJT	AJT	CONTR	8:11:04		72
82291-37356	109	4	9048	8.21	6.73	7.41	9.08	5.9	5.57	4.92	3.98	2.37	62	66	JT6	TJT	AJT	CONTR	8:11:32		72
82291-37357	162	1	8922	10.04	7.47	8.9	8.88	8.03	7.62	6.53	5.23	3.14	62	67	JT7	TJT	BJT	CONTR	8:14:38	74	
82291-37358	162	2	9043	9.72	7.16	8.57	8.59	7.66	7.26	6.24	4.99	2.97	62	67	JT7	TJT	BJT	CONTR	8:14:44	74	
82291-37359	162	3	9034	9.83	7.24	8.69	8.61	7.72	7.23	6.35	5.05	3.01	62	67	JT7	TJT	BJT	CONTR	8:14:49	74	
82291-37360	162	4	15293	16.17	12.54	14.44	14.17	13.31	11.99	10.66	8.39	5.01	62	67	JT7	TJT	BJT	CONTR	8:14:58	78	
82291-37361	162	5	15230	16.56	12.85	14.74	14.6	13.62	12.38	10.93	8.6	5.16	62	67	JT7	TJT	BJT	CONTR	8:15:08	78	
82291-37362	162	6	15252	16.82	13.03	14.94	14.8	13.83	12.62	11.08	8.76	5.26	62	67	JT7	TJT	BJT	CONTR	8:15:18	77	
82291-37363	162	7	20002	21.3	16.64	18.98	18.69	17.52	15.71	14.18	11.05	6.61	62	67	JT7	TJT	BJT	CONTR	8:15:30	78	
82291-37364	162	8	19967	21.6	16.92	19.31	19	17.75	16.02	14.43	11.26	6.71	62	67	JT7	TJT	BJT	CONTR	8:15:44	78	
82291-37365	162	9	20066	21.92	17.16	24.22	19.37	18.07	16.19	14.65	11.4	6.82	62	67	JT7	TJT	BJT	CONTR	8:15:58	78	
82291-37366	163	1	8943	10.19	8.5	9.01	8.35	7.59	7.36	6.39	5.35	3.32	63	67	JT7	TJT	AJT	CONTR	8:17:19		74
82291-37367	163	2	9010	10.55	8.71	9.27	8.64	7.88	7.57	6.7	5.53	3.46	63	67	JT7	TJT	AJT	CONTR	8:17:25		75
82291-37368	163	3	8997	10.57	8.76	9.34	8.69	7.92	7.55	6.73	5.57	3.46	63	67	JT7	TJT	AJT	CONTR	8:17:30		75
82291-37369	163	4	15266	16.71	13.8	14.97	14.34	13.6	12.42	11.21	9.07	5.63	63	67	JT7	TJT	AJT	CONTR	8:17:39		75
82291-37370	163	5	15195	16.86	13.93	15.05	14.43	13.66	12.57	11.29	9.17	5.65	63	67	JT7	TJT	AJT	CONTR	8:17:49		81
82291-37371	163	6	15280	16.93	14.04	15.1	14.49	13.73	12.62	11.33	9.19	5.7	63	67	JT7	TJT	AJT	CONTR	8:17:59		81
82291-37372	163	7	20082	21.27	17.39	19	18.45	17.49	15.89	14.53	11.59	7.15	63	67	JT7	TJT	AJT	CONTR	8:18:12		81
82291-37373	163	8	20161	21.66	17.76	19.35	18.73	17.78	16.15	14.77	11.75	7.27	63	67	JT7	TJT	AJT	CONTR	8:18:26		82
82291-37374	163	9	20021	21.66	17.85	19.46	18.75	17.88	16.21	14.85	11.82	7.3	63	67	JT7	TJT	AJT	CONTR	8:18:40		82
82291-37375	189	1	8944	7.55	6.66	6.7	6.68	5.97	5.68	4.78	3.81	2.2	64	71	JT8	TJT	BJT	CONTR	8:26:44	88	
82291-37376	189	2	9007	7.74	6.84	6.85	6.86	6.11	5.75	4.91	3.88	2.24	64	71	JT8	TJT	BJT	CONTR	8:26:51	88	
82291-37377	189	3	8971	7.91	6.98	7.01	6.94	6.24	5.86	5.01	3.95	2.3	64	71	JT8	TJT	BJT	CONTR	8:26:56	88	
82291-37378	189	4	15222	13.03	11.6	11.61	11.42	10.69	9.53	8.51	6.59	3.87	64	71	JT8	TJT	BJT	CONTR	8:27:04	89	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
82291-37379	189	5	15266	13.35	11.93	11.95	11.76	11	9.79	8.74	6.78	3.95	64	71	JT8	TJT	BJT	CONTR	8:27:15	89	
82291-37380	189	6	15244	13.55	12.04	12.08	11.87	11.13	9.97	8.83	6.85	3.98	64	71	JT8	TJT	BJT	CONTR	8:27:25	89	
82291-37381	189	7	20116	17.16	15.21	15.29	14.8	13.98	12.48	11.23	8.66	5.09	64	71	JT8	TJT	BJT	CONTR	8:27:37	89	
82291-37382	189	8	20019	17.42	15.48	15.92	15.26	14.3	12.66	11.47	8.83	5.2	64	71	JT8	TJT	BJT	CONTR	8:27:51	89	
82291-37383	189	9	20125	17.68	15.72	15.79	15.5	14.46	12.84	11.63	8.98	5.23	64	71	JT8	TJT	BJT	CONTR	8:28:05	89	
82291-37384	190	1	8895	9.79	7.96	8.51	7.93	7.14	6.74	5.95	4.88	2.93	64	70	JT8	TJT	AJT	CONTR	8:32:57		82
82291-37385	190	2	8895	9.93	8.07	8.69	8.15	7.36	6.95	6.14	4.98	3.04	64	70	JT8	TJT	AJT	CONTR	8:33:02		73
82291-37386	190	3	8886	9.93	8.07	8.67	8.15	7.3	6.97	6.11	4.97	2.96	64	70	JT8	TJT	AJT	CONTR	8:33:08		74
82291-37387	190	4	15137	15.29	12.45	13.41	13.28	12.45	11.31	10.12	8	4.73	64	70	JT8	TJT	AJT	CONTR	8:33:16		74
82291-37388	190	5	15192	15.29	12.48	13.49	13.3	12.52	11.33	10.17	8.01	4.76	64	70	JT8	TJT	AJT	CONTR	8:33:26		81
82291-37389	190	6	15258	15.4	12.54	13.52	13.3	12.55	11.39	10.2	8.01	4.76	64	70	JT8	TJT	AJT	CONTR	8:33:36		82
82291-37390	190	7	20147	18.96	15.26	16.73	16.61	15.67	14.03	12.76	9.92	5.82	64	70	JT8	TJT	AJT	CONTR	8:33:49		81
82291-37391	190	8	20196	19.07	15.41	16.86	16.66	15.78	14.11	12.84	9.98	5.87	64	70	JT8	TJT	AJT	CONTR	8:34:03		83
82291-37392	190	9	20270	19.28	15.54	16.99	16.88	15.88	14.21	12.94	10.03	5.9	64	70	JT8	TJT	AJT	CONTR	8:34:17		83
82291-37393	351	1	8838	7.74	5.37	6.99	6.84	6.18	5.75	4.92	3.92	2.26	66	70	JT9	TJT	BJT	CONTR	8:36:27	69	
82291-37394	351	2	8923	7.59	5.34	6.91	6.7	6	5.63	4.78	3.78	2.21	66	70	JT9	TJT	BJT	CONTR	8:36:32	70	
82291-37395	351	3	8928	7.63	5.27	6.86	6.65	5.95	5.57	4.8	3.75	2.2	66	70	JT9	TJT	BJT	CONTR	8:36:38	69	
82291-37396	351	4	15178	12.23	9.29	11.12	10.74	10.02	8.92	7.89	6.17	3.62	66	70	JT9	TJT	BJT	CONTR	8:36:46	76	
82291-37397	351	5	15262	12.3	9.26	11.18	10.79	10.02	8.9	7.95	6.18	3.62	66	70	JT9	TJT	BJT	CONTR	8:36:56	75	
82291-37398	351	6	15276	12.34	9.23	11.21	10.82	10.07	8.93	7.96	6.17	3.62	66	70	JT9	TJT	BJT	CONTR	8:37:07	75	
82291-37399	351	7	20302	15.8	12.13	14.57	13.69	12.77	11.37	10.19	7.86	4.63	66	70	JT9	TJT	BJT	CONTR	8:37:19	77	
82291-37400	351	8	20163	15.89	12.15	14.38	13.79	12.83	11.44	10.25	7.92	4.61	66	70	JT9	TJT	BJT	CONTR	8:37:33	76	
82291-37401	351	9	20205	15.89	12.15	14.43	13.79	12.88	11.5	10.26	7.93	4.65	66	70	JT9	TJT	BJT	CONTR	8:37:47	76	
82291-37402	353	1	8909	7.7	6.31	6.94	5.14	4.65	4.51	3.83	3.18	1.94	66	69	JT9	TJT	AJT	CONTR	8:39:04		81
82291-37403	353	2	8892	7.85	6.45	7.14	5.37	4.83	4.64	4.01	3.28	1.99	66	69	JT9	TJT	AJT	CONTR	8:39:10		60
82291-37404	353	3	8895	7.8	6.37	7.09	5.32	4.83	4.56	3.96	3.23	1.99	66	69	JT9	TJT	AJT	CONTR	8:39:15		62
82291-37405	353	4	15293	12.3	10.02	11.3	9.33	8.82	7.99	7.15	5.66	3.43	66	69	JT9	TJT	AJT	CONTR	8:39:23		62
82291-37406	353	5	15222	12.45	10.09	11.38	9.39	8.88	7.96	7.18	5.68	3.44	66	69	JT9	TJT	AJT	CONTR	8:39:34		72
82291-37407	353	6	15270	12.6	10.15	11.47	9.44	8.9	8.1	7.26	5.73	3.44	66	69	JT9	TJT	AJT	CONTR	8:39:43		71
82291-37408	353	7	20231	15.8	12.75	14.44	12.35	11.68	10.47	9.5	7.43	4.47	66	69	JT9	TJT	AJT	CONTR	8:39:56		71
82291-37409	353	8	20249	15.95	12.8	14.57	12.35	11.66	10.46	9.5	7.44	4.48	66	69	JT9	TJT	AJT	CONTR	8:40:10		74
82291-37410	353	9	20302	16.02	12.93	15.03	12.41	11.71	10.58	9.56	7.46	4.48	66	69	JT9	TJT	AJT	CONTR	8:40:24		73
82291-37411	378	1	8904	7.91	5.75	7.01	7.02	6.31	5.95	5.01	4.07	2.41	66	71	JT11	TJT	BJT	CONTR	8:50:16	73	
82291-37412	378	2	8900	7.85	5.72	6.97	6.91	6.22	5.81	4.99	4.01	2.41	66	71	JT11	TJT	BJT	CONTR	8:50:22	73	
82291-37413	378	3	8882	7.8	5.73	6.92	6.96	6.22	5.83	5.03	3.99	2.38	66	71	JT11	TJT	BJT	CONTR	8:50:27	73	
82291-37414	378	4	15178	12.73	9.75	11.4	11.19	10.45	9.32	8.26	6.56	3.85	66	71	JT11	TJT	BJT	CONTR	8:50:35	77	
82291-37415	378	5	15334	12.88	9.81	11.48	11.32	10.5	9.4	8.35	6.61	3.93	66	71	JT11	TJT	BJT	CONTR	8:50:45	76	
82291-37416	378	6	15306	13.03	9.88	11.54	11.4	10.63	9.53	8.44	6.66	3.97	66	71	JT11	TJT	BJT	CONTR	8:50:56	76	
82291-37417	378	7	20494	16.73	12.8	14.88	14.53	13.62	12.1	10.91	8.5	5.12	66	71	JT11	TJT	BJT	CONTR	8:51:08	77	
82291-37418	378	8	20420	16.86	13.02	15.12	14.75	13.8	12.31	11.1	8.65	5.18	66	71	JT11	TJT	BJT	CONTR	8:51:22	77	
82291-37419	378	9	20479	17.08	13.11	15.27	14.88	13.93	12.42	11.18	8.74	5.22	66	71	JT11	TJT	BJT	CONTR	8:51:36	77	
82291-37420	379	1	8875	7.38	6.09	6.44	6.18	5.54	5.37	4.6	3.83	2.36	67	70	JT11	TJT	AJT	CONTR	8:52:42		82
82291-37421	379	2	8842	7.7	6.18	6.62	6.39	5.74	5.55	4.86	3.98	2.49	67	70	JT11	TJT	AJT	CONTR	8:52:48		75
82291-37422	379	3	8847	7.65	6.18	6.6	6.44	5.75	5.5	4.86	3.97	2.46	67	70	JT11	TJT	AJT	CONTR	8:52:54		75

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
82291-37423	379	4	15232	12.25	10.02	10.82	10.82	10.19	9.27	8.28	6.67	4.13	67	70	JT11	TJT	AJT	CONTR	8:53:02		75
82291-37424	379	5	15244	12.3	9.99	10.79	10.75	10.14	9.27	8.26	6.69	4.13	67	70	JT11	TJT	AJT	CONTR	8:53:12		83
82291-37425	379	1	15159	12.04	9.79	10.63	10.55	9.92	8.99	8.06	6.48	4.04	67	70	JT11	TJT	AJT	CONTR	8:57:07		82
82291-37426	379	2	20322	15.63	12.59	13.8	13.82	13.03	11.76	10.71	8.47	5.21	67	70	JT11	TJT	AJT	CONTR	8:57:28		82
82291-37427	379	3	20299	16.06	12.78	14.04	13.97	13.24	11.95	10.86	8.56	5.31	67	70	JT11	TJT	AJT	CONTR	8:57:58		83
82291-37428	379	4	20232	15.95	12.8	14.06	13.95	13.24	11.92	10.83	8.59	5.28	67	70	JT11	TJT	AJT	CONTR	8:58:28		82
82291-37429	459	1	8895	7.55	5.03	6.7	6.79	6.02	5.66	4.83	3.89	2.36	68	68	JT12	TJT	BJT	CONTR	9:00:29	67	
82291-37430	459	2	8881	7.38	5.06	6.5	6.63	5.84	5.45	4.76	3.8	2.38	68	68	JT12	TJT	BJT	CONTR	9:00:35	69	
82291-37431	459	3	8824	7.33	5.01	6.47	6.59	5.8	5.5	4.77	3.8	2.3	68	68	JT12	TJT	BJT	CONTR	9:00:40	68	
82291-37432	459	4	15173	11.93	9.03	10.59	10.44	9.84	8.79	7.79	6.18	3.71	68	68	JT12	TJT	BJT	CONTR	9:00:48	76	
82291-37433	459	5	15243	11.97	9.07	10.64	10.51	9.87	8.77	7.78	6.17	3.71	68	68	JT12	TJT	BJT	CONTR	9:00:58	76	
82291-37434	459	6	15236	11.97	9.03	10.61	10.51	9.84	8.8	7.83	6.17	3.71	68	68	JT12	TJT	BJT	CONTR	9:01:09	75	
82291-37435	459	7	20540	15.28	11.99	13.59	13.39	12.56	11.21	10.1	7.93	4.76	68	68	JT12	TJT	BJT	CONTR	9:01:21	78	
82291-37436	459	1	20416	15.32	11.94	13.5	13.29	12.56	11.29	10.09	7.9	4.73	68	69	JT12	TJT	BJT	CONTR	9:02:39	78	
82291-37437	459	2	20384	15.37	11.99	13.67	13.36	12.61	11.29	10.15	7.96	4.73	68	69	JT12	TJT	BJT	CONTR	9:03:01	78	
82291-37438	460	1	8908	8.17	6.63	7.27	5.08	4.55	4.44	3.8	3.18	2.04	68	66	JT12	TJT	AJT	CONTR	9:04:24		82
82291-37439	460	2	8881	8.21	6.61	7.28	5.19	4.58	4.46	3.9	3.21	2.09	68	66	JT12	TJT	AJT	CONTR	9:04:29		56
82291-37440	460	3	8874	8.31	6.66	7.41	5.18	4.7	4.56	3.96	3.25	2.08	68	66	JT12	TJT	AJT	CONTR	9:04:35		56
82291-37441	460	4	15249	13.14	10.51	11.69	9.28	8.82	7.97	7.11	5.7	3.6	68	66	JT12	TJT	AJT	CONTR	9:04:43		57
82291-37442	460	5	15244	13.24	10.56	11.74	9.28	8.8	7.93	7.11	5.73	3.61	68	66	JT12	TJT	AJT	CONTR	9:04:53		67
82291-37443	460	6	15298	13.29	10.64	11.82	9.39	8.85	8.03	7.16	5.78	3.65	68	66	JT12	TJT	AJT	CONTR	9:05:03		66
82291-37444	460	7	20394	16.84	13.38	14.97	12.44	11.79	10.66	9.62	7.62	4.78	68	66	JT12	TJT	AJT	CONTR	9:05:15		67
82291-37445	460	8	20558	17.01	13.53	15.15	12.52	11.82	10.66	9.67	7.64	4.81	68	66	JT12	TJT	AJT	CONTR	9:05:29		70
82291-37446	460	9	20404	17.01	13.51	15.07	12.44	11.82	10.64	9.66	7.65	4.8	68	66	JT12	TJT	AJT	CONTR	9:05:43		69
82291-37447	486	1	8843	6.5	4.54	5.84	5.79	5.17	4.87	4.1	3.28	1.91	70	76	JT14	TJT	BJT	CONTR	9:22:29	70	
82291-37448	486	2	8874	6.4	4.54	5.71	5.68	5.01	4.78	4.07	3.26	1.9	70	76	JT14	TJT	BJT	CONTR	9:22:35	71	
82291-37449	486	3	8836	6.44	4.68	5.71	5.65	5.01	4.78	4.13	3.28	1.95	70	76	JT14	TJT	BJT	CONTR	9:22:41	73	
82291-37450	486	1	15159	10.36	7.81	9.21	9.07	8.4	7.56	6.68	5.2	3.07	71	74	JT14	TJT	BJT	CONTR	9:27:59	75	
82291-37451	486	2	15236	10.47	8.04	9.37	9.19	8.53	7.64	6.81	5.29	3.14	71	74	JT14	TJT	BJT	CONTR	9:28:15	77	
82291-37452	486	3	15228	10.44	7.99	9.26	9.1	8.45	7.51	6.72	5.29	3.22	71	74	JT14	TJT	BJT	CONTR	9:28:31	77	
82291-37453	486	4	20375	13.16	10.35	11.75	11.61	10.78	9.53	8.52	6.64	4.02	71	74	JT14	TJT	BJT	CONTR	9:28:51	79	
82291-37454	486	5	20388	13.42	10.58	12.12	11.72	10.95	9.74	8.74	6.76	4.05	71	74	JT14	TJT	BJT	CONTR	9:29:11	79	
82291-37455	486	6	20470	13.53	10.56	12.04	11.7	10.95	9.74	8.79	6.82	3.93	71	74	JT14	TJT	BJT	CONTR	9:29:32	78	
82291-37456	487	1	8878	6.25	5.06	5.47	4.81	4.34	4.17	3.6	2.96	1.83	71	74	JT14	TJT	AJT	CONTR	9:31:54		81
82291-37457	487	2	8824	6.25	5.11	5.6	5.01	4.39	4.22	3.68	2.99	1.81	71	74	JT14	TJT	AJT	CONTR	9:32:00		69
82291-37458	487	3	8779	6.2	5.11	5.56	4.94	4.4	4.2	3.67	2.99	1.85	71	74	JT14	TJT	AJT	CONTR	9:32:06		70
82291-37459	487	4	15203	10.19	8.2	9.1	8.54	8.03	7.23	6.52	5.13	3.12	71	74	JT14	TJT	AJT	CONTR	9:32:14		71
82291-37460	487	5	15266	10.25	8.26	9.18	8.59	8.06	7.23	6.56	5.2	3.13	71	74	JT14	TJT	AJT	CONTR	9:32:24		79
82291-37461	487	6	15293	10.29	8.28	9.21	8.62	8.11	7.28	6.53	5.19	3.13	71	74	JT14	TJT	AJT	CONTR	9:32:34		79
82291-37462	487	7	20420	13.25	10.61	11.86	11.35	10.71	9.53	8.73	6.8	4.11	71	74	JT14	TJT	AJT	CONTR	9:32:46		79
82291-37463	487	8	20335	13.42	10.74	11.93	11.34	10.74	9.62	8.74	6.83	4.14	71	74	JT14	TJT	AJT	CONTR	9:32:59		81
82291-37464	487	1	20267	13.31	10.66	11.96	11.23	10.63	9.6	8.73	6.81	4.12	72	73	JT14	TJT	AJT	CONTR	9:33:47		80
82291-37465	540	1	8824	6.55	4.31	5.85	5.81	5.19	4.85	4.1	3.26	1.9	70	73	JT15	TJT	BJT	CONTR	9:35:35	66	
82291-37466	540	2	8765	6.29	4.31	5.73	5.57	4.94	4.67	3.93	3.12	1.81	70	73	JT15	TJT	BJT	CONTR	9:35:41	69	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
82291-37467	540	3	8772	6.29	4.34	5.74	5.63	4.99	4.64	4.01	3.14	1.8	70	73	JT15	TJT	BJT	CONTR	9:35:46	69	
82291-37468	540	4	15172	10.47	7.94	9.36	9.13	8.53	7.54	6.73	5.23	3.03	70	73	JT15	TJT	BJT	CONTR	9:35:54	76	
82291-37469	540	5	15208	10.55	7.99	9.42	9.1	8.54	7.59	6.75	5.23	3.03	70	73	JT15	TJT	BJT	CONTR	9:36:04	76	
82291-37470	540	6	15280	10.62	8.1	9.5	9.23	8.64	7.7	6.8	5.28	3.07	70	73	JT15	TJT	BJT	CONTR	9:36:14	76	
82291-37471	540	7	20363	13.79	10.8	12.21	11.83	11.18	9.98	8.87	6.82	3.95	70	73	JT15	TJT	BJT	CONTR	9:36:27	78	
82291-37472	540	8	20416	13.89	10.94	12.45	12.11	11.38	10.13	9.04	6.98	4.09	70	73	JT15	TJT	BJT	CONTR	9:36:41	79	
82291-37473	540	9	20523	13.92	10.85	12.43	12.35	11.63	10.11	8.9	6.87	4.07	70	73	JT15	TJT	BJT	CONTR	9:36:55	78	
82291-37474	540	1	8806	7.08	5.65	6.2	5.21	4.73	4.46	3.81	3.09	1.91	70	72	JT15	TJT	AJT	CONTR	9:38:02		84
82291-37475	540	2	8846	7.12	5.73	6.31	5.45	4.85	4.56	4.02	3.2	1.92	70	72	JT15	TJT	AJT	CONTR	9:38:07		67
82291-37476	540	3	8816	7.16	5.79	6.38	5.5	4.83	4.56	4.03	3.2	1.89	70	72	JT15	TJT	AJT	CONTR	9:38:13		68
82291-37477	540	4	15299	11.5	9.23	10.27	9.28	8.64	7.72	6.83	5.36	3.19	70	72	JT15	TJT	AJT	CONTR	9:38:21		67
82291-37478	540	5	15334	11.63	9.23	10.34	9.36	8.74	7.83	6.98	5.48	3.21	70	72	JT15	TJT	AJT	CONTR	9:38:31		75
82291-37479	541	1	15249	11.39	9.11	10.02	9.1	8.45	7.7	6.84	5.37	3.07	69	71	JT15	TJT	AJT	CONTR	9:39:31		75
82291-37480	541	2	20550	14.89	11.81	13.21	12.22	11.53	10.24	9.18	7.04	4.12	69	71	JT15	TJT	AJT	CONTR	9:39:50		74
82291-37481	541	3	20443	15.06	11.96	13.43	12.38	11.61	10.31	9.34	7.2	4.21	69	71	JT15	TJT	AJT	CONTR	9:40:12		77
82291-37482	541	4	20396	15.21	12.04	13.52	12.41	11.66	10.37	9.38	7.27	4.26	69	71	JT15	TJT	AJT	CONTR	9:40:35		77
82291-37483	567	1	8896	6.65	3.62	5.89	5.68	5.1	4.59	4.06	3.08	1.87	73	86	JT16	TJT	BJT	CONTR	9:42:16	54	
82291-37484	567	2	8816	6.35	3.72	5.76	5.52	4.81	4.46	3.92	3.04	1.73	73	86	JT16	TJT	BJT	CONTR	9:42:22	59	
82291-37485	567	1	8882	6.1	3.67	5.58	5.36	4.76	4.38	3.75	2.95	1.71	73	82	JT16	TJT	BJT	CONTR	9:43:21	60	
82291-37486	567	2	15200	10.4	7.05	9.47	8.99	8.34	7.33	6.47	5.02	2.91	73	82	JT16	TJT	BJT	CONTR	9:43:35	68	
82291-37487	567	3	15271	11.26	7.29	9.75	9.25	8.69	8.06	6.97	5.23	3.03	73	82	JT16	TJT	BJT	CONTR	9:43:52	65	
82291-37488	567	4	15271	10.72	7.18	9.32	9.12	8.56	7.64	6.56	5.15	3.25	73	82	JT16	TJT	BJT	CONTR	9:44:11	67	
82291-37489	567	5	20384	13.57	9.62	12.36	11.85	11	9.62	8.6	6.67	3.86	73	82	JT16	TJT	BJT	CONTR	9:44:30	71	
82291-37490	567	6	20495	13.89	9.86	12.63	12.01	11.14	9.89	8.83	6.76	3.85	73	82	JT16	TJT	BJT	CONTR	9:44:57	71	
82291-37491	567	7	20443	13.74	9.67	12.61	12.11	11.24	9.84	8.76	6.84	3.85	73	82	JT16	TJT	BJT	CONTR	9:46:25	70	
82291-37492	567	1	19925	13.16	8.81	11.93	11.35	10.53	9.23	8.31	6.34	3.66	75	78	JT16	TJT	BJT	CONTR	10:09:41	67	
82291-37493	567	2	20101	13.14	9.02	11.86	11.32	10.47	9.27	8.26	6.33	3.67	75	78	JT16	TJT	BJT	CONTR	10:10:19	69	
82291-37494	568	1	8868	6.1	4.93	5.5	4.06	3.61	3.49	2.93	2.42	1.51	74	78	JT16	TJT	AJT	CONTR	10:11:39		80
82291-37495	568	2	8852	6.1	4.9	5.56	4.32	3.79	3.63	3.13	2.54	1.54	74	78	JT16	TJT	AJT	CONTR	10:11:44		59
82291-37496	568	3	8816	6.18	4.93	5.6	4.27	3.82	3.63	3.16	2.53	1.54	74	78	JT16	TJT	AJT	CONTR	10:11:50		62
82291-37497	568	4	15221	10.04	7.99	9.05	7.67	7.19	6.41	5.7	4.47	2.67	74	78	JT16	TJT	AJT	CONTR	10:11:57		62
82291-37498	568	5	15271	10.08	7.97	9.08	7.75	7.28	6.47	5.75	4.51	2.69	74	78	JT16	TJT	AJT	CONTR	10:12:06		72
82291-37499	568	1	15191	10.04	7.99	9.05	7.7	7.25	6.47	5.77	4.49	2.7	75	76	JT16	TJT	AJT	CONTR	10:12:53		72
82291-37500	568	2	20284	12.9	10.25	11.72	10.36	9.65	8.63	7.75	6	3.58	75	76	JT16	TJT	AJT	CONTR	10:13:18		72
82291-37501	568	3	20220	12.99	10.22	11.69	10.44	9.77	8.69	7.73	6.01	3.59	75	76	JT16	TJT	AJT	CONTR	10:13:39		75

FWD Data obtained for Joints @ morning condition

HOWELL EB 3B Base August 1997																						
Project				Under	Before	Left	Behind	Behind	Behind	Behind	Behind	Behind										
ID #	Station	Imp	Load	D0	D12	D122	D8	D123	D18	D24	D36	D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
47065-40639	0	1	9203	6.35	5.19	5.74	5.45	4.74	4.31	3.56	2.51	1.14	59	60	JT1	TJT	BJT	CONTR	8:01:28		82	
47065-40639	0	2	9429	6.46	5.24	5.84	5.48	4.81	4.35	3.63	2.53	1.16	59	60	JT1	TJT	BJT	CONTR	8:01:33		81	
47065-40639	0	3	9389	6.5	5.34	5.87	5.5	4.83	4.38	3.63	2.57	1.19	59	60	JT1	TJT	BJT	CONTR	8:01:38		82	
47065-40639	0	4	15654	10.4	8.54	9.44	8.75	7.98	6.88	5.85	4.14	1.81	59	60	JT1	TJT	BJT	CONTR	8:01:47		82	
47065-40639	0	5	15635	10.36	8.49	9.39	8.73	7.98	6.88	5.85	4.11	1.81	59	60	JT1	TJT	BJT	CONTR	8:01:58		82	
47065-40639	0	6	15571	10.36	8.48	9.39	8.77	8.01	6.9	5.88	4.11	1.83	59	60	JT1	TJT	BJT	CONTR	8:02:09		82	
47065-40639	0	7	20062	13.12	10.64	11.8	10.97	9.97	8.6	7.47	5.19	2.35	59	60	JT1	TJT	BJT	CONTR	8:02:22		81	
47065-40639	0	8	20041	13.05	10.56	12.13	10.89	9.95	8.58	7.43	5.14	2.31	59	60	JT1	TJT	BJT	CONTR	8:02:37		81	
47065-40639	0	9	20027	13.05	10.66	11.97	10.95	9.97	8.61	7.46	5.19	2.27	59	60	JT1	TJT	BJT	CONTR	8:02:51		82	
47065-40639	1	1	9167	6.25	4.78	5.5	5.74	4.94	4.66	3.91	2.8	1.34	60	60	JT1	TJT	AJT	CONTR	8:04:24			79
47065-40639	1	2	9219	6.4	4.9	5.63	5.89	5.12	4.8	4.1	2.93	1.39	60	60	JT1	TJT	AJT	CONTR	8:04:30			80
47065-40639	1	3	9208	6.44	4.93	5.71	5.94	5.14	4.82	4.05	2.9	1.35	60	60	JT1	TJT	AJT	CONTR	8:04:35			80
47065-40639	1	4	15467	10.04	7.76	9.05	9.41	8.64	7.56	6.46	4.68	2.2	60	60	JT1	TJT	AJT	CONTR	8:04:44			86
47065-40639	1	5	15508	9.97	7.79	8.99	9.37	8.67	7.54	6.44	4.64	2.19	60	60	JT1	TJT	AJT	CONTR	8:04:55			87
47065-40639	1	6	15508	10.1	7.76	9.01	9.37	8.58	7.57	6.43	4.66	2.14	60	60	JT1	TJT	AJT	CONTR	8:05:06			85
47065-40639	1	7	20076	12.73	9.71	12.13	11.82	10.92	9.47	8.24	5.9	2.68	60	60	JT1	TJT	AJT	CONTR	8:05:18			86
47065-40639	1	8	20023	12.79	9.71	11.78	11.8	10.89	9.45	8.27	5.91	2.72	60	60	JT1	TJT	AJT	CONTR	8:05:32			85
47065-40639	1	9	20140	12.73	9.75	11.53	11.83	10.92	9.47	8.29	5.91	2.72	60	60	JT1	TJT	AJT	CONTR	8:05:47			86
47065-40639	14	1	9127	7.59	6.36	6.89	6.55	5.77	5.37	4.49	3.18	1.47	61	58	JT3	TJT	BJT	CONTR	8:11:01		84	
47065-40639	14	2	9203	7.65	6.4	6.94	6.57	5.74	5.32	4.49	3.18	1.46	61	58	JT3	TJT	BJT	CONTR	8:11:07		84	
47065-40639	14	3	9211	7.76	6.4	6.99	6.63	5.82	5.32	4.57	3.26	1.5	61	58	JT3	TJT	BJT	CONTR	8:11:12		82	
47065-40639	14	4	15515	11.71	9.93	10.79	10.07	9.32	8.12	6.99	4.94	2.19	61	58	JT3	TJT	BJT	CONTR	8:11:20		85	
47065-40639	14	5	15508	11.82	9.93	10.81	10.1	9.37	8.17	6.97	4.97	2.22	61	58	JT3	TJT	BJT	CONTR	8:11:31		84	
47065-40639	14	6	15423	11.76	10.04	19.55	10.12	9.4	8.22	7.01	4.99	2.23	61	58	JT3	TJT	BJT	CONTR	8:11:41		85	
47065-40639	14	7	20182	14.91	12.62	14.36	12.68	11.71	10.18	8.86	6.25	2.79	61	58	JT3	TJT	BJT	CONTR	8:11:54		85	
47065-40639	14	8	20111	14.91	12.51	13.74	12.61	11.74	10.1	8.83	6.19	2.72	61	58	JT3	TJT	BJT	CONTR	8:12:09		84	
47065-40639	14	9	20088	14.85	12.51	14.28	12.67	11.64	10.16	8.86	6.25	2.76	61	58	JT3	TJT	BJT	CONTR	8:12:24		84	
47065-40639	16	1	9099	6.65	5.24	5.97	7.62	6.63	6.09	5.32	4.06	1.99	61	57	JT3	TJT	AJT	CONTR	8:14:04			100
47065-40639	16	2	9104	6.82	5.29	6.08	7.68	6.55	6.19	5.44	4.03	2.02	61	57	JT3	TJT	AJT	CONTR	8:14:10			96
47065-40639	16	3	9096	6.69	5.32	6.05	7.64	6.53	6.15	5.4	4.03	1.98	61	57	JT3	TJT	AJT	CONTR	8:14:16			98
47065-40639	16	4	15254	10.68	8.22	9.61	11.92	10.76	9.46	8.28	6.25	3.07	61	57	JT3	TJT	AJT	CONTR	8:14:24			101
47065-40639	16	5	15365	10.68	8.22	9.61	11.98	10.69	9.48	8.3	6.19	3.03	61	57	JT3	TJT	AJT	CONTR	8:14:35			100
47065-40639	16	6	15267	10.62	8.26	9.6	11.98	10.69	9.48	8.37	6.22	3.03	61	57	JT3	TJT	AJT	CONTR	8:14:46			101
47065-40639	16	7	20050	13.46	10.27	12.14	14.93	13.41	11.7	10.44	7.72	3.73	61	57	JT3	TJT	AJT	CONTR	8:15:03			100
47065-40639	16	8	20129	13.53	10.36	12.2	15.07	13.43	11.82	10.47	7.74	3.73	61	57	JT3	TJT	AJT	CONTR	8:15:18			99
47065-40639	16	9	20090	13.46	10.33	13.48	15.04	13.43	11.84	10.5	7.73	3.73	61	57	JT3	TJT	AJT	CONTR	8:15:33			100
47065-40639	270	1	9096	9.21	6.29	8.16	7.99	7.09	6.42	5.45	4.08	2.09	64	60	JT7	TJT	BJT	CONTR	8:50:44		68	
47065-40639	270	2	9189	9.42	6.68	8.32	8.06	7.05	6.43	5.56	4.09	2.07	64	60	JT7	TJT	BJT	CONTR	8:50:50		71	
47065-40639	270	3	9180	9.47	6.75	8.4	8.17	7.17	6.56	5.63	4.17	2.09	64	60	JT7	TJT	BJT	CONTR	8:50:55		71	
47065-40639	270	4	15368	14.02	10.98	12.67	12.16	11.18	9.77	8.48	6.3	3.23	64	60	JT7	TJT	BJT	CONTR	8:51:04		78	
47065-40639	270	5	15436	14.13	11.1	12.77	12.27	11.31	9.93	8.57	6.39	3.23	64	60	JT7	TJT	BJT	CONTR	8:51:14		79	
47065-40639	270	6	15418	14.26	11.13	12.8	12.29	11.32	10	8.58	6.4	3.26	64	60	JT7	TJT	BJT	CONTR	8:51:25		78	
47065-40639	270	7	20056	17.64	14.08	15.97	15.12	14.11	12.24	10.83	7.99	4.14	64	60	JT7	TJT	BJT	CONTR	8:51:37		80	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
47065-40639	270	8	20121	17.64	14.05	15.97	15.08	14.17	12.08	10.59	7.55	3.5	64	60	JT7	TJT	BJT	CONTR	8:51:52		80	
47065-40639	270	9	20005	17.96	14.29	16.14	15.3	14.17	12.42	10.97	8.08	4.17	64	60	JT7	TJT	BJT	CONTR	8:52:06		80	
47065-40639	271	1	9070	9.57	7.58	8.46	7.59	6.94	6.43	5.58	4.33	2.26	65	61	JT7	TJT	AJT	CONTR	8:53:24			73
47065-40639	271	2	9035	9.57	7.63	8.48	7.67	6.92	6.48	5.63	4.33	2.34	65	61	JT7	TJT	AJT	CONTR	8:53:30			72
47065-40639	271	3	9077	9.57	7.6	8.46	7.7	6.89	6.48	5.6	4.31	2.32	65	61	JT7	TJT	AJT	CONTR	8:53:35			72
47065-40639	271	4	15286	14.3	11.34	12.85	12.07	11.37	10.13	8.89	6.8	3.66	65	61	JT7	TJT	AJT	CONTR	8:53:44			80
47065-40639	271	5	15384	14.39	11.44	12.96	12.18	11.45	10.19	8.95	6.86	3.72	65	61	JT7	TJT	AJT	CONTR	8:53:55			80
47065-40639	271	6	15401	14.49	11.5	13.01	12.25	11.47	10.26	8.92	6.89	3.71	65	61	JT7	TJT	AJT	CONTR	8:54:05			79
47065-40639	271	7	20068	18.01	14.11	16.17	15.39	14.46	12.79	11.4	8.6	4.66	65	61	JT7	TJT	AJT	CONTR	8:54:18			80
47065-40639	271	8	20080	18.01	14.11	16.18	15.32	14.49	12.79	11.42	8.6	4.68	65	61	JT7	TJT	AJT	CONTR	8:54:33			80
47065-40639	271	9	20132	18.11	14.18	16.69	15.41	14.57	12.84	11.45	8.62	4.67	65	61	JT7	TJT	AJT	CONTR	8:54:47			80
47065-40639	285	1	8973	10.23	6.02	9.25	8.75	7.88	6.9	5.98	4.31	2.1	65	61	JT8	TJT	BJT	CONTR	8:56:17		59	
47065-40639	285	2	9092	10.15	6.22	9.16	8.64	7.61	6.84	5.87	4.24	1.95	65	61	JT8	TJT	BJT	CONTR	8:56:22		61	
47065-40639	285	3	9077	10.15	6.22	9.16	8.69	7.57	6.85	5.88	4.21	1.98	65	61	JT8	TJT	BJT	CONTR	8:56:28		61	
47065-40639	285	4	15280	15.18	10.51	13.8	13.01	11.89	10.26	8.88	6.45	3.05	65	61	JT8	TJT	BJT	CONTR	8:56:37		69	
47065-40639	285	5	15289	15.33	10.64	13.97	13.2	12	10.37	8.99	6.57	3.1	65	61	JT8	TJT	BJT	CONTR	8:56:48		69	
47065-40639	285	6	15294	15.44	10.74	13.99	13.3	12.1	10.44	9.05	6.6	3.12	65	61	JT8	TJT	BJT	CONTR	8:56:58		70	
47065-40639	285	7	20115	19.11	13.76	17.67	16.37	14.97	12.97	11.3	8.19	3.88	65	61	JT8	TJT	BJT	CONTR	8:57:11		72	
47065-40639	285	8	20082	19.18	13.8	17.65	16.4	15.04	13.03	11.45	8.22	3.9	65	61	JT8	TJT	BJT	CONTR	8:57:26		72	
47065-40639	285	9	19998	19.24	13.79	17.75	16.37	15.09	13.05	11.47	8.27	3.92	65	61	JT8	TJT	BJT	CONTR	8:57:40		72	
47065-40639	286	1	8977	8.85	6.98	7.7	10.06	6.65	6.35	5.49	4.21	2.26	64	60	JT8	TJT	AJT	CONTR	8:58:52			75
47065-40639	286	2	8994	9.06	7.04	7.86	10.18	6.99	6.56	5.72	4.36	2.27	64	60	JT8	TJT	AJT	CONTR	8:58:58			77
47065-40639	286	3	9007	9	7.09	7.93	10.21	7.01	6.56	5.76	4.38	2.3	64	60	JT8	TJT	AJT	CONTR	8:59:03			78
47065-40639	286	4	15242	13.61	10.76	12.09	15.28	11.76	10.44	9.24	7.03	3.71	64	60	JT8	TJT	AJT	CONTR	8:59:12			86
47065-40639	286	5	15300	13.61	10.82	12.13	15.42	11.78	10.53	9.26	7.07	3.74	64	60	JT8	TJT	AJT	CONTR	8:59:23			87
47065-40639	286	6	15281	13.65	10.79	12.11	15.44	11.76	10.5	9.25	7.04	3.77	64	60	JT8	TJT	AJT	CONTR	8:59:34			86
47065-40639	286	7	20186	17.01	13.43	15.64	19.08	15.14	13.32	11.93	8.95	4.74	64	60	JT8	TJT	AJT	CONTR	8:59:47			89
47065-40639	286	8	20153	17.12	13.45	15.42	19.13	15.17	13.39	11.95	9	4.74	64	60	JT8	TJT	AJT	CONTR	9:00:03			89
47065-40639	286	9	20182	17.12	13.53	15.45	19.16	15.17	13.44	11.98	9.02	4.71	64	60	JT8	TJT	AJT	CONTR	9:00:18			89
47065-40639	405	1	9025	9.62	6.27	8.8	8.32	7.39	6.72	5.69	4.23	2.13	64	63	JT9	TJT	BJT	CONTR	9:02:25		65	
47065-40639	405	2	9051	9.62	6.34	8.8	8.33	7.15	6.67	5.7	4.17	2.09	64	63	JT9	TJT	BJT	CONTR	9:02:31		66	
47065-40639	405	3	9021	9.64	6.37	8.77	8.33	7.15	6.69	5.69	4.14	2.11	64	63	JT9	TJT	BJT	CONTR	9:02:37		66	
47065-40639	405	4	15365	14.49	10.61	13.3	12.51	11.55	10.11	8.72	6.5	3.29	64	63	JT9	TJT	BJT	CONTR	9:02:45		73	
47065-40639	405	5	15379	14.67	10.74	13.43	12.6	11.58	10.13	8.76	6.55	3.34	64	63	JT9	TJT	BJT	CONTR	9:02:56		73	
47065-40639	405	6	15415	14.67	10.72	13.41	12.72	11.66	10.19	8.81	6.58	3.33	64	63	JT9	TJT	BJT	CONTR	9:03:07		73	
47065-40639	405	7	20294	18.4	13.76	17.92	15.68	14.61	12.74	11.29	8.37	4.27	64	63	JT9	TJT	BJT	CONTR	9:03:19		75	
47065-40639	405	8	20184	18.4	13.73	16.82	15.6	14.67	12.74	11.23	8.26	4.29	64	63	JT9	TJT	BJT	CONTR	9:03:34		75	
47065-40639	405	9	20153	18.59	13.89	16.9	15.86	14.77	12.81	11.27	8.32	4.29	64	63	JT9	TJT	BJT	CONTR	9:03:49		75	
47065-40639	407	1	9013	9.32	7.24	8.4	10.73	5.23	5.03	4.4	3.47	2.01	64	61	JT9	TJT	AJT	CONTR	9:05:22			56
47065-40639	407	2	9047	9.47	7.39	8.56	10.91	5.3	5.05	4.43	3.49	2.03	64	61	JT9	TJT	AJT	CONTR	9:05:28			56
47065-40639	407	3	9042	9.51	7.45	8.67	11	5.35	5.11	4.46	3.51	2.06	64	61	JT9	TJT	AJT	CONTR	9:05:34			56
47065-40639	407	4	15370	14.3	11.19	13.07	16.29	9.87	8.82	7.86	6.12	3.47	64	61	JT9	TJT	AJT	CONTR	9:05:42			69
47065-40639	407	5	15290	14.45	11.34	13.2	16.47	10.14	9.11	8.07	6.35	3.57	64	61	JT9	TJT	AJT	CONTR	9:05:53			70
47065-40639	407	6	15322	14.34	11.28	13.12	16.39	9.92	8.88	7.89	6.17	3.45	64	61	JT9	TJT	AJT	CONTR	9:06:04			69

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s	LTE [%]	LTE [%]
47065-40639	407	7	20223	17.86	13.89	16.43	20.19	13.25	11.84	10.64	8.13	4.59	64	61	JT9	TJT	AJT	CONTR	9:06:16		74
47065-40639	407	8	20355	17.86	13.97	16.7	20.17	13.22	11.79	10.54	8.08	4.6	64	61	JT9	TJT	AJT	CONTR	9:06:31		74
47065-40639	407	9	20192	18.07	14.07	16.34	20.35	13.35	11.89	10.66	8.2	4.64	64	61	JT9	TJT	AJT	CONTR	9:06:45		74
47065-40639	420	1	8972	8.78	5.57	8.14	7.54	6.53	6.02	5.1	3.8	1.87	64	61	JT11	TJT	BJT	CONTR	9:11:33	63	
47065-40639	420	2	9042	8.93	5.81	8.3	7.7	6.6	6.09	5.15	3.8	1.87	64	61	JT11	TJT	BJT	CONTR	9:11:39	65	
47065-40639	420	3	8986	9.04	5.95	8.43	7.8	6.81	6.22	5.29	3.9	1.91	64	61	JT11	TJT	BJT	CONTR	9:11:45	66	
47065-40639	420	4	15289	13.61	10.07	12.7	11.63	10.74	9.37	8.08	6.02	3.01	64	61	JT11	TJT	BJT	CONTR	9:11:53	74	
47065-40639	420	5	15379	13.98	10.37	13.12	12.03	11.02	9.55	8.15	6.09	2.94	64	61	JT11	TJT	BJT	CONTR	9:12:04	74	
47065-40639	420	6	15374	13.89	10.2	12.75	11.84	10.9	9.56	8.19	6.02	3.02	64	61	JT11	TJT	BJT	CONTR	9:12:14	73	
47065-40639	420	7	20351	17.42	13.2	16.03	14.82	13.78	11.9	10.5	7.71	3.93	64	61	JT11	TJT	BJT	CONTR	9:12:27	76	
47065-40639	420	8	20410	17.6	13.38	16.32	15.01	13.87	12.07	10.65	7.81	3.97	64	61	JT11	TJT	BJT	CONTR	9:12:42	76	
47065-40639	420	9	20343	17.75	13.45	16.43	15.07	13.9	12.13	10.68	7.82	4.02	64	61	JT11	TJT	BJT	CONTR	9:12:56	76	
47065-40639	421	1	9007	7.55	6.04	6.91	8.57	6.15	5.79	4.99	3.86	2.12	65	61	JT11	TJT	AJT	CONTR	9:14:49		81
47065-40639	421	2	8986	7.76	6.13	6.99	8.64	6.4	6.01	5.24	4.01	2.09	65	61	JT11	TJT	AJT	CONTR	9:14:55		82
47065-40639	421	3	8977	7.63	6.13	6.96	8.72	6.29	5.95	5.19	4.01	2.07	65	61	JT11	TJT	AJT	CONTR	9:15:01		82
47065-40639	421	4	15365	12.15	9.75	11.18	13.67	11.11	9.82	8.63	6.6	3.53	65	61	JT11	TJT	AJT	CONTR	9:15:09		91
47065-40639	421	5	15431	12.08	9.73	11.18	13.62	11	9.74	8.55	6.5	3.49	65	61	JT11	TJT	AJT	CONTR	9:15:19		91
47065-40639	421	6	15410	12.21	9.7	11.18	13.57	10.97	9.77	8.59	6.5	3.49	65	61	JT11	TJT	AJT	CONTR	9:15:30		90
47065-40639	421	7	20316	15.41	12.31	14.38	17.16	14.17	12.52	11.2	8.39	4.5	65	61	JT11	TJT	AJT	CONTR	9:15:43		92
47065-40639	421	8	20387	15.52	12.43	14.88	17.3	14.2	12.5	11.25	8.48	4.53	65	61	JT11	TJT	AJT	CONTR	9:15:57		91
47065-40639	421	9	20418	15.54	12.39	15.12	17.27	14.22	12.6	11.27	8.47	4.53	65	61	JT11	TJT	AJT	CONTR	9:16:11		92
47065-40639	465	1	8920	7.01	5.47	6.26	6.05	5.32	4.8	4.05	3.04	1.57	65	64	JT12	TJT	BJT	CONTR	9:18:18	78	
47065-40639	465	2	9026	7.01	5.44	6.16	5.95	5.23	4.67	4.02	2.99	1.55	65	64	JT12	TJT	BJT	CONTR	9:18:23	78	
47065-40639	465	3	9012	6.97	5.42	6.12	5.95	5.17	4.69	3.98	2.92	1.52	65	64	JT12	TJT	BJT	CONTR	9:18:29	78	
47065-40639	465	4	15380	11.5	9.26	10.26	9.76	9.03	7.83	6.84	5.05	2.59	65	64	JT12	TJT	BJT	CONTR	9:18:37	81	
47065-40639	465	5	15374	11.5	9.21	10.31	9.81	9.06	7.77	6.76	5.03	2.54	65	64	JT12	TJT	BJT	CONTR	9:18:47	80	
47065-40639	465	6	15338	11.56	9.21	10.21	9.81	9.09	7.86	6.78	5.05	2.58	65	64	JT12	TJT	BJT	CONTR	9:18:57	80	
47065-40639	465	7	20302	15.04	12.23	13.56	12.75	11.79	10.33	9.04	6.69	3.41	65	64	JT12	TJT	BJT	CONTR	9:19:10	81	
47065-40639	465	8	20320	15.21	12.23	13.61	12.85	11.87	10.4	9.1	6.7	3.41	65	64	JT12	TJT	BJT	CONTR	9:19:24	80	
47065-40639	465	9	20278	15.21	12.26	13.88	12.97	11.95	10.5	9.16	6.75	3.49	65	64	JT12	TJT	BJT	CONTR	9:19:37	81	
47065-40639	466	1	8901	6.14	4.83	5.29	6.78	5.12	4.78	4.1	3.11	1.72	66	64	JT12	TJT	AJT	CONTR	9:21:19		83
47065-40639	466	2	8893	6.31	4.98	5.45	6.94	5.27	4.98	4.3	3.22	1.69	66	64	JT12	TJT	AJT	CONTR	9:21:25		84
47065-40639	466	3	8909	6.29	5.03	5.47	6.97	5.3	5.01	4.35	3.19	1.76	66	64	JT12	TJT	AJT	CONTR	9:21:32		84
47065-40639	466	4	15267	10.19	8.15	9.08	11.19	9.4	8.3	7.27	5.49	2.92	66	64	JT12	TJT	AJT	CONTR	9:21:40		92
47065-40639	466	5	15312	10.21	8.14	9.05	11.21	9.34	8.3	7.17	5.46	2.85	66	64	JT12	TJT	AJT	CONTR	9:21:51		91
47065-40639	466	6	15289	10.25	8.17	9.08	11.23	9.43	8.35	7.25	5.54	2.87	66	64	JT12	TJT	AJT	CONTR	9:22:01		92
47065-40639	466	7	20369	13.35	10.64	11.99	14.62	12.5	10.99	9.71	7.32	3.86	66	64	JT12	TJT	AJT	CONTR	9:22:13		94
47065-40639	466	8	20351	13.42	10.64	11.96	14.64	12.41	11.02	9.82	7.39	3.94	66	64	JT12	TJT	AJT	CONTR	9:22:27		92
47065-40639	466	9	20422	13.46	10.8	12.01	14.71	12.51	11.1	9.81	7.37	3.94	66	64	JT12	TJT	AJT	CONTR	9:22:41		93
47065-40639	480	1	8954	8.17	5.57	7.12	6.88	6.06	5.52	4.77	3.53	1.88	67	66	JT13	TJT	BJT	CONTR	9:24:27	68	
47065-40639	480	2	8949	8.02	5.63	7.01	6.83	6	5.42	4.66	3.37	1.79	67	66	JT13	TJT	BJT	CONTR	9:24:32	70	
47065-40639	480	3	8990	8.06	5.65	7.07	6.86	5.97	5.39	4.67	3.37	1.75	67	66	JT13	TJT	BJT	CONTR	9:24:38	70	
47065-40639	480	4	15346	12.88	9.52	11.51	10.99	10.19	8.79	7.63	5.63	2.92	67	66	JT13	TJT	BJT	CONTR	9:24:46	74	
47065-40639	480	5	15445	12.99	9.52	11.56	11.02	10.21	8.8	7.66	5.64	2.84	67	66	JT13	TJT	BJT	CONTR	9:24:57	73	

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load [lbs]	Under D0 [mils]	Before D12 [mils]	Left D122 [mils]	Behind D8 [mils]	Behind D123 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Air [F]	Pave [F]	Loc	Test	Test 2	Pave	Time h:m:s	Approach LTE [%]	Leave LTE [%]
47065-40639	480	6	15440	12.99	9.57	11.54	11.02	10.24	8.88	7.7	5.68	2.89	67	66	JT13	TJT	BJT	CONTR	9:25:07	74	
47065-40639	480	7	20536	16.75	12.55	15.03	14.27	13.27	11.48	10.06	7.44	3.73	67	66	JT13	TJT	BJT	CONTR	9:25:19	75	
47065-40639	480	8	20558	16.9	12.62	15.05	14.32	13.27	11.55	10.15	7.47	3.84	67	66	JT13	TJT	BJT	CONTR	9:25:34	75	
47065-40639	480	9	20473	16.9	12.62	15.12	14.43	13.29	11.55	10.22	7.49	3.84	67	66	JT13	TJT	BJT	CONTR	9:25:48	75	
47065-40639	481	1	8940	6.97	5.57	6.16	7.91	5.3	4.93	4.27	3.26	1.8	67	64	JT13	TJT	AJT	CONTR	9:27:10		76
47065-40639	481	2	8984	7.08	5.61	6.23	7.92	5.43	5.11	4.42	3.37	1.84	67	64	JT13	TJT	AJT	CONTR	9:27:15		77
47065-40639	481	3	8927	7.18	5.7	6.25	8.04	5.57	5.16	4.5	3.44	1.87	67	64	JT13	TJT	AJT	CONTR	9:27:21		78
47065-40639	481	4	15396	11.31	9.05	10.13	12.64	9.56	8.48	7.52	5.72	3.1	67	64	JT13	TJT	AJT	CONTR	9:27:29		85
47065-40639	481	5	15419	11.31	9	10.16	12.72	9.66	8.48	7.46	5.72	3.08	67	64	JT13	TJT	AJT	CONTR	9:27:40		85
47065-40639	481	6	15360	11.5	9.19	10.24	12.82	9.74	8.61	7.54	5.78	3.19	67	64	JT13	TJT	AJT	CONTR	9:27:50		85
47065-40639	481	7	20487	14.67	11.7	13.22	16.22	12.7	11.15	10	7.58	4.11	67	64	JT13	TJT	AJT	CONTR	9:28:02		87
47065-40639	481	8	20508	14.67	11.7	13.22	16.31	12.66	11.24	10.03	7.59	4.07	67	64	JT13	TJT	AJT	CONTR	9:28:17		86
47065-40639	481	9	20375	14.74	11.76	13.19	16.28	12.66	11.24	10.04	7.62	4.12	67	64	JT13	TJT	AJT	CONTR	9:28:31		86
47065-40639	554	1	8910	6.76	4.33	6.12	5.9	5.25	4.82	4.11	3.18	1.75	67	67	JT14	TJT	BJT	CONTR	9:30:24	64	
47065-40639	554	2	8959	6.69	4.42	6.05	5.81	5.17	4.82	4.15	3.18	1.76	67	67	JT14	TJT	BJT	CONTR	9:30:29	66	
47065-40639	554	3	8874	6.76	4.42	6	5.76	5.15	4.74	4.1	3.15	1.76	67	67	JT14	TJT	BJT	CONTR	9:30:35	65	
47065-40639	554	4	15249	10.92	8.2	10.04	9.55	8.9	7.97	6.97	5.36	3	67	67	JT14	TJT	BJT	CONTR	9:30:43	75	
47065-40639	554	5	15368	10.98	8.24	10.1	9.63	8.95	7.99	7.02	5.38	2.98	67	67	JT14	TJT	BJT	CONTR	9:30:53	75	
47065-40639	554	6	15355	10.98	8.24	10.08	9.57	8.92	7.99	7.01	5.38	3.01	67	67	JT14	TJT	BJT	CONTR	9:31:03	75	
47065-40639	554	7	20428	14.41	11.27	13.37	12.55	11.68	10.4	9.24	7.12	4	67	67	JT14	TJT	BJT	CONTR	9:31:15	78	
47065-40639	554	8	20463	14.41	11.29	13.3	12.54	11.71	10.44	9.33	7.17	4	67	67	JT14	TJT	BJT	CONTR	9:31:29	78	
47065-40639	554	9	20531	14.52	11.31	13.34	12.62	11.69	10.45	9.34	7.17	4.03	67	67	JT14	TJT	BJT	CONTR	9:31:43	78	
47065-40639	556	1	8914	6.18	5.11	5.63	6.94	4.55	4.15	3.6	2.8	1.59	67	65	JT14	TCK	AJT	CONTR	9:33:08		74
47065-40639	556	2	8897	6.25	5.09	5.68	6.99	4.65	4.31	3.72	2.89	1.65	67	65	JT14	TCK	AJT	CONTR	9:33:14		74
47065-40639	556	3	8940	6.33	5.16	5.78	7.12	4.78	4.41	3.85	2.95	1.75	67	65	JT14	TCK	AJT	CONTR	9:33:20		76
47065-40639	556	4	15387	10.44	8.54	9.65	11.61	8.67	7.7	6.82	5.22	2.95	67	65	JT14	TCK	AJT	CONTR	9:33:28		83
47065-40639	556	5	15437	10.4	8.54	9.68	11.61	8.72	7.73	6.87	5.27	2.97	67	65	JT14	TCK	AJT	CONTR	9:33:38		84
47065-40639	556	6	15444	10.51	8.54	9.65	11.64	8.64	7.75	6.81	5.25	2.94	67	65	JT14	TCK	AJT	CONTR	9:33:48		82
47065-40639	556	7	20621	13.83	11.24	12.79	15.26	11.71	10.5	9.33	7.14	4	67	65	JT14	TCK	AJT	CONTR	9:34:00		85
47065-40639	556	8	20540	13.89	11.27	12.65	15.26	11.74	10.45	9.35	7.15	4.02	67	65	JT14	TCK	AJT	CONTR	9:34:13		85
47065-40639	556	9	20598	13.85	11.34	12.78	15.31	11.74	10.42	9.39	7.19	4.07	67	65	JT14	TCK	AJT	CONTR	9:34:27		85
47065-40639	570	1	8876	6.55	5.5	5.81	5.76	5.14	4.87	4.08	3.23	1.83	68	65	JT16	TJT	BJT	CONTR	9:40:11	84	
47065-40639	570	2	8869	6.44	5.44	5.71	5.65	5.07	4.77	3.98	3.19	1.77	68	65	JT16	TJT	BJT	CONTR	9:40:17	84	
47065-40639	570	3	8848	6.5	5.47	5.73	5.65	5.07	4.74	4.02	3.15	1.79	68	65	JT16	TJT	BJT	CONTR	9:40:22	84	
47065-40639	570	4	15281	10.92	9.45	9.84	9.49	8.95	7.96	7.02	5.43	3.04	68	65	JT16	TJT	BJT	CONTR	9:40:31	87	
47065-40639	570	5	15333	10.92	9.42	9.82	9.49	8.92	7.97	7.03	5.42	3.08	68	65	JT16	TJT	BJT	CONTR	9:40:40	86	
47065-40639	570	6	15295	10.92	9.42	9.79	9.55	8.89	7.91	7	5.42	3.08	68	65	JT16	TJT	BJT	CONTR	9:40:51	86	
47065-40639	570	7	20510	14.33	12.44	12.89	12.48	11.69	10.37	9.32	7.19	4.07	68	65	JT16	TJT	BJT	CONTR	9:41:03	87	
47065-40639	570	8	20487	14.37	12.39	12.97	12.49	11.71	10.37	9.27	7.17	4.07	68	65	JT16	TJT	BJT	CONTR	9:41:16	86	
47065-40639	570	9	20469	14.37	12.39	12.89	12.46	11.64	10.34	9.23	7.13	4.03	68	65	JT16	TJT	BJT	CONTR	9:41:31	86	
47065-40639	571	1	8877	7.27	5.91	6.6	8.27	3.87	3.76	3.23	2.6	1.61	69	65	JT16	TJT	AJT	CONTR	9:42:41		53
47065-40639	571	2	8856	7.48	5.95	6.68	8.39	4.11	3.9	3.43	2.72	1.59	69	65	JT16	TJT	AJT	CONTR	9:42:46		55
47065-40639	571	3	8869	7.55	6.02	6.7	8.46	4.13	3.92	3.47	2.72	1.65	69	65	JT16	TJT	AJT	CONTR	9:42:52		55
47065-40639	571	4	15226	11.93	9.63	10.85	13.37	7.88	6.99	6.13	4.89	2.8	69	65	JT16	TJT	AJT	CONTR	9:43:00		66

FWD Data obtained for Joints @ morning condition

Project ID #	Station	Imp	Load	Under D0	Before D12	Left D122	Behind D8	Behind D123	Behind D18	Behind D24	Behind D36	Behind D60	Air	Pave	Loc	Test	Test 2	Pave	Time		Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]					h:m:s		LTE [%]	LTE [%]
47065-40639	571	5	15317	11.97	9.68	10.92	13.38	7.9	7.02	6.17	4.91	2.82	69	65	JT16	TJT	AJT	CONTR	9:43:11			66
47065-40639	571	6	15410	11.99	9.7	10.98	13.41	7.98	7.04	6.19	4.94	2.8	69	65	JT16	TJT	AJT	CONTR	9:43:21			67
47065-40639	571	7	20605	15.47	12.48	14.14	17.09	10.92	9.63	8.71	6.75	3.95	69	65	JT16	TJT	AJT	CONTR	9:43:34			71
47065-40639	571	8	20619	15.54	12.48	14.11	17.05	10.91	9.65	8.8	6.83	3.99	69	65	JT16	TJT	AJT	CONTR	9:43:48			70
47065-40639	571	9	20534	15.43	12.38	14.07	17.06	10.89	9.65	8.73	6.75	3.91	69	65	JT16	TJT	AJT	CONTR	9:44:02			71

Crack Load Transfer @ Morning Conditions

Project	Crack	IMP	Load	Under	Before	Left	Behind	Behind	Behind	Behind	Behind	Behind								Crack	Load Transfer	
				D0	D12F	D12L	D8	D12	D18	D24	D36	D60	Tair	Tpav	Time	Dir.	Place	Test	Cond	Width	Approach	Leave
ID	ID		[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s					[mm]	[%]	[%]
44044-18804A	CK1	1	9000	7.88	6.99	6.92	7.91	7.61	7.14	6.54	5.63	3.7	62.3	64.1	7:33:28	WBOL	CJT	ACK	GOOD	0.6		96.6
44044-18804A	CK1	2	9000	7.79	6.86	6.82	7.95	7.52	7.05	6.43	5.47	3.56	62.3	64.1	7:33:37	WBOL	CJT	ACK	GOOD	0.6		96.5
44044-18804A	CK1	3	9000	7.78	6.92	6.82	7.93	7.57	6.99	6.5	5.48	3.61	62.3	64.1	7:33:47	WBOL	CJT	ACK	GOOD	0.6		97.3
44044-18804A	CK1	4	18000	15.02	12.85	13.25	15.34	14.84	13.34	12.26	10.21	6.63	62.3	64.1	7:33:59	WBOL	CJT	ACK	GOOD	0.6		98.8
44044-18804A	CK1	5	18000	15.17	12.97	13.36	15.48	14.86	13.54	12.43	10.3	6.68	62.3	64.1	7:34:15	WBOL	CJT	ACK	GOOD	0.6		98.0
44044-18804A	CK1	6	18000	15.14	13.17	13.37	15.54	14.85	13.46	12.41	10.29	6.73	62.3	64.1	7:34:29	WBOL	CJT	ACK	GOOD	0.6		98.1
44044-18804A	CK1	7	22000	17.45	15.02	15.33	17.89	17.08	15.38	14.27	11.68	7.41	62.3	64.1	7:34:46	WBOL	CJT	ACK	GOOD	0.6		97.9
44044-18804A	CK1	8	22000	17.63	14.64	15.51	18.08	17.24	15.63	14.34	11.81	7.52	62.3	64.1	7:35:04	WBOL	CJT	ACK	GOOD	0.6		97.8
44044-18804A	CK1	9	22000	17.75	15.06	15.86	18.21	17.4	15.77	14.46	11.85	7.47	62.3	64.1	7:35:24	WBOL	CJT	ACK	GOOD	0.6		98.0
44044-18804A	CK2	1	9000	15.4	12.43	14.81	17.48	7.52	7.14	6.42	5.1	3.04	62.3	67.2	7:37:49	WBOL	CJT	ACK	POOR	0.8		48.8
44044-18804A	CK2	2	9000	15.99	12.29	14.89	17.46	8.28	7.52	6.78	5.32	2.97	62.3	67.2	7:37:58	WBOL	CJT	ACK	POOR	0.8		51.8
44044-18804A	CK2	3	9000	15.67	12.42	15.01	17.85	8.34	7.57	6.8	5.41	3.13	62.3	67.2	7:38:15	WBOL	CJT	ACK	POOR	0.8		53.2
44044-18804A	CK2	4	18000	24	17.99	22.97	26.99	16.2	14.54	13.34	10.31	5.9	62.3	67.2	7:38:29	WBOL	CJT	ACK	POOR	0.8		67.5
44044-18804A	CK2	5	18000	24.08	19.28	22.84	26.96	16.12	14.35	13.02	10.29	5.96	62.3	67.2	7:38:45	WBOL	CJT	ACK	POOR	0.8		66.9
44044-18804A	CK2	6	18000	24.22	19.48	23.17	27.12	16.21	14.4	13.02	10.3	5.8	62.3	67.2	7:39:13	WBOL	CJT	ACK	POOR	0.8		66.9
44044-18804A	CK2	7	22000	25.81	20.54	41.26	28.38	18.22	16.27	14.64	11.49	6.61	62.3	67.2	7:39:33	WBOL	CJT	ACK	POOR	0.8		70.6
44044-18804A	CK2	8	22000	24.94	20.64	24.76	28.75	18.39	16.52	14.82	11.49	6.65	62.3	67.2	7:40:00	WBOL	CJT	ACK	POOR	0.8		73.7
44044-18804A	CK2	9	22000	25.72	19.86	24.46	28.46	18.27	16.37	15.01	11.54	6.64	62.3	67.2	7:40:27	WBOL	CJT	ACK	POOR	0.8		71.0
77024-17988 Sec A	CK1	1	9000	27.24	1.52	23.48	24.45	23.15	20.86	18.93	15.27	9.16	60.5	54.7	9:13:59	EBOL	OWP	BCK	POOR	1	5.6	
77024-17988 Sec A	CK1	2	9000	26.43	1.52	22.67	23.84	22.38	20.23	18.31	14.7	8.79	60.5	54.7	9:14:09	EBOL	OWP	BCK	POOR	1	5.8	
77024-17988 Sec A	CK1	3	9000	26.46	1.58	22.75	23.73	22.48	20.25	18.35	14.75	8.8	60.5	54.7	9:14:18	EBOL	OWP	BCK	POOR	1	6.0	
77024-17988 Sec A	CK1	4	9000	26.66	1.58	22.88	23.87	22.58	20.38	18.5	14.8	8.83	60.5	54.7	9:14:28	EBOL	OWP	BCK	POOR	1	5.9	
77024-17988 Sec A	CK1	5	18000	44.09	2.97	37.84	39.44	37.31	33.24	30.04	23.98	14.07	60.5	54.7	9:14:40	EBOL	OWP	BCK	POOR	1	6.7	
77024-17988 Sec A	CK1	6	18000	44.5	2.98	38.17	39.8	37.61	33.67	30.36	24.2	14.21	60.5	54.7	9:14:54	EBOL	OWP	BCK	POOR	1	6.7	
77024-17988 Sec A	CK1	7	18000	44.54	2.92	38.13	39.72	37.68	33.58	30.27	24.14	14.17	60.5	54.7	9:15:08	EBOL	OWP	BCK	POOR	1	6.6	
77024-17988 Sec A	CK1	8	18000	44.49	3.11	38.16	39.72	37.67	33.66	30.32	24.15	14.15	60.5	54.7	9:15:23	EBOL	OWP	BCK	POOR	1	7.0	
77024-17988 Sec A	CK1	9	22000	49.01	3.56	42.01	43.66	41.25	36.64	33.02	26.12	15.18	60.5	54.7	9:15:39	EBOL	OWP	BCK	POOR	1	7.3	
77024-17988 Sec A	CK1	10	22000	49.11	3.48	42.29	43.85	41.49	36.91	33.2	26.28	15.26	60.5	54.7	9:15:57	EBOL	OWP	BCK	POOR	1	7.1	
77024-17988 Sec A	CK1	11	22000	49.28	3.51	42.34	43.94	41.58	36.98	33.29	26.34	15.28	60.5	54.7	9:16:15	EBOL	OWP	BCK	POOR	1	7.1	
77024-17988 Sec A	CK1	12	22000	49.36	3.5	42.34	44.03	41.56	37.04	33.35	26.35	15.3	60.5	54.7	9:16:33	EBOL	OWP	BCK	POOR	1	7.1	
77024-17988 Sec A	CK2	1	9000	12.19	11.85	10.23	10.95	10.34	9.37	8.43	6.86	3.76	59.8	54.1	9:19:54	EBOL	OWP	BCK	GOOD	0.6	97.2	
77024-17988 Sec A	CK2	2	9000	12.06	11.8	10.15	10.89	10.23	9.28	8.35	6.74	3.68	59.8	54.1	9:20:04	EBOL	OWP	BCK	GOOD	0.6	97.8	
77024-17988 Sec A	CK2	3	9000	12.12	11.88	10.22	10.93	10.32	9.35	8.41	6.81	3.69	59.8	54.1	9:20:13	EBOL	OWP	BCK	GOOD	0.6	98.0	
77024-17988 Sec A	CK2	4	9000	12.26	11.98	10.15	10.94	10.4	9.51	8.5	6.89	3.7	59.8	54.1	9:20:22	EBOL	OWP	BCK	GOOD	0.6	97.7	
77024-17988 Sec A	CK2	5	18000	22.16	21.29	18.73	19.73	18.63	16.69	15.11	11.93	6.07	59.8	54.1	9:20:35	EBOL	OWP	BCK	GOOD	0.6	96.1	
77024-17988 Sec A	CK2	6	18000	22.1	21.26	18.69	19.62	18.62	16.65	15.12	11.94	6.08	59.8	54.1	9:20:47	EBOL	OWP	BCK	GOOD	0.6	96.2	
77024-17988 Sec A	CK2	7	18000	22.17	21.22	18.71	19.76	18.66	16.73	15.15	12	6.18	59.8	54.1	9:21:01	EBOL	OWP	BCK	GOOD	0.6	95.7	
77024-17988 Sec A	CK2	8	18000	22.11	21.26	18.65	19.7	18.57	16.68	15.12	11.92	6.08	59.8	54.1	9:21:14	EBOL	OWP	BCK	GOOD	0.6	96.2	
77024-17988 Sec A	CK2	9	22000	25.36	24.31	21.56	22.42	21.22	19.02	17.27	13.51	6.67	59.8	54.1	9:21:30	EBOL	OWP	BCK	GOOD	0.6	95.9	
77024-17988 Sec A	CK2	10	22000	25.28	24.12	21.66	22.43	21.14	18.97	17.2	13.45	6.65	59.8	54.1	9:21:46	EBOL	OWP	BCK	GOOD	0.6	95.4	
77024-17988 Sec A	CK2	11	22000	25.21	24.14	21.51	22.35	21.06	18.92	17.1	13.37	6.56	59.8	54.1	9:22:02	EBOL	OWP	BCK	GOOD	0.6	95.8	
77024-17988 Sec A	CK2	12	22000	25.13	24.07	21.43	22.35	21.03	18.85	17.1	13.33	6.59	59.8	54.1	9:22:19	EBOL	OWP	BCK	GOOD	0.6	95.8	
77024-17988 Sec A	CK3	1	9000	24.38	1.47	21.64	21.39	20.06	17.87	15.87	12.27	6.5	61.3	61.6	9:24:16	EBOL	OWP	BCK	POOR	1	6.0	
77024-17988 Sec A	CK3	2	9000	24.14	1.6	21.38	21.2	19.82	17.61	15.64	12.01	6.24	61.3	61.6	9:24:27	EBOL	OWP	BCK	POOR	1	6.6	
77024-17988 Sec A	CK3	3	9000	24.26	1.58	21.42	21.2	19.84	17.59	15.66	11.99	6.29	61.3	61.6	9:24:36	EBOL	OWP	BCK	POOR	1	6.5	
77024-17988 Sec A	CK3	4	9000	24.29	1.61	21.53	21.23	19.91	17.68	15.68	12.05	6.28	61.3	61.6	9:24:46	EBOL	OWP	BCK	POOR	1	6.6	
77024-17988 Sec A	CK3	5	18000	40.76	2.81	36.17	35.62	33.4	29.38	26.11	19.93	10.4	61.3	61.6	9:24:58	EBOL	OWP	BCK	POOR	1	6.9	

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77024-17988 Sec A	CK3	6	18000	41.12	2.81	36.57	35.93	33.77	29.78	26.39	20.16	10.51	61.3	61.6	9:25:12	EBOL	OWP	BCK	POOR	1	6.8	
77024-17988 Sec A	CK3	7	18000	41.12	2.73	36.56	35.96	33.76	29.73	26.32	20.11	10.48	61.3	61.6	9:25:26	EBOL	OWP	BCK	POOR	1	6.6	
77024-17988 Sec A	CK3	8	18000	41.2	2.81	36.71	36.14	33.9	29.88	26.36	20.19	10.52	61.3	61.6	9:25:40	EBOL	OWP	BCK	POOR	1	6.8	
77024-17988 Sec A	CK3	9	22000	46.22	3.37	41.22	40.34	37.87	33.12	29.4	22.35	11.63	61.3	61.6	9:25:56	EBOL	OWP	BCK	POOR	1	7.3	
77024-17988 Sec A	CK3	10	22000	46.33	3.34	41.31	40.48	37.96	33.18	29.45	22.41	11.7	61.3	61.6	9:26:14	EBOL	OWP	BCK	POOR	1	7.2	
77024-17988 Sec A	CK3	11	22000	46.57	3.34	41.48	40.74	38.09	33.28	29.64	22.5	11.73	61.3	61.6	9:26:32	EBOL	OWP	BCK	POOR	1	7.2	
77024-17988 Sec A	CK3	12	22000	47.17	3.1	41.9	41.19	38.54	33.93	30.01	22.67	11.82	61.3	61.6	9:26:50	EBOL	OWP	BCK	POOR	1	6.6	
77024-17988 Sec A	CK4	1	9000	26.54	1.64	24.82	22.43	20.76	18.14	15.52	10.55	2.23	62	55.8	9:28:19	EBOL	OWP	BCK	POOR	1	6.2	
77024-17988 Sec A	CK4	2	9000	25.42	1.74	23.71	21.5	19.82	17.15	14.72	9.87	1.99	62	55.8	9:28:28	EBOL	OWP	BCK	POOR	1	6.8	
77024-17988 Sec A	CK4	3	9000	25.52	1.69	23.81	21.51	19.88	17.2	14.73	9.89	1.98	62	55.8	9:28:37	EBOL	OWP	BCK	POOR	1	6.6	
77024-17988 Sec A	CK4	4	9000	25.48	1.73	23.72	21.59	19.91	17.27	14.7	9.89	2.01	62	55.8	9:28:47	EBOL	OWP	BCK	POOR	1	6.8	
77024-17988 Sec A	CK4	5	18000	42.06	3.36	39.65	35.7	33.09	28.51	24.64	16.52	3.42	62	55.8	9:28:59	EBOL	OWP	BCK	POOR	1	8.0	
77024-17988 Sec A	CK4	6	18000	42.07	3.36	39.72	35.73	33.1	28.52	24.78	16.53	3.46	62	55.8	9:29:13	EBOL	OWP	BCK	POOR	1	8.0	
77024-17988 Sec A	CK4	7	18000	42.3	3.5	39.97	35.93	33.27	28.67	24.43	16.65	3.41	62	55.8	9:29:27	EBOL	OWP	BCK	POOR	1	8.3	
77024-17988 Sec A	CK4	8	18000	42.32	3.5	40	35.88	33.36	28.65	24.47	16.71	3.5	62	55.8	9:29:41	EBOL	OWP	BCK	POOR	1	8.3	
77024-17988 Sec A	CK4	9	22000	45.55	4	43.35	38.76	35.87	30.77	26.31	17.87	3.75	62	55.8	9:30:04	EBOL	OWP	BCK	POOR	1	8.8	
77024-17988 Sec A	CK4	10	22000	45.6	3.97	43.43	38.77	35.91	30.85	26.35	17.88	3.75	62	55.8	9:30:22	EBOL	OWP	BCK	POOR	1	8.7	
77024-17988 Sec A	CK4	11	22000	45.53	3.96	43.55	38.74	35.89	30.78	26.32	17.83	3.73	62	55.8	9:30:40	EBOL	OWP	BCK	POOR	1	8.7	
77024-17988 Sec A	CK4	12	22000	45.75	4.02	43.54	38.92	35.99	30.94	26.39	17.9	3.73	62	55.8	9:30:58	EBOL	OWP	BCK	POOR	1	8.8	
77024-17988 Sec A	CK1	1	9000	18.64	15.41	16.2	20.9	1	1.18	1.16	1.04	0.86	61.6	56.2	9:34:33	EBOL	OWP	ACK	POOR	1		5.4
77024-17988 Sec A	CK1	2	9000	18.24	14.97	15.83	20.4	1.05	1.24	1.19	1.1	0.9	61.6	56.2	9:34:42	EBOL	OWP	ACK	POOR	1		5.8
77024-17988 Sec A	CK1	3	9000	18.35	15.04	15.89	20.49	1.13	1.3	1.22	1.1	0.93	61.6	56.2	9:34:51	EBOL	OWP	ACK	POOR	1		6.2
77024-17988 Sec A	CK1	4	9000	18.33	15.05	15.89	20.53	1.05	1.18	1.16	1.08	0.9	61.6	56.2	9:35:01	EBOL	OWP	ACK	POOR	1		5.7
77024-17988 Sec A	CK1	5	18000	31.15	25.42	27.28	34.65	2.08	2.29	2.24	2.08	1.71	61.6	56.2	9:35:13	EBOL	OWP	ACK	POOR	1		6.7
77024-17988 Sec A	CK1	6	18000	31.26	25.38	27.35	34.83	2.14	2.41	2.32	2.12	1.75	61.6	56.2	9:35:27	EBOL	OWP	ACK	POOR	1		6.8
77024-17988 Sec A	CK1	7	18000	31.28	25.4	27.4	34.92	2.12	2.41	2.34	2.12	1.77	61.6	56.2	9:35:41	EBOL	OWP	ACK	POOR	1		6.8
77024-17988 Sec A	CK1	8	18000	31.36	25.48	27.49	35	2.15	2.43	2.34	2.15	1.75	61.6	56.2	9:35:55	EBOL	OWP	ACK	POOR	1		6.9
77024-17988 Sec A	CK1	9	22000	34.33	28.26	30.41	38.28	2.52	2.87	2.79	2.59	2.14	61.6	56.2	9:36:11	EBOL	OWP	ACK	POOR	1		7.3
77024-17988 Sec A	CK1	10	22000	34.65	28.09	30.66	38.62	2.5	2.89	2.78	2.58	2.16	61.6	56.2	9:36:29	EBOL	OWP	ACK	POOR	1		7.2
77024-17988 Sec A	CK1	11	22000	34.52	27.21	30.59	38.46	2.43	2.83	2.68	2.51	2.12	61.6	56.2	9:36:47	EBOL	OWP	ACK	POOR	1		7.0
77024-17988 Sec A	CK1	12	22000	34.52	27.87	30.51	38.49	2.48	2.85	2.76	2.53	2.08	61.6	56.2	9:37:05	EBOL	OWP	ACK	POOR	1		7.2
77024-17988 Sec A	CK2	1	9000	11.22	9.66	9.51	12.15	11.63	10.41	9.36	7.52	4.01	62.1	56	9:38:30	EBOL	OWP	ACK	GOOD	0.6		103.7
77024-17988 Sec A	CK2	2	9000	11.06	9.59	9.41	12.06	11.51	10.33	9.29	7.45	3.99	62.1	56	9:38:39	EBOL	OWP	ACK	GOOD	0.6		104.1
77024-17988 Sec A	CK2	3	9000	11.09	9.57	9.42	12.05	11.54	10.37	9.32	7.44	3.98	62.1	56	9:38:48	EBOL	OWP	ACK	GOOD	0.6		104.1
77024-17988 Sec A	CK2	4	9000	11.03	9.51	9.37	12.03	11.53	10.32	9.26	7.42	3.95	62.1	56	9:38:57	EBOL	OWP	ACK	GOOD	0.6		104.5
77024-17988 Sec A	CK2	5	18000	20.31	17.16	17.32	21.91	20.86	18.49	16.72	13.08	6.68	62.1	56	9:39:09	EBOL	OWP	ACK	GOOD	0.6		102.7
77024-17988 Sec A	CK2	6	18000	20.37	17.25	17.42	21.92	21.02	18.62	16.86	13.2	6.76	62.1	56	9:39:23	EBOL	OWP	ACK	GOOD	0.6		103.2
77024-17988 Sec A	CK2	7	18000	20.38	17.2	17.4	21.97	21.06	18.63	16.85	13.19	6.75	62.1	56	9:39:37	EBOL	OWP	ACK	GOOD	0.6		103.3
77024-17988 Sec A	CK2	8	18000	20.29	17.18	17.36	21.89	20.99	18.59	16.79	13.17	6.73	62.1	56	9:39:52	EBOL	OWP	ACK	GOOD	0.6		103.4
77024-17988 Sec A	CK2	9	22000	23.22	19.65	19.91	25.08	23.77	21.09	19.08	14.8	7.37	62.1	56	9:40:06	EBOL	OWP	ACK	GOOD	0.6		102.4
77024-17988 Sec A	CK2	10	22000	23.13	19.53	19.82	24.95	23.73	21.05	19.04	14.76	7.34	62.1	56	9:40:22	EBOL	OWP	ACK	GOOD	0.6		102.6
77024-17988 Sec A	CK2	11	22000	23.24	19.67	19.95	25.11	23.87	21.17	19.13	14.83	7.39	62.1	56	9:40:38	EBOL	OWP	ACK	GOOD	0.6		102.7
77024-17988 Sec A	CK2	12	22000	23.26	19.67	19.95	25.15	23.87	21.16	19.13	14.84	7.42	62.1	56	9:40:54	EBOL	OWP	ACK	GOOD	0.6		102.6
77024-17988 Sec A	CK3	1	9000	31.99	25.78	28.89	35.9	1.32	2.05	1.48	1.4	1.14	62.5	63.7	9:42:37	EBOL	OWP	ACK	POOR	1		4.1
77024-17988 Sec A	CK3	2	9000	29.82	23.85	26.79	33.45	1.43	2.06	1.57	1.47	1.2	62.5	63.7	9:42:46	EBOL	OWP	ACK	POOR	1		4.8
77024-17988 Sec A	CK3	3	9000	29.64	23.77	26.62	33.28	1.42	2.1	1.55	1.47	1.15	62.5	63.7	9:42:55	EBOL	OWP	ACK	POOR	1		4.8
77024-17988 Sec A	CK3	4	9000	29.64	23.73	26.6	33.3	1.49	2.05	1.57	1.45	1.17	62.5	63.7	9:43:04	EBOL	OWP	ACK	POOR	1		5.0
77024-17988 Sec A	CK3	5	18000	47.02	37.6	42.42	52.54	2.65	3.75	2.88	2.6	2.1	62.5	63.7	9:43:16	EBOL	OWP	ACK	POOR	1		5.6

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77024-17988 Sec A	CK3	6	18000	47.33	37.84	42.63	52.94	2.66	3.82	2.88	2.6	2.11	62.5	63.7	9:43:30	EBOL	OWP	ACK	POOR	1		5.6
77024-17988 Sec A	CK3	7	18000	47.33	38.01	42.71	53.01	2.62	3.85	2.89	2.6	2.12	62.5	63.7	9:43:44	EBOL	OWP	ACK	POOR	1		5.5
77024-17988 Sec A	CK3	8	18000	47.47	38.12	42.73	53.07	2.61	3.87	2.87	2.58	2.15	62.5	63.7	9:43:58	EBOL	OWP	ACK	POOR	1		5.5
77024-17988 Sec A	CK3	9	22000	50.4	40.34	45.83	56.3	3.08	4.32	3.36	3.01	2.45	62.5	63.7	9:44:16	EBOL	OWP	ACK	POOR	1		6.1
77024-17988 Sec A	CK3	10	22000	50.77	40.55	46.04	56.66	3.09	4.17	3.39	3.05	2.46	62.5	63.7	9:44:34	EBOL	OWP	ACK	POOR	1		6.1
77024-17988 Sec A	CK3	11	22000	50.66	40.52	45.94	56.59	3.05	4.35	3.31	3.01	2.42	62.5	63.7	9:44:52	EBOL	OWP	ACK	POOR	1		6.0
77024-17988 Sec A	CK3	12	22000	50.62	40.49	45.81	56.57	3.1	4.07	3.39	3.02	2.45	62.5	63.7	9:45:10	EBOL	OWP	ACK	POOR	1		6.1
77024-17988 Sec A	CK4	1	9000	35.04	30.21	30.38	37.8	1.27	2.58	1.36	1.25	1.05	64.4	56.5	9:51:14	EBOL	OWP	ACK	POOR	1		3.6
77024-17988 Sec A	CK4	2	9000	34.65	29.86	30.28	37.86	1.35	2.59	1.38	1.27	1.08	64.4	56.5	9:51:24	EBOL	OWP	ACK	POOR	1		3.9
77024-17988 Sec A	CK4	3	9000	34.8	30.01	30.42	38	1.36	2.57	1.4	1.3	1.09	64.4	56.5	9:51:33	EBOL	OWP	ACK	POOR	1		3.9
77024-17988 Sec A	CK4	4	9000	34.75	29.98	30.35	37.85	1.34	2.54	1.4	1.29	1.08	64.4	56.5	9:51:42	EBOL	OWP	ACK	POOR	1		3.9
77024-17988 Sec A	CK4	5	18000	52.17	44.55	45.67	56.86	2.43	5.16	2.43	2.25	1.97	64.4	56.5	9:51:54	EBOL	OWP	ACK	POOR	1		4.7
77024-17988 Sec A	CK4	6	18000	52.04	44.44	45.59	56.8	2.34	5.12	2.39	2.23	2.02	64.4	56.5	9:52:10	EBOL	OWP	ACK	POOR	1		4.5
77024-17988 Sec A	CK4	7	18000	52.09	44.52	45.59	56.84	2.29	5.3	2.4	2.2	1.97	64.4	56.5	9:52:23	EBOL	OWP	ACK	POOR	1		4.4
77024-17988 Sec A	CK4	8	18000	52.17	44.54	45.69	56.92	2.3	5.22	2.41	2.21	1.93	64.4	56.5	9:52:37	EBOL	OWP	ACK	POOR	1		4.4
77024-17988 Sec A	CK4	9	22000	54.97	46.6	48.22	59.97	2.55	6.09	2.74	2.54	2.28	64.4	56.5	9:52:53	EBOL	OWP	ACK	POOR	1		4.6
77024-17988 Sec A	CK4	10	22000	55.04	46.6	48.26	60.08	2.54	6.16	2.71	2.52	2.29	64.4	56.5	9:53:11	EBOL	OWP	ACK	POOR	1		4.6
77024-17988 Sec A	CK4	11	22000	55.23	46.75	48.48	60.33	2.52	6.17	2.71	2.52	2.27	64.4	56.5	9:53:29	EBOL	OWP	ACK	POOR	1		4.6
77024-17988 Sec A	CK4	12	22000	55.14	46.61	48.26	60.14	2.47	6.06	2.66	2.48	2.24	64.4	56.5	9:53:46	EBOL	OWP	ACK	POOR	1		4.5
77024-17988 Sec A	CK5	1	9000	12.97	13.44	10.09	12.35	12.03	11.22	10.49	9.11	6.22	64.8	58	10:14:08	EBOL	OWP	BCK	FAIR	0.6	103.6	
77024-17988 Sec A	CK5	2	9000	12.68	13.11	9.8	12.08	11.72	10.96	10.24	8.85	6.04	64.8	58	10:14:17	EBOL	OWP	BCK	FAIR	0.6	103.4	
77024-17988 Sec A	CK5	3	9000	12.72	13.11	9.85	12.18	11.79	11.03	10.27	8.96	6.07	64.8	58	10:14:26	EBOL	OWP	BCK	FAIR	0.6	103.1	
77024-17988 Sec A	CK5	4	9000	12.76	13.11	9.85	12.17	11.81	11.03	10.31	8.93	6.05	64.8	58	10:14:36	EBOL	OWP	BCK	FAIR	0.6	102.7	
77024-17988 Sec A	CK5	5	18000	24.02	24.42	18.62	22.79	22.2	20.63	19.43	16.62	11.22	64.8	58	10:14:48	EBOL	OWP	BCK	FAIR	0.6	101.7	
77024-17988 Sec A	CK5	6	18000	24.05	24.44	18.68	22.84	22.3	20.67	19.42	16.65	11.24	64.8	58	10:15:00	EBOL	OWP	BCK	FAIR	0.6	101.6	
77024-17988 Sec A	CK5	7	18000	24.05	24.61	18.74	22.98	22.37	20.74	19.46	16.76	11.41	64.8	58	10:15:16	EBOL	OWP	BCK	FAIR	0.6	102.3	
77024-17988 Sec A	CK5	8	18000	24.15	24.58	18.7	22.94	22.36	20.79	19.52	16.74	11.31	64.8	58	10:15:29	EBOL	OWP	BCK	FAIR	0.6	101.8	
77024-17988 Sec A	CK5	9	22000	27.41	27.78	21.18	25.94	25.27	23.48	22.07	18.86	12.7	64.8	58	10:15:44	EBOL	OWP	BCK	FAIR	0.6	101.3	
77024-17988 Sec A	CK5	10	22000	27.48	27.8	21.34	26.05	25.31	23.56	22.16	18.92	12.7	64.8	58	10:16:00	EBOL	OWP	BCK	FAIR	0.6	101.2	
77024-17988 Sec A	CK5	11	22000	27.6	27.91	21.36	26.09	25.41	23.64	22.21	18.95	12.79	64.8	58	10:16:16	EBOL	OWP	BCK	FAIR	0.6	101.1	
77024-17988 Sec A	CK5	12	22000	27.61	27.95	21.44	26.18	25.45	23.68	22.24	19.01	12.78	64.8	58	10:16:31	EBOL	OWP	BCK	FAIR	0.6	101.2	
77024-17988 Sec A	CK6	1	9000	20.14	1.16	16.9	17.49	16.32	14.36	12.8	9.67	5.07	200.2	429.7	10:18:03	EBOL	OWP	BCK	POOR	1	5.8	
77024-17988 Sec A	CK6	2	9000	19.49	1.26	16.22	16.89	15.69	13.75	12.21	9.22	4.83	200.2	429.7	10:18:14	EBOL	OWP	BCK	POOR	1	6.5	
77024-17988 Sec A	CK6	3	9000	19.59	1.24	16.25	17.01	15.78	13.81	12.24	9.25	4.84	200.2	429.7	10:18:23	EBOL	OWP	BCK	POOR	1	6.3	
77024-17988 Sec A	CK6	4	9000	19.6	1.24	16.34	17.01	15.79	13.85	12.25	9.23	4.84	200.2	429.7	10:18:32	EBOL	OWP	BCK	POOR	1	6.3	
77024-17988 Sec A	CK6	5	18000	31.69	2.4	26.46	27.29	25.51	22.17	19.63	14.84	7.9	200.2	429.7	10:18:44	EBOL	OWP	BCK	POOR	1	7.6	
77024-17988 Sec A	CK6	6	18000	31.89	2.43	26.64	27.45	25.68	22.34	19.82	15.04	8.01	200.2	429.7	10:18:58	EBOL	OWP	BCK	POOR	1	7.6	
77024-17988 Sec A	CK6	7	18000	32.01	2.47	26.74	27.54	25.8	22.42	19.83	15.03	8.01	200.2	429.7	10:19:12	EBOL	OWP	BCK	POOR	1	7.7	
77024-17988 Sec A	CK6	8	18000	32.01	2.43	26.75	27.57	25.8	22.4	19.84	15.04	8.01	200.2	429.7	10:19:26	EBOL	OWP	BCK	POOR	1	7.6	
77024-17988 Sec A	CK6	9	22000	35.45	2.9	29.7	30.53	28.44	24.72	21.93	16.66	8.95	200.2	429.7	10:19:42	EBOL	OWP	BCK	POOR	1	8.2	
77024-17988 Sec A	CK6	10	22000	36.19	3.08	30.26	31.16	29.08	25.31	22.46	17	9.21	200.2	429.7	10:20:00	EBOL	OWP	BCK	POOR	1	8.5	
77024-17988 Sec A	CK6	11	22000	36.17	3.05	30.31	31.1	29.01	25.26	22.31	16.88	9.06	200.2	429.7	10:20:18	EBOL	OWP	BCK	POOR	1	8.4	
77024-17988 Sec A	CK6	12	22000	36.1	3.03	30.29	31.07	28.94	25.17	22.31	16.88	9.05	200.2	429.7	10:20:35	EBOL	OWP	BCK	POOR	1	8.4	
77024-17988 Sec A	CK6	1	9000	24.31	20.31	21.48	26.77	1.38	1.26	0.92	0.88	0.78	65.2	57.3	10:22:27	EBOL	OWP	ACK	POOR	1		5.7
77024-17988 Sec A	CK6	2	9000	24.09	19.95	21.19	26.48	1.15	1.02	1.05	0.98	0.83	65.2	57.3	10:22:37	EBOL	OWP	ACK	POOR	1		4.8
77024-17988 Sec A	CK6	3	9000	24.04	19.94	21.1	26.43	1.17	0.99	1.08	1.01	0.85	65.2	57.3	10:22:46	EBOL	OWP	ACK	POOR	1		4.9
77024-17988 Sec A	CK6	4	9000	23.96	19.91	21.11	26.38	1.2	1.01	1.09	1.02	0.85	65.2	57.3	10:22:55	EBOL	OWP	ACK	POOR	1		5.0
77024-17988 Sec A	CK6	5	18000	35.89	29.96	31.25	39.34	3.4	3.37	2.06	1.94	1.63	65.2	57.3	10:23:07	EBOL	OWP	ACK	POOR	1		9.5

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77024-17988 Sec A	CK6	6	18000	36.11	30.34	31.62	39.7	3.75	3.51	2.23	2.06	1.72	65.2	57.3	10:23:21	EBOL	OWP	ACK	POOR	1		10.4
77024-17988 Sec A	CK6	7	18000	36.18	30.28	31.51	39.73	3.85	3.55	2.22	2.04	1.71	65.2	57.3	10:23:35	EBOL	OWP	ACK	POOR	1		10.6
77024-17988 Sec A	CK6	8	18000	36.47	30.57	31.76	40.1	4.08	3.78	2.25	2.06	1.76	65.2	57.3	10:23:49	EBOL	OWP	ACK	POOR	1		11.2
77024-17988 Sec A	CK6	9	22000	39.37	32.56	33.96	42.94	3.59	2.44	2.7	2.47	2.11	65.2	57.3	10:24:05	EBOL	OWP	ACK	POOR	1		9.1
77024-17988 Sec A	CK6	10	22000	39.67	32.86	34.25	43.38	3.56	2.52	2.72	2.49	2.13	65.2	57.3	10:24:23	EBOL	OWP	ACK	POOR	1		9.0
77024-17988 Sec A	CK6	11	22000	39.65	32.73	34.05	43.3	3.33	2.5	2.76	2.53	2.13	65.2	57.3	10:24:40	EBOL	OWP	ACK	POOR	1		8.4
77024-17988 Sec A	CK6	12	22000	39.78	33.06	34.21	43.52	3.52	2.53	2.61	2.43	2	65.2	57.3	10:24:58	EBOL	OWP	ACK	POOR	1		8.8
77024-17988 Sec A	CK5	1	9000	14.57	12.7	11.65	15.73	12.65	11.54	10.51	8.75	5.58	65.2	58	10:26:31	EBOL	OWP	ACK	FAIR	0.6		86.8
77024-17988 Sec A	CK5	2	9000	14.14	12.39	11.4	15.34	12.83	11.7	10.65	8.85	5.64	65.2	58	10:26:40	EBOL	OWP	ACK	FAIR	0.6		90.7
77024-17988 Sec A	CK5	3	9000	14.17	12.35	11.43	15.34	12.8	11.69	10.68	8.85	5.63	65.2	58	10:26:49	EBOL	OWP	ACK	FAIR	0.6		90.3
77024-17988 Sec A	CK5	4	9000	14.25	12.41	11.47	15.47	12.83	11.65	10.67	8.83	5.63	65.2	58	10:26:58	EBOL	OWP	ACK	FAIR	0.6		90.0
77024-17988 Sec A	CK5	5	18000	26.41	22.71	21.12	28.34	23.59	21.34	19.59	16.03	10.14	65.2	58	10:27:08	EBOL	OWP	ACK	FAIR	0.6		89.3
77024-17988 Sec A	CK5	6	18000	26.65	22.94	21.3	28.63	23.68	21.44	19.66	16.12	10.15	65.2	58	10:27:21	EBOL	OWP	ACK	FAIR	0.6		88.9
77024-17988 Sec A	CK5	7	18000	26.84	23.13	21.45	28.82	23.78	21.5	19.72	16.18	10.15	65.2	58	10:27:35	EBOL	OWP	ACK	FAIR	0.6		88.6
77024-17988 Sec A	CK5	8	18000	26.91	23.13	21.49	28.89	23.78	21.47	19.67	16.14	10.17	65.2	58	10:27:49	EBOL	OWP	ACK	FAIR	0.6		88.4
77024-17988 Sec A	CK5	9	22000	30.38	26.11	24.38	32.59	26.94	24.43	22.4	18.23	11.43	65.2	58	10:28:05	EBOL	OWP	ACK	FAIR	0.6		88.7
77024-17988 Sec A	CK5	10	22000	30.67	26.34	24.56	32.82	27.11	24.55	22.5	18.35	11.54	65.2	58	10:28:22	EBOL	OWP	ACK	FAIR	0.6		88.4
77024-17988 Sec A	CK5	11	22000	30.64	26.28	24.51	32.92	27.05	24.42	22.44	18.37	11.47	65.2	58	10:28:40	EBOL	OWP	ACK	FAIR	0.6		88.3
77024-17988 Sec A	CK5	12	22000	30.69	26.31	24.54	32.92	27	24.41	22.42	18.3	11.46	65.2	58	10:28:58	EBOL	OWP	ACK	FAIR	0.6		88.0
77024-17988 Sec B	CK1	1	9000	7.75	6.86	7.2		6.8	6.15	5.33	4.09	2.31	46.4	46.2	10:23:37	EBOL	OWP	ACK	NA	0.3		87.7
77024-17988 Sec B	CK1	2	9000	7.5	6.65	6.95		6.59	5.84	5.18	3.97	2.25	46.4	46.2	10:23:47	EBOL	OWP	ACK	NA	0.3		87.9
77024-17988 Sec B	CK1	3	9000	7.72	6.84	7.16		6.77	5.99	5.29	4.07	2.27	46.4	46.2	10:23:57	EBOL	OWP	ACK	NA	0.3		87.7
77024-17988 Sec B	CK1	4	9000	7.61	6.75	7.09		6.69	5.93	5.23	4.03	2.28	46.4	46.2	10:24:06	EBOL	OWP	ACK	NA	0.3		87.9
77024-17988 Sec B	CK1	5	18000	14.91	12.92	13.87		13.07	11.62	10.25	7.92	4.61	46.4	46.2	10:24:17	EBOL	OWP	ACK	NA	0.3		87.7
77024-17988 Sec B	CK1	6	18000	14.96	13.05	13.95		13.09	11.59	10.27	7.9	4.52	46.4	46.2	10:24:30	EBOL	OWP	ACK	NA	0.3		87.5
77024-17988 Sec B	CK1	7	18000	14.93	12.92	13.88		13.06	11.56	10.2	7.87	4.48	46.4	46.2	10:24:45	EBOL	OWP	ACK	NA	0.3		87.5
77024-17988 Sec B	CK1	8	18000	15.17	13.16	14.08		13.26	11.75	10.34	7.97	4.54	46.4	46.2	10:24:59	EBOL	OWP	ACK	NA	0.3		87.4
77024-17988 Sec B	CK1	9	22000	17.25	14.95	16.05		15.08	13.39	11.9	9.18	5.34	46.4	46.2	10:25:15	EBOL	OWP	ACK	NA	0.3		87.4
77024-17988 Sec B	CK1	10	22000	17.57	15.28	16.38		15.41	13.71	12.18	9.33	5.46	46.4	46.2	10:25:31	EBOL	OWP	ACK	NA	0.3		87.7
77024-17988 Sec B	CK1	11	22000	17.59	15.29	16.43		15.39	13.72	12.17	9.37	5.48	46.4	46.2	10:25:50	EBOL	OWP	ACK	NA	0.3		87.5
77024-17988 Sec B	CK1	12	22000	17.64	15.31	16.38		15.44	13.71	12.12	9.38	5.48	46.4	46.2	10:26:07	EBOL	OWP	ACK	NA	0.3		87.5
77024-17988 Sec B	CK1	1	9000	6.04	6.17	5.5		5.39	4.93	4.58	3.76	2.53	46	46.2	10:28:10	EBOL	OWP	BCK	NA	0.3	102.2	
77024-17988 Sec B	CK1	2	9000	5.94	6.02	5.46		5.29	4.84	4.4	3.67	2.42	46	46.2	10:28:19	EBOL	OWP	BCK	NA	0.3	101.3	
77024-17988 Sec B	CK1	3	9000	5.98	6.05	5.45		5.3	4.85	4.43	3.67	2.46	46	46.2	10:28:27	EBOL	OWP	BCK	NA	0.3	101.2	
77024-17988 Sec B	CK1	4	9000	5.98	5.97	5.42		5.28	4.85	4.42	3.65	2.41	46	46.2	10:28:35	EBOL	OWP	BCK	NA	0.3	99.8	
77024-17988 Sec B	CK1	5	18000	12.01	11.94	11		10.6	9.72	8.89	7.35	4.93	46	46.2	10:28:46	EBOL	OWP	BCK	NA	0.3	99.4	
77024-17988 Sec B	CK1	6	18000	11.99	11.88	10.97		10.61	9.72	8.87	7.34	4.91	46	46.2	10:28:59	EBOL	OWP	BCK	NA	0.3	99.1	
77024-17988 Sec B	CK1	7	18000	12	11.89	10.98		10.61	9.74	8.9	7.38	4.92	46	46.2	10:29:12	EBOL	OWP	BCK	NA	0.3	99.1	
77024-17988 Sec B	CK1	8	18000	12.06	11.89	11.02		10.62	9.75	8.91	7.38	4.92	46	46.2	10:29:24	EBOL	OWP	BCK	NA	0.3	98.6	
77024-17988 Sec B	CK1	9	22000	14.24	14.01	13.04		12.62	11.57	10.64	8.83	5.94	46	46.2	10:29:39	EBOL	OWP	BCK	NA	0.3	98.4	
77024-17988 Sec B	CK1	10	22000	14.16	14.07	13.04		12.6	11.57	10.6	8.8	5.91	46	46.2	10:29:56	EBOL	OWP	BCK	NA	0.3	99.4	
77024-17988 Sec B	CK1	11	22000	14.19	14.13	13.06		12.64	11.62	10.6	8.84	5.89	46	46.2	10:30:13	EBOL	OWP	BCK	NA	0.3	99.6	
77024-17988 Sec B	CK1	12	22000	14.23	14.05	13.04		12.63	11.61	10.6	8.81	5.92	46	46.2	10:30:29	EBOL	OWP	BCK	NA	0.3	98.7	
77024-17988 Sec B	CK2	1	9000	7.42	7.38	6.48		6.13	5.48	4.85	3.74	1.99	46.3	45.9	10:46:14	EBOL	OWP	BCK	NA	0.4	99.5	
77024-17988 Sec B	CK2	2	9000	7.5	7.46	6.54		6.14	5.5	4.9	3.76	1.98	46.3	45.9	10:46:21	EBOL	OWP	BCK	NA	0.4	99.5	
77024-17988 Sec B	CK2	3	9000	7.52	7.49	6.56		6.26	5.53	4.9	3.75	1.99	46.3	45.9	10:46:31	EBOL	OWP	BCK	NA	0.4	99.6	
77024-17988 Sec B	CK2	4	9000	7.6	7.59	6.63		6.26	5.6	4.99	3.82	2.03	46.3	45.9	10:46:39	EBOL	OWP	BCK	NA	0.4	99.9	

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77024-17988 Sec B	CK2	5	18000	14.16	13.71	12.41		11.68	10.36	9.15	6.99	3.75	46.3	45.9	10:46:49	EBOL	OWP	BCK	NA	0.4	96.8	
77024-17988 Sec B	CK2	6	18000	14.3	13.92	12.52		11.75	10.44	9.15	7.04	3.78	46.3	45.9	10:47:02	EBOL	OWP	BCK	NA	0.4	97.3	
77024-17988 Sec B	CK2	7	18000	14.39	13.99	12.61		11.84	10.49	9.25	7.06	3.72	46.3	45.9	10:47:15	EBOL	OWP	BCK	NA	0.4	97.2	
77024-17988 Sec B	CK2	8	18000	14.41	14.02	12.64		11.81	10.53	9.3	7.06	3.77	46.3	45.9	10:47:28	EBOL	OWP	BCK	NA	0.4	97.3	
77024-17988 Sec B	CK2	9	22000	16.87	16.36	14.71		13.85	12.34	10.88	8.3	4.39	46.3	45.9	10:47:43	EBOL	OWP	BCK	NA	0.4	97.0	
77024-17988 Sec B	CK2	10	22000	16.86	16.39	14.78		13.89	12.38	10.89	8.3	4.41	46.3	45.9	10:47:59	EBOL	OWP	BCK	NA	0.4	97.2	
77024-17988 Sec B	CK2	11	22000	16.84	16.4	14.71		13.79	12.33	10.85	8.27	4.49	46.3	45.9	10:48:16	EBOL	OWP	BCK	NA	0.4	97.4	
77024-17988 Sec B	CK2	12	22000	17.05	16.62	14.91		14.01	12.48	11.01	8.38	4.44	46.3	45.9	10:48:33	EBOL	OWP	BCK	NA	0.4	97.5	
77024-17988 Sec B	CK2	1	9000	8.1	7.04	8.42		7.62	6.77	5.98	4.59	2.41	46.5	45.8	10:50:12	EBOL	OWP	ACK	NA	0.4		94.1
77024-17988 Sec B	CK2	2	9000	8.08	7.03	8.36		7.72	6.77	6.06	4.63	2.41	46.5	45.8	10:50:22	EBOL	OWP	ACK	NA	0.4		95.5
77024-17988 Sec B	CK2	3	9000	8.14	7.08	8.49		7.81	6.9	6.1	4.68	2.42	46.5	45.8	10:50:29	EBOL	OWP	ACK	NA	0.4		95.9
77024-17988 Sec B	CK2	4	9000	8.2	7.13	8.5		7.79	6.91	6.11	4.66	2.37	46.5	45.8	10:50:39	EBOL	OWP	ACK	NA	0.4		95.0
77024-17988 Sec B	CK2	5	18000	15.11	12.78	15.74		14.23	12.5	11.01	8.4	4.35	46.5	45.8	10:50:50	EBOL	OWP	ACK	NA	0.4		94.2
77024-17988 Sec B	CK2	6	18000	15.06	12.77	15.7		14.3	12.58	11.09	8.42	4.37	46.5	45.8	10:51:02	EBOL	OWP	ACK	NA	0.4		95.0
77024-17988 Sec B	CK2	7	18000	15.17	12.94	15.89		14.46	12.68	11.19	8.49	4.42	46.5	45.8	10:51:15	EBOL	OWP	ACK	NA	0.4		95.3
77024-17988 Sec B	CK2	8	18000	15.17	12.89	15.83		14.42	12.65	11.2	8.52	4.41	46.5	45.8	10:51:28	EBOL	OWP	ACK	NA	0.4		95.1
77024-17988 Sec B	CK2	9	22000	17.77	15.06	18.48		16.77	14.68	12.98	9.85	5.08	46.5	45.8	10:51:43	EBOL	OWP	ACK	NA	0.4		94.4
77024-17988 Sec B	CK2	10	22000	17.72	15	18.49		16.81	14.7	12.98	9.84	5.21	46.5	45.8	10:51:59	EBOL	OWP	ACK	NA	0.4		94.9
77024-17988 Sec B	CK2	11	22000	17.71	14.98	18.45		16.77	14.74	12.97	9.86	5.1	46.5	45.8	10:52:16	EBOL	OWP	ACK	NA	0.4		94.7
77024-17988 Sec B	CK2	12	22000	17.76	15.01	18.49		16.77	14.71	12.96	9.85	5.13	46.5	45.8	10:52:34	EBOL	OWP	ACK	NA	0.4		94.4
77024-17988 Sec B	CK3	1	9000	7.64	6.97	7.48		7.07	6.33	5.76	4.47	2.59	44.1	47.6	11:10:20	EBOL	OWP	ACK	NA	0.33		92.5
77024-17988 Sec B	CK3	2	9000	7.84	7.11	7.64		7.24	6.46	5.82	4.55	2.6	44.1	47.6	11:10:30	EBOL	OWP	ACK	NA	0.33		92.3
77024-17988 Sec B	CK3	3	9000	7.9	7.14	7.7		7.35	6.55	5.87	4.58	2.65	44.1	47.6	11:10:37	EBOL	OWP	ACK	NA	0.33		93.0
77024-17988 Sec B	CK3	4	9000	7.88	7.08	7.72		7.29	6.51	5.91	4.56	2.59	44.1	47.6	11:10:47	EBOL	OWP	ACK	NA	0.33		92.5
77024-17988 Sec B	CK3	5	18000	14.9	13.24	14.55		13.7	12.25	10.88	8.49	4.91	44.1	47.6	11:10:58	EBOL	OWP	ACK	NA	0.33		91.9
77024-17988 Sec B	CK3	6	18000	14.94	13.26	14.69		13.87	12.31	10.95	8.53	4.99	44.1	47.6	11:11:10	EBOL	OWP	ACK	NA	0.33		92.8
77024-17988 Sec B	CK3	7	18000	15.21	13.53	14.93		14.07	12.52	11.14	8.66	4.95	44.1	47.6	11:11:27	EBOL	OWP	ACK	NA	0.33		92.5
77024-17988 Sec B	CK3	8	18000	15.23	13.53	14.98		14.13	12.51	11.13	8.65	4.97	44.1	47.6	11:11:41	EBOL	OWP	ACK	NA	0.33		92.8
77024-17988 Sec B	CK3	9	22000	17.76	15.59	17.35		16.35	14.56	12.94	10.1	5.82	44.1	47.6	11:11:58	EBOL	OWP	ACK	NA	0.33		92.1
77024-17988 Sec B	CK3	10	22000	17.76	15.69	17.47		16.51	14.7	13.09	10.09	5.76	44.1	47.6	11:12:15	EBOL	OWP	ACK	NA	0.33		93.0
77024-17988 Sec B	CK3	11	22000	18.01	15.9	17.62		16.58	14.77	13.08	10.2	5.87	44.1	47.6	11:12:33	EBOL	OWP	ACK	NA	0.33		92.1
77024-17988 Sec B	CK3	12	22000	17.99	15.96	17.63		16.58	14.78	13.17	10.21	5.85	44.1	47.6	11:12:52	EBOL	OWP	ACK	NA	0.33		92.2
77024-17988 Sec B	CK3	1	9000	6.85	7.17	6.33		6.1	5.58	5.07	4.17	2.54	46.3	46.7	11:14:27	EBOL	OWP	BCK	NA	0.33	104.7	
77024-17988 Sec B	CK3	2	9000	6.91	7.25	6.4		6.13	5.62	5.15	4.21	2.57	46.3	46.7	11:14:38	EBOL	OWP	BCK	NA	0.33	104.9	
77024-17988 Sec B	CK3	3	9000	7.04	7.5	6.52		6.8	5.78	5.32	4.31	2.7	46.3	46.7	11:14:51	EBOL	OWP	BCK	NA	0.33	106.5	
77024-17988 Sec B	CK3	4	9000	7.69	7.28	6.39		6.15	5.49	5.34	4.26	2.6	46.3	46.7	11:15:08	EBOL	OWP	BCK	NA	0.33	94.7	
77024-17988 Sec B	CK3	5	18000	13.1	13.41	12.16		11.55	10.58	9.63	7.83	4.81	46.3	46.7	11:15:21	EBOL	OWP	BCK	NA	0.33	102.4	
77024-17988 Sec B	CK3	6	18000	13.14	13.31	12.17		11.61	10.58	9.63	7.84	4.77	46.3	46.7	11:15:33	EBOL	OWP	BCK	NA	0.33	101.3	
77024-17988 Sec B	CK3	7	18000	13.12	13.28	12.15		11.6	10.58	9.59	7.82	4.8	46.3	46.7	11:15:50	EBOL	OWP	BCK	NA	0.33	101.2	
77024-17988 Sec B	CK3	8	18000	13.13	13.26	12.21		11.62	10.52	9.62	7.81	4.7	46.3	46.7	11:16:02	EBOL	OWP	BCK	NA	0.33	101.0	
77024-17988 Sec B	CK3	9	22000	14.55	15.41	14.05		13.52	12.36	11.27	9.17	5.62	46.3	46.7	11:16:17	EBOL	OWP	BCK	NA	0.33	105.9	
77024-17988 Sec B	CK3	10	22000	15.4	15.58	14.32		13.71	12.52	11.42	9.27	5.6	46.3	46.7	11:16:36	EBOL	OWP	BCK	NA	0.33	101.2	
77024-17988 Sec B	CK3	11	22000	15.27	15.43	14.2		13.55	12.42	11.32	9.15	5.66	46.3	46.7	11:16:52	EBOL	OWP	BCK	NA	0.33	101.0	
77024-17988 Sec B	CK3	12	22000	15.26	15.45	14.21		13.56	12.43	11.31	9.19	5.64	46.3	46.7	11:17:09	EBOL	OWP	BCK	NA	0.33	101.2	
77024-17988 Sec B	CK4	1	9000	5.77	5.54	5.63		5.51	5.13	4.88	4.16	2.9	39.3	46.6	11:22:53	EBOL	OWP	ACK	NA	0.25		95.5
77024-17988 Sec B	CK4	2	9000	5.71	5.39	5.55		5.44	5.12	4.77	4.11	2.84	39.3	46.6	11:23:09	EBOL	OWP	ACK	NA	0.25		95.3
77024-17988 Sec B	CK4	3	9000	5.79	5.39	5.64		5.46	5.17	4.86	4.18	2.9	39.3	46.6	11:23:26	EBOL	OWP	ACK	NA	0.25		94.3
77024-17988 Sec B	CK4	4	9000	5.77	6.41	5.61		5.44	5.2	4.74	4.15	2.85	39.3	46.6	11:23:36	EBOL	OWP	ACK	NA	0.25		94.3

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77024-17988 Sec B	CK4	5	18000	11.53	10.57	11.29		10.91	10.22	9.57	8.17	5.6	39.3	46.6	11:23:48	EBOL	OWP	ACK	NA	0.25		94.6
77024-17988 Sec B	CK4	6	18000	11.78	10.92	11.52		11.15	10.38	9.77	8.37	5.74	39.3	46.6	11:24:01	EBOL	OWP	ACK	NA	0.25		94.7
77024-17988 Sec B	CK4	7	18000	11.58	10.68	11.31		11	10.24	9.61	8.25	5.63	39.3	46.6	11:24:16	EBOL	OWP	ACK	NA	0.25		95.0
77024-17988 Sec B	CK4	8	18000	11.35	10.38	11.08		10.79	10.07	9.47	8.1	5.49	39.3	46.6	11:24:28	EBOL	OWP	ACK	NA	0.25		95.1
77024-17988 Sec B	CK4	9	22000	13.83	12.6	13.47		13.08	12.23	11.41	9.7	6.66	39.3	46.6	11:24:45	EBOL	OWP	ACK	NA	0.25		94.6
77024-17988 Sec B	CK4	10	22000	13.64	12.42	13.27		12.89	12.02	11.3	9.6	6.51	39.3	46.6	11:25:02	EBOL	OWP	ACK	NA	0.25		94.5
77024-17988 Sec B	CK4	11	22000	13.76	12.63	13.5		13.08	12.27	11.44	9.77	6.62	39.3	46.6	11:25:20	EBOL	OWP	ACK	NA	0.25		95.1
77024-17988 Sec B	CK4	12	22000	13.93	12.77	13.66		13.24	12.4	11.55	9.87	6.7	39.3	46.6	11:25:37	EBOL	OWP	ACK	NA	0.25		95.0
77024-17988 Sec B	CK4	1	9000	6.04	5.76	5.86		5.68	5.39	5.1	4.51	3.25	45.5	46.4	11:27:23	EBOL	OWP	BCK	NA	0.25	95.4	
77024-17988 Sec B	CK4	2	9000	5.97	5.72	5.75		5.67	5.39	5.03	4.43	3.17	45.5	46.4	11:27:32	EBOL	OWP	BCK	NA	0.25	95.8	
77024-17988 Sec B	CK4	3	9000	6.01	5.78	5.81		5.68	5.42	5.09	4.52	3.26	45.5	46.4	11:27:42	EBOL	OWP	BCK	NA	0.25	96.2	
77024-17988 Sec B	CK4	4	9000	6.09	5.84	5.85		5.77	5.48	5.12	4.54	3.27	45.5	46.4	11:27:49	EBOL	OWP	BCK	NA	0.25	95.9	
77024-17988 Sec B	CK4	5	18000	12.14	11.33	11.65		11.41	10.74	10.09	8.8	6.27	45.5	46.4	11:28:00	EBOL	OWP	BCK	NA	0.25	93.3	
77024-17988 Sec B	CK4	6	18000	11.67	10.85	11.35		11.08	10.44	9.96	8.63	6.11	45.5	46.4	11:28:15	EBOL	OWP	BCK	NA	0.25	93.0	
77024-17988 Sec B	CK4	7	18000	11.95	11.23	11.6		11.36	10.66	10.02	8.77	6.24	45.5	46.4	11:28:27	EBOL	OWP	BCK	NA	0.25	94.0	
77024-17988 Sec B	CK4	8	18000	11.85	11.04	11.47		11.2	10.49	9.9	8.63	6.2	45.5	46.4	11:28:40	EBOL	OWP	BCK	NA	0.25	93.2	
77024-17988 Sec B	CK4	9	22000	13.94	12.97	13.39		13.09	12.35	11.65	10.1	7.09	45.5	46.4	11:28:55	EBOL	OWP	BCK	NA	0.25	93.0	
77024-17988 Sec B	CK4	10	22000	14.11	13.25	13.67		13.35	12.55	11.82	10.25	7.24	45.5	46.4	11:29:12	EBOL	OWP	BCK	NA	0.25	93.9	
77024-17988 Sec B	CK4	11	22000	13.92	13.01	13.43		13.13	12.44	11.72	10.17	7.17	45.5	46.4	11:29:28	EBOL	OWP	BCK	NA	0.25	93.5	
77024-17988 Sec B	CK4	12	22000	14.34	13.37	13.76		13.49	12.67	11.98	10.41	7.34	45.5	46.4	11:29:46	EBOL	OWP	BCK	NA	0.25	93.2	
19042-02233A Sec C	CK1*	1	9000	4.89	4.53	3.92		4.07	3.57	3.17	2.44	1.27	32.7	35.5	14:22:45	EBOL	OWP	BCK	TIGHT	0.4	92.6	
19042-02233A Sec C	CK1*	2	9000	4.71	4.39	3.77		3.9	3.39	3	2.32	1.18	32.7	35.5	14:22:54	EBOL	OWP	BCK	TIGHT	0.4	93.2	
19042-02233A Sec C	CK1*	3	9000	4.74	4.42	3.8		3.95	3.44	3.05	2.36	1.24	32.7	35.5	14:23:02	EBOL	OWP	BCK	TIGHT	0.4	93.2	
19042-02233A Sec C	CK1*	4	9000	4.85	4.48	3.87		3.98	3.47	3.1	2.37	1.23	32.7	35.5	14:23:10	EBOL	OWP	BCK	TIGHT	0.4	92.4	
19042-02233A Sec C	CK1*	5	18000	9.26	8.32	7.4		7.71	6.63	5.91	4.51	2.43	32.7	35.5	14:23:22	EBOL	OWP	BCK	TIGHT	0.4	89.8	
19042-02233A Sec C	CK1*	6	18000	9.24	8.32	7.39		7.65	6.6	5.87	4.5	2.38	32.7	35.5	14:23:36	EBOL	OWP	BCK	TIGHT	0.4	90.0	
19042-02233A Sec C	CK1*	7	18000	9.23	8.26	7.4		7.65	6.57	5.86	4.5	2.44	32.7	35.5	14:23:50	EBOL	OWP	BCK	TIGHT	0.4	89.5	
19042-02233A Sec C	CK1*	8	18000	9.28	8.27	7.41		7.71	6.61	5.89	4.5	2.42	32.7	35.5	14:24:04	EBOL	OWP	BCK	TIGHT	0.4	89.1	
19042-02233A Sec C	CK1*	9	22000	10.98	9.79	8.81		9.11	7.87	7.03	5.37	2.89	32.7	35.5	14:24:20	EBOL	OWP	BCK	TIGHT	0.4	89.2	
19042-02233A Sec C	CK1*	10	22000	10.92	9.79	8.77		9.09	7.84	7	5.36	2.87	32.7	35.5	14:24:38	EBOL	OWP	BCK	TIGHT	0.4	89.7	
19042-02233A Sec C	CK1*	11	22000	10.97	9.81	8.8		9.13	7.85	7.03	5.36	2.87	32.7	35.5	14:24:57	EBOL	OWP	BCK	TIGHT	0.4	89.4	
19042-02233A Sec C	CK1*	12	22000	10.94	9.84	8.8		9.1	7.86	7.02	5.35	2.88	32.7	35.5	14:25:14	EBOL	OWP	BCK	TIGHT	0.4	89.9	
19042-02233A Sec C	CK1*	1	9000	4.45	4.06	4.32		3.62	4.03	3.53	2.75	1.48	33	34.2	14:26:56	EBOL	OWP	ACK	TIGHT	0.4		81.3
19042-02233A Sec C	CK1*	2	9000	4.28	3.79	4.29		3.62	3.88	3.44	2.68	1.4	33	34.2	14:27:05	EBOL	OWP	ACK	TIGHT	0.4		84.6
19042-02233A Sec C	CK1*	3	9000	4.36	3.82	4.3		3.63	3.92	3.48	2.71	1.4	33	34.2	14:27:13	EBOL	OWP	ACK	TIGHT	0.4		83.3
19042-02233A Sec C	CK1*	4	9000	4.29	3.86	4.32		3.65	3.9	3.47	2.69	1.39	33	34.2	14:27:23	EBOL	OWP	ACK	TIGHT	0.4		85.1
19042-02233A Sec C	CK1*	5	18000	8.35	7.28	8.3		7.02	7.41	6.64	5.07	2.71	33	34.2	14:27:34	EBOL	OWP	ACK	TIGHT	0.4		84.1
19042-02233A Sec C	CK1*	6	18000	8.36	7.23	8.29		7.02	7.39	6.66	5.08	2.71	33	34.2	14:27:50	EBOL	OWP	ACK	TIGHT	0.4		84.0
19042-02233A Sec C	CK1*	7	18000	8.35	7.22	8.29		7.03	7.37	6.6	5.07	2.69	33	34.2	14:28:03	EBOL	OWP	ACK	TIGHT	0.4		84.2
19042-02233A Sec C	CK1*	8	18000	8.31	7.18	8.26		7	7.41	6.63	5.03	2.69	33	34.2	14:28:17	EBOL	OWP	ACK	TIGHT	0.4		84.2
19042-02233A Sec C	CK1*	9	22000	9.86	8.52	9.82		8.35	8.77	7.85	5.96	3.23	33	34.2	14:28:33	EBOL	OWP	ACK	TIGHT	0.4		84.7
19042-02233A Sec C	CK1*	10	22000	9.98	8.57	9.91		8.4	8.83	7.9	6	3.24	33	34.2	14:28:51	EBOL	OWP	ACK	TIGHT	0.4		84.2
19042-02233A Sec C	CK1*	11	22000	9.96	8.56	9.93		8.38	8.83	7.89	6.02	3.19	33	34.2	14:29:08	EBOL	OWP	ACK	TIGHT	0.4		84.1
19042-02233A Sec C	CK1*	12	22000	9.96	8.65	9.85		8.38	8.82	7.89	6.02	3.26	33	34.2	14:29:26	EBOL	OWP	ACK	TIGHT	0.4		84.1
19042-02233A Sec C	CK2*	1	9000	6.16	5.97	4.97		5.05	4.53	3.97	3.11	1.58	33	35	14:31:11	EBOL	OWP	BCK	TIGHT	0.4	96.9	
19042-02233A Sec C	CK2*	2	9000	6.04	5.81	4.84		4.9	4.43	3.87	3	1.52	33	35	14:31:21	EBOL	OWP	BCK	TIGHT	0.4	96.2	
19042-02233A Sec C	CK2*	3	9000	6.04	5.78	4.82		4.87	4.37	3.86	2.99	1.54	33	35	14:31:31	EBOL	OWP	BCK	TIGHT	0.4	95.7	

Crack Load Transfer @ Morning Conditions

Project	Crack	IMP	Load	Under	Before	Left	Behind	Behind	Behind	Behind	Behind	Behind								Crack	Load Transfer	
ID	ID			D0	D12F	D12L	D8	D12	D18	D24	D36	D60	Tair	Tpav	Time	Dir.	Place	Test	Cond	Width	Approach	Leave
			[lbs]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[mils]	[F]	[F]	h:m:s					[mm]	[%]	[%]
19042-02233A Sec C	CK2*	4	9000	6.07	5.77	4.84		4.92	4.39	3.88	3.02	1.56	33	35	14:31:41	EBOL	OWP	BCK	TIGHT	0.4	95.1	
19042-02233A Sec C	CK2*	5	18000	11.11	10.36	8.92		9.09	7.95	7.03	5.41	2.82	33	35	14:31:54	EBOL	OWP	BCK	TIGHT	0.4	93.2	
19042-02233A Sec C	CK2*	6	18000	11.22	10.37	9		9.13	8.02	7.1	5.41	2.82	33	35	14:32:09	EBOL	OWP	BCK	TIGHT	0.4	92.4	
19042-02233A Sec C	CK2*	7	18000	11.25	10.46	8.99		9.13	8.05	7.16	5.45	2.82	33	35	14:32:24	EBOL	OWP	BCK	TIGHT	0.4	93.0	
19042-02233A Sec C	CK2*	8	18000	11.3	10.33	9.04		9.14	8.03	7.17	5.45	2.84	33	35	14:32:40	EBOL	OWP	BCK	TIGHT	0.4	91.4	
19042-02233A Sec C	CK2*	9	22000	13.17	11.99	10.55		11.16	9.42	8.35	6.31	3.32	33	35	14:32:55	EBOL	OWP	BCK	TIGHT	0.4	91.0	
19042-02233A Sec C	CK2*	10	22000	13.18	12.06	10.59		10.66	9.45	8.35	6.33	3.36	33	35	14:33:15	EBOL	OWP	BCK	TIGHT	0.4	91.5	
19042-02233A Sec C	CK2*	11	22000	13.22	12.02	10.58		10.78	9.46	8.42	6.34	3.36	33	35	14:33:32	EBOL	OWP	BCK	TIGHT	0.4	90.9	
19042-02233A Sec C	CK2*	12	22000	13.14	12.06	10.57		10.74	9.44	8.37	6.33	3.35	33	35	14:33:51	EBOL	OWP	BCK	TIGHT	0.4	91.8	
19042-02233A Sec C	CK2*	1	9000	5.69	4.93	5.83		4.71	5.29	4.77	3.72	1.94	32.3	33.1	14:35:39	EBOL	OWP	ACK	TIGHT	0.4		82.8
19042-02233A Sec C	CK2*	2	9000	5.69	4.88	5.83		4.72	5.26	4.74	3.64	1.92	32.3	33.1	14:35:49	EBOL	OWP	ACK	TIGHT	0.4		83.0
19042-02233A Sec C	CK2*	3	9000	5.71	4.9	5.83		4.72	5.24	4.72	3.67	1.93	32.3	33.1	14:35:59	EBOL	OWP	ACK	TIGHT	0.4		82.7
19042-02233A Sec C	CK2*	4	9000	5.66	4.88	5.82		4.68	5.23	4.7	3.65	1.89	32.3	33.1	14:36:09	EBOL	OWP	ACK	TIGHT	0.4		82.7
19042-02233A Sec C	CK2*	5	18000	10.51	8.79	10.63		8.67	9.42	8.41	6.4	3.36	32.3	33.1	14:36:20	EBOL	OWP	ACK	TIGHT	0.4		82.5
19042-02233A Sec C	CK2*	6	18000	10.55	8.81	10.66		8.68	9.42	8.43	6.47	3.39	32.3	33.1	14:36:35	EBOL	OWP	ACK	TIGHT	0.4		82.3
19042-02233A Sec C	CK2*	7	18000	10.54	8.8	10.64		8.7	9.43	8.43	6.46	3.38	32.3	33.1	14:36:48	EBOL	OWP	ACK	TIGHT	0.4		82.5
19042-02233A Sec C	CK2*	8	18000	10.6	8.83	10.72		8.75	9.49	8.5	6.49	3.37	32.3	33.1	14:37:03	EBOL	OWP	ACK	TIGHT	0.4		82.5
19042-02233A Sec C	CK2*	9	22000	12.35	10.22	12.47		10.87	11.03	9.87	7.46	3.96	32.3	33.1	14:37:19	EBOL	OWP	ACK	TIGHT	0.4		88.0
19042-02233A Sec C	CK2*	10	22000	12.37	10.2	12.5		10.35	11.06	9.86	7.42	3.99	32.3	33.1	14:37:36	EBOL	OWP	ACK	TIGHT	0.4		83.7
19042-02233A Sec C	CK2*	11	22000	12.39	10.27	12.54		10.26	11.1	9.9	7.47	4	32.3	33.1	14:37:54	EBOL	OWP	ACK	TIGHT	0.4		82.8
19042-02233A Sec C	CK2*	12	22000	12.39	10.31	12.57		10.35	11.11	9.91	7.49	4.01	32.3	33.1	14:38:13	EBOL	OWP	ACK	TIGHT	0.4		83.5
19042-02233A Sec C	CK3*	1	9000	6.15	6.21	5.15		4.98	4.71	4.29	3.4	1.94	32.4	34.4	14:45:21	EBOL	OWP	BCK	TIGHT	0.5	101.0	
19042-02233A Sec C	CK3*	2	9000	5.9	5.99	4.92		4.76	4.54	4.05	3.25	1.8	32.4	34.4	14:45:31	EBOL	OWP	BCK	TIGHT	0.5	101.5	
19042-02233A Sec C	CK3*	3	9000	5.97	6.01	4.99		4.81	4.59	4.11	3.29	1.83	32.4	34.4	14:45:41	EBOL	OWP	BCK	TIGHT	0.5	100.7	
19042-02233A Sec C	CK3*	4	9000	6.04	6.03	4.98		4.86	4.64	4.12	3.34	1.83	32.4	34.4	14:45:51	EBOL	OWP	BCK	TIGHT	0.5	99.8	
19042-02233A Sec C	CK3*	5	18000	11.1	10.67	9.17		8.85	8.23	7.35	5.79	3.21	32.4	34.4	14:46:03	EBOL	OWP	BCK	TIGHT	0.5	96.1	
19042-02233A Sec C	CK3*	6	18000	11.04	10.58	9.13		8.81	8.22	7.34	5.77	3.18	32.4	34.4	14:46:17	EBOL	OWP	BCK	TIGHT	0.5	95.8	
19042-02233A Sec C	CK3*	7	18000	11.04	10.61	9.11		8.82	8.21	7.4	5.79	3.21	32.4	34.4	14:46:32	EBOL	OWP	BCK	TIGHT	0.5	96.1	
19042-02233A Sec C	CK3*	8	18000	11.08	10.59	9.14		8.83	8.23	7.41	5.79	3.23	32.4	34.4	14:46:45	EBOL	OWP	BCK	TIGHT	0.5	95.6	
19042-02233A Sec C	CK3*	9	22000	12.81	12.12	10.64		10.34	9.59	8.62	6.64	3.72	32.4	34.4	14:47:02	EBOL	OWP	BCK	TIGHT	0.5	94.6	
19042-02233A Sec C	CK3*	10	22000	12.88	12.14	10.69		10.35	9.61	8.62	6.64	3.77	32.4	34.4	14:47:20	EBOL	OWP	BCK	TIGHT	0.5	94.3	
19042-02233A Sec C	CK3*	11	22000	12.84	12.13	10.65		10.37	9.58	8.62	6.65	3.72	32.4	34.4	14:47:37	EBOL	OWP	BCK	TIGHT	0.5	94.5	
19042-02233A Sec C	CK3*	12	22000	12.93	12.24	10.68		10.39	9.55	8.64	6.67	3.75	32.4	34.4	14:47:54	EBOL	OWP	BCK	TIGHT	0.5	94.7	
19042-02233A Sec C	CK3*	1	9000	6.11	5.66	5.87		4.89	5.43	4.9	3.92	2.2	32.8	33.6	14:49:10	EBOL	OWP	ACK	TIGHT	0.5		80.0
19042-02233A Sec C	CK3*	2	9000	5.99	5.58	5.8		4.76	5.33	4.78	3.82	2.14	32.8	33.6	14:49:20	EBOL	OWP	ACK	TIGHT	0.5		79.5
19042-02233A Sec C	CK3*	3	9000	6.1	5.61	5.85		4.8	5.33	4.82	3.86	2.19	32.8	33.6	0:00:00	EBOL	OWP	ACK	TIGHT	0.5		78.7
19042-02233A Sec C	CK3*	4	9000	6.05	5.58	5.84		4.81	5.36	4.82	3.84	2.18	32.8	33.6	14:49:40	EBOL	OWP	ACK	TIGHT	0.5		79.5
19042-02233A Sec C	CK3*	5	18000	11.11	9.79	10.63		8.81	9.45	8.59	6.7	3.71	32.8	33.6	14:49:56	EBOL	OWP	ACK	TIGHT	0.5		79.3
19042-02233A Sec C	CK3*	6	18000	11.05	9.83	10.59		8.77	9.47	8.53	6.7	3.71	32.8	33.6	14:50:11	EBOL	OWP	ACK	TIGHT	0.5		79.4
19042-02233A Sec C	CK3*	7	18000	11.08	9.85	10.64		8.79	9.49	8.57	6.7	3.7	32.8	33.6	14:50:26	EBOL	OWP	ACK	TIGHT	0.5		79.3
19042-02233A Sec C	CK3*	8	18000	11.19	9.89	10.73		8.86	9.59	8.68	6.77	3.76	32.8	33.6	14:50:41	EBOL	OWP	ACK	TIGHT	0.5		79.2
19042-02233A Sec C	CK3*	9	22000	12.92	11.3	12.34		10.33	11.01	9.93	7.65	4.28	32.8	33.6	14:50:58	EBOL	OWP	ACK	TIGHT	0.5		80.0
19042-02233A Sec C	CK3*	10	22000	12.9	11.3	12.32		10.27	11.04	9.92	7.64	4.28	32.8	33.6	14:51:17	EBOL	OWP	ACK	TIGHT	0.5		79.6
19042-02233A Sec C	CK3*	11	22000	12.88	11.32	12.3		10.27	11.01	9.92	7.64	4.3	32.8	33.6	14:51:36	EBOL	OWP	ACK	TIGHT	0.5		79.7
19042-02233A Sec C	CK3*	12	22000	13.04	11.36	12.41		10.32	11.09	9.91	7.67	4.33	32.8	33.6	14:51:55	EBOL	OWP	ACK	TIGHT	0.5		79.1
19042-02233A Sec C	CK4*	1	9000	14.75	3.47	11.15		12.8	9.92	8.66	6.23	2.8	32.4	33.4	14:54:24	EBOL	OWP	BCK	MED	0.6	23.5	
19042-02233A Sec C	CK4*	2	9000	14.24	3.37	10.68		12.27	9.4	8.2	5.88	2.64	32.4	33.4	14:54:34	EBOL	OWP	BCK	MED	0.6	23.7	
19042-02233A Sec C	CK4*	3	9000	14.34	3.34	10.68		12.25	9.46	8.26	5.9	2.66	32.4	33.4	14:54:44	EBOL	OWP	BCK	MED	0.6	23.3	

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19042-02233A Sec C	CK4*	4	9000	14.22	3.29	10.59		12.19	9.38	8.22	5.86	2.65	32.4	33.4	14:54:54	EBOL	OWP	BCK	MED	0.6	23.1	
19042-02233A Sec C	CK4*	5	18000	22.34	5.7	16.76		19.21	14.48	12.59	8.97	4.17	32.4	33.4	14:55:07	EBOL	OWP	BCK	MED	0.6	25.5	
19042-02233A Sec C	CK4*	6	18000	22.49	5.78	16.86		19.26	14.52	12.62	9.02	4.08	32.4	33.4	14:55:23	EBOL	OWP	BCK	MED	0.6	25.7	
19042-02233A Sec C	CK4*	7	18000	22.41	5.71	16.85		19.25	14.53	12.57	8.97	4.12	32.4	33.4	14:55:38	EBOL	OWP	BCK	MED	0.6	25.5	
19042-02233A Sec C	CK4*	8	18000	22.46	5.64	16.88		19.25	14.55	12.55	8.93	4.13	32.4	33.4	14:55:53	EBOL	OWP	BCK	MED	0.6	25.1	
19042-02233A Sec C	CK4*	9	22000	24.59	6.56	18.48		21.08	15.72	13.57	9.58	4.24	32.4	33.4	14:56:10	EBOL	OWP	BCK	MED	0.6	26.7	
19042-02233A Sec C	CK4*	10	22000	24.64	6.52	18.42		21.1	15.8	13.53	9.45	4.16	32.4	33.4	14:56:29	EBOL	OWP	BCK	MED	0.6	26.5	
19042-02233A Sec C	CK4*	11	22000	24.71	6.34	18.52		21.17	15.85	13.61	9.52	4.19	32.4	33.4	14:56:48	EBOL	OWP	BCK	MED	0.6	25.7	
19042-02233A Sec C	CK4*	12	22000	24.78	6.44	18.49		20.99	15.93	13.62	9.5	4.22	32.4	33.4	14:57:07	EBOL	OWP	BCK	MED	0.6	26.0	
19042-02233A Sec C	CK4*	1	9000	28.74	24.5	2.12		23.38	2.66	1.95	1.67	1.1	32.7	33.4	14:58:29	EBOL	OWP	ACK	MED	0.6		81.4
19042-02233A Sec C	CK4*	2	9000	28.28	23.78	2.22		22.91	2.65	1.99	1.73	1.19	32.7	33.4	14:58:39	EBOL	OWP	ACK	MED	0.6		81.0
19042-02233A Sec C	CK4*	3	9000	28.69	24.24	2.32		23.59	2.87	2.1	1.75	1.21	32.7	33.4	14:58:49	EBOL	OWP	ACK	MED	0.6		82.2
19042-02233A Sec C	CK4*	4	9000	27.98	23.67	2.19		22.59	2.47	1.99	1.7	1.17	32.7	33.4	14:58:59	EBOL	OWP	ACK	MED	0.6		80.7
19042-02233A Sec C	CK4*	5	18000	37.96	31.76	4.32		31.11	4.26	3.89	3.28	2.31	32.7	33.4	14:59:15	EBOL	OWP	ACK	MED	0.6		82.0
19042-02233A Sec C	CK4*	6	18000	37.77	31.63	4.45		30.9	4.37	3.98	3.39	2.4	32.7	33.4	14:59:32	EBOL	OWP	ACK	MED	0.6		81.8
19042-02233A Sec C	CK4*	7	18000	37.83	31.62	4.41		30.94	4.31	3.88	3.36	2.35	32.7	33.4	14:59:47	EBOL	OWP	ACK	MED	0.6		81.8
19042-02233A Sec C	CK4*	8	18000	37.86	31.54	4.43		30.98	4.31	3.9	3.32	2.36	32.7	33.4	15:00:01	EBOL	OWP	ACK	MED	0.6		81.8
19042-02233A Sec C	CK4*	9	22000	38.22	31.25	6.05		31.24	5.69	5.31	4.48	3.09	32.7	33.4	15:00:19	EBOL	OWP	ACK	MED	0.6		81.7
19042-02233A Sec C	CK4*	10	22000	37.8	30.83	6.02		31.01	5.68	5.25	4.44	3.06	32.7	33.4	15:00:38	EBOL	OWP	ACK	MED	0.6		82.0
19042-02233A Sec C	CK4*	11	22000	38.03	30.92	6.07		31.14	5.67	5.31	4.47	3.08	32.7	33.4	15:00:58	EBOL	OWP	ACK	MED	0.6		81.9
19042-02233A Sec C	CK4*	12	22000	38.26	31.14	6.04		31.24	5.71	5.27	4.45	3.09	32.7	33.4	15:01:17	EBOL	OWP	ACK	MED	0.6		81.7
19042-02233A Sec C	CK4	1	9000	57.06	49.51	47.82	61.64	13.84	13.05	12.42	10.59	7.21	81.9	87.4	8:50:50	EBOL	OWP	ACK	NONE	0.8		24.3
19042-02233A Sec C	CK4	2	9000	56.71	49.15	47.41	61.27	14.1	13.28	12.68	10.89	7.49	81.9	87.4	8:50:59	EBOL	OWP	ACK	NONE	0.8		24.9
19042-02233A Sec C	CK4	3	9000	57.05	49.67	47.92	61.79	14.38	13.55	13	11.08	7.59	81.9	87.4	8:51:08	EBOL	OWP	ACK	NONE	0.8		25.2
19042-02233A Sec C	CK4	4	9000	57.22	49.69	47.93	61.88	14.36	13.49	12.98	11.08	7.61	81.9	87.4	8:51:18	EBOL	OWP	ACK	NONE	0.8		25.1
19042-02233A Sec C	CK4	5	18000	74.42	64.35	61.97	80.65	25.99	24.19	23.04	19.85	13.61	81.9	87.4	8:51:30	EBOL	OWP	ACK	NONE	0.8		34.9
19042-02233A Sec C	CK4	6	18000	74.67	64.65	62.25	81.01	26.22	24.38	23.28	20.03	13.65	81.9	87.4	8:51:44	EBOL	OWP	ACK	NONE	0.8		35.1
19042-02233A Sec C	CK4	7	18000	74.66	64.4	62.2	81.1	26.26	24.53	23.28	20.08	13.67	81.9	87.4	8:51:58	EBOL	OWP	ACK	NONE	0.8		35.2
19042-02233A Sec C	CK4	8	18000	74.61	64.6	62.33	80.9	26.43	24.61	23.43	20.19	13.81	81.9	87.4	8:52:20	EBOL	OWP	ACK	NONE	0.8		35.4
19042-02233A Sec C	CK4	9	22000	71.11	61.01	59.37	76.84	28.63	26.53	24.98	21.53	14.54	81.9	87.4	8:52:36	EBOL	OWP	ACK	NONE	0.8		40.3
19042-02233A Sec C	CK4	10	22000	70.6	60.57	59.07	76.37	28.52	26.29	24.88	21.34	14.55	81.9	87.4	8:52:54	EBOL	OWP	ACK	NONE	0.8		40.4
19042-02233A Sec C	CK4	11	22000	71.01	60.91	59.37	76.86	28.68	26.42	25.42	21.48	14.72	81.9	87.4	8:53:11	EBOL	OWP	ACK	NONE	0.8		40.4
19042-02233A Sec C	CK4	12	22000	70.94	60.88	59.36	76.85	28.96	26.37	25.4	21.59	14.65	81.9	87.4	8:53:29	EBOL	OWP	ACK	NONE	0.8		40.8
19042-24680A Sec B	CK2	1	9000	8.48	8.43	6.92	8.02	7.64	7.13	6.61	5.81	4.27	68.2	69.6	8:37:04	EBOL	OWP	BCK	NONE	0.08	99.4	
19042-24680A Sec B	CK2	2	9000	8.25	8.26	6.75	7.78	7.47	6.98	6.42	5.64	4.1	68.2	69.6	8:37:13	EBOL	OWP	BCK	NONE	0.08	100.1	
19042-24680A Sec B	CK2	3	9000	8.36	8.46	6.79	7.9	7.52	7.09	6.51	5.73	4.22	68.2	69.6	8:37:23	EBOL	OWP	BCK	NONE	0.08	101.2	
19042-24680A Sec B	CK2	4	9000	8.39	8.5	6.88	7.93	7.62	7.11	6.63	5.79	4.27	68.2	69.6	8:37:32	EBOL	OWP	BCK	NONE	0.08	101.3	
19042-24680A Sec B	CK2	5	18000	15.6	15.18	12.76	14.56	14.06	13.1	12.25	10.54	7.7	68.2	69.6	8:37:44	EBOL	OWP	BCK	NONE	0.08	97.3	
19042-24680A Sec B	CK2	6	18000	15.42	15.12	12.61	14.49	13.92	12.94	12.06	10.41	7.52	68.2	69.6	8:38:00	EBOL	OWP	BCK	NONE	0.08	98.1	
19042-24680A Sec B	CK2	7	18000	15.36	14.96	12.55	14.31	13.82	12.81	12.02	10.33	7.53	68.2	69.6	8:38:13	EBOL	OWP	BCK	NONE	0.08	97.4	
19042-24680A Sec B	CK2	8	18000	15.55	15.09	12.7	14.49	13.94	12.95	12.21	10.54	7.65	68.2	69.6	8:38:25	EBOL	OWP	BCK	NONE	0.08	97.0	
19042-24680A Sec B	CK2	9	22000	17.21	16.75	14.14	16.14	15.53	14.44	13.6	11.7	8.52	68.2	69.6	8:38:39	EBOL	OWP	BCK	NONE	0.08	97.3	
19042-24680A Sec B	CK2	10	22000	17.31	16.84	14.2	16.18	15.64	14.53	13.73	11.83	8.59	68.2	69.6	8:38:55	EBOL	OWP	BCK	NONE	0.08	97.3	
19042-24680A Sec B	CK2	11	22000	17.23	16.77	14.12	16.1	15.53	14.44	13.61	11.65	8.51	68.2	69.6	8:39:11	EBOL	OWP	BCK	NONE	0.08	97.3	
19042-24680A Sec B	CK2	12	22000	17.32	16.91	14.29	16.27	15.72	14.58	13.72	11.86	8.57	68.2	69.6	8:39:28	EBOL	OWP	BCK	NONE	0.08	97.6	
19042-24680A Sec B	CK1	1	9000	7.56	7.52	6.07	7.35	7.06	6.74	6.35	5.7	4.16	66.3	70.8	8:49:39	EBOL	OWP	BCK	NONE	0.15	99.5	

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19042-24680A Sec B	CK1	2	9000	7.42	7.43	5.99	7.24	6.98	6.65	6.23	5.58	4.08	66.3	70.8	8:49:48	EBOL	OWP	BCK	NONE	0.15	100.1	
19042-24680A Sec B	CK1	3	9000	7.46	7.49	6.04	7.23	7.04	6.7	6.29	5.61	4.07	66.3	70.8	8:49:56	EBOL	OWP	BCK	NONE	0.15	100.4	
19042-24680A Sec B	CK1	4	9000	7.62	7.62	6.12	7.38	7.16	6.83	6.37	5.74	4.15	66.3	70.8	8:50:03	EBOL	OWP	BCK	NONE	0.15	100.0	
19042-24680A Sec B	CK1	5	18000	14.42	14.13	11.74	13.88	13.59	12.8	12.14	10.7	7.69	66.3	70.8	8:50:14	EBOL	OWP	BCK	NONE	0.15	98.0	
19042-24680A Sec B	CK1	6	18000	14.44	14.19	11.78	13.97	13.64	12.82	12.18	10.72	7.74	66.3	70.8	8:50:26	EBOL	OWP	BCK	NONE	0.15	98.3	
19042-24680A Sec B	CK1	7	18000	14.54	14.16	11.78	13.97	13.67	12.88	12.21	10.78	7.78	66.3	70.8	8:50:41	EBOL	OWP	BCK	NONE	0.15	97.4	
19042-24680A Sec B	CK1	8	18000	14.36	14.11	11.63	13.85	13.54	12.77	12.14	10.69	7.7	66.3	70.8	8:50:53	EBOL	OWP	BCK	NONE	0.15	98.3	
19042-24680A Sec B	CK1	9	22000	16.6	16.32	13.47	16.02	15.58	14.69	13.96	12.23	8.76	66.3	70.8	8:51:07	EBOL	OWP	BCK	NONE	0.15	98.3	
19042-24680A Sec B	CK1	10	22000	16.74	16.32	13.64	16.1	15.71	14.79	14.04	12.35	8.86	66.3	70.8	8:51:25	EBOL	OWP	BCK	NONE	0.15	97.5	
19042-24680A Sec B	CK1	11	22000	16.33	16.11	13.33	15.82	15.41	14.51	13.79	12.16	8.67	66.3	70.8	8:51:42	EBOL	OWP	BCK	NONE	0.15	98.7	
19042-24680A Sec B	CK1	12	22000	16.57	16.22	13.45	15.93	15.57	14.67	13.97	12.26	8.8	66.3	70.8	8:51:58	EBOL	OWP	BCK	NONE	0.15	97.9	
19042-24680A Sec B	CK3	1	9000	2.42	2.23	2.15	2.28	2.2	2.06	1.86	1.56	1.05	74.4	80	10:30:33	EBOL	OWP	BCK	NONE	0.3	92.1	
19042-24680A Sec B	CK3	2	9000	2.37	2.32	2.1	2.31	2.18	2.03	1.87	1.59	1.13	74.4	80	10:30:41	EBOL	OWP	BCK	NONE	0.3	97.9	
19042-24680A Sec B	CK3	3	9000	2.36	2.25	2.12	2.26	2.19	2	1.86	1.6	1.02	74.4	80	10:30:48	EBOL	OWP	BCK	NONE	0.3	95.3	
19042-24680A Sec B	CK3	4	9000	2.4	2.27	2.13	2.26	2.18	2.03	1.85	1.59	1.1	74.4	80	10:30:56	EBOL	OWP	BCK	NONE	0.3	94.6	
19042-24680A Sec B	CK3	5	18000	5.01	4.61	4.41	4.73	4.54	4.18	3.86	3.25	2.09	74.4	80	10:31:06	EBOL	OWP	BCK	NONE	0.3	92.0	
19042-24680A Sec B	CK3	6	18000	5.02	4.56	4.41	4.69	4.53	4.19	3.85	3.23	2.12	74.4	80	10:31:18	EBOL	OWP	BCK	NONE	0.3	90.8	
19042-24680A Sec B	CK3	7	18000	4.98	4.55	4.41	4.73	4.55	4.19	3.88	3.27	2.15	74.4	80	10:31:31	EBOL	OWP	BCK	NONE	0.3	91.4	
19042-24680A Sec B	CK3	8	18000	5	4.59	4.42	4.76	4.57	4.23	3.9	3.3	2.17	74.4	80	10:31:43	EBOL	OWP	BCK	NONE	0.3	91.8	
19042-24680A Sec B	CK3	9	22000	6	5.53	5.33	5.68	5.49	5.07	4.7	3.95	2.54	74.4	80	10:31:57	EBOL	OWP	BCK	NONE	0.3	92.2	
19042-24680A Sec B	CK3	10	22000	5.94	5.56	5.34	5.67	5.5	5.07	4.71	3.94	2.52	74.4	80	10:32:17	EBOL	OWP	BCK	NONE	0.3	93.6	
19042-24680A Sec B	CK3	11	22000	5.98	5.59	5.3	5.69	5.48	5.05	4.74	3.91	2.53	74.4	80	10:32:33	EBOL	OWP	BCK	NONE	0.3	93.5	
19042-24680A Sec B	CK3	12	22000	6.03	5.56	5.35	5.7	5.51	5.05	4.74	3.94	2.56	74.4	80	10:32:49	EBOL	OWP	BCK	NONE	0.3	92.2	
19043-02234A EB	CK1*	1	9000	5.54	5.7	5.05		4.76	4.56	4.22	3.43	2.1	25.1	23.1	10:18:28	EBOL	OWP	BCK	NA	0.5	102.9	
19043-02234A EB	CK1*	2	9000	5.66	5.82	5.04		4.8	4.59	4.22	3.47	2.15	25.1	23.1	10:18:38	EBOL	OWP	BCK	NA	0.5	102.8	
19043-02234A EB	CK1*	3	9000	5.36	5.49	4.72		4.47	4.33	3.94	3.22	2.02	25.1	23.1	10:18:48	EBOL	OWP	BCK	NA	0.5	102.4	
19043-02234A EB	CK1*	4	9000	5.66	5.78	4.96		4.73	4.56	4.14	3.43	2.15	25.1	23.1	10:18:58	EBOL	OWP	BCK	NA	0.5	102.1	
19043-02234A EB	CK1*	5	18000	10.8	10.88	9.37		9.02	8.52	7.8	6.29	3.91	25.1	23.1	10:19:12	EBOL	OWP	BCK	NA	0.5	100.7	
19043-02234A EB	CK1*	6	18000	10.82	10.83	9.39		9.06	8.56	7.84	6.33	3.88	25.1	23.1	10:19:28	EBOL	OWP	BCK	NA	0.5	100.1	
19043-02234A EB	CK1*	7	18000	10.76	10.82	9.42		9.06	8.57	7.84	6.37	3.93	25.1	23.1	10:19:47	EBOL	OWP	BCK	NA	0.5	100.6	
19043-02234A EB	CK1*	8	18000	10.56	10.49	9.2		8.85	8.41	7.7	6.24	3.86	25.1	23.1	10:20:01	EBOL	OWP	BCK	NA	0.5	99.3	
19043-02234A EB	CK1*	9	22000	12.81	12.77	11.11		10.68	10.1	9.19	7.41	4.57	25.1	23.1	10:20:17	EBOL	OWP	BCK	NA	0.5	99.7	
19043-02234A EB	CK1*	10	22000	13	13.08	11.33		10.9	10.3	9.39	7.54	4.64	25.1	23.1	10:20:35	EBOL	OWP	BCK	NA	0.5	100.6	
19043-02234A EB	CK1*	11	22000	13.09	13.15	11.38		10.95	10.33	9.45	7.59	4.64	25.1	23.1	10:20:55	EBOL	OWP	BCK	NA	0.5	100.5	
19043-02234A EB	CK1*	12	22000	13.23	13.26	11.47		11.03	10.44	9.52	7.66	4.7	25.1	23.1	10:21:13	EBOL	OWP	BCK	NA	0.5	100.2	
19043-02234A EB	CK1*	1	9000	5.72	5.29	5.67		4.89	5.26	4.81	4	2.47	24.2	24.2	10:22:49	EBOL	OWP	ACK	NA	0.5		85.5
19043-02234A EB	CK1*	2	9000	5.55	5.05	5.5		4.69	5.07	4.69	3.9	2.33	24.2	24.2	10:22:59	EBOL	OWP	ACK	NA	0.5		84.5
19043-02234A EB	CK1*	3	9000	5.4	4.97	5.37		4.59	4.98	4.54	3.73	2.32	24.2	24.2	10:23:09	EBOL	OWP	ACK	NA	0.5		85.0
19043-02234A EB	CK1*	4	9000	5.36	4.9	5.32		4.59	4.95	4.53	3.73	2.29	24.2	24.2	10:23:19	EBOL	OWP	ACK	NA	0.5		85.6
19043-02234A EB	CK1*	5	18000	10.28	9.17	10.01		8.72	9.21	8.39	6.79	4.08	24.2	24.2	10:23:32	EBOL	OWP	ACK	NA	0.5		84.8
19043-02234A EB	CK1*	6	18000	10.41	9.2	10.26		8.8	9.33	8.49	6.9	4.23	24.2	24.2	10:23:48	EBOL	OWP	ACK	NA	0.5		84.5
19043-02234A EB	CK1*	7	18000	10.45	9.19	10.21		8.8	9.37	8.55	6.9	4.2	24.2	24.2	10:24:03	EBOL	OWP	ACK	NA	0.5		84.2
19043-02234A EB	CK1*	8	18000	10.49	9.09	10.2		8.89	9.44	8.57	7.01	4.27	24.2	24.2	10:24:20	EBOL	OWP	ACK	NA	0.5		84.7
19043-02234A EB	CK1*	9	22000	11.98	10.34	11.74		10.18	10.68	9.77	7.73	4.67	24.2	24.2	10:24:42	EBOL	OWP	ACK	NA	0.5		85.0
19043-02234A EB	CK1*	10	22000	12.03	10.55	11.84		10.3	10.81	9.86	7.85	4.75	24.2	24.2	10:25:01	EBOL	OWP	ACK	NA	0.5		85.6
19043-02234A EB	CK1*	11	22000	11.65	10.21	11.38		9.89	10.47	9.63	7.71	4.62	24.2	24.2	10:25:19	EBOL	OWP	ACK	NA	0.5		84.9
19043-02234A EB	CK1*	12	22000	11.99	10.59	11.76		10.15	10.75	9.79	7.79	4.72	24.2	24.2	10:25:37	EBOL	OWP	ACK	NA	0.5		84.7

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A EB	CK2*	1	9000	7.53	7.37	6.66		6.22	6.2	5.7	4.76	3.08	27	26	10:34:12	EBOL	OWP	BCK	NA	0.6	97.9	
19043-02234A EB	CK2*	2	9000	7.29	7.15	6.41		6.01	5.96	5.5	4.58	2.94	27	26	10:34:21	EBOL	OWP	BCK	NA	0.6	98.1	
19043-02234A EB	CK2*	3	9000	7.25	7.11	6.41		6.01	5.95	5.5	4.59	2.93	27	26	10:34:30	EBOL	OWP	BCK	NA	0.6	98.1	
19043-02234A EB	CK2*	4	9000	7.2	7.09	6.45		5.95	5.95	5.5	4.56	2.97	27	26	10:34:49	EBOL	OWP	BCK	NA	0.6	98.5	
19043-02234A EB	CK2*	5	18000	13.52	12.99	11.8		11.17	10.81	9.94	8.23	5.28	27	26	10:35:02	EBOL	OWP	BCK	NA	0.6	96.1	
19043-02234A EB	CK2*	6	18000	13.47	12.99	11.77		11.18	10.81	9.95	8.18	5.24	27	26	10:35:18	EBOL	OWP	BCK	NA	0.6	96.4	
19043-02234A EB	CK2*	7	18000	12.99	12.58	11.4		10.8	10.42	9.61	7.89	5	27	26	10:35:33	EBOL	OWP	BCK	NA	0.6	96.8	
19043-02234A EB	CK2*	8	18000	13.04	12.64	11.4		10.83	10.48	9.66	7.95	5.09	27	26	10:35:48	EBOL	OWP	BCK	NA	0.6	96.9	
19043-02234A EB	CK2*	9	22000	15.04	14.32	13		12.41	11.8	10.93	8.9	5.68	27	26	10:36:04	EBOL	OWP	BCK	NA	0.6	95.2	
19043-02234A EB	CK2*	10	22000	14.94	14.29	12.92		12.39	11.81	10.89	8.9	5.67	27	26	10:36:21	EBOL	OWP	BCK	NA	0.6	95.6	
19043-02234A EB	CK2*	11	22000	15.01	14.33	13.13		12.55	11.96	10.9	8.88	5.84	27	26	10:36:39	EBOL	OWP	BCK	NA	0.6	95.5	
19043-02234A EB	CK2*	12	22000	15.06	14.43	13		12.46	11.92	10.97	8.99	5.81	27	26	10:36:56	EBOL	OWP	BCK	NA	0.6	95.8	
19043-02234A EB	CK2*	1	9000	6.95	6.48	7.01		5.6	6.57	6.08	5.11	3.39	26.8	26.5	10:38:31	EBOL	OWP	ACK	NA	0.6		80.6
19043-02234A EB	CK2*	2	9000	6.89	6.4	6.95		5.55	6.47	5.98	5.06	3.3	26.8	26.5	10:38:39	EBOL	OWP	ACK	NA	0.6		80.6
19043-02234A EB	CK2*	3	9000	6.9	6.39	6.95		5.54	6.49	6.02	5.07	3.34	26.8	26.5	10:38:47	EBOL	OWP	ACK	NA	0.6		80.3
19043-02234A EB	CK2*	4	9000	6.92	6.36	6.92		5.55	6.49	6.01	5.06	3.36	26.8	26.5	10:38:55	EBOL	OWP	ACK	NA	0.6		80.2
19043-02234A EB	CK2*	5	18000	12.65	11.52	12.73		10.23	11.81	10.89	9.05	5.88	26.8	26.5	10:39:07	EBOL	OWP	ACK	NA	0.6		80.9
19043-02234A EB	CK2*	6	18000	12.61	11.57	12.74		10.28	11.82	10.95	9.12	5.89	26.8	26.5	10:39:20	EBOL	OWP	ACK	NA	0.6		81.5
19043-02234A EB	CK2*	7	18000	12.72	11.54	12.8		10.31	11.85	10.95	9.1	5.87	26.8	26.5	10:39:33	EBOL	OWP	ACK	NA	0.6		81.1
19043-02234A EB	CK2*	8	18000	12.64	11.52	12.72		10.24	11.77	10.95	9.05	6	26.8	26.5	10:39:47	EBOL	OWP	ACK	NA	0.6		81.0
19043-02234A EB	CK2*	9	22000	14.42	13.04	14.55		11.74	13.46	12.4	10.23	6.56	26.8	26.5	10:40:02	EBOL	OWP	ACK	NA	0.6		81.4
19043-02234A EB	CK2*	10	22000	14.44	13.05	14.55		11.74	13.46	12.42	10.23	6.57	26.8	26.5	10:40:22	EBOL	OWP	ACK	NA	0.6		81.3
19043-02234A EB	CK2*	11	22000	14.59	13.18	14.65		11.83	13.56	12.5	10.35	6.65	26.8	26.5	10:40:46	EBOL	OWP	ACK	NA	0.6		81.1
19043-02234A EB	CK2*	12	22000	14.5	13.08	14.55		11.75	13.42	12.41	10.27	6.65	26.8	26.5	10:41:04	EBOL	OWP	ACK	NA	0.6		81.0
19043-02234A EB	CK3*	1	9000	7.16	7.32	6.32		5.86	5.85	5.44	4.48	2.9	26.9	26.6	10:44:07	EBOL	OWP	BCK	NA	0.6	102.2	
19043-02234A EB	CK3*	2	9000	6.74	6.83	5.89		5.51	5.45	5.03	4.16	2.65	24.9	26.6	10:44:17	EBOL	OWP	BCK	NA	0.6	101.3	
19043-02234A EB	CK3*	3	9000	6.73	6.86	5.93		5.55	5.47	5.05	4.16	2.65	26.9	26.6	10:44:25	EBOL	OWP	BCK	NA	0.6	101.9	
19043-02234A EB	CK3*	4	9000	6.69	6.95	5.92		5.54	5.5	5.03	4.14	2.65	26.9	26.6	10:44:34	EBOL	OWP	BCK	NA	0.6	103.9	
19043-02234A EB	CK3*	5	18000	12.83	12.88	11.15		10.52	10.19	9.38	7.68	4.88	26.9	26.6	10:44:45	EBOL	OWP	BCK	NA	0.6	100.4	
19043-02234A EB	CK3*	6	18000	12.28	12.42	10.88		10.28	10.02	9.22	7.55	4.86	26.9	26.6	10:44:58	EBOL	OWP	BCK	NA	0.6	101.1	
19043-02234A EB	CK3*	7	18000	12.71	12.79	11.11		10.44	10.22	9.38	7.73	4.95	26.9	26.6	10:45:13	EBOL	OWP	BCK	NA	0.6	100.6	
19043-02234A EB	CK3*	8	18000	12.73	12.84	11.06		10.51	10.17	9.39	7.69	4.92	26.9	26.6	10:45:27	EBOL	OWP	BCK	NA	0.6	100.9	
19043-02234A EB	CK3*	9	22000	14.6	14.65	12.77		12.08	11.69	10.7	8.8	5.65	26.9	26.6	10:45:42	EBOL	OWP	BCK	NA	0.6	100.3	
19043-02234A EB	CK3*	10	22000	14.77	14.82	12.9		12.22	11.83	10.85	8.89	5.69	26.9	26.6	10:46:00	EBOL	OWP	BCK	NA	0.6	100.3	
19043-02234A EB	CK3*	11	22000	14.97	14.88	13.05		12.32	12.01	10.98	8.99	5.75	26.9	26.6	10:46:17	EBOL	OWP	BCK	NA	0.6	99.4	
19043-02234A EB	CK3*	12	22000	14.61	14.66	12.72		12.1	11.68	10.71	8.78	5.66	26.9	26.6	10:46:34	EBOL	OWP	BCK	NA	0.6	100.3	
19043-02234A EB	CK3*	1	9000	6.95	6.11	6.87		6.01	6.33	5.8	4.81	3	26.5	26.2	10:48:11	EBOL	OWP	ACK	NA	0.6		86.5
19043-02234A EB	CK3*	2	9000	6.87	5.99	6.73		5.84	6.09	5.59	4.64	2.89	26.5	26.2	10:48:19	EBOL	OWP	ACK	NA	0.6		85.0
19043-02234A EB	CK3*	3	9000	6.87	6.01	6.76		5.94	6.19	5.74	4.75	2.97	26.5	26.2	10:48:27	EBOL	OWP	ACK	NA	0.6		86.5
19043-02234A EB	CK3*	4	9000	6.87	5.97	6.73		5.93	6.18	5.71	4.73	2.95	26.5	26.2	10:48:35	EBOL	OWP	ACK	NA	0.6		86.3
19043-02234A EB	CK3*	5	18000	12.99	11.26	12.61		11.33	11.58	10.67	8.72	5.49	26.5	26.2	10:48:46	EBOL	OWP	ACK	NA	0.6		87.2
19043-02234A EB	CK3*	6	18000	13.02	11.23	12.64		11.34	11.63	10.7	8.76	5.5	26.5	26.2	10:48:59	EBOL	OWP	ACK	NA	0.6		87.1
19043-02234A EB	CK3*	7	18000	13.16	11.36	12.8		11.46	11.75	10.81	8.81	5.53	26.5	26.2	10:49:13	EBOL	OWP	ACK	NA	0.6		87.1
19043-02234A EB	CK3*	8	18000	12.8	11.03	12.43		11.19	11.5	10.53	8.65	5.44	26.5	26.2	10:49:26	EBOL	OWP	ACK	NA	0.6		87.4
19043-02234A EB	CK3*	9	22000	14.86	12.76	14.42		13.05	13.16	12.13	9.87	6.16	26.5	26.2	10:49:41	EBOL	OWP	ACK	NA	0.6		87.8
19043-02234A EB	CK3*	10	22000	14.64	12.53	14.26		12.86	13	11.97	9.75	6.12	26.5	26.2	10:49:59	EBOL	OWP	ACK	NA	0.6		87.8
19043-02234A EB	CK3*	11	22000	14.86	12.81	14.46		13.05	13.25	12.18	9.91	6.2	26.5	26.2	10:50:16	EBOL	OWP	ACK	NA	0.6		87.8
19043-02234A EB	CK3*	12	22000	14.85	12.79	14.43		13.01	13.2	12.15	9.87	6.13	26.5	26.2	10:50:33	EBOL	OWP	ACK	NA	0.6		87.6

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A EB	CK4*	1	9000	9.01	9.18	7.79		7.4	7.16	6.47	5.25	3.2	25.7	25.5	10:53:43	EBOL	OWP	BCK	NA	0.6	101.9	
19043-02234A EB	CK4*	2	9000	8.56	8.74	7.36		7.04	6.78	6.09	4.93	2.93	25.7	25.5	10:53:52	EBOL	OWP	BCK	NA	0.6	102.1	
19043-02234A EB	CK4*	3	9000	8.78	9	7.55		7.2	6.95	6.21	5.04	3.01	25.7	25.5	10:54:01	EBOL	OWP	BCK	NA	0.6	102.5	
19043-02234A EB	CK4*	4	9000	8.54	8.73	7.34		7.01	6.74	6.07	4.9	2.92	25.7	25.5	10:54:10	EBOL	OWP	BCK	NA	0.6	102.2	
19043-02234A EB	CK4*	5	18000	16.11	16.17	13.74		13.3	12.53	11.26	9.08	5.5	25.7	25.5	10:54:23	EBOL	OWP	BCK	NA	0.6	100.4	
19043-02234A EB	CK4*	6	18000	15.68	15.64	13.38		12.96	12.17	10.96	8.82	5.29	25.7	25.5	10:54:36	EBOL	OWP	BCK	NA	0.6	99.7	
19043-02234A EB	CK4*	7	18000	15.78	15.75	13.36		12.94	12.17	10.97	8.82	5.39	25.7	25.5	10:54:50	EBOL	OWP	BCK	NA	0.6	99.8	
19043-02234A EB	CK4*	8	18000	16.07	16.06	13.66		13.23	12.46	11.15	8.94	5.43	25.7	25.5	10:55:05	EBOL	OWP	BCK	NA	0.6	99.9	
19043-02234A EB	CK4*	9	22000	18.21	18.25	15.53		15.09	14.1	12.76	10.17	6.21	25.7	25.5	10:55:20	EBOL	OWP	BCK	NA	0.6	100.2	
19043-02234A EB	CK4*	10	22000	18.27	18.18	15.47		15.05	14.07	12.63	10.15	6.15	25.7	25.5	10:55:37	EBOL	OWP	BCK	NA	0.6	99.5	
19043-02234A EB	CK4*	11	22000	18.18	18.08	15.45		15.01	14.02	12.64	10.1	6.17	25.7	25.5	10:55:54	EBOL	OWP	BCK	NA	0.6	99.4	
19043-02234A EB	CK4*	12	22000	18.42	18.3	15.61		15.17	14.2	12.77	10.22	6.21	25.7	25.5	10:56:12	EBOL	OWP	BCK	NA	0.6	99.3	
19043-02234A EB	CK4*	1	9000	9.01	8.37	8.94		7.29	8.17	7.46	6.06	3.6	26.2	27.5	11:01:03	EBOL	OWP	ACK	NA	0.6		80.9
19043-02234A EB	CK4*	2	9000	8.88	8.24	8.8		7.17	8.03	7.35	5.93	3.53	26.2	27.5	11:01:13	EBOL	OWP	ACK	NA	0.6		80.7
19043-02234A EB	CK4*	3	9000	8.97	8.3	8.83		7.24	8.1	7.37	5.99	3.57	26.2	27.5	11:01:22	EBOL	OWP	ACK	NA	0.6		80.7
19043-02234A EB	CK4*	4	9000	8.93	8.34	8.88		7.29	8.14	7.38	5.98	3.54	26.2	27.5	11:01:32	EBOL	OWP	ACK	NA	0.6		81.6
19043-02234A EB	CK4*	5	18000	16.05	14.62	15.87		13.05	14.32	13.05	10.47	6.26	26.2	27.5	11:01:43	EBOL	OWP	ACK	NA	0.6		81.3
19043-02234A EB	CK4*	6	18000	15.96	14.58	15.84		12.91	14.2	12.96	10.38	6.22	26.2	27.5	11:01:57	EBOL	OWP	ACK	NA	0.6		80.9
19043-02234A EB	CK4*	7	18000	15.68	14.26	15.49		12.67	13.96	12.72	10.24	6.11	26.2	27.5	11:02:17	EBOL	OWP	ACK	NA	0.6		80.8
19043-02234A EB	CK4*	8	18000	15.41	14.02	15.21		12.45	13.72	12.59	10.05	6.01	26.2	27.5	11:02:30	EBOL	OWP	ACK	NA	0.6		80.8
19043-02234A EB	CK4*	9	22000	17.26	15.59	16.98		13.96	15.42	14.06	11.2	6.72	26.2	27.5	11:02:46	EBOL	OWP	ACK	NA	0.6		80.9
19043-02234A EB	CK4*	10	22000	17.67	16.06	17.5		14.44	15.71	14.34	11.48	6.9	26.2	27.5	11:03:03	EBOL	OWP	ACK	NA	0.6		81.7
19043-02234A EB	CK4*	11	22000	17.99	16.33	17.82		14.67	16.17	14.7	11.75	7.06	26.2	27.5	11:03:20	EBOL	OWP	ACK	NA	0.6		81.5
19043-02234A EB	CK4*	12	22000	18.11	16.41	17.93		14.79	16.26	14.8	11.69	7.14	26.2	27.5	11:03:39	EBOL	OWP	ACK	NA	0.6		81.7
19043-02234A EB	CK5*	1	9000	9.33	9.23	8.25		7.73	7.62	7.09	5.83	3.76	28.3	26.9	11:17:27	EBOL	OWP	BCK	NA	0.6	98.9	
19043-02234A EB	CK5*	2	9000	8.93	8.77	7.93		7.41	7.36	6.79	5.63	3.63	28.3	26.9	11:17:35	EBOL	OWP	BCK	NA	0.6	98.2	
19043-02234A EB	CK5*	3	9000	8.85	8.73	7.84		7.32	7.3	6.72	5.57	3.61	28.3	26.9	11:17:48	EBOL	OWP	BCK	NA	0.6	98.6	
19043-02234A EB	CK5*	4	9000	8.81	8.72	7.82		7.31	7.27	6.69	5.52	3.64	28.3	26.9	11:18:00	EBOL	OWP	BCK	NA	0.6	99.0	
19043-02234A EB	CK5*	5	18000	16.24	15.67	14.31		13.43	13.17	12.14	10.02	6.54	28.3	26.9	11:18:13	EBOL	OWP	BCK	NA	0.6	96.5	
19043-02234A EB	CK5*	6	18000	16.34	15.74	14.37		13.5	13.18	12.17	10.06	6.56	28.3	26.9	11:18:26	EBOL	OWP	BCK	NA	0.6	96.3	
19043-02234A EB	CK5*	7	18000	16.38	15.74	14.36		13.5	13.21	12.23	10.06	6.55	28.3	26.9	11:18:39	EBOL	OWP	BCK	NA	0.6	96.1	
19043-02234A EB	CK5*	8	18000	16.31	15.71	14.39		13.48	13.2	12.21	10.07	6.53	28.3	26.9	11:18:54	EBOL	OWP	BCK	NA	0.6	96.3	
19043-02234A EB	CK5*	9	22000	18.55	17.86	16.3		15.35	14.96	13.82	11.42	7.4	28.3	26.9	11:19:09	EBOL	OWP	BCK	NA	0.6	96.3	
19043-02234A EB	CK5*	10	22000	18.58	17.88	16.37		15.42	15.03	13.84	11.41	7.42	28.3	26.9	11:19:26	EBOL	OWP	BCK	NA	0.6	96.2	
19043-02234A EB	CK5*	11	22000	18.77	17.97	16.46		15.6	15.12	13.98	11.53	7.47	28.3	26.9	11:19:44	EBOL	OWP	BCK	NA	0.6	95.7	
19043-02234A EB	CK5*	12	22000	18.63	17.9	16.33		15.36	15.01	13.83	11.42	7.38	28.3	26.9	11:20:01	EBOL	OWP	BCK	NA	0.6	96.1	
19043-02234A EB	CK5*	1	9000	9	8.39	8.91		7.19	8.31	7.61	6.3	4.06	28.3	27.2	11:21:39	EBOL	OWP	ACK	NA	0.6		79.9
19043-02234A EB	CK5*	2	9000	8.73	8.14	8.66		6.99	8.11	7.42	6.14	3.97	28.3	27.2	11:21:47	EBOL	OWP	ACK	NA	0.6		80.1
19043-02234A EB	CK5*	3	9000	8.75	8.16	8.69		7.03	8.15	7.46	6.16	3.97	28.3	27.2	11:21:55	EBOL	OWP	ACK	NA	0.6		80.3
19043-02234A EB	CK5*	4	9000	8.74	8.15	8.67		7.01	8.13	7.42	6.16	3.93	28.3	27.2	11:22:03	EBOL	OWP	ACK	NA	0.6		80.2
19043-02234A EB	CK5*	5	18000	15.81	14.46	15.59		12.67	14.43	13.25	10.9	7.05	28.3	27.2	11:22:14	EBOL	OWP	ACK	NA	0.6		80.1
19043-02234A EB	CK5*	6	18000	15.93	14.69	15.69		12.62	14.57	13.38	11.09	7.07	28.3	27.2	11:22:28	EBOL	OWP	ACK	NA	0.6		79.2
19043-02234A EB	CK5*	7	18000	15.81	14.42	15.52		12.67	14.35	13.19	10.92	7	28.3	27.2	11:22:43	EBOL	OWP	ACK	NA	0.6		80.1
19043-02234A EB	CK5*	8	18000	15.89	14.52	15.64		12.75	14.49	13.27	10.97	7.09	28.3	27.2	11:22:58	EBOL	OWP	ACK	NA	0.6		80.2
19043-02234A EB	CK5*	9	22000	17.98	16.35	17.67		14.42	16.31	14.98	12.32	7.91	28.3	27.2	11:23:13	EBOL	OWP	ACK	NA	0.6		80.2
19043-02234A EB	CK5*	10	22000	18.04	16.39	17.72		14.47	16.35	15.01	12.36	7.93	28.3	27.2	11:23:31	EBOL	OWP	ACK	NA	0.6		80.2
19043-02234A EB	CK5*	11	22000	18.04	16.48	17.76		14.51	16.39	15.07	12.41	7.97	28.3	27.2	11:23:48	EBOL	OWP	ACK	NA	0.6		80.4
19043-02234A EB	CK5*	12	22000	18.02	16.43	17.74		14.48	16.36	15.03	12.39	7.96	28.3	27.2	11:24:05	EBOL	OWP	ACK	NA	0.6		80.4

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A EB	CK6*	1	9000	6.07	5.95	5.18		5.29	4.81	4.47	3.65	2.34	28.6	30.1	11:26:54	EBOL	OWP	BCK	NA	0.5	98.0	
19043-02234A EB	CK6*	2	9000	5.63	5.55	4.82		4.96	4.49	4.12	3.38	2.28	28.6	30.1	11:27:07	EBOL	OWP	BCK	NA	0.5	98.6	
19043-02234A EB	CK6*	3	9000	5.58	5.45	4.84		4.93	4.47	4.06	3.38	2.28	28.6	30.1	11:27:17	EBOL	OWP	BCK	NA	0.5	97.7	
19043-02234A EB	CK6*	4	9000	5.53	5.52	4.78		4.9	4.47	3.99	3.37	2.2	28.6	30.1	11:27:27	EBOL	OWP	BCK	NA	0.5	99.8	
19043-02234A EB	CK6*	5	18000	10.8	10.27	9.26		9.53	8.5	7.73	6.38	4.25	28.6	30.1	11:27:39	EBOL	OWP	BCK	NA	0.5	95.1	
19043-02234A EB	CK6*	6	18000	10.84	10.24	9.25		9.52	8.45	7.75	6.38	4.27	28.6	30.1	11:27:53	EBOL	OWP	BCK	NA	0.5	94.5	
19043-02234A EB	CK6*	7	18000	10.82	10.24	9.22		9.49	8.44	7.7	6.36	4.28	28.6	30.1	11:28:07	EBOL	OWP	BCK	NA	0.5	94.6	
19043-02234A EB	CK6*	8	18000	10.76	10.22	9.24		9.48	8.44	7.66	6.36	4.31	28.6	30.1	11:28:21	EBOL	OWP	BCK	NA	0.5	95.0	
19043-02234A EB	CK6*	9	22000	12.49	11.88	10.72		11.08	9.82	8.99	7.41	4.96	28.6	30.1	11:28:38	EBOL	OWP	BCK	NA	0.5	95.1	
19043-02234A EB	CK6*	10	22000	12.58	11.91	10.78		11.13	9.87	9.01	7.45	4.98	28.6	30.1	11:28:55	EBOL	OWP	BCK	NA	0.5	94.7	
19043-02234A EB	CK6*	11	22000	12.5	11.9	10.75		11.12	9.83	8.98	7.42	4.99	28.6	30.1	11:29:12	EBOL	OWP	BCK	NA	0.5	95.2	
19043-02234A EB	CK6*	12	22000	12.48	11.9	10.75		11.11	9.83	9.03	7.43	5	28.6	30.1	11:29:29	EBOL	OWP	BCK	NA	0.5	95.4	
19043-02234A EB	CK6*	1	9000	5.62	5.04	5.42		4.81	4.95	4.5	3.73	2.36	29	29.6	11:31:11	EBOL	OWP	ACK	NA	0.5		85.6
19043-02234A EB	CK6*	2	9000	5.49	4.89	5.33		4.73	4.85	4.43	3.6	2.3	29	29.6	11:31:21	EBOL	OWP	ACK	NA	0.5		86.2
19043-02234A EB	CK6*	3	9000	5.53	4.93	5.32		4.76	4.88	4.5	3.65	2.33	29	29.6	11:31:31	EBOL	OWP	ACK	NA	0.5		86.1
19043-02234A EB	CK6*	4	9000	5.53	4.94	5.26		4.74	4.83	4.42	3.61	2.33	29	29.6	11:31:40	EBOL	OWP	ACK	NA	0.5		85.7
19043-02234A EB	CK6*	5	18000	10.6	9.15	10.04		9.13	9.11	8.34	6.79	4.36	29	29.6	11:31:53	EBOL	OWP	ACK	NA	0.5		86.1
19043-02234A EB	CK6*	6	18000	10.52	9.05	9.99		9.06	9.05	8.27	6.73	4.33	29	29.6	11:32:10	EBOL	OWP	ACK	NA	0.5		86.1
19043-02234A EB	CK6*	7	18000	10.6	9.16	10.01		9.15	9.12	8.36	6.8	4.36	29	29.6	11:32:24	EBOL	OWP	ACK	NA	0.5		86.3
19043-02234A EB	CK6*	8	18000	10.62	9.18	10.06		9.11	9.08	8.3	6.72	4.3	29	29.6	11:32:39	EBOL	OWP	ACK	NA	0.5		85.8
19043-02234A EB	CK6*	9	22000	12.28	10.63	11.68		10.66	10.6	9.66	7.86	5.11	29	29.6	11:32:56	EBOL	OWP	ACK	NA	0.5		86.8
19043-02234A EB	CK6*	10	22000	12.23	10.61	11.65		10.6	10.48	9.66	7.84	5.07	29	29.6	11:33:14	EBOL	OWP	ACK	NA	0.5		86.7
19043-02234A EB	CK6*	11	22000	12.22	10.65	11.68		10.67	10.57	9.67	7.84	5.08	29	29.6	11:33:31	EBOL	OWP	ACK	NA	0.5		87.3
19043-02234A EB	CK6*	12	22000	12.24	10.7	11.68		10.64	10.58	9.66	7.89	5.13	29	29.6	11:33:48	EBOL	OWP	ACK	NA	0.5		86.9
19043-02234A EB	CK7*	1	9000	5.17	4.77	4.33		4.52	3.98	3.55	2.88	1.71	28.7	31.6	11:36:36	EBOL	OWP	BCK	NA	0.5	92.3	
19043-02234A EB	CK7*	2	9000	4.83	4.49	4.09		4.25	3.74	3.34	2.72	1.71	28.7	31.6	11:36:44	EBOL	OWP	BCK	NA	0.5	93.0	
19043-02234A EB	CK7*	3	9000	4.82	4.46	4.07		4.25	3.69	3.37	2.73	1.69	28.7	31.6	11:36:54	EBOL	OWP	BCK	NA	0.5	92.5	
19043-02234A EB	CK7*	4	9000	4.82	4.41	4.05		4.22	3.7	3.31	2.69	1.69	28.7	31.6	11:37:03	EBOL	OWP	BCK	NA	0.5	91.5	
19043-02234A EB	CK7*	5	18000	9.68	8.56	8.03		8.45	7.27	6.6	5.34	3.31	28.7	31.6	11:37:14	EBOL	OWP	BCK	NA	0.5	88.4	
19043-02234A EB	CK7*	6	18000	9.68	8.64	8.06		8.47	7.32	6.64	5.43	3.27	28.7	31.6	11:37:27	EBOL	OWP	BCK	NA	0.5	89.3	
19043-02234A EB	CK7*	7	18000	9.6	8.49	8.03		8.41	7.25	6.61	5.32	3.29	28.7	31.6	11:37:44	EBOL	OWP	BCK	NA	0.5	88.4	
19043-02234A EB	CK7*	8	18000	9.58	8.55	7.99		8.42	7.23	6.59	5.3	3.27	28.7	31.6	11:37:57	EBOL	OWP	BCK	NA	0.5	89.2	
19043-02234A EB	CK7*	9	22000	11.33	10.04	9.51		9.97	8.55	7.77	6.29	3.87	28.7	31.6	11:38:12	EBOL	OWP	BCK	NA	0.5	88.6	
19043-02234A EB	CK7*	10	22000	11.34	9.98	9.57		9.98	8.48	7.79	6.31	3.87	28.7	31.6	11:38:29	EBOL	OWP	BCK	NA	0.5	88.0	
19043-02234A EB	CK7*	11	22000	11.39	10.07	9.57		10.03	8.63	7.82	6.32	3.9	28.7	31.6	11:38:46	EBOL	OWP	BCK	NA	0.5	88.4	
19043-02234A EB	CK7*	12	22000	11.35	10.12	9.52		10.01	8.6	7.82	6.3	3.95	28.7	31.6	11:39:04	EBOL	OWP	BCK	NA	0.5	89.2	
19043-02234A EB	CK7*	1	9000	4.41	3.93	4.38		3.84	4.01	3.6	2.9	1.82	29.2	31	11:40:21	EBOL	OWP	ACK	NA	0.5		87.1
19043-02234A EB	CK7*	2	9000	4.36	3.91	4.31		3.81	3.95	3.55	2.85	1.72	29.2	31	11:40:29	EBOL	OWP	ACK	NA	0.5		87.4
19043-02234A EB	CK7*	3	9000	4.47	3.96	4.35		3.9	4	3.61	2.91	1.75	29.2	31	11:40:37	EBOL	OWP	ACK	NA	0.5		87.2
19043-02234A EB	CK7*	4	9000	4.4	3.92	4.34		3.82	3.92	3.6	2.88	1.75	29.2	31	11:40:45	EBOL	OWP	ACK	NA	0.5		86.8
19043-02234A EB	CK7*	5	18000	8.78	7.59	8.51		7.64	7.73	7.05	5.62	3.5	29.2	31	11:40:56	EBOL	OWP	ACK	NA	0.5		87.0
19043-02234A EB	CK7*	6	18000	8.64	7.54	8.48		7.57	7.68	6.99	5.59	3.44	29.2	31	11:41:09	EBOL	OWP	ACK	NA	0.5		87.6
19043-02234A EB	CK7*	7	18000	8.64	7.56	8.45		7.59	7.65	6.97	5.58	3.42	29.2	31	11:41:22	EBOL	OWP	ACK	NA	0.5		87.8
19043-02234A EB	CK7*	8	18000	8.69	7.54	8.47		7.59	7.67	6.99	5.61	3.49	29.2	31	11:41:35	EBOL	OWP	ACK	NA	0.5		87.3
19043-02234A EB	CK7*	9	22000	10.27	8.99	10.06		9.03	9.09	8.27	6.64	4.14	29.2	31	11:41:50	EBOL	OWP	ACK	NA	0.5		87.9
19043-02234A EB	CK7*	10	22000	10.18	8.98	10		8.96	9.05	8.21	6.64	4.1	29.2	31	11:42:07	EBOL	OWP	ACK	NA	0.5		88.0
19043-02234A EB	CK7*	11	22000	10.26	9.05	10.08		9.03	9.13	8.28	6.67	4.11	29.2	31	11:42:24	EBOL	OWP	ACK	NA	0.5		88.0
19043-02234A EB	CK7*	12	22000	10.29	8.98	10.06		9.11	9.11	8.28	6.65	4.14	29.2	31	11:42:41	EBOL	OWP	ACK	NA	0.5		88.5

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A EB	CK2	1	9000	8.01	6.84	6.47	8.27	7.75	6.92	6.24	4.88	2.92	70.3	71.9	8:23:38	EBOL	OWP	ACK	NONE	0.5		96.8
19043-02234A EB	CK2	2	9000	8.02	6.9	6.46	8.34	7.81	6.96	6.2	4.92	2.92	70.3	71.9	8:23:48	EBOL	OWP	ACK	NONE	0.5		97.4
19043-02234A EB	CK2	3	9000	8.1	7.01	6.55	8.38	7.87	6.97	6.25	4.93	2.92	70.3	71.9	8:23:55	EBOL	OWP	ACK	NONE	0.5		97.2
19043-02234A EB	CK2	4	9000	8.08	7.03	6.52	8.43	7.88	7.02	6.23	4.95	2.95	70.3	71.9	8:24:05	EBOL	OWP	ACK	NONE	0.5		97.5
19043-02234A EB	CK2	5	18000	14.74	12.52	11.93	15.15	14.22	12.55	11.25	8.87	5.25	70.3	71.9	8:24:17	EBOL	OWP	ACK	NONE	0.5		96.5
19043-02234A EB	CK2	6	18000	14.88	12.64	12.01	15.28	14.35	12.61	11.35	8.92	5.22	70.3	71.9	8:24:32	EBOL	OWP	ACK	NONE	0.5		96.4
19043-02234A EB	CK2	7	18000	14.93	12.66	12.08	15.31	14.46	12.7	11.4	8.91	5.28	70.3	71.9	8:24:46	EBOL	OWP	ACK	NONE	0.5		96.9
19043-02234A EB	CK2	8	18000	14.9	12.63	12.07	15.36	14.42	12.75	11.39	8.9	5.29	70.3	71.9	8:24:58	EBOL	OWP	ACK	NONE	0.5		96.8
19043-02234A EB	CK2	9	22000	17.08	14.48	13.77	17.46	16.45	14.47	13	10.16	5.89	70.3	71.9	8:25:17	EBOL	OWP	ACK	NONE	0.5		96.3
19043-02234A EB	CK2	10	22000	17.16	14.54	13.91	17.56	16.52	14.59	13.1	10.22	6.02	70.3	71.9	8:25:33	EBOL	OWP	ACK	NONE	0.5		96.3
19043-02234A EB	CK2	11	22000	17.1	14.48	13.75	17.57	16.46	14.54	13.09	10.17	5.9	70.3	71.9	8:25:51	EBOL	OWP	ACK	NONE	0.5		96.3
19043-02234A EB	CK2	12	22000	17.16	14.52	13.87	17.65	16.49	14.62	13.08	10.24	5.97	70.3	71.9	8:26:13	EBOL	OWP	ACK	NONE	0.5		96.1
19043-02234A EB	CK5	1	9000	5.66	5.71	4.82	5.2	4.84	4.41	3.97	3.27	2.13	65.2	70.5	9:11:18	EBOL	OWP	BCK	NONE	0.3	100.9	
19043-02234A EB	CK5	2	9000	5.28	5.32	4.56	4.85	4.55	4.13	3.78	3.14	2.01	65.2	70.5	9:11:27	EBOL	OWP	BCK	NONE	0.3	100.8	
19043-02234A EB	CK5	3	9000	5.29	5.31	4.48	4.81	4.52	4.09	3.71	3.07	2	65.2	70.5	9:11:35	EBOL	OWP	BCK	NONE	0.3	100.4	
19043-02234A EB	CK5	4	9000	5.47	5.44	4.61	4.93	4.66	4.21	3.85	3.2	2.05	65.2	70.5	9:11:43	EBOL	OWP	BCK	NONE	0.3	99.5	
19043-02234A EB	CK5	5	18000	10.56	10.41	9.04	9.6	9.05	8.18	7.49	6.18	3.98	65.2	70.5	9:11:55	EBOL	OWP	BCK	NONE	0.3	98.6	
19043-02234A EB	CK5	6	18000	10.62	10.4	9.13	9.61	9.14	8.27	7.53	6.2	4.07	65.2	70.5	9:12:07	EBOL	OWP	BCK	NONE	0.3	97.9	
19043-02234A EB	CK5	7	18000	10.72	10.58	9.19	9.7	9.23	8.31	7.61	6.24	4.06	65.2	70.5	9:12:19	EBOL	OWP	BCK	NONE	0.3	98.7	
19043-02234A EB	CK5	8	18000	10.67	10.56	9.16	9.7	9.21	8.3	7.64	6.19	4.05	65.2	70.5	9:12:31	EBOL	OWP	BCK	NONE	0.3	99.0	
19043-02234A EB	CK5	9	22000	12.52	12.32	10.8	11.35	10.78	9.69	8.9	7.28	4.78	65.2	70.5	9:12:46	EBOL	OWP	BCK	NONE	0.3	98.4	
19043-02234A EB	CK5	10	22000	12.57	12.29	10.74	11.37	10.79	9.71	8.86	7.3	4.81	65.2	70.5	9:13:02	EBOL	OWP	BCK	NONE	0.3	97.8	
19043-02234A EB	CK5	11	22000	12.66	12.44	10.87	11.46	10.9	9.79	9.03	7.41	4.89	65.2	70.5	9:13:21	EBOL	OWP	BCK	NONE	0.3	98.3	
19043-02234A EB	CK5	12	22000	12.61	12.45	10.9	11.49	10.88	9.78	8.99	7.35	4.86	65.2	70.5	9:13:37	EBOL	OWP	BCK	NONE	0.3	98.7	
19043-02234A EB	CK6	1	9000	5.66	5.53	4.9	5.14	4.88	4.35	3.95	3.21	2.12	71.9	76.6	9:27:54	EBOL	OWP	BCK	NONE	0.3	97.7	
19043-02234A EB	CK6	2	9000	5.1	4.99	4.41	4.65	4.37	3.94	3.55	2.93	1.89	71.9	76.6	9:28:03	EBOL	OWP	BCK	NONE	0.3	97.8	
19043-02234A EB	CK6	3	9000	5.13	5.04	4.41	4.63	4.35	3.95	3.59	2.92	1.93	71.9	76.6	9:28:11	EBOL	OWP	BCK	NONE	0.3	98.2	
19043-02234A EB	CK6	4	9000	5.07	5.05	4.43	4.61	4.34	3.94	3.54	2.9	1.87	71.9	76.6	9:28:20	EBOL	OWP	BCK	NONE	0.3	99.6	
19043-02234A EB	CK6	5	18000	10.11	9.59	8.85	9.18	8.63	7.83	7.07	5.75	3.78	71.9	76.6	9:28:36	EBOL	OWP	BCK	NONE	0.3	94.9	
19043-02234A EB	CK6	6	18000	9.74	9.14	8.43	8.67	8.28	7.36	6.76	5.47	3.61	71.9	76.6	9:28:50	EBOL	OWP	BCK	NONE	0.3	93.8	
19043-02234A EB	CK6	7	18000	10.25	9.65	8.76	9.24	8.75	7.8	7.12	5.72	3.74	71.9	76.6	9:29:10	EBOL	OWP	BCK	NONE	0.3	94.1	
19043-02234A EB	CK6	8	18000	10.39	9.71	8.82	9.27	8.8	7.88	7.23	5.87	3.8	71.9	76.6	9:29:24	EBOL	OWP	BCK	NONE	0.3	93.5	
19043-02234A EB	CK6	9	22000	12	11.33	10.42	10.89	10.21	9.21	8.41	6.83	4.44	71.9	76.6	9:29:38	EBOL	OWP	BCK	NONE	0.3	94.4	
19043-02234A EB	CK6	10	22000	11.88	11.23	10.33	10.75	10.2	9.12	8.35	6.77	4.42	71.9	76.6	9:29:54	EBOL	OWP	BCK	NONE	0.3	94.5	
19043-02234A EB	CK6	11	22000	10.92	10.25	9.31	10.06	9.31	7.86	8.15	6.59	4.36	71.9	76.6	9:30:12	EBOL	OWP	BCK	NONE	0.3	93.9	
19043-02234A EB	CK6	12	22000	12.07	11.51	10.52	10.94	10.3	9.23	8.46	6.85	4.51	71.9	76.6	9:30:32	EBOL	OWP	BCK	NONE	0.3	95.4	
19043-02234A EB	CK6a	1	9000	4.91	4.8	4.25	4.52	4.28	3.89	3.57	2.93	1.92	71	75.9	9:32:11	EBOL	OWP	BCK	NONE	0.1	97.8	
19043-02234A EB	CK6a	2	9000	4.51	4.29	3.9	4.1	3.92	3.52	3.19	2.66	1.76	71	75.9	9:32:20	EBOL	OWP	BCK	NONE	0.1	95.1	
19043-02234A EB	CK6a	3	9000	4.42	4.4	3.85	4.11	3.9	3.54	3.22	2.65	1.74	71	75.9	9:32:30	EBOL	OWP	BCK	NONE	0.1	99.5	
19043-02234A EB	CK6a	4	9000	4.5	4.38	3.84	4.09	3.9	3.51	3.19	2.67	1.72	71	75.9	9:32:39	EBOL	OWP	BCK	NONE	0.1	97.3	
19043-02234A EB	CK6a	5	18000	9.13	8.62	7.95	8.33	7.93	7.17	6.58	5.39	3.44	71	75.9	9:32:51	EBOL	OWP	BCK	NONE	0.1	94.4	
19043-02234A EB	CK6a	6	18000	9.05	8.57	7.81	8.26	7.81	7.06	6.5	5.31	3.37	71	75.9	9:33:03	EBOL	OWP	BCK	NONE	0.1	94.7	
19043-02234A EB	CK6a	7	18000	9.27	8.7	8.01	8.46	8.07	7.26	6.67	5.48	3.61	71	75.9	9:33:19	EBOL	OWP	BCK	NONE	0.1	93.9	
19043-02234A EB	CK6a	8	18000	9.09	8.64	7.89	8.34	7.91	7.14	6.57	5.36	3.44	71	75.9	9:33:33	EBOL	OWP	BCK	NONE	0.1	95.0	
19043-02234A EB	CK6a	9	22000	10.68	10.06	9.23	9.72	9.17	8.36	7.67	6.31	4.04	71	75.9	9:33:47	EBOL	OWP	BCK	NONE	0.1	94.2	
19043-02234A EB	CK6a	10	22000	10.44	9.79	9.13	9.55	9.03	8.24	7.53	6.07	4	71	75.9	9:34:03	EBOL	OWP	BCK	NONE	0.1	93.8	
19043-02234A EB	CK6a	11	22000	9.84	9.18	8.59	9.05	8.58	7.8	7.3	5.89	3.72	71	75.9	9:34:19	EBOL	OWP	BCK	NONE	0.1	93.3	
19043-02234A EB	CK6a	12	22000	10.32	9.77	9.03	9.49	8.97	8.09	7.5	6.12	3.91	71	75.9	9:34:35	EBOL	OWP	BCK	NONE	0.1	94.7	

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A WB	CK1	1	9000	13.45	12.11	11.25	13.96	13.16	11.79	11.59	9.64	6.35	36.7	49.9	9:04:32	WBOL	OWP	ACK	GOOD	0.25		97.8
19043-02234A WB	CK1	2	9000	12.41	11.18	10.21	13.32	12.7	11.65	10.76	9.09	5.89	36.7	49.9	9:04:42	WBOL	OWP	ACK	GOOD	0.25		102.3
19043-02234A WB	CK1	3	9000	12.95	11.63	10.82	13	12.89	11.84	10.85	9.22	5.98	36.7	49.9	9:04:50	WBOL	OWP	ACK	GOOD	0.25		99.5
19043-02234A WB	CK1	4	9000	12.66	11.36	10.66	13.43	12.88	11.84	11.28	9.61	6.21	36.7	49.9	9:04:58	WBOL	OWP	ACK	GOOD	0.25		101.7
19043-02234A WB	CK1	5	18000	22.47	20.26	19.32	24.86	23.53	21.42	19.78	16.53	10.6	36.7	49.9	9:05:14	WBOL	OWP	ACK	GOOD	0.25		104.7
19043-02234A WB	CK1	6	18000	23.36	20.44	20.28	25.31	24.01	21.77	20.71	17.11	10.96	36.7	49.9	9:05:31	WBOL	OWP	ACK	GOOD	0.25		102.8
19043-02234A WB	CK1	7	18000	24.93	22.55	20.25	25.5	24.85	22.81	20.66	17.22	11.29	36.7	49.9	9:05:48	WBOL	OWP	ACK	GOOD	0.25		99.7
19043-02234A WB	CK1	8	18000	21.79	19.54	20.08	25.13	24.42	22.24	20.37	16.88	10.98	36.7	49.9	9:06:01	WBOL	OWP	ACK	GOOD	0.25		112.1
19043-02234A WB	CK1	9	22000	26.27	23.42	22.62	29.46	27.97	25.55	23.68	19.55	12.48	36.7	49.9	9:06:16	WBOL	OWP	ACK	GOOD	0.25		106.5
19043-02234A WB	CK1	10	22000	29.25	25.86	23.68	29.92	28.41	25.9	23.86	19.66	12.56	36.7	49.9	9:06:34	WBOL	OWP	ACK	GOOD	0.25		97.1
19043-02234A WB	CK1	11	22000	29.37	25.9	24.2	30.25	28.79	25.88	24.04	19.92	12.76	36.7	49.9	9:06:51	WBOL	OWP	ACK	GOOD	0.25		98.0
19043-02234A WB	CK1	12	22000	27.34	23.58	22.29	28.04	26.7	24.25	22.94	19	12.16	36.7	49.9	9:07:08	WBOL	OWP	ACK	GOOD	0.25		97.7
19043-02234A WB	CK1	1	9000	13.17	13.27	10.84	12.29	11.83	10.92	10.01	8.45	5.6	34.4	44.9	9:10:34	WBOL	OWP	BCK	GOOD	0.25	100.8	
19043-02234A WB	CK1	2	9000	12.83	12.99	10.59	12.03	11.56	10.69	9.84	8.35	5.5	34.4	44.9	9:10:42	WBOL	OWP	BCK	GOOD	0.25	101.2	
19043-02234A WB	CK1	3	9000	12.73	12.82	10.5	11.89	11.44	10.59	9.79	8.22	5.45	34.4	44.9	9:10:49	WBOL	OWP	BCK	GOOD	0.25	100.7	
19043-02234A WB	CK1	4	9000	12.69	12.86	10.45	11.85	11.39	10.55	9.7	8.2	5.45	34.4	44.9	9:10:57	WBOL	OWP	BCK	GOOD	0.25	101.3	
19043-02234A WB	CK1	5	18000	24.23	24.34	19.99	22.56	21.64	19.81	18.44	15.35	10.15	34.4	44.9	9:11:08	WBOL	OWP	BCK	GOOD	0.25	100.5	
19043-02234A WB	CK1	6	18000	24.46	24.6	20.22	22.83	22.05	19.98	18.87	15.77	10.4	34.4	44.9	9:11:21	WBOL	OWP	BCK	GOOD	0.25	100.6	
19043-02234A WB	CK1	7	18000	22.85	22.76	19.24	21.67	20.8	19.04	18.41	15.3	10.06	34.4	44.9	9:11:38	WBOL	OWP	BCK	GOOD	0.25	99.6	
19043-02234A WB	CK1	8	18000	23.46	23.89	19.53	22.14	21.34	19.54	18.57	15.14	10.07	34.4	44.9	9:11:53	WBOL	OWP	BCK	GOOD	0.25	101.8	
19043-02234A WB	CK1	9	22000	26.97	26.95	22.1	25.03	23.72	21.65	20.71	17.25	11.35	34.4	44.9	9:12:10	WBOL	OWP	BCK	GOOD	0.25	99.9	
19043-02234A WB	CK1	10	22000	24.21	23.84	21.66	24.87	24.08	21.84	20.8	17.25	11.39	34.4	44.9	9:12:27	WBOL	OWP	BCK	GOOD	0.25	98.5	
19043-02234A WB	CK1	11	22000	25.3	24.85	22.39	25.36	24.4	22.32	21.07	17.71	11.75	34.4	44.9	9:12:44	WBOL	OWP	BCK	GOOD	0.25	98.2	
19043-02234A WB	CK1	12	22000	23.72	24.43	21.2	24.45	23.55	21.53	20.42	16.99	11.14	34.4	44.9	9:13:01	WBOL	OWP	BCK	GOOD	0.25	103.0	
19043-02234A WB	CK2	1	9000	9.86	9.9	7.96	9.2	8.85	8.21	7.49	6.38	4.33	37.1	43.9	9:28:00	WBOL	OWP	BCK	FAIR	0.33	100.4	
19043-02234A WB	CK2	2	9000	9.21	9.26	7.36	8.59	8.2	7.62	6.93	5.84	3.9	37.1	43.9	9:28:08	WBOL	OWP	BCK	FAIR	0.33	100.5	
19043-02234A WB	CK2	3	9000	9.12	9.2	7.3	8.56	8.14	7.57	6.9	5.83	3.86	37.1	43.9	9:28:16	WBOL	OWP	BCK	FAIR	0.33	100.9	
19043-02234A WB	CK2	4	9000	9.25	9.24	7.39	8.67	8.25	7.66	6.98	5.87	3.85	37.1	43.9	9:28:23	WBOL	OWP	BCK	FAIR	0.33	99.9	
19043-02234A WB	CK2	5	18000	17.36	17.16	13.93	16.12	15.42	14.19	13.05	10.86	7.19	37.1	43.9	9:28:34	WBOL	OWP	BCK	FAIR	0.33	98.8	
19043-02234A WB	CK2	6	18000	16.25	16.28	13.22	15.37	14.79	13.63	12.61	10.42	6.82	37.1	43.9	9:28:47	WBOL	OWP	BCK	FAIR	0.33	100.2	
19043-02234A WB	CK2	7	18000	16.95	16.78	13.59	15.81	15.11	13.88	12.83	10.63	7.02	37.1	43.9	9:28:59	WBOL	OWP	BCK	FAIR	0.33	99.0	
19043-02234A WB	CK2	8	18000	12.52	12.46	12.44	14.75	14.07	12.84	12.08	9.63	6.44	37.1	43.9	9:29:12	WBOL	OWP	BCK	FAIR	0.33	99.5	
19043-02234A WB	CK2	9	22000	18.39	18.21	15.23	17.56	16.68	15.25	14.34	11.96	7.87	37.1	43.9	9:29:27	WBOL	OWP	BCK	FAIR	0.33	99.0	
19043-02234A WB	CK2	10	22000	19.25	19.03	15.68	18.09	17.35	15.93	14.98	12.31	8.1	37.1	43.9	9:29:44	WBOL	OWP	BCK	FAIR	0.33	98.9	
19043-02234A WB	CK2	11	22000	19.37	19.13	15.61	18.06	17.17	15.69	14.64	12.14	8	37.1	43.9	9:30:00	WBOL	OWP	BCK	FAIR	0.33	98.8	
19043-02234A WB	CK2	12	22000	19.95	19.6	16.11	18.66	17.62	16.19	14.94	12.41	8.14	37.1	43.9	9:30:17	WBOL	OWP	BCK	FAIR	0.33	98.2	
19043-02234A WB	CK2	1	9000	9.11	8.33	7.51	9.45	8.99	8.33	7.61	6.39	4.23	36	42.5	9:32:31	WBOL	OWP	ACK	FAIR	0.33		98.7
19043-02234A WB	CK2	2	9000	9.21	8.25	7.53	9.51	9.12	8.38	7.67	6.43	4.21	36	42.5	9:32:39	WBOL	OWP	ACK	FAIR	0.33		99.0
19043-02234A WB	CK2	3	9000	8.8	8.1	7.39	9.37	8.91	8.27	7.57	6.36	4.15	36	42.5	9:32:46	WBOL	OWP	ACK	FAIR	0.33		101.3
19043-02234A WB	CK2	4	9000	9.15	8.16	7.4	9.45	8.97	8.28	7.53	6.33	4.13	36	42.5	9:32:54	WBOL	OWP	ACK	FAIR	0.33		98.0
19043-02234A WB	CK2	5	18000	17.24	15.04	14.12	17.79	16.88	15.39	14.14	11.68	7.54	36	42.5	9:33:05	WBOL	OWP	ACK	FAIR	0.33		97.9
19043-02234A WB	CK2	6	18000	17.45	15.17	14.21	17.85	17.02	15.64	14.31	11.84	7.71	36	42.5	9:33:17	WBOL	OWP	ACK	FAIR	0.33		97.5
19043-02234A WB	CK2	7	18000	17.54	15.34	14.45	18.12	17.33	15.73	14.5	12.01	7.76	36	42.5	9:33:30	WBOL	OWP	ACK	FAIR	0.33		98.8
19043-02234A WB	CK2	8	18000	17.46	15.35	14.23	18.06	17.2	15.67	14.46	11.94	7.8	36	42.5	9:33:43	WBOL	OWP	ACK	FAIR	0.33		98.5
19043-02234A WB	CK2	9	22000	20.38	17.55	16.61	20.93	19.9	17.94	16.66	13.69	8.72	36	42.5	9:33:58	WBOL	OWP	ACK	FAIR	0.33		97.6
19043-02234A WB	CK2	10	22000	20.15	17.58	16.51	20.78	19.73	17.98	16.53	13.68	8.76	36	42.5	9:34:14	WBOL	OWP	ACK	FAIR	0.33		97.9
19043-02234A WB	CK2	11	22000	20.32	17.71	16.71	20.94	19.94	18.09	16.7	13.79	8.84	36	42.5	9:34:31	WBOL	OWP	ACK	FAIR	0.33		98.1
19043-02234A WB	CK2	12	22000	20.41	17.79	16.74	21.03	20	18.19	16.77	13.76	8.87	36	42.5	9:34:47	WBOL	OWP	ACK	FAIR	0.33		98.0

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A WB	CK3	1	9000	7.29	6.76	5.74	7.03	6.86	6.47	6.05	5.29	3.55	44.9	45.5	10:03:20	WBOL	OWP	BCK	GOOD	0.25	92.7	
19043-02234A WB	CK3	2	9000	7.21	6.58	5.31	6.55	6.36	5.98	5.58	4.86	3.25	44.9	45.5	10:03:30	WBOL	OWP	BCK	GOOD	0.25	91.3	
19043-02234A WB	CK3	3	9000	6.83	6.69	5.32	6.73	6.97	6.14	5.72	5.03	3.41	44.9	45.5	10:03:39	WBOL	OWP	BCK	GOOD	0.25	98.0	
19043-02234A WB	CK3	4	9000	6.73	6.57	5.25	6.41	6.47	6.1	5.7	4.89	3.33	44.9	45.5	10:03:49	WBOL	OWP	BCK	GOOD	0.25	97.6	
19043-02234A WB	CK3	5	18000	13.46	13.06	10.63	13.13	12.44	11.95	11.24	9.65	6.58	44.9	45.5	10:04:01	WBOL	OWP	BCK	GOOD	0.25	97.0	
19043-02234A WB	CK3	6	18000	13.35	12.88	10.62	13.02	12.66	11.85	11.11	9.52	6.47	44.9	45.5	10:04:26	WBOL	OWP	BCK	GOOD	0.25	96.5	
19043-02234A WB	CK3	7	18000	13.51	13	10.64	13.05	12.78	11.92	11.22	9.63	6.5	44.9	45.5	10:04:40	WBOL	OWP	BCK	GOOD	0.25	96.2	
19043-02234A WB	CK3	8	18000	14.23	13.2	10.65	13.16	12.84	12	11.31	9.69	6.82	44.9	45.5	10:04:53	WBOL	OWP	BCK	GOOD	0.25	92.8	
19043-02234A WB	CK3	9	22000	15.89	15.35	12.5	15.43	15.03	14.06	13.18	11.32	7.73	44.9	45.5	10:05:11	WBOL	OWP	BCK	GOOD	0.25	96.6	
19043-02234A WB	CK3	10	22000	15.82	15.22	12.51	15.33	14.94	14.02	13.08	11.32	7.71	44.9	45.5	10:05:27	WBOL	OWP	BCK	GOOD	0.25	96.2	
19043-02234A WB	CK3	11	22000	15.82	15.19	12.44	15.3	14.89	13.94	13.12	11.31	7.68	44.9	45.5	10:05:43	WBOL	OWP	BCK	GOOD	0.25	96.0	
19043-02234A WB	CK3	12	22000	15.81	15.24	12.37	15.28	14.88	13.97	13.17	11.3	7.68	44.9	45.5	10:06:00	WBOL	OWP	BCK	GOOD	0.25	96.4	
19043-02234A WB	CK3	1	9000	7.06	6.81	5.52	6.89	6.81	6.47	6.07	5.3	3.64	48.3	45.4	10:08:10	WBOL	OWP	ACK	GOOD	0.25		96.5
19043-02234A WB	CK3	2	9000	6.92	6.67	5.39	6.77	6.69	6.36	5.97	5.27	3.6	48.3	45.4	10:08:18	WBOL	OWP	ACK	GOOD	0.25		96.7
19043-02234A WB	CK3	3	9000	6.99	6.74	5.47	6.85	6.72	6.4	5.96	5.27	3.59	48.3	45.4	10:08:25	WBOL	OWP	ACK	GOOD	0.25		96.1
19043-02234A WB	CK3	4	9000	6.9	6.62	5.41	6.74	6.64	6.32	5.9	5.18	3.53	48.3	45.4	10:08:33	WBOL	OWP	ACK	GOOD	0.25		96.2
19043-02234A WB	CK3	6	18000	13.41	12.77	10.56	13.12	12.91	12.18	11.5	10.04	6.89	48.3	45.4	10:09:11	WBOL	OWP	ACK	GOOD	0.25		96.3
19043-02234A WB	CK3	7	18000	13.31	12.75	10.48	13.02	12.83	12.07	11.3	9.93	6.83	48.3	45.4	10:09:24	WBOL	OWP	ACK	GOOD	0.25		96.4
19043-02234A WB	CK3	8	18000	13.49	12.77	10.62	13.06	12.96	12.19	11.43	10.03	6.88	48.3	45.4	10:09:36	WBOL	OWP	ACK	GOOD	0.25		96.1
19043-02234A WB	CK3	9	22000	15.61	14.85	12.27	15.23	14.97	14.09	13.31	11.55	7.89	48.3	45.4	10:09:51	WBOL	OWP	ACK	GOOD	0.25		95.9
19043-02234A WB	CK3	10	22000	15.58	14.79	12.27	15.19	14.91	14.06	13.26	11.53	7.82	48.3	45.4	10:10:07	WBOL	OWP	ACK	GOOD	0.25		95.7
19043-02234A WB	CK3	11	22000	15.63	14.85	12.27	15.19	14.98	14.07	13.31	11.59	7.89	48.3	45.4	10:10:23	WBOL	OWP	ACK	GOOD	0.25		95.8
19043-02234A WB	CK3	12	22000	15.71	14.96	12.37	15.32	15.06	14.15	13.34	11.65	7.95	48.3	45.4	10:10:39	WBOL	OWP	ACK	GOOD	0.25		95.9

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
19043-02234A WB	CK3	1	9000	7.29	6.76	5.74	7.03	6.86	6.47	6.05	5.29	3.55	44.9	45.5	10:03:20	WBOL	OWP	BCK	GOOD	0.25	92.7	
19043-02234A WB	CK3	2	9000	7.21	6.58	5.31	6.55	6.36	5.98	5.58	4.86	3.25	44.9	45.5	10:03:30	WBOL	OWP	BCK	GOOD	0.25	91.3	
19043-02234A WB	CK3	3	9000	6.83	6.69	5.32	6.73	6.97	6.14	5.72	5.03	3.41	44.9	45.5	10:03:39	WBOL	OWP	BCK	GOOD	0.25	98.0	
19043-02234A WB	CK3	4	9000	6.73	6.57	5.25	6.41	6.47	6.1	5.7	4.89	3.33	44.9	45.5	10:03:49	WBOL	OWP	BCK	GOOD	0.25	97.6	
19043-02234A WB	CK3	5	18000	13.46	13.06	10.63	13.13	12.44	11.95	11.24	9.65	6.58	44.9	45.5	10:04:01	WBOL	OWP	BCK	GOOD	0.25	97.0	
19043-02234A WB	CK3	6	18000	13.35	12.88	10.62	13.02	12.66	11.85	11.11	9.52	6.47	44.9	45.5	10:04:26	WBOL	OWP	BCK	GOOD	0.25	96.5	
19043-02234A WB	CK3	7	18000	13.51	13	10.64	13.05	12.78	11.92	11.22	9.63	6.5	44.9	45.5	10:04:40	WBOL	OWP	BCK	GOOD	0.25	96.2	
19043-02234A WB	CK3	8	18000	14.23	13.2	10.65	13.16	12.84	12	11.31	9.69	6.82	44.9	45.5	10:04:53	WBOL	OWP	BCK	GOOD	0.25	92.8	
19043-02234A WB	CK3	9	22000	15.89	15.35	12.5	15.43	15.03	14.06	13.18	11.32	7.73	44.9	45.5	10:05:11	WBOL	OWP	BCK	GOOD	0.25	96.6	
19043-02234A WB	CK3	10	22000	15.82	15.22	12.51	15.33	14.94	14.02	13.08	11.32	7.71	44.9	45.5	10:05:27	WBOL	OWP	BCK	GOOD	0.25	96.2	
19043-02234A WB	CK3	11	22000	15.82	15.19	12.44	15.3	14.89	13.94	13.12	11.31	7.68	44.9	45.5	10:05:43	WBOL	OWP	BCK	GOOD	0.25	96.0	
19043-02234A WB	CK3	12	22000	15.81	15.24	12.37	15.28	14.88	13.97	13.17	11.3	7.68	44.9	45.5	10:06:00	WBOL	OWP	BCK	GOOD	0.25	96.4	
19043-02234A WB	CK3	1	9000	7.06	6.81	5.52	6.89	6.81	6.47	6.07	5.3	3.64	48.3	45.4	10:08:10	WBOL	OWP	ACK	GOOD	0.25		96.5
19043-02234A WB	CK3	2	9000	6.92	6.67	5.39	6.77	6.69	6.36	5.97	5.27	3.6	48.3	45.4	10:08:18	WBOL	OWP	ACK	GOOD	0.25		96.7
19043-02234A WB	CK3	3	9000	6.99	6.74	5.47	6.85	6.72	6.4	5.96	5.27	3.59	48.3	45.4	10:08:25	WBOL	OWP	ACK	GOOD	0.25		96.1
19043-02234A WB	CK3	4	9000	6.9	6.62	5.41	6.74	6.64	6.32	5.9	5.18	3.53	48.3	45.4	10:08:33	WBOL	OWP	ACK	GOOD	0.25		96.2
19043-02234A WB	CK3	6	18000	13.41	12.77	10.56	13.12	12.91	12.18	11.5	10.04	6.89	48.3	45.4	10:09:11	WBOL	OWP	ACK	GOOD	0.25		96.3
19043-02234A WB	CK3	7	18000	13.31	12.75	10.48	13.02	12.83	12.07	11.3	9.93	6.83	48.3	45.4	10:09:24	WBOL	OWP	ACK	GOOD	0.25		96.4
19043-02234A WB	CK3	8	18000	13.49	12.77	10.62	13.06	12.96	12.19	11.43	10.03	6.88	48.3	45.4	10:09:36	WBOL	OWP	ACK	GOOD	0.25		96.1
19043-02234A WB	CK3	9	22000	15.61	14.85	12.27	15.23	14.97	14.09	13.31	11.55	7.89	48.3	45.4	10:09:51	WBOL	OWP	ACK	GOOD	0.25		95.9
19043-02234A WB	CK3	10	22000	15.58	14.79	12.27	15.19	14.91	14.06	13.26	11.53	7.82	48.3	45.4	10:10:07	WBOL	OWP	ACK	GOOD	0.25		95.7
19043-02234A WB	CK3	11	22000	15.63	14.85	12.27	15.19	14.98	14.07	13.31	11.59	7.89	48.3	45.4	10:10:23	WBOL	OWP	ACK	GOOD	0.25		95.8
19043-02234A WB	CK3	12	22000	15.71	14.96	12.37	15.32	15.06	14.15	13.34	11.65	7.95	48.3	45.4	10:10:39	WBOL	OWP	ACK	GOOD	0.25		95.9

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
11017-32516 Sec A	CK1	2	9217	7.44	2.03	7.49	6.6	5.98	5.45	4.94	3.9	2.26	62	68			OWP	BCK	NA	0.5	27.3	
11017-32516 Sec A	CK1	3	9262	7.63	2.03	7.72	6.75	6.16	5.68	5.15	4.02	2.32	62	68			OWP	BCK	NA	0.5	26.6	
11017-32516 Sec A	CK1	4	9313	7.44	2.05	7.59	6.7	6.13	5.6	5.02	4	2.3	62	68			OWP	BCK	NA	0.5	27.6	
11017-32516 Sec A	CK1	6	15395	11.61	3.04	11.82	10.38	9.61	8.72	7.91	6.2	3.68	62	68			OWP	BCK	NA			
11017-32516 Sec A	CK1	7	15464	11.78	2.96	11.9	10.42	9.67	8.75	7.94	6.22	3.68	62	68			OWP	BCK	NA			
11017-32516 Sec A	CK1	8	15381	11.97	3.33	12.19	10.73	9.56	8.87	8.12	6.3	3.68	62	68			OWP	BCK	NA			
11017-32516 Sec A	CK1	10	20081	14.37	3.75	14.65	12.78	11.93	10.76	9.77	7.72	4.6	62	68			OWP	BCK	NA			
11017-32516 Sec A	CK1	11	20101	13.63	3.96	14.14	12.68	12.37	10.97	9.8	8.13	5.78	62	68			OWP	BCK	NA			
11017-32516 Sec A	CK1	12	20059	14.26	3.69	14.57	12.62	11.82	10.69	9.68	7.63	4.59	62	68			OWP	BCK	NA			
11017-32516 Sec A	CK1	2	9176	5.93	5.01	5.65	6.65	2.81	2.61	2.41	2.06	1.42	59	67			OWP	ACK	NA	0.5		47.4
11017-32516 Sec A	CK1	3	9182	6.1	5.01	5.68	6.63	2.81	2.7	2.42	2.08	1.47	59	67			OWP	ACK	NA	0.5		46.1
11017-32516 Sec A	CK1	4	9233	6.1	5.11	5.78	6.68	2.83	2.73	2.46	2.08	1.49	59	67			OWP	ACK	NA	0.5		46.4
11017-32516 Sec A	CK1	6	15409	8.98	7.63	8.54	9.65	5.61	5.18	4.74	3.96	2.76	59	67			OWP	ACK	NA			
11017-32516 Sec A	CK1	7	15415	9	7.55	8.46	9.55	5.57	5.16	4.69	3.93	2.77	59	67			OWP	ACK	NA			
11017-32516 Sec A	CK1	8	15409	8.98	7.54	8.46	9.57	5.54	5.14	4.71	3.93	2.68	59	67			OWP	ACK	NA			
11017-32516 Sec A	CK1	10	20113	11.21	9.39	10.81	11.74	7.41	6.9	6.31	5.26	3.52	59	67			OWP	ACK	NA			
11017-32516 Sec A	CK1	11	20146	11.15	9.39	10.79	11.8	7.52	6.86	6.32	5.27	3.55	59	67			OWP	ACK	NA			
11017-32516 Sec A	CK1	12	20213	11.19	9.44	10.61	11.85	7.52	6.95	6.41	5.35	3.59	59	67			OWP	ACK	NA			
11017-32516 Sec A	CK2	2	9102	6.03	2.82	6	5.45	5.01	4.66	4.23	3.41	2.01	60	78			OWP	BCK	NA	0.5	46.8	
11017-32516 Sec A	CK2	3	9132	6.08	2.83	6.03	5.47	5.03	4.69	4.2	3.4	2.04	60	78			OWP	BCK	NA	0.5	46.5	

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load	Under	Before	Left	Behind	Behind	Behind	Behind	Behind	Behind	Tair	Tpav	Time	Dir.	Place	Test	Cond	Crack Width	Load Transfer Approach	Load Transfer Leave
			[lbs]	D0 [mils]	D12F [mils]	D12L [mils]	D8 [mils]	D12 [mils]	D18 [mils]	D24 [mils]	D36 [mils]	D60 [mils]	[F]	[F]	h:m:s					[mm]	[%]	[%]
11017-32516 Sec A	CK2	4	9153	6.08	2.76	6.05	5.6	5.03	4.71	4.28	3.46	2.12	60	78			OWP	BCK	NA	0.5	45.4	
11017-32516 Sec A	CK2	6	15337	9.78	4.33	9.65	8.78	8.25	7.46	6.81	5.48	3.38	60	78			OWP	BCK	NA			
11017-32516 Sec A	CK2	7	15409	9.99	4.46	9.79	8.91	8.34	7.59	6.91	5.55	3.42	60	78			OWP	BCK	NA			
11017-32516 Sec A	CK2	8	15382	9.88	4.28	9.71	8.8	8.27	7.51	6.88	5.49	3.38	60	78			OWP	BCK	NA			
11017-32516 Sec A	CK2	10	20223	12.42	5.52	12.1	11	10.31	9.39	8.62	6.9	4.28	60	78			OWP	BCK	NA			
11017-32516 Sec A	CK2	11	20198	12.36	5.45	12.14	11.02	10.4	9.44	8.67	6.9	4.26	60	78			OWP	BCK	NA			
11017-32516 Sec A	CK2	12	20184	12.36	5.37	12.15	11	10.45	9.45	8.67	6.91	4.27	60	78			OWP	BCK	NA			
11017-32516 Sec A	CK2	2	9091	5.35	4.65	5.4	5.76	4.47	4.25	3.85	3.11	1.98	59	76			OWP	ACK	NA	0.5		83.6
11017-32516 Sec A	CK2	3	9082	5.42	4.65	5.36	5.68	4.42	4.17	3.72	3.06	1.97	59	76			OWP	ACK	NA	0.5		81.5
11017-32516 Sec A	CK2	4	9127	5.1	4.47	5.08	5.36	4.42	4.15	3.77	3.08	1.86	59	76			OWP	ACK	NA	0.5		86.7
11017-32516 Sec A	CK2	2	9153	5.39	4.73	5.48	5.74	4.22	3.99	3.64	2.97	1.87	60	73			OWP	ACK	NA	0.5		78.3
11017-32516 Sec A	CK2	3	9118	5.46	4.68	5.43	5.79	4.18	4.01	3.59	2.97	1.84	60	73			OWP	ACK	NA	0.5		76.6
11017-32516 Sec A	CK2	4	9168	5.35	4.7	5.4	5.74	4.13	3.97	3.5	2.88	1.8	60	73			OWP	ACK	NA	0.5		77.2
11017-32516 Sec A	CK2	1	15281	8.66	7.39	8.75	9.13	6.75	6.2	5.72	4.66	2.92	60	71			OWP	ACK	NA			
11017-32516 Sec A	CK2	2	15432	8.76	7.47	8.81	9.23	6.7	6.13	5.62	4.6	2.89	60	71			OWP	ACK	NA			
11017-32516 Sec A	CK2	3	15289	8.83	7.52	8.86	9.33	6.9	6.34	5.8	4.75	2.95	60	71			OWP	ACK	NA			
11017-32516 Sec A	CK2	4	20148	11.08	9.47	11.19	11.67	8.79	8.05	7.42	6.02	3.83	60	71			OWP	ACK	NA			
11017-32516 Sec A	CK2	5	20116	11.15	9.51	11.22	11.72	8.63	7.94	7.26	5.91	3.76	60	71			OWP	ACK	NA			
11017-32516 Sec A	CK2	6	20181	11.15	9.44	11.14	11.7	8.6	7.87	7.22	5.88	3.73	60	71			OWP	ACK	NA			
11017-32516 Sec A	CK3	2	9168	6.86	2.34	6.79	6.1	5.5	5.11	4.55	3.6	2.1	58	66			OWP	BCK	NA	0.5	34.1	
11017-32516 Sec A	CK3	3	9226	6.82	2.26	6.76	6.1	5.46	5.14	4.57	3.58	2.11	58	66			OWP	BCK	NA	0.5	33.1	
11017-32516 Sec A	CK3	4	9118	6.82	2.21	6.78	6.1	5.48	5.07	4.59	3.58	2.12	58	66			OWP	BCK	NA	0.5	32.4	
11017-32516 Sec A	CK3	6	15414	10.77	3.67	10.64	9.52	8.9	8.01	7.23	5.7	3.38	58	66			OWP	BCK	NA			
11017-32516 Sec A	CK3	7	15387	10.68	3.58	10.63	9.5	8.85	7.93	7.18	5.69	3.39	58	66			OWP	BCK	NA			
11017-32516 Sec A	CK3	8	15378	10.77	3.53	10.63	9.52	8.85	7.96	7.17	5.72	3.38	58	66			OWP	BCK	NA			
11017-32516 Sec A	CK3	10	20329	13.68	4.45	13.37	11.93	11.22	10.04	9.11	7.19	4.34	58	66			OWP	BCK	NA			
11017-32516 Sec A	CK3	11	20305	13.68	4.38	13.58	12.04	11.29	10.15	9.18	7.23	4.36	58	66			OWP	BCK	NA			
11017-32516 Sec A	CK3	12	20254	13.79	4.3	13.56	12.07	11.31	10.13	9.2	7.26	4.34	58	66			OWP	BCK	NA			
11017-32516 Sec A	CK3	2	9112	7.8	6.11	7.52	8.66	3.2	2.46	2.31	2.05	1.44	59	66			OWP	ACK	NA	0.5		41.0
11017-32516 Sec A	CK3	3	9131	7.23	6.01	6.96	8.08	2.34	2.25	2.09	1.79	1.29	59	66			OWP	ACK	NA	0.5		32.4
11017-32516 Sec A	CK3	4	9077	7.27	6.01	6.94	8.06	2.31	2.25	2.07	1.82	1.3	59	66			OWP	ACK	NA	0.5		31.8
11017-32516 Sec A	CK3	6	15387	10.88	9.05	10.5	11.94	4.48	4.25	3.9	3.32	2.28	59	66			OWP	ACK	NA			
11017-32516 Sec A	CK3	7	15401	10.79	9	10.48	11.9	4.46	4.14	3.86	3.29	2.26	59	66			OWP	ACK	NA			
11017-32516 Sec A	CK3	8	15395	10.68	9	10.4	11.84	4.41	4.12	3.81	3.25	2.26	59	66			OWP	ACK	NA			
11017-32516 Sec A	CK3	10	20426	13.14	10.84	12.65	14.14	6.44	6.02	5.61	4.66	3.11	59	66			OWP	ACK	NA			
11017-32516 Sec A	CK3	11	20305	13.09	10.8	12.67	14.03	6.55	6.08	5.65	4.74	3.19	59	66			OWP	ACK	NA			
11017-32516 Sec A	CK3	12	20364	12.99	10.82	12.52	13.95	6.44	6.02	5.56	4.65	3.16	59	66			OWP	ACK	NA			
11017-32516 Sec A	CK4	2	9087	6.1	2.03	6	5.47	4.86	4.55	4.1	3.22	1.87	58	75			OWP	BCK	NA	0.5	33.3	
11017-32516 Sec A	CK4	3	9114	6.08	2.06	6.02	5.45	4.91	4.55	4.08	3.21	1.85	58	75			OWP	BCK	NA	0.5	33.9	
11017-32516 Sec A	CK4	4	9047	6.2	2.06	6.05	5.52	4.97	4.64	4.12	3.26	1.88	58	75			OWP	BCK	NA	0.5	33.2	
11017-32516 Sec A	CK4	6	15360	9.82	3.42	9.62	8.73	8.09	7.3	6.62	5.22	3.07	58	75			OWP	BCK	NA			
11017-32516 Sec A	CK4	7	15324	9.82	3.31	9.68	8.76	8.12	7.3	6.57	5.19	3.02	58	75			OWP	BCK	NA			
11017-32516 Sec A	CK4	8	15257	10.04	3.58	10.16	9.06	7.98	7.41	6.68	5.09	2.56	58	75			OWP	BCK	NA			
11017-32516 Sec A	CK4	10	20255	12.25	4.3	11.96	10.74	10.07	9.02	8.21	6.4	3.77	58	75			OWP	BCK	NA			
11017-32516 Sec A	CK4	11	20259	12.1	4.25	11.99	10.74	10.01	8.98	8.16	6.42	3.79	58	75			OWP	BCK	NA			
11017-32516 Sec A	CK4	12	20273	12.21	4.25	11.96	10.69	10.03	8.98	8.14	6.36	3.77	58	75			OWP	BCK	NA			
11017-32516 Sec A	CK4	2	9050	7.33	5.81	6.65	8.01	2.38	2.36	2.15	1.87	1.35	57	74			OWP	ACK	NA	0.5		32.5
11017-32516 Sec A	CK4	3	9047	7.16	5.73	6.58	7.91	2.54	2.52	2.24	1.98	1.42	57	74			OWP	ACK	NA	0.5		35.5

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
11017-32516 Sec A	CK4	4	9068	7.12	5.68	6.58	7.88	2.55	2.46	2.23	1.92	1.43	57	74			OWP	ACK	NA	0.5		35.8
11017-32516 Sec A	CK4	6	15293	10.44	8.49	9.76	11.37	5.2	4.84	4.46	3.69	2.52	57	74			OWP	ACK	NA			
11017-32516 Sec A	CK4	7	15297	10.4	8.4	9.73	11.32	5.23	4.84	4.48	3.7	2.54	57	74			OWP	ACK	NA			
11017-32516 Sec A	CK4	8	15310	10.44	8.4	9.73	11.29	5.2	4.79	4.47	3.72	2.52	57	74			OWP	ACK	NA			
11017-32516 Sec A	CK4	10	20352	12.88	10.4	12.02	13.75	7.23	6.65	6.14	5.03	3.4	57	74			OWP	ACK	NA			
11017-32516 Sec A	CK4	11	20465	12.83	10.43	12.01	13.77	7.21	6.65	6.12	5.04	3.39	57	74			OWP	ACK	NA			
11017-32516 Sec A	CK4	12	20423	12.83	10.43	11.93	13.75	7.18	6.65	6.11	5.05	3.37	57	74			OWP	ACK	NA			
11017-32516 Sec A	CK5	2	9091	6.14	2.47	5.84	5.65	5.07	4.71	4.26	3.5	2.11	57	68			OWP	BCK	NA	0.33	40.2	
11017-32516 Sec A	CK5	3	9074	6.18	2.47	5.92	5.7	5.15	4.79	4.36	3.51	2.19	57	68			OWP	BCK	NA	0.33	40.0	
11017-32516 Sec A	CK5	4	9082	6.25	2.49	5.95	5.7	5.12	4.77	4.35	3.49	2.17	57	68			OWP	BCK	NA	0.33	39.8	
11017-32516 Sec A	CK5	6	15373	9.45	4.77	8.88	8.41	7.87	7.17	6.6	5.35	3.37	57	68			OWP	BCK	NA			
11017-32516 Sec A	CK5	7	15365	9.41	4.77	8.86	8.44	7.85	7.21	6.57	5.32	3.35	57	68			OWP	BCK	NA			
11017-32516 Sec A	CK5	8	15359	9.45	4.75	8.86	8.44	7.83	7.17	6.56	5.32	3.34	57	68			OWP	BCK	NA			
11017-32516 Sec A	CK5	10	20412	11.73	6.67	10.98	10.39	9.84	8.94	8.26	6.65	4.2	57	68			OWP	BCK	NA			
11017-32516 Sec A	CK5	11	20337	11.82	6.83	11.08	10.47	9.97	9.07	8.34	6.92	4.61	57	68			OWP	BCK	NA			
11017-32516 Sec A	CK5	12	20479	11.43	6.64	10.75	10.39	9.74	8.84	8.12	6.65	4.15	57	68			OWP	BCK	NA			
11017-32516 Sec A	CK5	2	9073	6.25	5.13	5.65	6.99	2.5	2.46	2.25	2	1.48	57	61			OWP	ACK	NA	0.33		40.0
11017-32516 Sec A	CK5	3	9047	6.25	5.16	5.68	6.99	2.52	2.48	2.22	1.95	1.44	57	61			OWP	ACK	NA	0.33		40.3
11017-32516 Sec A	CK5	4	9047	6.18	5.16	5.68	6.99	2.47	2.46	2.22	1.92	1.44	57	61			OWP	ACK	NA	0.33		40.0
11017-32516 Sec A	CK5	6	15381	9.41	7.7	8.68	10.21	5.35	5.01	4.65	3.92	2.75	57	61			OWP	ACK	NA			
11017-32516 Sec A	CK5	7	15423	9.41	7.72	8.68	10.15	5.35	5.01	4.66	3.94	2.69	57	61			OWP	ACK	NA			
11017-32516 Sec A	CK5	8	15352	9.41	7.68	8.7	10.18	5.39	5.01	4.67	3.94	2.72	57	61			OWP	ACK	NA			
11017-32516 Sec A	CK5	10	20515	11.67	9.54	10.77	12.44	7.55	7.08	6.59	5.5	3.69	57	61			OWP	ACK	NA			
11017-32516 Sec A	CK5	11	20515	11.73	9.55	10.85	12.52	7.67	7.13	6.62	5.51	3.73	57	61			OWP	ACK	NA			
11017-32516 Sec A	CK5	12	20426	11.62	9.51	10.79	12.46	7.67	7.1	6.59	5.46	3.67	57	61			OWP	ACK	NA			
11017-32516 Sec A	CK6	2	9020	7.12	1.6	7.14	6.39	5.77	5.26	4.76	3.6	1.81	57	63			OWP	BCK	NA	0.4	22.5	
11017-32516 Sec A	CK6	3	9037	7.23	1.59	7.23	6.46	5.8	5.36	4.78	3.63	1.91	57	63			OWP	BCK	NA	0.4	22.0	
11017-32516 Sec A	CK6	4	8975	7.23	1.51	7.25	6.46	5.82	5.34	4.8	3.63	1.88	57	63			OWP	BCK	NA	0.4	20.9	
11017-32516 Sec A	CK6	6	15402	10.77	3.11	10.74	9.61	8.96	7.99	7.25	5.62	3.04	57	63			OWP	BCK	NA			
11017-32516 Sec A	CK6	7	15373	10.81	3.02	10.74	9.61	8.96	7.98	7.22	5.63	3.1	57	63			OWP	BCK	NA			
11017-32516 Sec A	CK6	8	15409	10.77	2.99	10.72	9.61	8.98	8.01	7.22	5.6	3.07	57	63			OWP	BCK	NA			
11017-32516 Sec A	CK6	10	20533	13.2	4.46	13.04	11.61	10.98	9.84	8.95	7.01	3.98	57	63			OWP	BCK	NA			
11017-32516 Sec A	CK6	11	20483	13.25	4.52	13.11	11.7	11	9.91	8.96	7.02	3.98	57	63			OWP	BCK	NA			
11017-32516 Sec A	CK6	12	20544	13.25	4.46	13.1	11.7	11.05	9.89	8.87	7.01	3.94	57	63			OWP	BCK	NA			
11017-32516 Sec A	CK6	2	9070	6.03	5.13	5.78	6.67	4.06	3.78	3.36	2.69	1.65	57	68			OWP	ACK	NA	0.4		67.3
11017-32516 Sec A	CK6	3	9032	6.25	5.03	5.97	6.6	4.09	3.52	3.26	2.68	1.74	57	68			OWP	ACK	NA	0.4		65.4
11017-32516 Sec A	CK6	4	9010	5.97	5.14	5.73	6.57	4.11	3.83	3.43	2.76	1.61	57	68			OWP	ACK	NA	0.4		68.8
11017-32516 Sec A	CK6	6	15345	9.35	7.96	9.13	10.05	7.27	6.65	6.02	4.83	2.84	57	68			OWP	ACK	NA			
11017-32516 Sec A	CK6	7	15345	8.94	7.88	8.72	9.79	6.86	6.41	5.82	4.61	2.66	57	68			OWP	ACK	NA			
11017-32516 Sec A	CK6	8	15364	9.45	8.02	9.12	10.07	7.21	6.63	6.01	4.82	2.85	57	68			OWP	ACK	NA			
11017-32516 Sec A	CK6	10	20544	11.93	10.01	11.51	12.57	9.41	8.6	7.88	6.31	3.73	57	68			OWP	ACK	NA			
11017-32516 Sec A	CK6	11	20503	11.95	10.01	11.48	12.54	9.37	8.58	7.82	6.26	3.72	57	68			OWP	ACK	NA			
11017-32516 Sec A	CK6	12	20550	11.88	9.98	11.48	12.55	9.39	8.61	7.85	6.26	3.71	57	68			OWP	ACK	NA			
11017-32516 Sec A	CK7	2	9006	6.08	3.93	5.94	5.57	5.01	4.79	4.43	3.67	2.37	56	75			OWP	BCK	NA	0.5	64.6	
11017-32516 Sec A	CK7	3	9027	6.08	3.9	6	5.55	5.07	4.87	4.43	3.65	2.37	56	75			OWP	BCK	NA	0.5	64.1	
11017-32516 Sec A	CK7	4	9056	6.08	3.86	5.94	5.63	5.07	4.87	4.45	3.65	2.36	56	75			OWP	BCK	NA	0.5	63.5	
11017-32516 Sec A	CK7	6	15393	9.95	6.28	9.65	9.01	8.43	7.83	7.14	5.91	3.92	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK7	7	15428	9.95	6.17	9.62	8.97	8.41	7.75	7.1	5.89	3.89	56	75			OWP	BCK	NA			

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
11017-32516 Sec A	CK7	8	15337	9.82	6.02	9.6	8.91	8.43	7.75	7.1	5.9	3.88	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK7	10	20547	12.57	7.74	12.28	11.23	10.76	9.78	9	7.4	4.91	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK7	11	20461	12.73	7.69	12.28	11.3	10.8	9.86	9.05	7.45	4.97	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK7	12	20559	12.66	7.61	12.34	11.32	10.84	9.89	9	7.45	4.95	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK7	2	9006	7.33	6.27	7.38	4.65	4.29	4.07	3.68	3.04	1.92	56	72			OWP	ACK	NA	0.5		58.5
11017-32516 Sec A	CK7	3	8982	7.33	6.29	7.41	4.53	4.2	3.91	3.65	3.01	1.95	56	72			OWP	ACK	NA	0.5		57.3
11017-32516 Sec A	CK7	4	9025	7.4	6.34	7.36	4.53	4.18	3.99	3.63	3.04	1.94	56	72			OWP	ACK	NA	0.5		56.5
11017-32516 Sec A	CK7	6	15396	11.35	9.65	11.34	7.88	7.48	6.88	6.3	5.17	3.32	56	72			OWP	ACK	NA			
11017-32516 Sec A	CK7	7	15387	11.2	9.68	11.27	7.85	7.32	6.79	6.25	5.14	3.34	56	72			OWP	ACK	NA			
11017-32516 Sec A	CK7	8	15382	11.39	9.77	11.42	7.88	7.46	6.85	6.31	5.18	3.34	56	72			OWP	ACK	NA			
11017-32516 Sec A	CK7	10	20495	14.41	12.23	14.48	10.21	9.66	8.89	8.15	6.65	4.24	56	72			OWP	ACK	NA			
11017-32516 Sec A	CK7	11	20639	14.52	12.23	14.54	10.12	9.61	8.87	8.15	6.64	4.29	56	72			OWP	ACK	NA			
11017-32516 Sec A	CK7	12	20641	14.63	12.28	14.59	10.15	9.66	8.9	8.12	6.64	4.27	56	72			OWP	ACK	NA			
11017-32516 Sec A	CK8	2	9006	6.14	2.62	5.87	5.74	5.19	4.98	4.57	3.93	2.79	55	76			OWP	BCK	NA	0.33	42.7	
11017-32516 Sec A	CK8	3	8997	6.31	2.6	6.05	5.83	5.27	5.07	4.74	4.02	2.91	55	76			OWP	BCK	NA	0.33	41.2	
11017-32516 Sec A	CK8	4	8953	6.25	2.55	6	5.84	5.33	5.05	4.76	4.03	2.92	55	76			OWP	BCK	NA	0.33	40.8	
11017-32516 Sec A	CK8	6	15432	9.84	4.64	9.38	8.99	8.45	7.85	7.36	6.27	4.58	55	76			OWP	BCK	NA			
11017-32516 Sec A	CK8	7	15458	9.73	4.55	9.38	8.97	8.51	7.88	7.33	6.29	4.56	55	76			OWP	BCK	NA			
11017-32516 Sec A	CK8	8	15253	9.84	4.55	9.36	8.97	8.51	7.85	7.34	6.31	4.62	55	76			OWP	BCK	NA			
11017-32516 Sec A	CK8	10	20639	12.29	6.24	11.8	11.19	10.74	9.91	9.24	7.91	5.86	55	76			OWP	BCK	NA			
11017-32516 Sec A	CK8	11	20543	12.42	6.26	11.77	11.32	10.74	10	9.33	7.94	5.88	55	76			OWP	BCK	NA			
11017-32516 Sec A	CK8	12	20616	12.36	6.15	11.75	11.22	10.76	9.95	9.23	7.86	5.83	55	76			OWP	BCK	NA			
11017-32516 Sec A	CK8	2	9006	6.97	5.88	6.99	7.54	4.36	4.14	3.81	3.27	2.29	57	71			OWP	ACK	NA	0.33		62.6
11017-32516 Sec A	CK8	3	8997	6.91	5.86	6.83	7.52	3.98	3.86	3.57	3.02	2.07	57	71			OWP	ACK	NA	0.33		57.6
11017-32516 Sec A	CK8	4	8989	6.76	5.77	6.73	7.41	4.06	3.89	3.55	3.03	2.03	57	71			OWP	ACK	NA	0.33		60.1
11017-32516 Sec A	CK8	6	15360	10.88	9.21	10.85	11.64	7.09	6.57	6.09	5.13	3.53	57	71			OWP	ACK	NA			
11017-32516 Sec A	CK8	7	15378	10.88	9.23	10.81	11.61	7.04	6.54	6.03	5.1	3.56	57	71			OWP	ACK	NA			
11017-32516 Sec A	CK8	8	15352	10.88	9.25	10.81	11.61	7.04	6.52	6	5.08	3.52	57	71			OWP	ACK	NA			
11017-32516 Sec A	CK8	10	20618	14.05	11.81	13.9	14.8	9.21	8.52	7.88	6.6	4.58	57	71			OWP	ACK	NA			
11017-32516 Sec A	CK8	11	20547	14.05	11.81	13.82	14.8	9.21	8.44	7.86	6.58	4.58	57	71			OWP	ACK	NA			
11017-32516 Sec A	CK8	12	20597	13.53	11.68	13.5	14.64	8.75	8.12	7.5	6.3	4.31	57	71			OWP	ACK	NA			
11017-32516 Sec A	CK9	2	9018	5.67	4.39	5.47	5.16	4.7	4.48	4.03	3.4	2.21	56	75			OWP	BCK	NA	0.33	77.4	
11017-32516 Sec A	CK9	3	8982	5.73	4.37	5.55	5.18	4.68	4.51	4.05	3.37	2.19	56	75			OWP	BCK	NA	0.33	76.3	
11017-32516 Sec A	CK9	4	8982	5.71	4.37	5.52	5.19	4.73	4.46	4.05	3.34	2.19	56	75			OWP	BCK	NA	0.33	76.5	
11017-32516 Sec A	CK9	6	15387	9.56	6.91	9.25	8.49	8.03	7.39	6.75	5.55	3.62	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK9	7	15414	9.45	6.8	9.2	8.38	7.94	7.25	6.68	5.49	3.59	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK9	8	15387	9.45	6.77	9.2	8.41	7.98	7.3	6.7	5.51	3.64	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK9	10	20706	12.29	8.55	12.01	10.86	10.34	9.44	8.75	7.15	4.73	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK9	11	20641	12.29	8.55	12.04	10.95	10.34	9.47	8.75	7.16	4.74	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK9	12	20632	12.25	8.37	11.99	10.92	10.31	9.44	8.74	7.09	4.71	56	75			OWP	BCK	NA			
11017-32516 Sec A	CK9	2	9019	5.16	4.54	4.89	4.85	4.36	4.2	3.79	3.17	2	56	71			OWP	ACK	NA	0.33		84.5
11017-32516 Sec A	CK9	3	8997	5.14	4.5	4.9	4.82	4.42	4.19	3.76	3.11	1.97	56	71			OWP	ACK	NA	0.33		86.0
11017-32516 Sec A	CK9	4	8992	5.14	4.57	4.98	4.87	4.45	4.19	3.83	3.18	2.03	56	71			OWP	ACK	NA	0.33		86.6
11017-32516 Sec A	CK9	6	15323	8.61	7.39	8.3	8.03	7.61	7.01	6.45	5.28	3.34	56	71			OWP	ACK	NA			
11017-32516 Sec A	CK9	7	15302	8.61	7.43	8.3	8.03	7.61	6.99	6.43	5.26	3.37	56	71			OWP	ACK	NA			
11017-32516 Sec A	CK9	8	15360	8.61	7.45	8.33	7.99	7.59	6.97	6.43	5.27	3.34	56	71			OWP	ACK	NA			
11017-32516 Sec A	CK9	10	20621	11.15	9.51	10.66	10.39	10.13	8.98	8.15	6.35	3.47	56	71			OWP	ACK	NA			
11017-32516 Sec A	CK9	11	20656	11.15	9.62	10.81	10.28	9.81	9.02	8.26	6.73	4.29	56	71			OWP	ACK	NA			

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
11017-32516 Sec A	CK9	12	20654	11.19	9.59	10.81	10.23	9.77	9	8.24	6.75	4.29	56	71			OWP	ACK	NA			
11017-32516 Sec C	C13O	2	9162	2.81	2.72	2.62	2.76	2.6	2.59	2.51	2.27	1.89	66	64				BCK	TIGHT		96.8	
11017-32516 Sec C	C13O	3	9064	2.81	2.82	2.72	2.81	2.65	2.64	2.53	2.34	2.01	66	64				BCK	TIGHT		100.4	
11017-32516 Sec C	C13O	4	9154	2.86	2.72	2.67	2.78	2.63	2.64	2.56	2.35	1.93	66	64				BCK	TIGHT		95.1	
11017-32516 Sec C	C13O	2	9074	2.86	2.78	2.72	2.83	2.65	2.66	2.52	2.24	1.81	66	65				ACK	TIGHT			92.7
11017-32516 Sec C	C13O	3	9083	2.86	2.76	2.72	2.78	2.65	2.67	2.5	2.27	1.83	66	65				ACK	TIGHT			92.7
11017-32516 Sec C	C13O	4	9021	2.71	2.64	2.6	2.72	2.58	2.54	2.41	2.14	1.77	66	65				ACK	TIGHT			95.2
11017-32516 Sec C	C18	2	9011	7.44	4.57	7.18	6.7	6.06	5.63	5.05	3.93	2.22	67	67				BCK	MED.		61.4	
11017-32516 Sec C	C18	3	8970	7.55	4.37	7.25	6.81	6.18	5.7	5.15	4.02	2.3	67	67				BCK	MED.		57.9	
11017-32516 Sec C	C18	4	9091	7.48	4.45	7.09	6.67	6	5.63	5.11	4.03	2.3	67	67				BCK	MED.		59.5	
11017-32516 Sec C	C18	2	8997	7.91	6.63	7.52	8.72	4.76	4.49	4.11	3.31	2.16	67	66				ACK	MED.			60.2
11017-32516 Sec C	C18	3	9002	7.74	6.54	7.43	8.59	5.09	4.79	4.34	3.46	2.04	67	66				ACK	MED.			65.8
11017-32516 Sec C	C18	4	9002	7.55	6.43	7.28	8.37	4.7	4.46	4.02	3.23	1.91	67	66				ACK	MED.			62.3
11017-32516 Sec C	C21	2	9083	3.33	3.29	3.16	3.3	3.17	3.2	3.1	2.91	2.52	67	67				BCK	TIGHT		98.8	
11017-32516 Sec C	C21	3	9037	3.54	3.41	3.38	3.45	3.23	3.4	3.34	3.18	2.87	67	67				BCK	TIGHT		96.3	
11017-32516 Sec C	C21	4	8966	3.33	3.26	3.2	3.32	3.2	3.22	3.14	2.92	2.57	67	67				BCK	TIGHT		97.9	
11017-32516 Sec C	C21	2	9082	3.48	3.39	3.22	3.32	3.17	3.06	2.93	2.59	2.06	68	65				ACK	TIGHT			91.1
11017-32516 Sec C	C21	3	9055	3.54	3.45	3.27	3.32	3.15	3.06	3.01	2.71	2.16	68	65				ACK	TIGHT			89.0
11017-32516 Sec C	C21	4	9047	3.43	3.34	3.24	3.41	3.19	3.14	3.01	2.67	2.21	68	65				ACK	TIGHT			93.0
11017-32516 Sec C	C24	2	9060	7.59	3.51	7.36	6.73	6	5.63	5.1	3.89	2.08	67	68				BCK	TIGHT	?	46.2	
11017-32516 Sec C	C24	3	9037	7.7	3.44	7.49	6.89	6.13	5.67	5.11	3.98	2.11	67	68				BCK	TIGHT		44.7	
11017-32516 Sec C	C24	4	8988	7.91	3.57	7.59	6.99	6.27	5.86	5.31	4.07	2.14	67	68				BCK	TIGHT		45.1	
11017-32516 Sec C	C24	2	9060	7.59	3.49	7.36	6.81	6.09	5.65	5.07	3.94	2.09	67	65				BCK	TIGHT		46.0	
11017-32516 Sec C	C24	3	9007	7.7	3.46	7.54	6.84	6.18	5.75	5.18	3.99	2.16	67	65				BCK	TIGHT		44.9	
11017-32516 Sec C	C24	4	9011	7.7	3.49	7.51	6.83	6.18	5.81	5.23	4.07	2.17	67	65				BCK	TIGHT		45.3	
11017-32516 Sec C	C24	2	9045	7.33	6.11	6.97	8.03	4.47	4.17	3.77	3.04	1.9	67	68				ACK	TIGHT			61.0
11017-32516 Sec C	C24	3	9023	7.38	6.27	7.05	8.06	4.49	4.28	3.89	3.13	1.98	67	68				ACK	TIGHT			60.8
11017-32516 Sec C	C24	4	9002	7.27	6.18	7.04	8.08	4.56	4.26	3.86	3.14	1.97	67	68				ACK	TIGHT			62.7
11017-32516 Sec C	C28	2	9073	8.95	3.93	9.03	7.73	6.67	6.42	5.72	4.26	1.89	67	67				BCK	TIGHT	?	43.9	
11017-32516 Sec C	C28	3	9016	7.8	2.39	7.72	6.97	6.29	5.86	5.22	4.11	2.3	67	67				BCK	TIGHT		30.6	
11017-32516 Sec C	C28	4	8990	7.95	2.37	7.88	7.04	6.37	5.93	5.33	4.22	2.35	67	67				BCK	TIGHT		29.8	
11017-32516 Sec C	C28	2	9047	7.8	2.39	7.67	6.88	6.22	5.79	5.22	4.02	2.22	68	67				BCK	TIGHT		30.6	
11017-32516 Sec C	C28	3	9020	7.91	2.49	7.91	7.1	6.37	5.9	5.4	4.17	2.35	68	67				BCK	TIGHT		31.5	
11017-32516 Sec C	C28	4	9002	7.87	2.34	7.76	6.97	6.31	5.84	5.32	4.12	2.34	68	67				BCK	TIGHT		29.7	
11017-32516 Sec C	C28	2	8984	7.61	6.43	7.12	3.22	3.04	2.91	2.7	2.27	1.61	68	66				ACK	TIGHT			39.9
11017-32516 Sec C	C28	3	8993	7.55	6.37	7.14	3.34	3.09	2.93	2.73	2.28	1.62	68	66				ACK	TIGHT			40.9
11017-32516 Sec C	C28	4	9037	7.5	6.34	7.09	3.23	3.03	2.82	2.62	2.24	1.58	68	66				ACK	TIGHT			40.4
11017-32516 Sec C	C13	2	9007	3.01	3.01	2.78	2.96	2.81	2.86	2.72	2.44	1.9	72	76				BCK	TIGHT		100.0	
11017-32516 Sec C	C13	3	9024	3.01	2.9	2.8	2.91	2.76	2.75	2.63	2.38	1.86	72	76				BCK	TIGHT		96.3	
11017-32516 Sec C	C13	4	9038	3.01	2.92	2.76	2.93	2.78	2.78	2.63	2.35	1.77	72	76				BCK	TIGHT		97.0	
11017-32516 Sec C	C13	2	9037	3.01	2.9	2.78	2.93	2.81	2.88	2.67	2.4	1.89	72	74				ACK	TIGHT			93.4
11017-32516 Sec C	C13	3	9002	2.96	2.9	2.7	2.87	2.79	2.8	2.68	2.4	1.9	72	74				ACK	TIGHT			94.3
11017-32516 Sec C	C13	4	8988	2.9	2.85	2.72	2.87	2.73	2.75	2.6	2.37	1.85	72	74				ACK	TIGHT			94.1
11017-32516 Sec C	C18	2	9008	6.18	5.67	5.92	5.63	5.17	4.84	4.4	3.57	2.27	75	76				BCK	MED.		91.7	
11017-32516 Sec C	C18	3	8948	6.25	5.75	6.05	5.7	5.23	4.93	4.5	3.66	2.34	75	76				BCK	MED.		92.0	
11017-32516 Sec C	C18	4	8903	6.25	5.75	6	5.66	5.21	4.85	4.49	3.6	2.27	75	76				BCK	MED.		92.0	
11017-32516 Sec C	C18	2	8876	5.97	5.21	5.74	6.57	5.33	5.11	4.72	3.86	2.5	75	75				ACK	MED.			89.3

Crack Load Transfer @ Morning Conditions

Project	Crack	IMP	Load	Under	Before	Left	Behind	Behind	Behind	Behind	Behind	Behind	Tair	Tpav	Time	Dir.	Place	Test	Cond	Crack	Load Transfer	
ID	ID		[lbs]	D0 [mils]	D12F [mils]	D12L [mils]	D8 [mils]	D12 [mils]	D18 [mils]	D24 [mils]	D36 [mils]	D60 [mils]	[F]	[F]	h:m:s					Width [mm]	Approach [%]	Leave [%]
11017-32516 Sec C	C18	3	8953	6.03	5.26	5.91	6.68	5.39	5.19	4.8	3.9	2.56	75	75				ACK	MED.			89.4
11017-32516 Sec C	C18	4	8903	6.03	5.19	5.78	6.6	5.33	5.11	4.77	3.89	2.5	75	75				ACK	MED.			88.4
11017-32516 Sec C	C21	2	9034	3.58	3.46	3.29	3.51	3.39	3.34	3.25	2.94	2.4	72	78				BCK	TIGHT		96.6	
11017-32516 Sec C	C21	3	8961	3.62	3.57	3.43	3.59	3.43	3.34	3.26	2.98	2.43	72	78				BCK	TIGHT		98.6	
11017-32516 Sec C	C21	4	8975	3.69	3.62	3.4	3.58	3.41	3.45	3.32	2.96	2.4	72	78				BCK	TIGHT		98.1	
77023-21586A EB	CK2	1	9074	22.53	3.78	20.79	19.53	17.21	15.65	13.45	9.66	4.36	71	72				BCK	OPEN	0.6	16.8	
77023-21586A EB	CK2	2	9140	22.28	3.98	20.4	19.21	16.91	15.32	13.18	9.4	4.18	71	72				BCK	OPEN	0.6	17.9	
77023-21586A EB	CK2	3	9145	22.17	3.88	20.4	19.21	17	15.32	13.13	9.41	4.14	71	72				BCK	OPEN	0.6	17.5	
77023-21586A EB	CK2	4	15131	28.28	5.84	26.26	24.34	21.97	19.43	16.47	11.96	5.35	71	72				BCK	OPEN	0.6	20.7	
77023-21586A EB	CK2	5	15065	28.3	5.76	26.17	24.29	21.97	19.4	16.47	11.94	5.29	71	72				BCK	OPEN	0.6	20.4	
77023-21586A EB	CK2	6	15172	28.32	5.81	26.27	24.38	22.09	19.52	16.47	11.98	5.31	71	72				BCK	OPEN	0.6	20.5	
77023-21586A EB	CK2	7	19838	32.18	6.73	30.3	27.6	25.19	21.97	18.96	13.47	6.09	71	72				BCK	OPEN	0.6	20.9	
77023-21586A EB	CK2	8	19814	32.33	6.73	30.34	27.72	25.49	21.94	19.07	13.56	6.05	71	72				BCK	OPEN	0.6	20.8	
77023-21586A EB	CK2	9	19838	32.59	6.73	30.52	27.8	25.61	22.1	19.18	13.61	6.13	71	72				BCK	OPEN	0.6	20.7	
77023-21586A EB	CK2	1	9103	17.4	13.61	15.33	19.5	1.28	1.27	1.12	1.04	0.89	71	71				ACK	OPEN	0.6		7.4
77023-21586A EB	CK2	2	9216	17.4	13.54	15.24	19.6	1.44	1.43	1.3	1.19	0.96	71	71				ACK	OPEN	0.6		8.3
77023-21586A EB	CK2	3	9212	17.27	13.56	15.37	19.66	1.53	1.5	1.34	1.2	1	71	71				ACK	OPEN	0.6		8.9
77023-21586A EB	CK2	4	15373	22.01	17.48	19.71	25.11	2.39	2.33	2.23	2.03	1.59	71	71				ACK	OPEN	0.6		10.9
77023-21586A EB	CK2	5	15458	22.03	17.51	19.81	25.09	2.57	2.49	2.4	2.14	1.65	71	71				ACK	OPEN	0.6		11.7
77023-21586A EB	CK2	6	15366	22.22	17.8	20	25.46	1.66	1.65	1.89	1.58	1.32	71	71				ACK	OPEN	0.6		7.5
77023-21586A EB	CK2	7	20290	24.52	19.55	22.63	27.87	5.31	4.91	4.69	3.96	2.77	71	71				ACK	OPEN	0.6		21.7
77023-21586A EB	CK2	8	20237	24.56	19.58	22.7	27.89	5.38	5.05	4.8	4.06	2.8	71	71				ACK	OPEN	0.6		21.9
77023-21586A EB	CK2	9	20204	24.56	19.57	22.89	27.93	5.41	5.03	4.84	4.05	2.83	71	71				ACK	OPEN	0.6		22.0
77023-21586A EB	CK6	5	15201	27.22	3.97	26.19	23.48	21.42	18.83	15.89	11.73	5.23	72	73				BCK	OPEN	0.4	14.6	
77023-21586A EB	CK6	6	15272	27.46	3.99	26.43	23.77	21.47	19.29	16.09	11.82	5.3	72	73				BCK	OPEN	0.4	14.5	
77023-21586A EB	CK6	7	20364	31.06	4.93	30.17	26.82	24.64	21.36	18.49	13.36	6.11	72	73				BCK	OPEN	0.4	15.9	
77023-21586A EB	CK6	8	20394	31.23	4.95	30.34	26.95	24.85	21.48	18.55	13.38	6.12	72	73				BCK	OPEN	0.4	15.9	
77023-21586A EB	CK6	9	20323	31.27	5.03	30.36	26.84	25.06	21.52	18.67	13.44	6.11	72	73				BCK	OPEN	0.4	16.1	
77023-21586A EB	CK6	1	9005	19.68	15.5	18.96	22.41	23.24	1.82	1.68	1.5	1.16	72	74				ACK	OPEN	0.4		118.1
77023-21586A EB	CK6	2	9041	18.78	14.61	17.97	21.46	22.46	1.89	1.78	1.59	1.2	72	74				ACK	OPEN	0.4		119.6
77023-21586A EB	CK6	3	9041	18.78	14.66	18.04	21.46	22.48	1.9	1.76	1.59	1.2	72	74				ACK	OPEN	0.4		119.7
77023-21586A EB	CK6	4	15235	23.6	18.63	22.61	27.05	28.72	2.81	2.78	2.44	1.88	72	74				ACK	OPEN	0.4		121.7
77023-21586A EB	CK6	5	15260	23.43	18.66	22.61	26.86	28.38	2.88	2.9	2.49	1.95	72	74				ACK	OPEN	0.4		121.1
77023-21586A EB	CK6	6	15274	23.43	18.6	22.56	26.78	28.4	2.88	2.88	2.49	1.95	72	74				ACK	OPEN	0.4		121.2
77023-21586A EB	CK6	7	20441	26.04	20.78	25.54	29.79	31.94	4.71	4.65	3.98	2.9	72	74				ACK	OPEN	0.4		122.7
77023-21586A EB	CK6	8	20446	26.1	20.78	25.36	29.81	31.88	4.82	4.79	4.12	2.94	72	74				ACK	OPEN	0.4		122.1
77023-21586A EB	CK6	9	20394	26.06	20.78	25.36	29.76	31.87	4.87	4.81	4.07	2.97	72	74				ACK	OPEN	0.4		122.3
77023-21586A EB	CK7	1	8961	14.73	2.14	13.93	12.75	11.07	10.13	8.45	5.9	2.14	73	78				BCK	OPEN	1	14.5	
77023-21586A EB	CK7	2	9012	13.41	2.16	12.67	11.73	10.24	9.12	7.67	5.34	1.89	73	78				BCK	OPEN	1	16.1	
77023-21586A EB	CK7	3	9006	13.47	2.16	12.7	11.59	10.27	9.15	7.7	5.38	1.9	73	78				BCK	OPEN	1	16.0	
77023-21586A EB	CK7	4	15244	18.13	3.42	17.16	15.92	14.33	12.64	10.64	7.66	2.84	73	78				BCK	OPEN	1	18.9	
77023-21586A EB	CK7	5	15324	18.13	3.55	17.09	15.92	14.39	12.54	10.64	7.59	2.84	73	78				BCK	OPEN	1	19.6	
77023-21586A EB	CK7	6	15351	18.35	3.38	17.22	16.05	14.39	12.65	10.71	7.68	2.89	73	78				BCK	OPEN	1	18.4	
77023-21586A EB	CK7	7	20586	21.66	4.38	20.55	18.87	17.52	15	13.08	9.24	3.58	73	78				BCK	OPEN	1	20.2	
77023-21586A EB	CK7	8	20609	21.66	4.36	20.36	18.97	17.49	15.02	13.03	9.27	3.55	73	78				BCK	OPEN	1	20.1	
77023-21586A EB	CK7	9	20574	21.71	4.38	20.42	18.97	17.52	15.02	13.04	9.27	3.58	73	78				BCK	OPEN	1	20.2	
77023-21586A EB	CK7	1	8943	19.93	15.59	19.93	1.89	1.84	1.92	1.72	1.53	1.11	72	77				ACK	OPEN	1		9.2

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Tair [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77023-21586A EB	CK7	1	8997	18.93	14.77	19.11	2.07	1.98	2	1.82	1.59	1.2	72	77				ACK	OPEN	1		10.5
77023-21586A EB	CK7	2	9069	19.29	14.97	19.43	2.14	2.08	2.07	1.87	1.64	1.21	72	77				ACK	OPEN	1		10.8
77023-21586A EB	CK7	3	9090	19.46	15.1	19.53	2.17	2.05	2.1	1.91	1.68	1.21	72	77				ACK	OPEN	1		10.5
77023-21586A EB	CK7	4	15231	24.7	19.42	24.81	3.39	3.35	3.25	3.02	2.63	1.96	72	77				ACK	OPEN	1		13.6
77023-21586A EB	CK7	5	15258	24.85	19.54	24.96	3.52	3.44	3.32	3.09	2.69	2	72	77				ACK	OPEN	1		13.8
77023-21586A EB	CK7	6	15252	24.85	19.63	25.02	3.52	3.46	3.36	3.12	2.71	2.02	72	77				ACK	OPEN	1		13.9
77023-21586A EB	CK7	7	20393	28.31	22.28	28.81	4.41	4.35	4.21	3.99	3.44	2.48	72	77				ACK	OPEN	1		15.4
77023-21586A EB	CK7	8	20358	28.42	22.3	28.77	4.46	4.43	4.29	4.05	3.5	2.49	72	77				ACK	OPEN	1		15.6
77023-21586A EB	CK7	9	20488	28.42	22.3	28.84	4.52	4.43	4.27	4.04	3.49	2.53	72	77				ACK	OPEN	1		15.6
77023-21586A EB	CK11	1	9034	7.91	5.99	6.94	9.06	9.38	1.3	1.17	1.13	0.88	73	74				ACK	OPEN	0.5		118.6
77023-21586A EB	CK11	2	9069	7.59	5.72	6.62	8.79	8.89	1.4	1.31	1.21	0.97	73	74				ACK	OPEN	0.5		117.1
77023-21586A EB	CK11	3	9014	7.55	5.7	6.63	8.72	8.86	1.38	1.26	1.18	0.98	73	74				ACK	OPEN	0.5		117.4
77023-21586A EB	CK11	4	15351	12.04	9.18	10.74	13.72	13.26	2.25	2.16	1.98	1.61	73	74				ACK	OPEN	0.5		110.1
77023-21586A EB	CK11	5	15373	11.93	9.14	10.69	13.72	12.69	2.34	2.2	2.01	1.64	73	74				ACK	OPEN	0.5		106.4
77023-21586A EB	CK11	6	15423	12.04	9.16	10.76	13.72	12.49	2.28	2.14	1.97	1.61	73	74				ACK	OPEN	0.5		103.7
77023-21586A EB	CK11	7	20768	15.37	11.66	13.8	17.27	14.02	3.08	3	2.72	2.15	73	74				ACK	OPEN	0.5		91.2
77023-21586A EB	CK11	8	20780	15.37	11.68	13.85	17.38	13.69	3.1	2.94	2.72	2.13	73	74				ACK	OPEN	0.5		89.1
77023-21586A EB	CK11	9	20695	15.41	11.7	13.8	17.37	13.45	3.08	2.95	2.7	2.11	73	74				ACK	OPEN	0.5		87.3
77023-21586A EB	CK12	1	9012	13.11	1.73	12.15	11	9.41	8.58	7.12	4.88	1.84	74	81				BCK	OPEN	0.5	13.2	
77023-21586A EB	CK12	2	9014	12.43	1.85	11.42	10.4	8.86	8.04	6.79	4.59	1.84	74	81				BCK	OPEN	0.5	14.9	
77023-21586A EB	CK12	3	8993	12.54	1.83	11.54	10.5	8.94	8.11	6.85	4.62	1.85	74	81				BCK	OPEN	0.5	14.6	
77023-21586A EB	CK12	4	15386	17.34	2.78	16.02	14.62	13.2	11.46	9.7	6.81	2.89	74	81				BCK	OPEN	0.5	16.0	
77023-21586A EB	CK12	5	15406	17.18	2.77	15.97	14.6	13.1	11.41	9.66	6.79	2.9	74	81				BCK	OPEN	0.5	16.1	
77023-21586A EB	CK12	6	15365	17.23	2.83	15.93	14.46	13.11	11.39	9.65	6.79	2.92	74	81				BCK	OPEN	0.5	16.4	
77023-21586A EB	CK12	7	20677	20.43	4.98	19.01	17.2	15.81	13.5	11.69	8.29	3.62	74	81				BCK	OPEN	0.5	24.4	
77023-21586A EB	CK12	8	20574	20.39	5.05	19.06	17.2	15.83	13.5	11.72	8.3	3.64	74	81				BCK	OPEN	0.5	24.8	
77023-21586A EB	CK12	9	20695	20.45	5.08	19.09	17.24	15.88	13.52	11.81	8.36	3.65	74	81				BCK	OPEN	0.5	24.8	
77023-21586A EB	CK12	5	15274	25.43	20.1	25.49	29.4	3.17	2.93	2.76	2.32	1.71	74	80				ACK	OPEN	0.5		12.5
77023-21586A EB	CK12	6	15337	25.69	20.31	25.76	29.68	3.2	2.98	2.83	2.38	1.75	74	80				ACK	OPEN	0.5		12.5
77023-21586A EB	CK12	7	20609	28.37	22.39	28.37	32.44	6.22	5.68	5.28	4.24	2.54	74	80				ACK	OPEN	0.5		21.9
77023-21586A EB	CK12	8	20659	28.2	22.37	28.47	32.33	6.42	5.82	5.42	4.3	2.57	74	80				ACK	OPEN	0.5		22.8
77023-21586A EB	CK12	9	20768	28.31	22.32	28.42	32.44	6.46	5.89	5.5	4.38	2.59	74	80				ACK	OPEN	0.5		22.8
77023-21586A EB	CK16	1	8898	5.56	5.11	4.74	4.87	4.39	4.12	3.47	2.85	1.68	75	77				BCK	TIGHT	0.3	91.9	
77023-21586A EB	CK16	2	8948	5.31	4.83	4.54	4.66	4.18	3.94	3.35	2.74	1.67	75	77				BCK	TIGHT	0.3	91.0	
77023-21586A EB	CK16	3	8922	5.24	4.88	4.56	4.68	4.2	3.96	3.36	2.77	1.7	75	77				BCK	TIGHT	0.3	93.1	
77023-21586A EB	CK16	4	15252	9.02	8.31	7.96	7.96	7.48	6.7	5.97	4.67	2.78	75	77				BCK	TIGHT	0.3	92.1	
77023-21586A EB	CK16	5	15266	8.94	8.19	7.83	7.87	7.38	6.63	5.93	4.64	2.8	75	77				BCK	TIGHT	0.3	91.6	
77023-21586A EB	CK16	6	15344	9.02	8.31	7.91	7.99	7.51	6.75	6.04	4.7	2.82	75	77				BCK	TIGHT	0.3	92.1	
77023-21586A EB	CK16	7	20817	12.1	10.98	10.61	10.63	9.95	8.85	7.98	6.2	3.75	75	77				BCK	TIGHT	0.3	90.7	
77023-21586A EB	CK16	8	20817	12.1	11.06	10.15	10.65	9.97	8.87	7.98	6.22	3.73	75	77				BCK	TIGHT	0.3	91.4	
77023-21586A EB	CK16	9	20817	12.21	11.07	10.66	10.65	9.97	8.94	7.99	6.26	3.76	75	77				BCK	TIGHT	0.3	90.7	
77023-21586A EB	CK16	1	8977	4.78	4.01	4.03	5.05	4.58	4.35	3.64	2.95	1.78	74	76				ACK	TIGHT	0.3		95.8
77023-21586A EB	CK16	2	8941	4.84	4.04	4.16	5.16	4.62	4.41	3.77	2.99	1.76	74	76				ACK	TIGHT	0.3		95.5
77023-21586A EB	CK16	3	8943	4.84	4.08	4.16	5.12	4.63	4.43	3.74	2.99	1.81	74	76				ACK	TIGHT	0.3		95.7
77023-21586A EB	CK16	4	15321	8.25	6.98	7.19	8.73	8.32	7.43	6.59	5.12	3.03	74	76				ACK	TIGHT	0.3		100.8
77023-21586A EB	CK16	5	15365	8.29	6.95	7.19	8.75	8.29	7.44	6.58	5.1	3.02	74	76				ACK	TIGHT	0.3		100.0
77023-21586A EB	CK16	6	15436	8.29	6.98	7.25	8.8	8.35	7.52	6.64	5.16	3.06	74	76				ACK	TIGHT	0.3		100.7
77023-21586A EB	CK16	7	20865	11.19	9.28	9.68	11.78	11.16	9.95	8.89	6.87	4.03	74	76				ACK	TIGHT	0.3		99.7

Crack Load Transfer @ Morning Conditions

Project ID	Crack ID	IMP	Load [lbs]	Under D0 [mils]	Before D12F [mils]	Left D12L [mils]	Behind D8 [mils]	Behind D12 [mils]	Behind D18 [mils]	Behind D24 [mils]	Behind D36 [mils]	Behind D60 [mils]	Talr [F]	Tpav [F]	Time h:m:s	Dir.	Place	Test	Cond	Crack Width [mm]	Load Transfer Approach [%]	Load Transfer Leave [%]
77023-21586A EB	CK16	8	20904	11.15	9.33	9.54	11.8	11.24	9.91	8.95	6.89	4.04	74	76				ACK	TIGHT	0.3		100.8
77023-21586A EB	CK16	9	21007	11.25	9.28	9.73	11.85	11.27	10.02	8.99	6.92	4.1	74	76				ACK	TIGHT	0.3		100.2

Appendix K

Resilient Modulus Data

&

Study of
Resilient Modulus and ASSHTO Serviceability
for OGDC Materials

Appendix K. Resilient Modulus Data & Study of Resilient Modulus and AASHTOServiceability for OGDC Materials

Two aggregate materials (a glacially derived processed aggregate and a quarrid limestone) were evaluated. Three gradations were prepared for each material and tested in to study their resilient modulus. The first section of this appendix lists the data and the second part of this appendix contains a discussion of the resilient modulus data. The second part of this appendix includes a discussion of the AASHTOO design procedure for rigid pavements in terms of the drainage coefficient.

Appendix K: Results of Resilient Modulus Testing

Table 1. Summary of resilient modulus testing specimen characteristics.

Aggregate Type	Gradation	Sample Number	Sample Height (mm)	Dry Density (Mg/m^3)	Percent of Optimum Density	Moisture Content (%)
Glacially Derived	21AA	2	304	2.2	95.5	3
		6	305	2.2	95	3
		3	304	2.21	96	3
	350AA	13	302	2.14	96	2
		12	289	2.15	101	2
		11	294	2.12	99	2
	3G	17	295	2.07	99	2
		18	297	2.07	98	2
		16	300	2.04	97	2
Quarried Limestone	21AA	22	302	2.18	96	3
		24	308	2.15	95	3
		23	310	2.15	95	3
	350AA	29	302	2.13	99	2
		32	295	2.16	100	2
		28	302	2.12	98	2
	3G	36	265	2.11	98	2
		35	298	2.1	98	2
		34	299	2.1	98	2

Table 2. Summary of analysis of resilient modulus testing data.

Aggregate Type	Gradation	Sample Number	Moisture Condition	Resilient Modulus MPa	R squared	K1	K2
Glacially Derived	21AA	2	Dry	440.111	0.9851	12979	0.5786
			Drained	442.843	0.9962	6522	0.689
			Undrained	131.342	0.3644	25976	0.2848
		6	Dry	395.575	0.9904	13773	0.5579
			Drained	386.419	0.9918	7323.4	0.6544
			Undrained	147.837	0.6516	17450	0.3901
		3	Dry	444.803	0.9869	13719	0.5721
			Drained	423.925	0.9654	12295	0.5791
			Undrained	131.685	0.1583	42092	0.1929
	350AA	13	Dry	412.513	0.9857	9389.9	0.6246
			Drained	395.209	0.9937	6726.8	0.6774
			Undrained	181.3	0.5291	21928	0.3224
		12	Dry	420.042	0.9913	9336.5	0.6254
			Drained	378.050	0.9969	7127.5	0.6575
			Undrained	125.791	0.4068	18614	0.3451
		11	Dry	403.878	0.9849	14518	0.5524
			Drained	336.259	0.9769	5949.3	0.6618
			Undrained	*			
	3G	17	Dry	386.409	0.9929	15726	0.5328
			Drained	363.412	0.9975	8472.7	0.6221
			Undrained	144.88	0.7114	10625	0.4169
		18	Dry	420.212	0.987	14090	0.5579
			Drained	400.160	0.9925	10178	0.6027
			Undrained	229.649	0.2412	64378	0.2365
		16	Dry	362.416	0.9914	14330	0.5391
			Drained	362.600	0.996	9435	0.609
			Undrained	*			
Quarried Limestone	21AA	22	Dry	431.643	0.9926	11111	0.6011
			Drained	376.853	0.9948	6040.5	0.6787
			Undrained	108.078	0.4568	10188	0.4205
		24	Dry	407.050	0.9846	12194	0.5729
			Drained	335.071	0.9929	7905	0.6151
			Undrained	*			
		23	Dry	455.812	0.9481	24051	0.4777
			Drained	341.062	0.9865	14367	0.5331
			Undrained	*			
	350AA	29	Dry	336.658	0.9919	12796	0.5416
			Drained	303.882	0.9944	10141	0.5622
			Undrained	*			
		32	Dry	358.867	0.9818	11548	0.56988
			Drained	329.643	0.9868	10290	0.5724
			Undrained	*			
		28	Dry	352.243	0.9824	12026	0.5555
			Drained	307.549	0.9886	8943.5	0.5861
			Undrained	*			
	3G	36	Dry	363.428	0.991	13503	0.5412
			Drained	317.224	0.9888	8365.4	0.6063
			Undrained	174.827	0.0013	167456	-0.0431
		35	Dry	389.226	0.9893	13792	0.5477
			Drained	349.152	0.9919	13767	0.5296
			Undrained	111.172	0.4545	14981	0.3575
		34	Dry	353.088	0.986	19432	0.4822
			Drained	315.683	0.9911	10657	0.5641
			Undrained	101.953	0.5621	16434	0.3427

Note: All MR values are for step 11 with a confining pressure of 15 psi and a deviator stress of 15 psi.
* indicates that the sample has suffered excessive deformation prior to step 11.

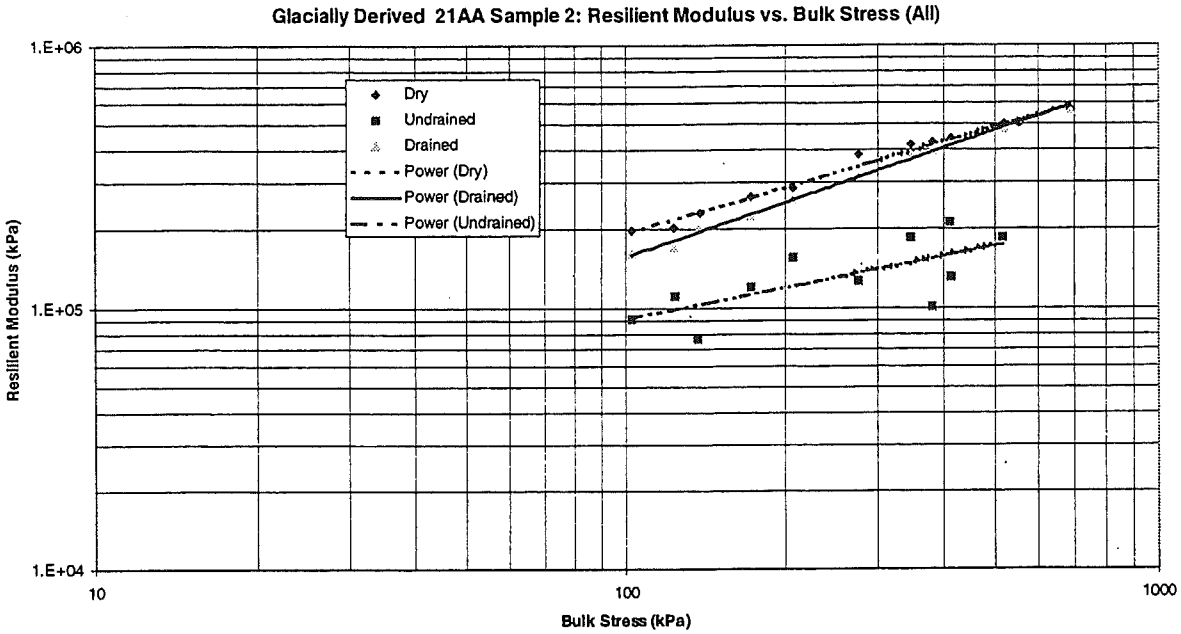


Figure 1. Resilient modulus versus bulk stress for glacially derived 21AA sample 2.

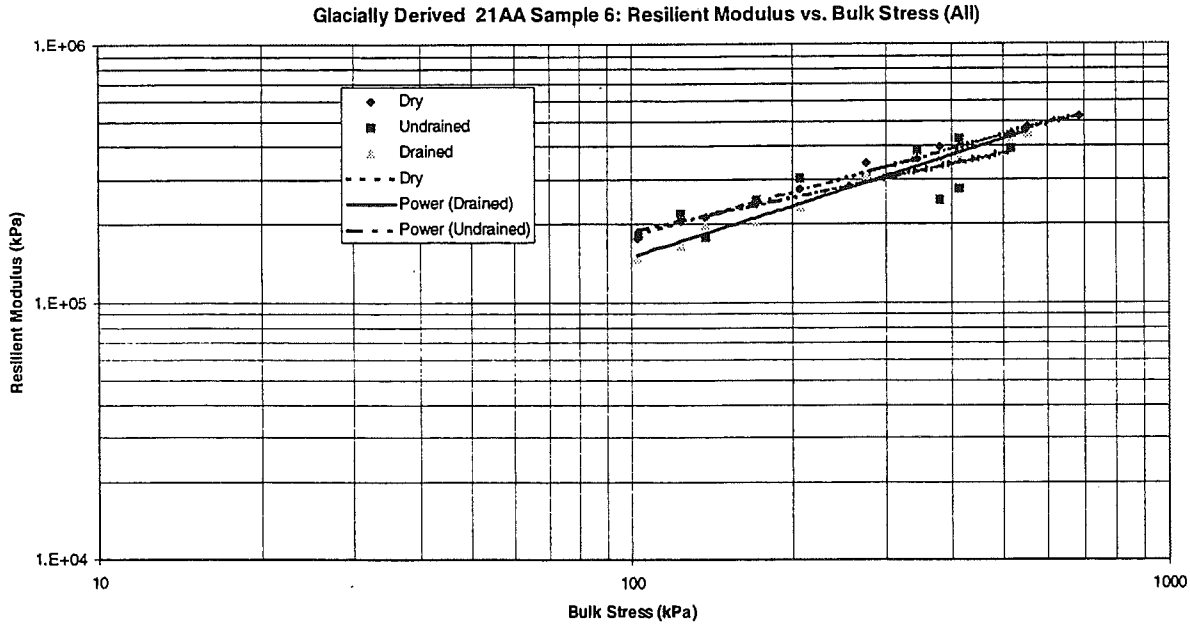


Figure 2. Resilient modulus versus bulk stress for glacially derived 21AA sample 6.

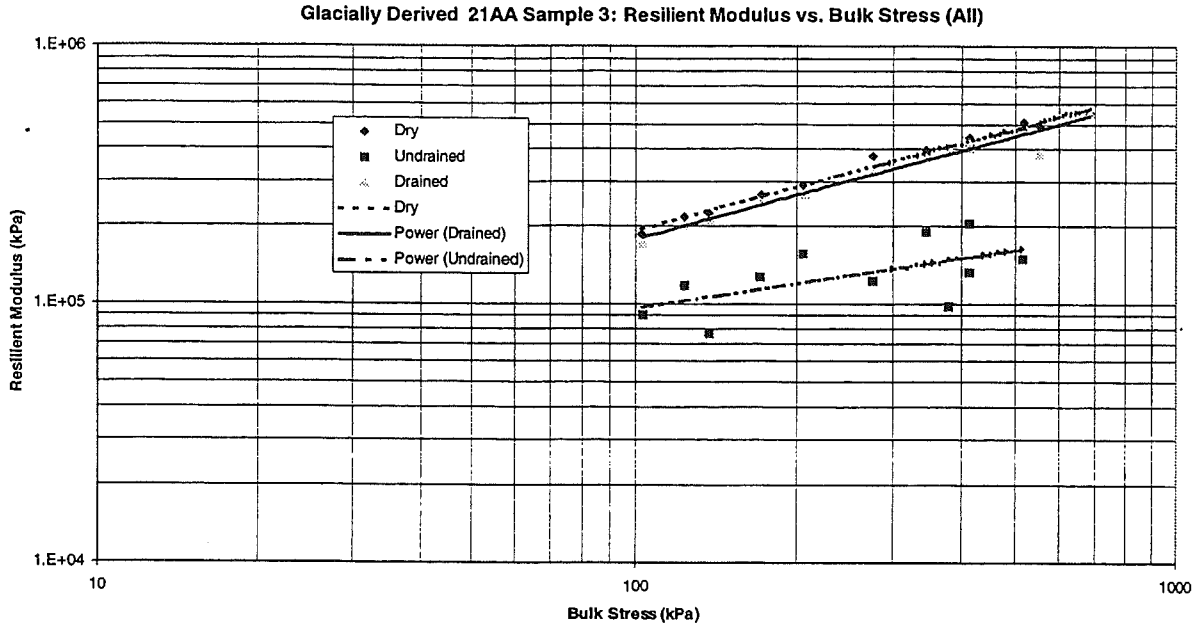


Figure 3. Resilient modulus versus bulk stress for glacially derived 21AA sample 3.

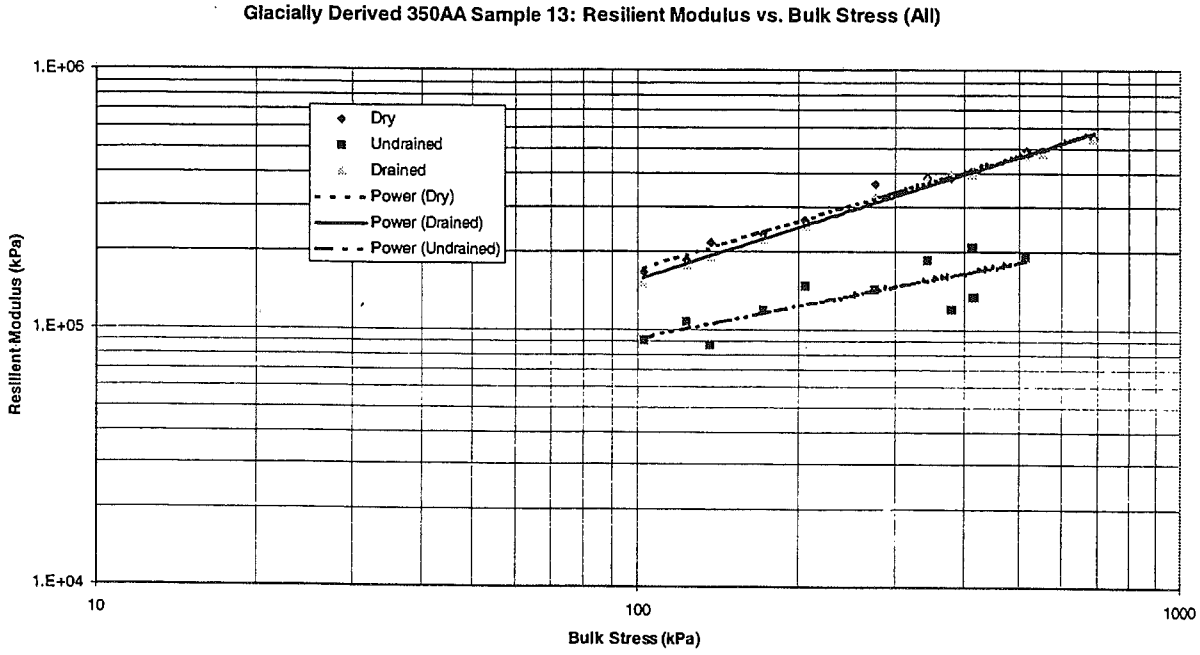


Figure 4. Resilient modulus versus bulk stress for glacially derived 350AA sample 13.

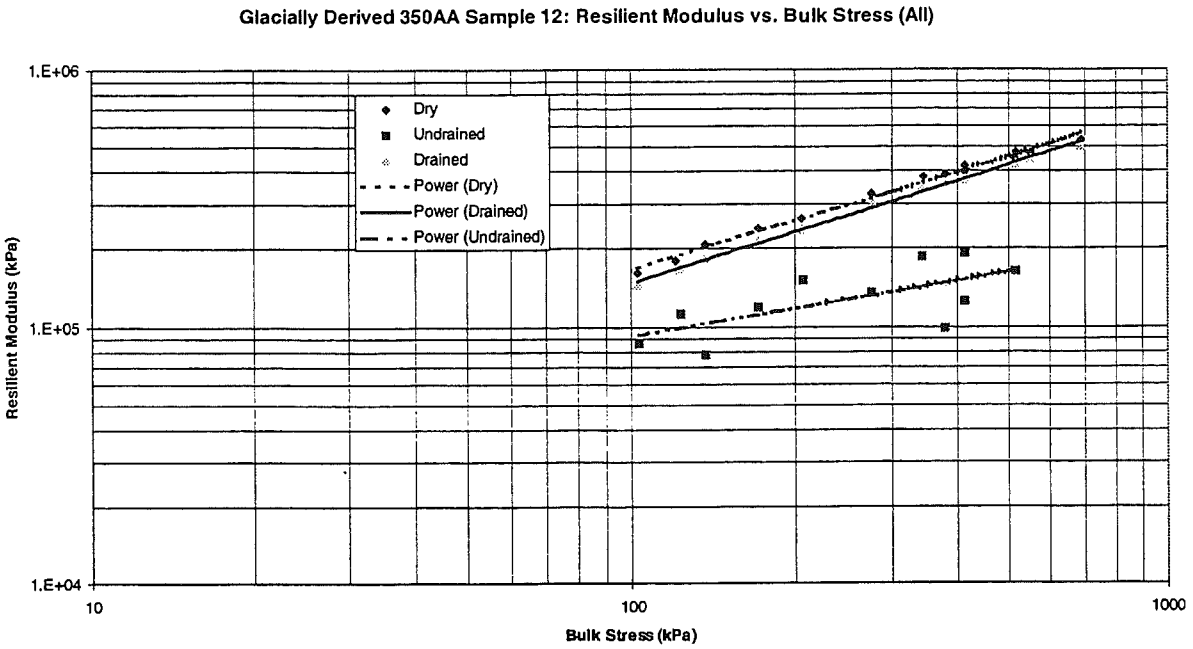


Figure 5. Resilient modulus versus bulk stress for glacially derived 350AA sample 12.

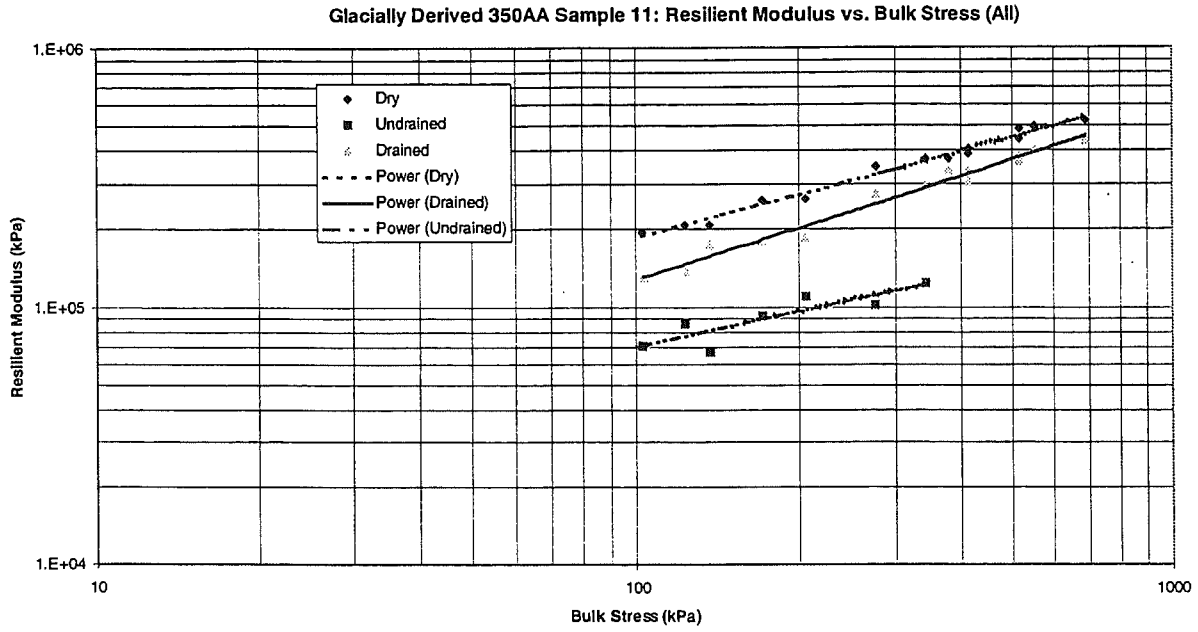


Figure 6. Resilient modulus versus bulk stress for glacially derived 350AA sample 11.

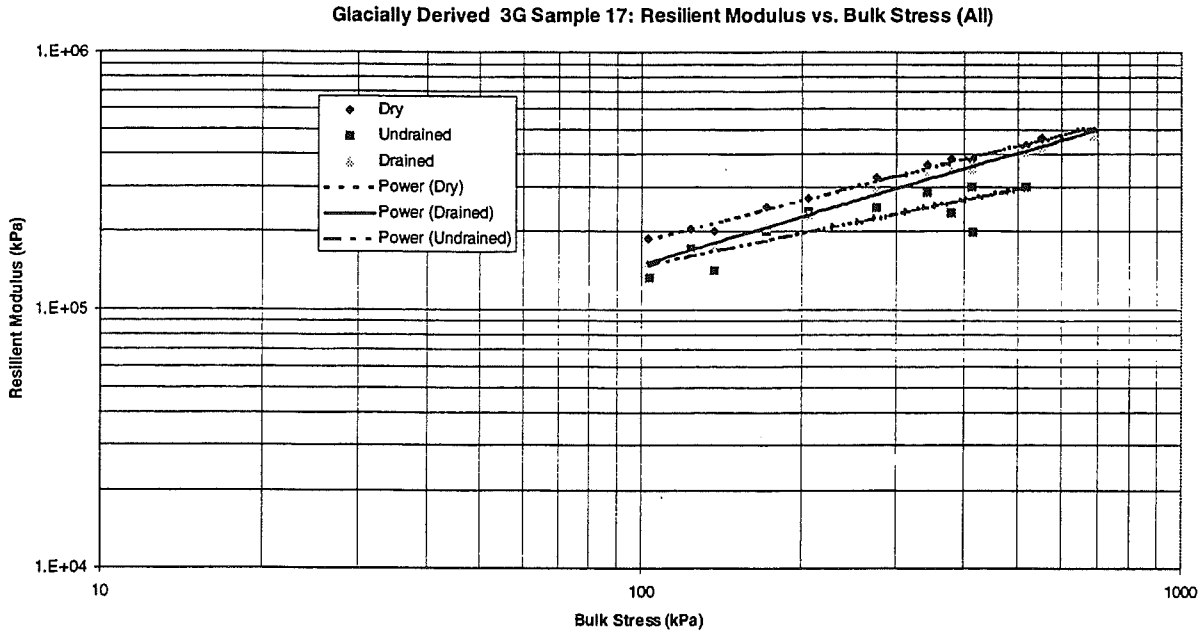


Figure 7. Resilient modulus versus bulk stress for glacially derived 3G sample 17.

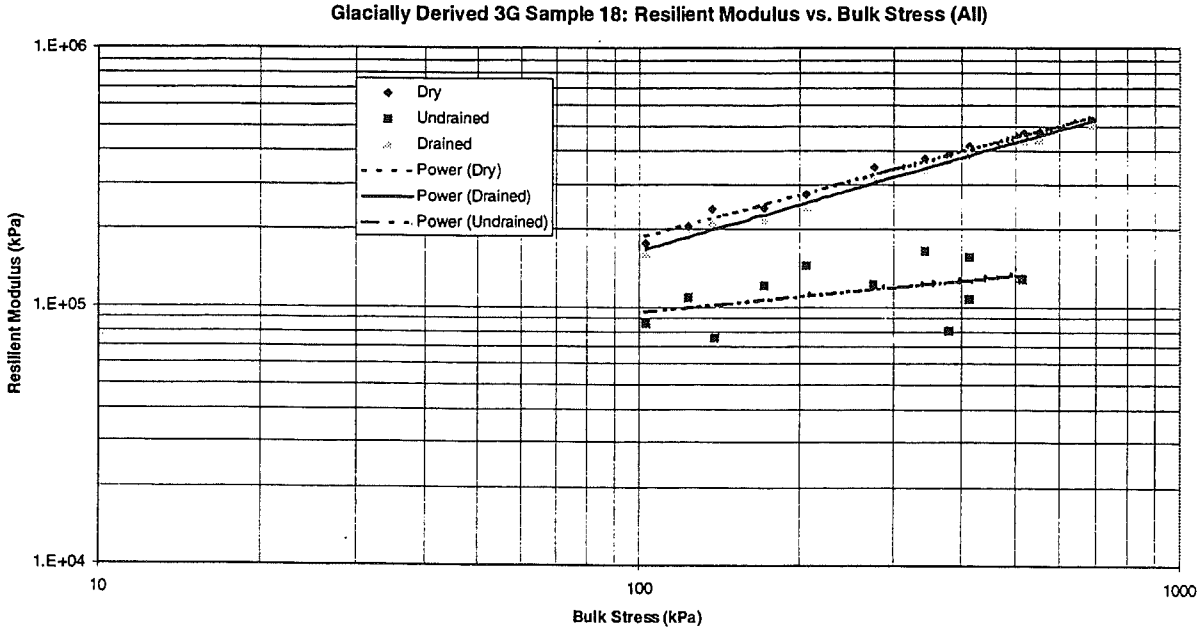


Figure 8. Resilient modulus versus bulk stress for glacially derived 3G sample 18.

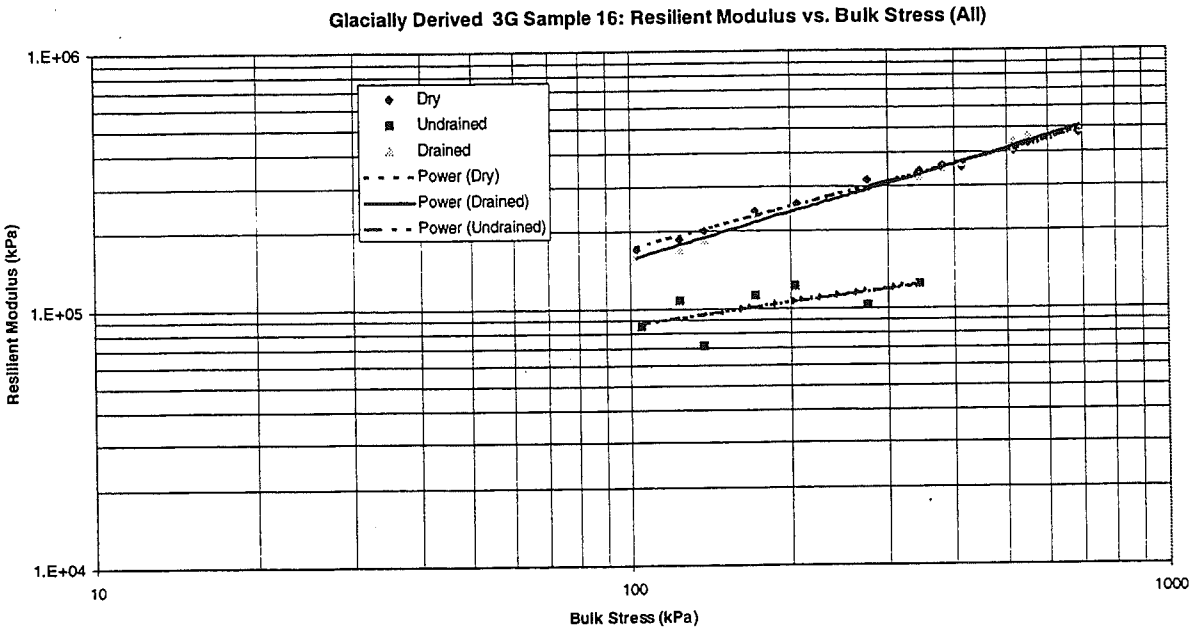


Figure 9. Resilient modulus versus bulk stress for glacially derived 3G sample 16.

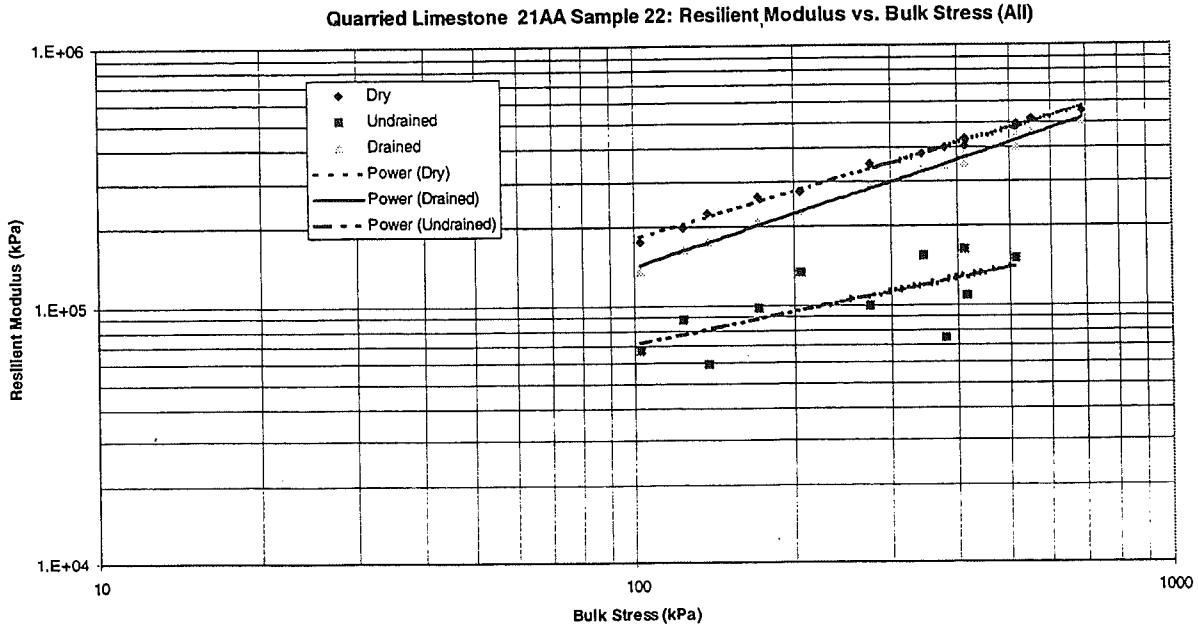


Figure 10. Resilient modulus versus bulk stress for quarried limestone 21AA sample 22.

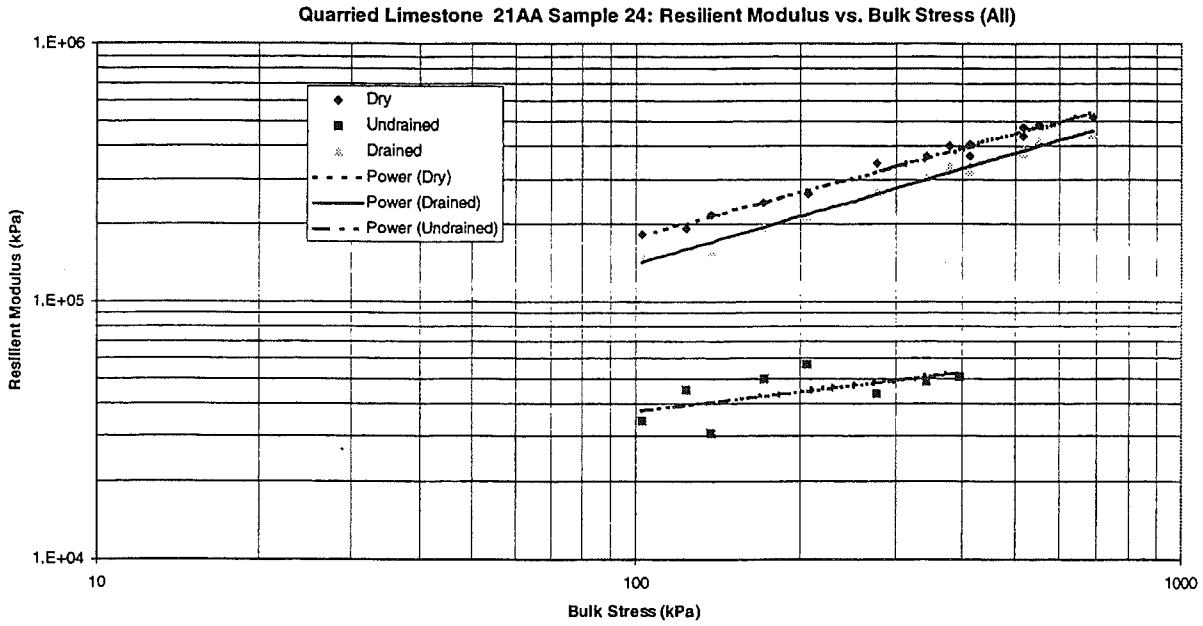


Figure 11. Resilient modulus versus bulk stress for quarried limestone 21AA sample 24.

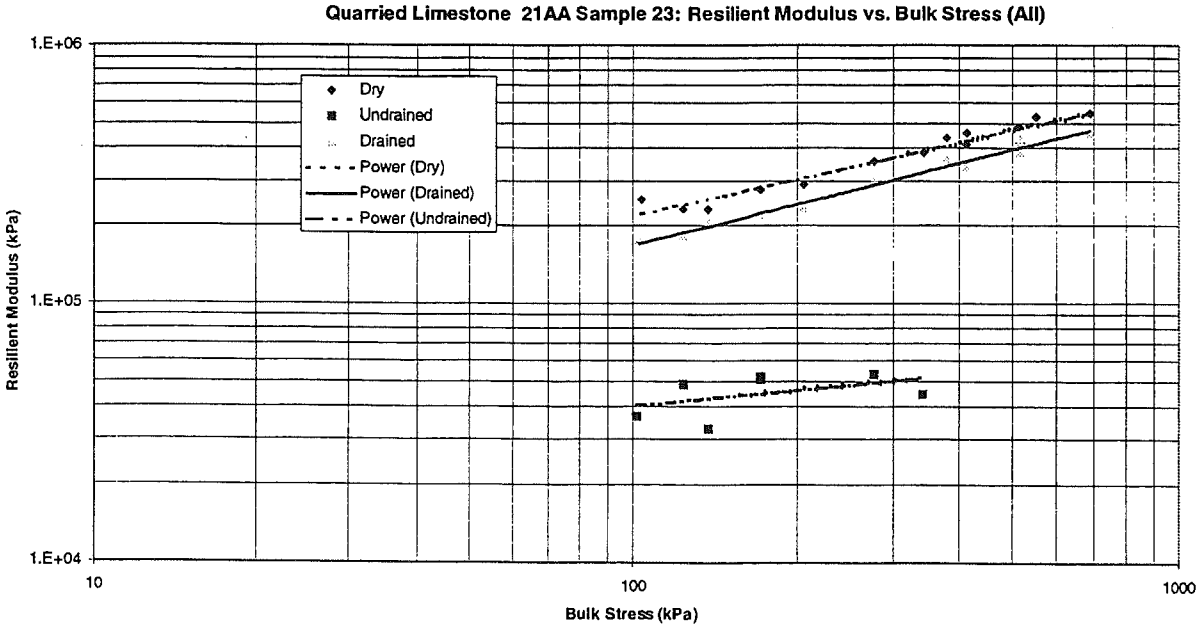


Figure 12. Resilient modulus versus bulk stress for quarried limestone 21AA sample 23.

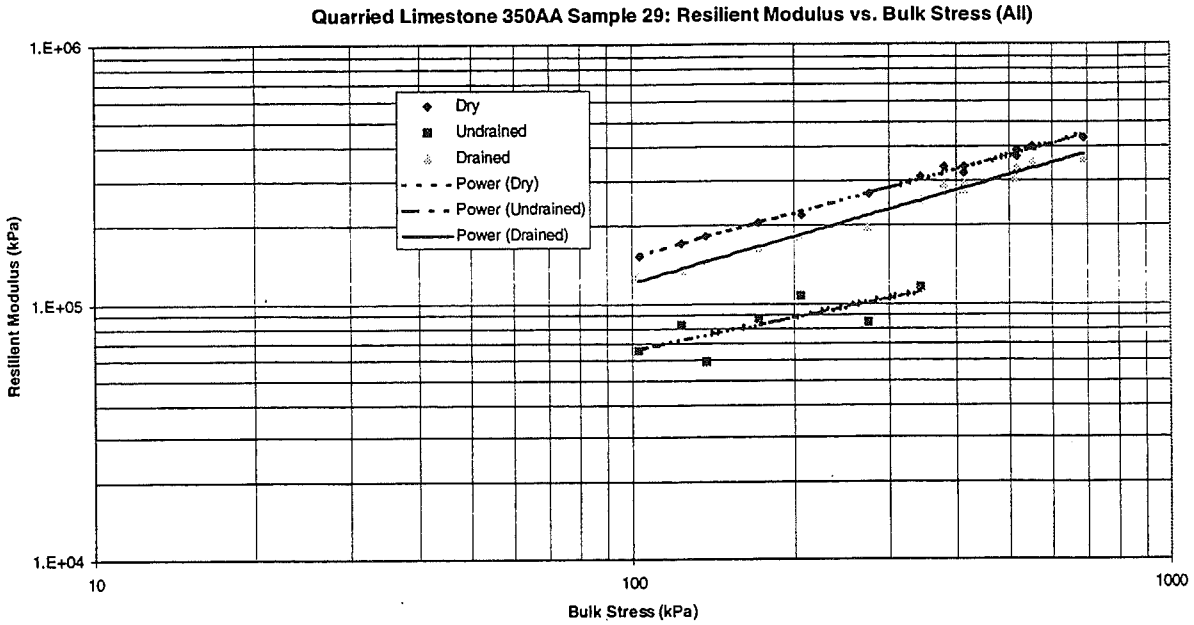


Figure 13. Resilient modulus versus bulk stress for quarried limestone 350AA sample 29.

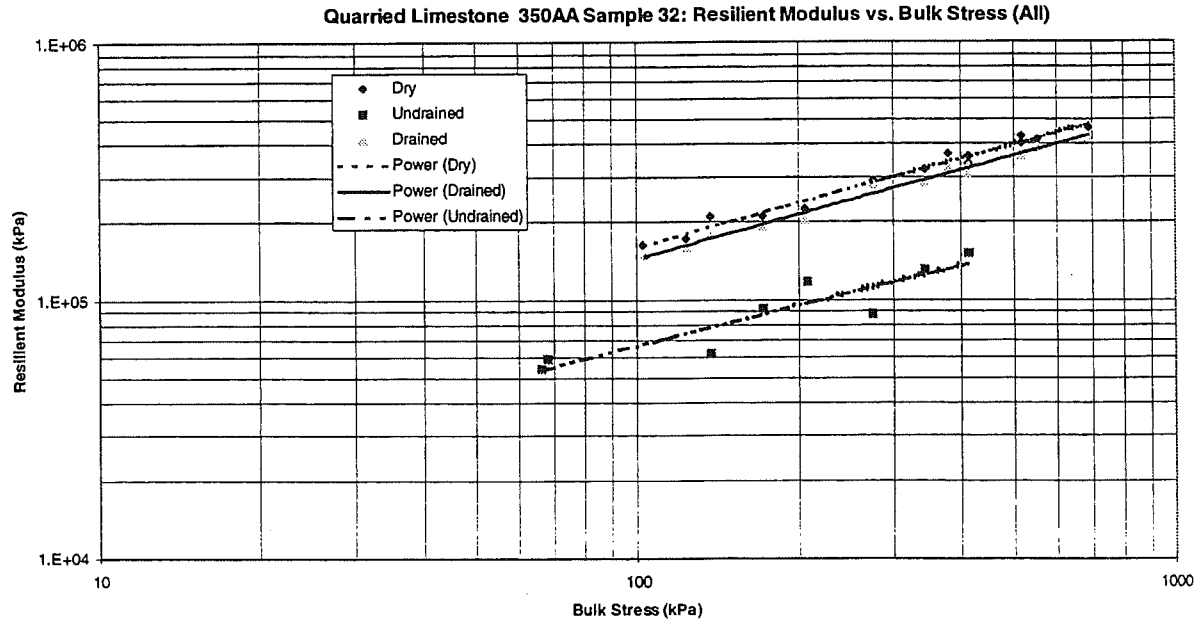


Figure 14. Resilient modulus versus bulk stress for quarried limestone 350AA sample 32.

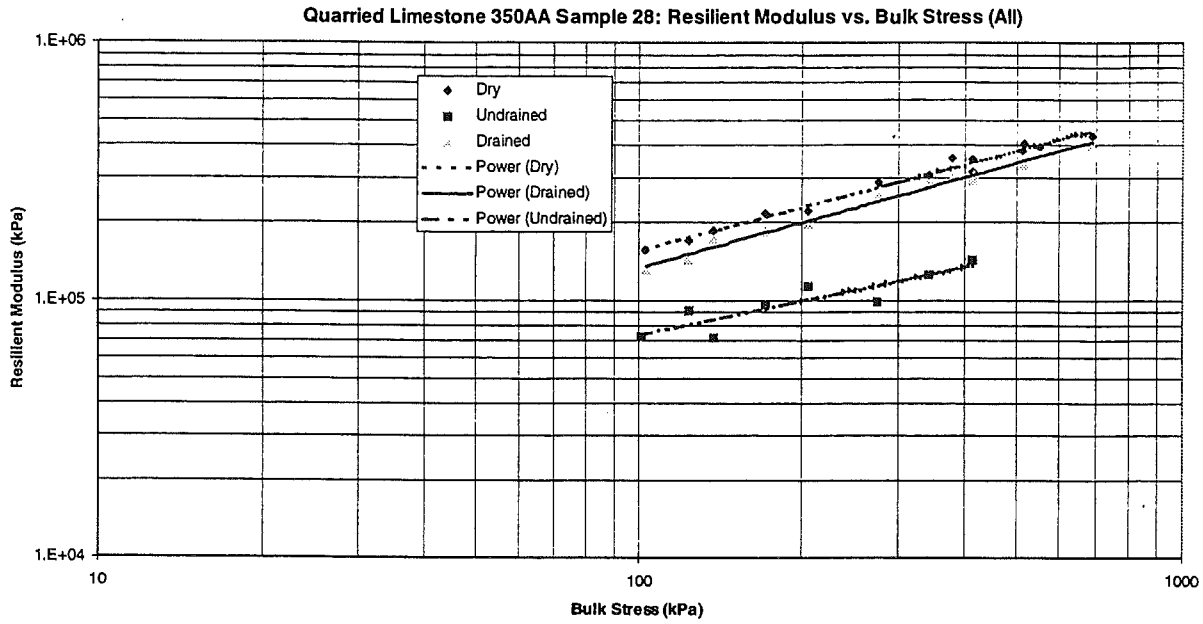


Figure 15. Resilient modulus versus bulk stress for quarried limestone 350AA sample 28.

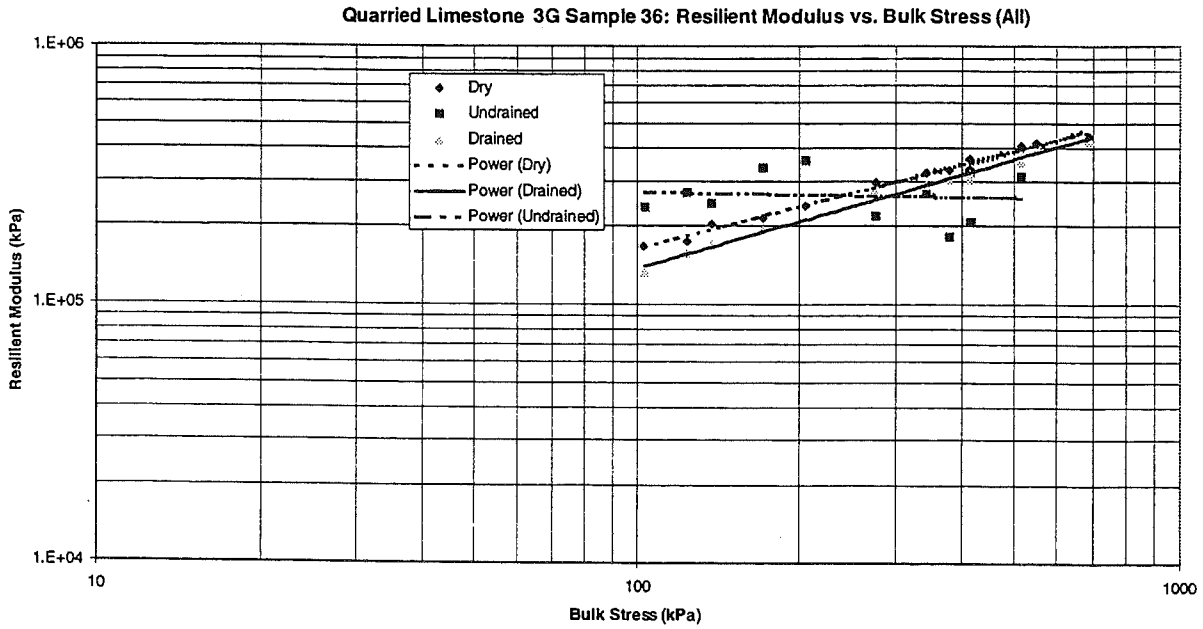


Figure 16. Resilient modulus versus bulk stress for quarried limestone 3G sample 36.

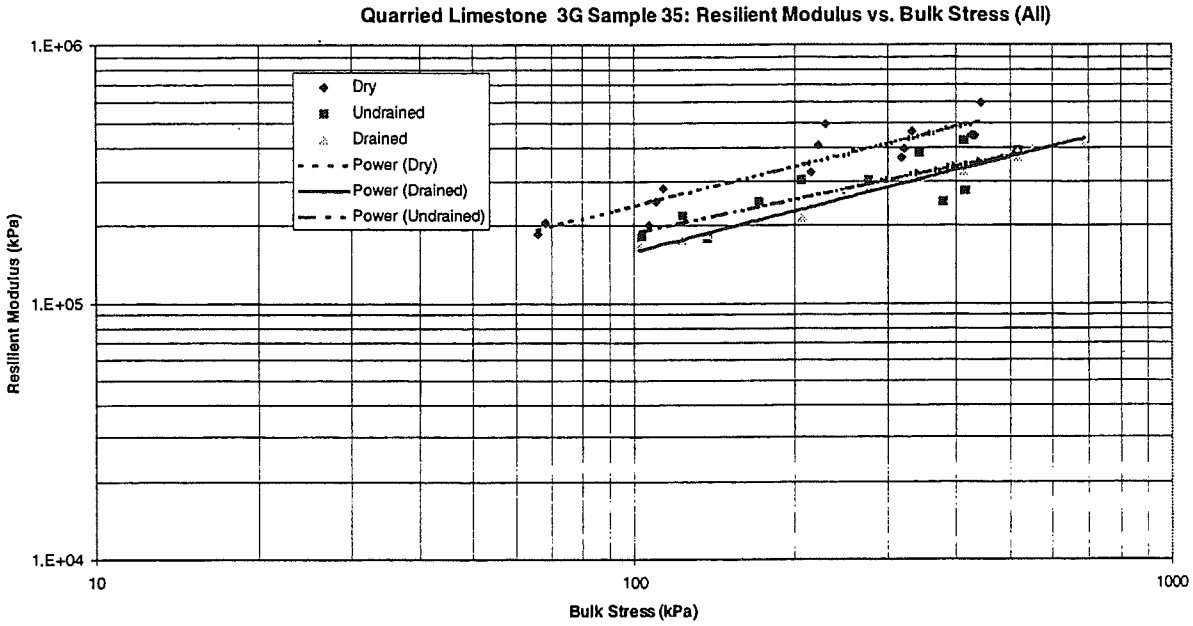


Figure 17. Resilient modulus versus bulk stress for quarried limestone 3G sample 35.

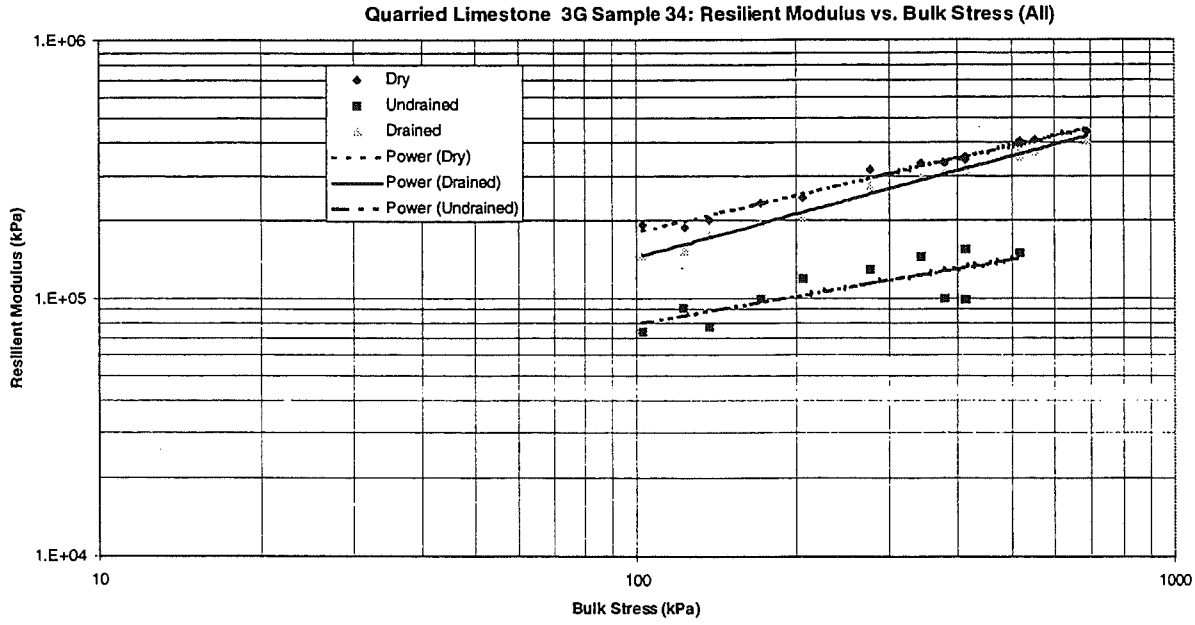


Figure 18. Resilient modulus versus bulk stress for quarried limestone 3G sample 34.

Table 3: Permanent deformation data for glacially derived materials.

Step Number	Deformation (mm)								
	21AA			350AA			3G		
	Sample2	Sample6	Sample3	Sample13	Sample12	Sample11	Sample17	Sample18	Sample16
1	0	0	0	0	0	0	0	0	0
2	0.03353798	0.02054553	0.2244922	0.3699433	0.53431659	0.1361	0.04131659	0.13120168	0.0187
3	0.04755116	0.04789268	0.2585	0.40032513	0.55845331	0.1586	0.07004109	0.16007616	0.0490
4	0.06059463	0.0599597	0.2303	0.41308581	0.32193862	0.1542	0.08041524	0.17056202	0.0645
5	0.07264267	0.0747519	0.2880	0.42984512	0.59415025	0.1840	0.10837328	0.18235406	0.0812
6	0.10014372	0.11612626	0.3210	0.46837065	0.63169636	0.2113	0.16604845	0.21701626	0.1237
7	0.12725415	0.14616082	0.3502	0.50371935	0.66295388	0.2421	0.22183929	0.24241737	0.1551
8	0.15571095	0.18227094	0.3786	0.53380478	0.7022737	0.2706	0.27069221	0.2727586	0.1993
9	0.21547798	0.27963697	0.4548	0.61824601	0.80409848	0.3378	0.42433411	0.34202917	0.3226
10	0.22072798	0.28658402	0.4549	0.62410147	0.80892922	0.3404	0.43528871	0.34643102	0.3313
11	0.2264353	0.29304442	0.4626	0.63188192	0.81748733	0.3470	0.44518786	0.35096731	0.3394
12	0.25448807	0.33046181	0.4956	0.66468662	0.8599611	0.3764	0.50741969	0.38405463	0.3875
13	0.2647588	0.34300502	0.5050	0.67579181	0.87121523	0.3884	0.53044836	0.39256203	0.4016
14	0.2686086	0.34698728	0.5088	0.68105505	0.87874687	0.3936	0.54014028	0.39864657	0.4085
15	0.31531866	0.4103602	0.5602	0.7328263	0.95274085	0.4413	0.63821901	0.44543705	0.4999
16	0.31531866	0.4103602	0.5602	0.7328263	0.95274085	0.4413	0.63821901	0.44543705	0.4999
17	0.3291786	0.43952438	0.7504	0.88741595	1.03131497	0.5436	0.65781138	0.46472166	0.5138
18	0.3389515	0.45268014	0.7605	0.90457912	1.05111265	0.5757	0.68512727	0.47851952	0.5303
19	0.3510525	0.46733623	0.7318	0.91320735	1.05228144	0.5716	0.70225318	0.4898802	0.5450
20	0.36567155	0.48023497	0.7822	0.92942818	1.07906986	0.5892	0.72662857	0.50085151	0.5607
21	0.38811147	0.50311762	0.7981	0.94756058	1.10148926	0.6317	0.76715662	0.52111035	0.5843
22	0.41775255	0.53599145	0.8241	0.9806207	1.13192779	0.6468	0.81892975	0.55251509	0.6132
23	0.4409865	0.55963832	0.8451	1.00040844	1.15919085	0.6823	0.8575733	0.57175069	0.6433
24	0.47354894	0.59974123	0.8795	1.03457253	1.20290493	0.7439	0.93744925	0.60748997	0.6500
25	0.47582341	0.60694842	0.8811	1.03952604	1.20694888	0.7346	0.94912933	0.61136675	0.6999
26	0.4827831	0.61213064	0.8883	1.04485658	1.21375352	0.7412	0.95720587	0.61687238	0.7094
27	0.50374167	0.6370843	0.9112	1.06932901	1.24290739	0.7749	1.00224871	0.63866571	0.7363
28	0.51469897	0.64841144	0.9196	1.07771498	1.25316571	0.7769	1.02086622	0.65076724	0.7499
29	0.52011043	0.65478152	0.8969	1.08285707	1.25882721	0.7836	1.02871498	0.65452274	0.7570
30	0.55160923	0.65468384	0.9662	1.11769423	1.30351888	0.8330	1.10094907	0.68631784	0.7962
31	0.55160923	0.65468384	0.9662	1.11769423	1.30351888	0.8330	1.10094907	0.68631784	0.7962
32	0.57274024	0.76312133	1.0613	1.14532637	1.49129831	0.9339	1.5107248	0.77501943	0.9703
33	0.66284853	0.83054871	1.1638	1.26906078	1.64725444	1.1927	2.0643049	0.8242684	1.1576
34	0.63178016	0.81311942	1.1437	1.24808803	1.62080943	1.1326	1.96589404	0.79856874	1.1251
35	0.70508959	0.85088546	1.2423	1.33154709	1.71773852	1.3560	2.25669425	0.83490229	1.2707
36	0.83702125	0.94581568	1.4104	1.56968624	1.93196153	1.9911	3.01510936	0.93580002	1.6933
37	0.8047011	0.93984466	1.4104	1.53972187	1.90344761	1.9061	2.91121105	0.8938662	1.7216
38	0.97288344	0.99766169	1.6642	1.72980544	2.1338322	2.7034	3.474048	1.05930797	2.8971
39	1.55365968	1.2283445	2.5098	2.737405	3.14330456	7.1644	7.39315402	2.31701305	8.4563
40	1.4722745	1.15873948	2.5210	2.60578263	3.05818939		7.07170516	2.29295041	
41	1.61279411	1.18039476	2.7422	2.81846725	3.31854473		7.42183723	2.59577795	
42	2.58058813	1.46203502	5.1447	4.18705089	5.25771153			4.21431604	
43	2.57091002	1.40296567	5.6689	4.14323499	5.3613827			4.74418166	
44	3.13821201	1.4802741	7.0567	4.55815812	4.30351888			3.68631784	
45	7.4673465	2.42910813	7.0056	7.36864627	8.57234109			7.95514005	

Table 4: Permanent deformation data for quarried limestone materials.

Step. Number	Deformation (mm)								
	21AA			350AA			3G		
	Sample22	Sample24	Sample23	Sample29	Sample32	Sample28	Sample36	Sample35	Sample34
1	0	0	0	0	0	0	0	0	0
2	0.18056967	0.13547148	0.0209	0.02714184	0.05	0.0492	0.01551362	0.13498808	-0.0002
3	0.21714353	0.16654017	0.0545	0.05184307	0.08898244	0.0798	0.0407803	0.15784898	0.0334
4	0.23115599	0.16562393	0.0598	0.06414609	0.09921487	0.0934	0.05613894	0.16708958	0.0437
5	0.25075559	0.19505076	0.0773	0.08460726	0.12319947	0.1149	0.07175419	0.18331664	0.0645
6	0.29305032	0.23774925	0.1110	0.13415733	0.17189448	0.1705	0.10721082	0.2154025	0.1024
7	0.32269093	0.26744416	0.1370	0.17024629	0.21026881	0.2060	0.14214216	0.24690051	0.1367
8	0.36545695	0.31474634	0.1701	0.23203278	0.2568988	0.2570	0.17915999	0.28093756	0.1875
9	0.4602227	0.41426363	0.2387	0.43160602	0.36768355	0.3933	0.26560705	0.35960333	0.3527
10	0.4592397	0.41341571	0.2408	0.4400731	0.37315585	0.4027	0.26912013	0.36214632	0.3484
11	0.46890489	0.4246423	0.2442	0.44820339	0.38060641	0.4108	0.27699497	0.37192657	0.3680
12	0.51105122	0.4733444	0.2785	0.51405482	0.42735538	0.4585	0.31622047	0.40827994	0.4351
13	0.52089135	0.48103053	0.2628	0.52708515	0.43842106	0.4732	0.32833533	0.41875616	0.4508
14	0.52801219	0.48883788	0.2914	0.53668279	0.44584413	0.4788	0.33458128	0.42549178	0.4586
15	0.59784795	0.57586377	0.3453	0.65771118	0.52097227	0.5647	0.39818457	0.48415408	0.5795
16	0.59784795	0.57586377	0.3453	0.65771118	0.52097227	0.5647	0.39818457	0.48415408	0.5795
17	0.60636183	0.79784795	0.4753	0.66768605	0.56397262	0.6836	0.42336649	0.509336	0.6047
18	0.62734806	0.7970117	0.4921	0.69778506	0.59174977	0.7075	0.44591428	0.53188378	0.6273
19	0.63710653	0.78474766	0.4977	0.71329199	0.60357884	0.7237	0.45845939	0.54442889	0.6398
20	0.65751423	0.82433762	0.5099	0.73418383	0.62720267	0.7434	0.47836896	0.56433846	0.6597
21	0.6810305	0.85399248	0.5340	0.77374583	0.66196926	0.7835	0.50465851	0.59062802	0.6860
22	0.71497872	0.88597537	0.5576	0.81430397	0.70349198	0.8240	0.54275311	0.62872262	0.7241
23	0.74303173	0.92486451	0.5864	0.85592568	0.73974775	0.8655	0.57426546	0.66023497	0.7556
24	0.79692938	0.99589834	0.6333	0.97614623	0.83150586	0.9522	0.63628045	0.72224995	0.8176
25	0.79571784	0.99183297	0.6272	0.98305171	0.83518435	0.9586	0.64263394	0.72860345	0.8240
26	0.80400984	1.0028711	0.6314	0.99180137	0.84410112	0.9656	0.6491356	0.73510511	0.8305
27	0.83708338	1.04787156	0.6674	1.05226842	0.89297278	1.0136	0.68716326	0.77313277	0.8685
28	0.8497371	1.05549026	0.6730	1.06591789	0.90418009	1.0264	0.69980303	0.78577254	0.8812
29	0.85224058	1.06358036	0.6733	1.07629634	0.9107764	1.0361	0.70929334	0.79526285	0.8906
30	0.91039235	1.13279693	0.7308	1.19285573	0.99401198	1.1179	0.77027179	0.85624129	0.9516
31	0.91039235	1.13279693	0.7308	1.19285573	0.99401198	1.1179	0.77027179	0.85624129	0.9516
32	1.00134605	1.31279693	0.9108	1.34959773	1.21401198	1.3621	0.80035372	0.88632322	0.9817
33	1.10521173	1.44278385	1.0230	1.82474562	1.60143868	1.6095	0.81685713	0.90282664	0.9982
34	1.06525908	1.40096847	0.9852	1.79445826	1.45678924	1.5762	0.82401759	0.9099871	1.0054
35	1.17084796	1.56647454	1.1213	2.17292879	1.7844268	1.7539	0.85240787	0.93837738	1.0338
36	1.3585352	2.26889443	1.1926	3.52148224	2.5742041	2.4542	0.8744841	0.96045361	1.0558
37	1.33548988	2.34496748	1.2674	3.61920931	2.57675162	2.4120	0.83103182	0.91700133	1.0124
38	1.64677636	6.09893959	4.8940	6.01186754	3.80413852	3.4133	1.50882193	1.59479143	1.6902
39	3.43060671	7.72227313	8.2349		7.25699843	8.0037	3.5854962	3.6714657	3.7668
	3.46018058						3.47534451	3.56131402	3.6567
	4.09558186						3.76783922	3.85380872	3.9492
	7.60235534						5.41603529	5.50200479	5.5974
							5.38869584	5.47466535	5.5700
							5.83671936	5.92268887	6.0181
							6.80964159	6.8956111	6.9910

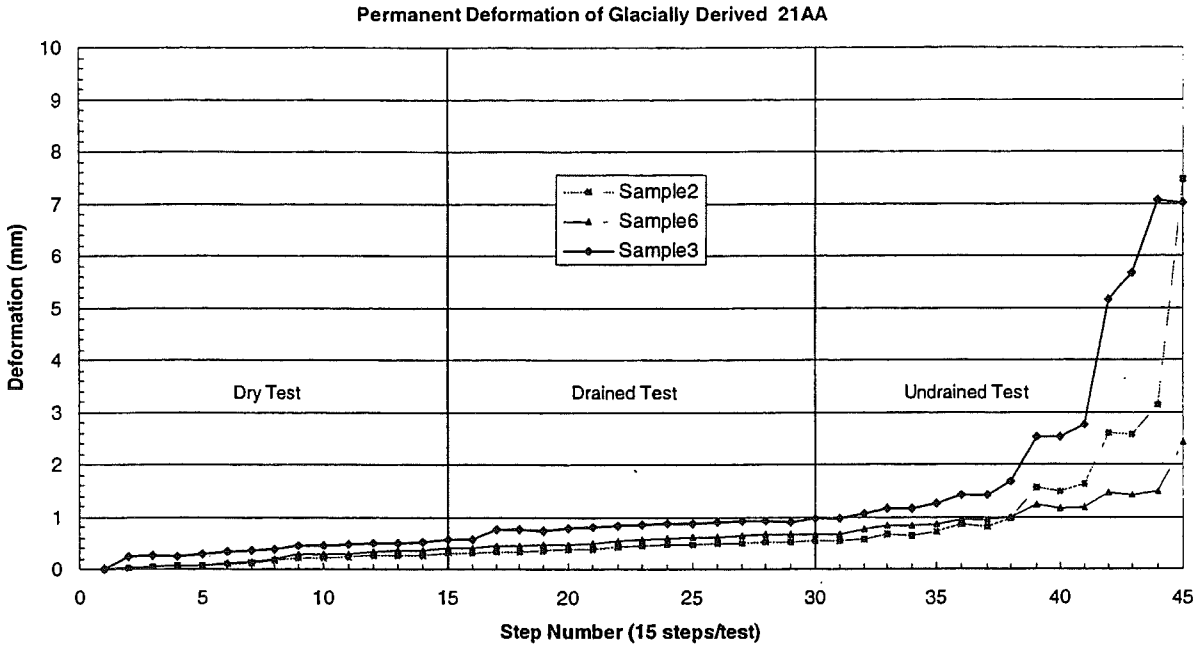


Figure 19. Permanent deformation recorded for glacially derived 21AA.

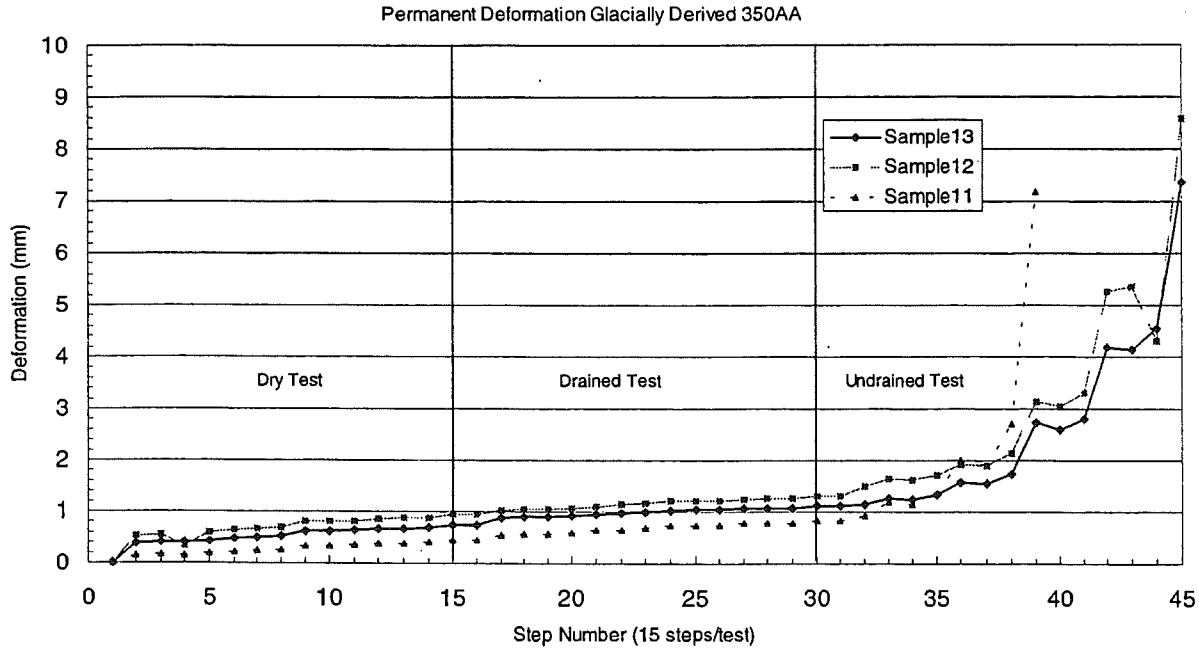


Figure 20. Permanent deformation recorded for glacially derived 350AA.

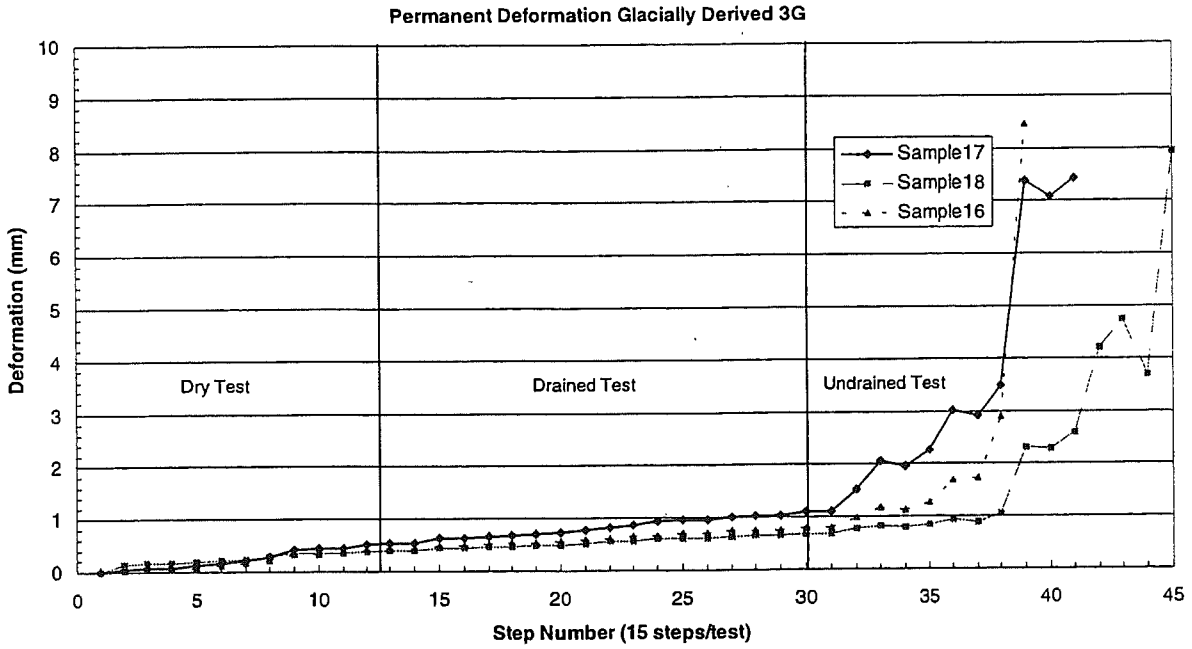


Figure 21. Permanent deformation recorded for glacially derived 3G.

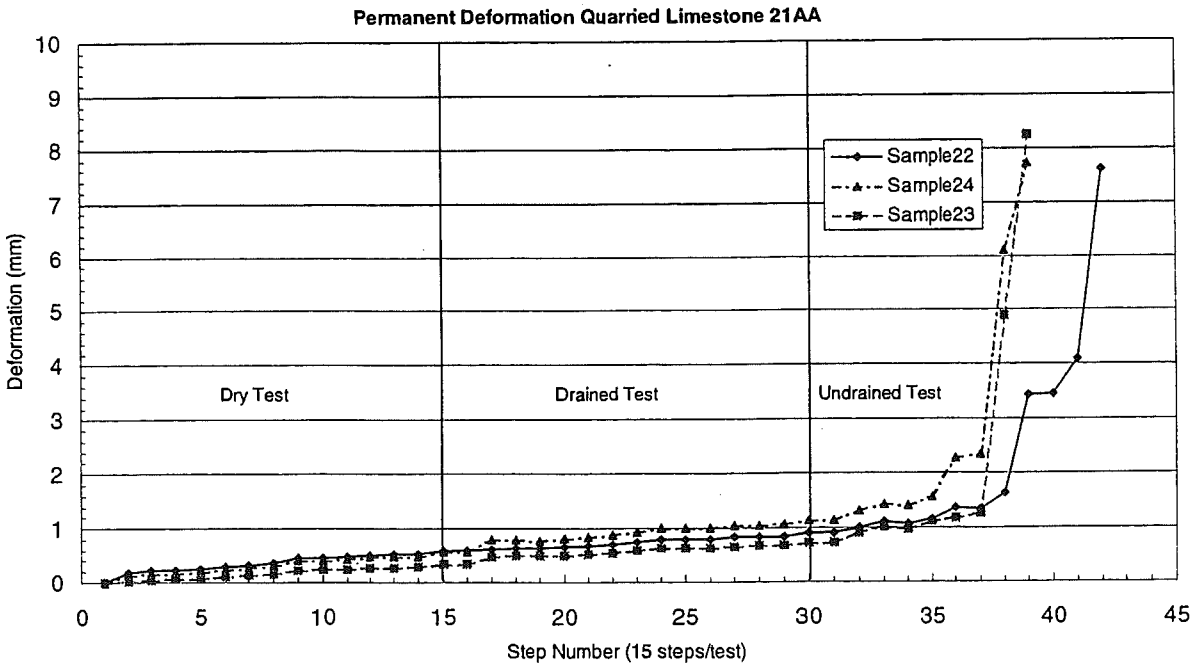


Figure 22. Permanent deformation recorded for quarried limestone 21AA.

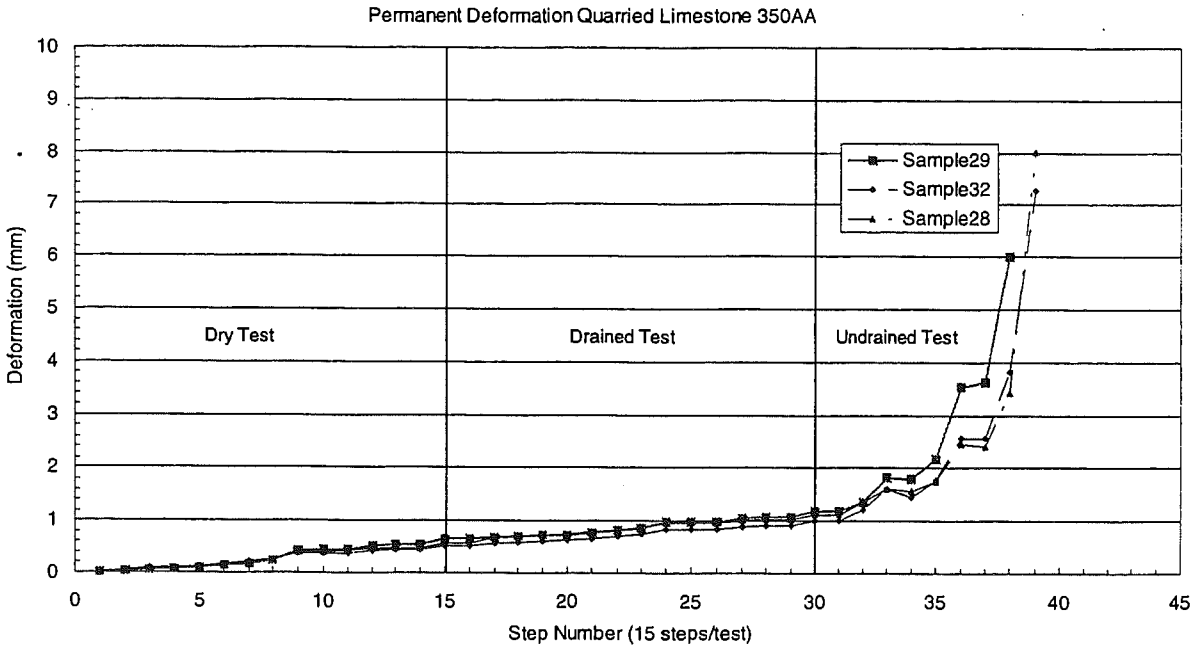


Figure 23. Permanent deformation recorded for quarried limestone 350AA.

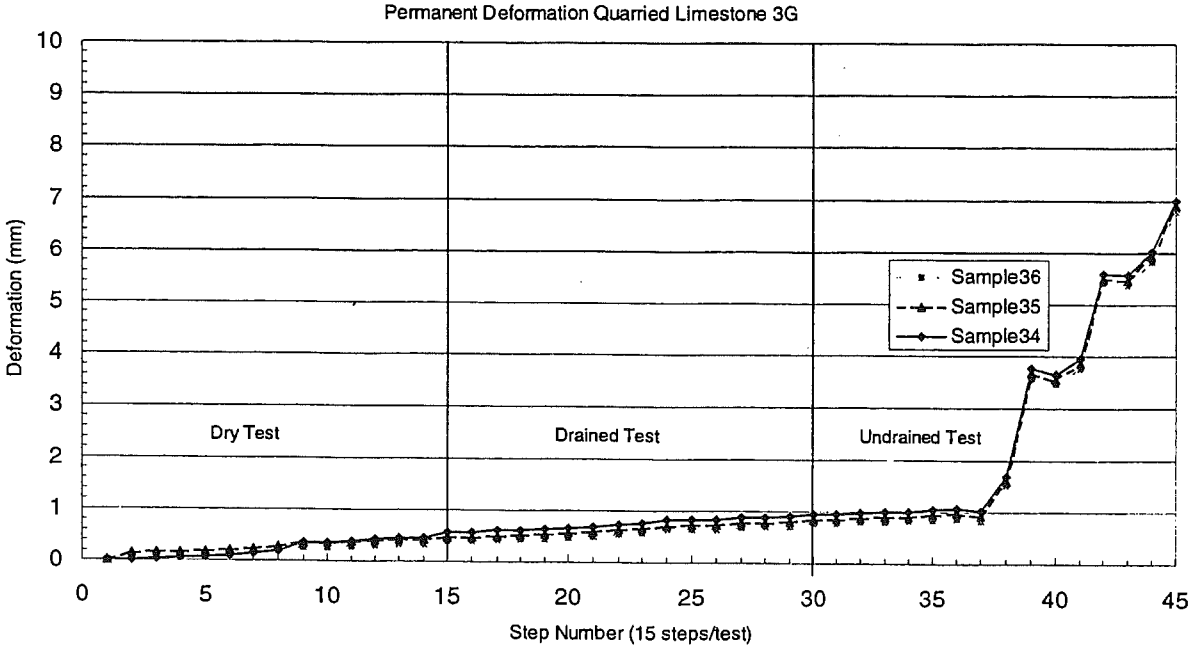


Figure 24. Permanent deformation recorded for quarried limestone 3G.

Appendix K STUDY OF RESILIENT MODULUS AND AASHTO SERVICEABILITY FOR OGDC PAVEMENT SYSTEMS

1. Resilient Modulus Study on Two OGDC Materials and One DGBC Material

This part of the study evaluated two different aggregate materials: a glacially derived processed aggregate and a quarried limestone. A detailed description of the origin of the materials is found in the main report. Each aggregate type was sieved into the various size fractions and then recombined into the gradations presented in the main report. Compaction was accomplished using an electric Makita demolition hammer. Since the hammer generates a constant force, the time required to densify a given specimen varied depending on the difficulty to achieve compaction. The 21AA gradations were the most difficult to compact in the laboratory, requiring the most input energy and time. The 350AA and 3G samples were compacted to 98 percent relative density, or greater, whereas the 21AA samples were compaced to the 95 to 96 percentile range. Note that laboratory compaction is done within the confines of a rigid mold and thus does not accurately reflect potential difficulties in achieving density under field conditions.

The resilient modulus (M_R) values were calculated from the results of the testing by dividing the applied deviator stress (σ_d) by the resultant resilient strain (ε_r). The magnitude of applied deviator stresses used in each step is summarized in Table 3.5 in the main report. The resilient strain is calculated, which is equal to the recoverable deformation divided by the specimen height. Table 1 summarizes the mean and standard deviation values of M_R for each material type, gradation, and moisture condition (see the first section of Appendix K for detailed data). As is seen in Table 1, 21AA gradation had the highest resilient modulus for the dry and drained portion of the testing sequence. Both the glacial and quarried dense graded 21AA gradations displayed consistent higher resilient modulus if drainage was provided (Range of M_R 430 to 350 MPa). Although the resilient modulus values for the 350AA and 3G gradations were slightly lower, they should still provide adequate resiliency for either aggregate type as indicated by the range of M_R values between 416 to 314 MPa and 390 to 327 MPa, respectively.

Table 1 *Summary of resilient modulus testing.*

Aggregate Type	Appendix L Gradation	Moisture Condition	Mean M_R (MPa)	Standard deviation
Glacially Derived	21AA	Dry	431.3	23.9
		Drained	414.6	39.9
		Undrained	139.6	11.7
	350AA	Dry	416.3	5.32
		Drained	369.8	30.3
		Undrained	153.5*	39.2*
	3G	Dry	389.7	29.0
		Drained	375.4	21.5
		Undrained	187.4*	60.0*
Quarried Limestone	21AA	Dry	431.5	24.4
		Drained	350.1	22.6
		Undrained	108**	**
	350AA	Dry	349.3	11.4
		Drained	313.7	13.9
		Undrained	***	***
	3G	Dry	368.5	18.6
		Drained	327.4	18.9
		Undrained	129.3	39.7

Note: All resilient modulus values are taken after step 11. The * symbol indicates that 2 of the samples made it to step 11 before softening. ** Indicates 1 sample lasted until step 11. *** Indicates that no samples made it to step 11.

It is presumed that the primary reason for the higher values of M_R for the 21AA gradation is that its bulk density is greater than that of the 350AA and 3G gradations. Even though the 21AA gradations are compacted to only 95 to 96 percent of optimum, the bulk density was roughly 3 percent higher than the 350AA and 6 percent higher than the 3G (see first part of Appendix K). Since the 21AA gradation was compacted to the highest bulk density, it has the smallest void ratio (the ratio of voids to the volume of solids) that translates to the greatest amount of particle on particle contact. This increased particle-to-particle contact within the sample increases the frictional strength of the aggregate. In dry cohesionless materials, the friction angle is an important factor for stabililty and therefore for resilient modulus. For example the 21AA glacially derived samples have a void ratio of roughly 0.24 while the 350AA and 3G are 0.30 and 0.35 respectively. This would correspond to friction angles being the greatest for the 21AA and the least for the 3G. Increased friction angles directly relate to increased resiliency.

Calculated M_R values obtained for a given specimen at a given moisture condition were fit to the following power, linear regression model: $M_R = K_1 \theta^{K_2}$. The details of this analysis, including the values for both coefficients, are presented in the first section of Appendix K. Figure 1 shows a typical example of resilient modulus values versus bulk

stress for a single specimen in the three different moisture conditions. Overall, the model fit for the dry and drained tests was good as indicated by the high correlation coefficient (R^2) values. The data obtained during undrained testing was more inconsistent, with lower R^2 values. This is not atypical for saturated materials. The results indicate that materials in an undrained condition are not only inconsistent but have also lost a majority of their resiliency. This is due primarily to the reduced effective stresses from the lack of drainage and 100 percent saturation.

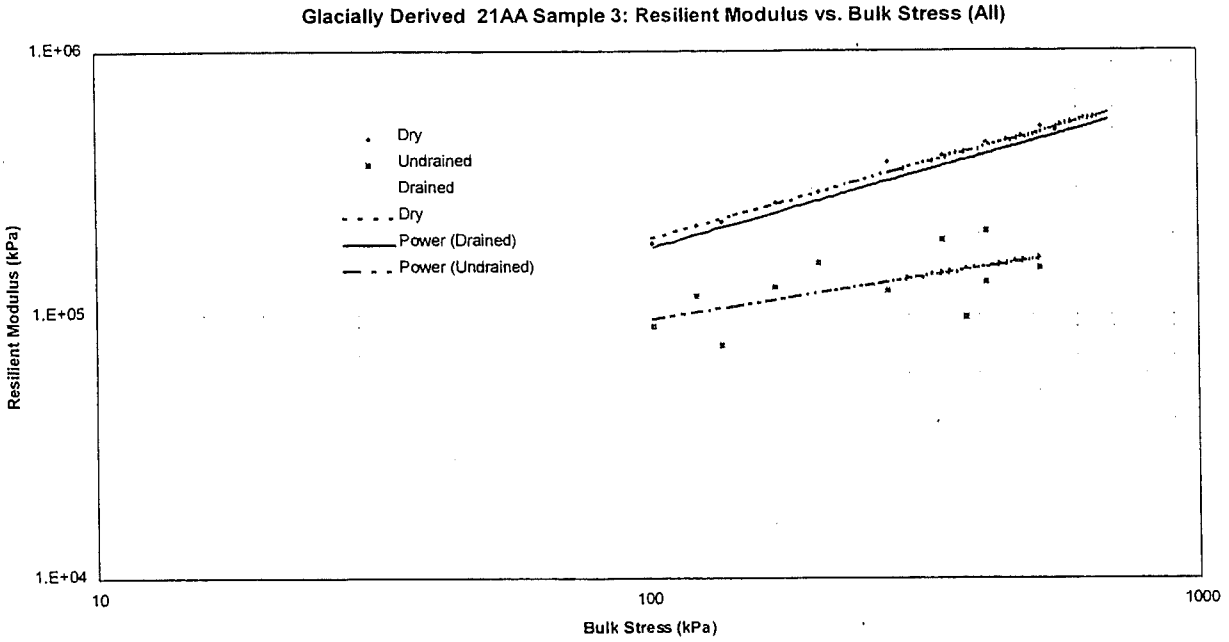


Figure 1 *Resilient modulus versus bulk stress for glacially derived 21AA sample 3.*

Comparing the mean M_R results for the three gradations in the various drainage conditions is very revealing. Although the overall differences are not great, there are some interesting trends as shown in Figures 2 and 3. It is noted that in all combinations of gradation and moisture condition, the resiliency of specimens made with the glacially derived materials are higher than those made with the quarried limestone. This reflects the superior nature of that material which has undergone natural grinding actions of the glacier causing crushing of weaker particals. At the same time, it is suspected that if additional processing had not been used to create fractured faces on the particles, these results would not have been obtained.

Figure 2 *Resilient modulus versus moisture condition for glacially derived materials.*

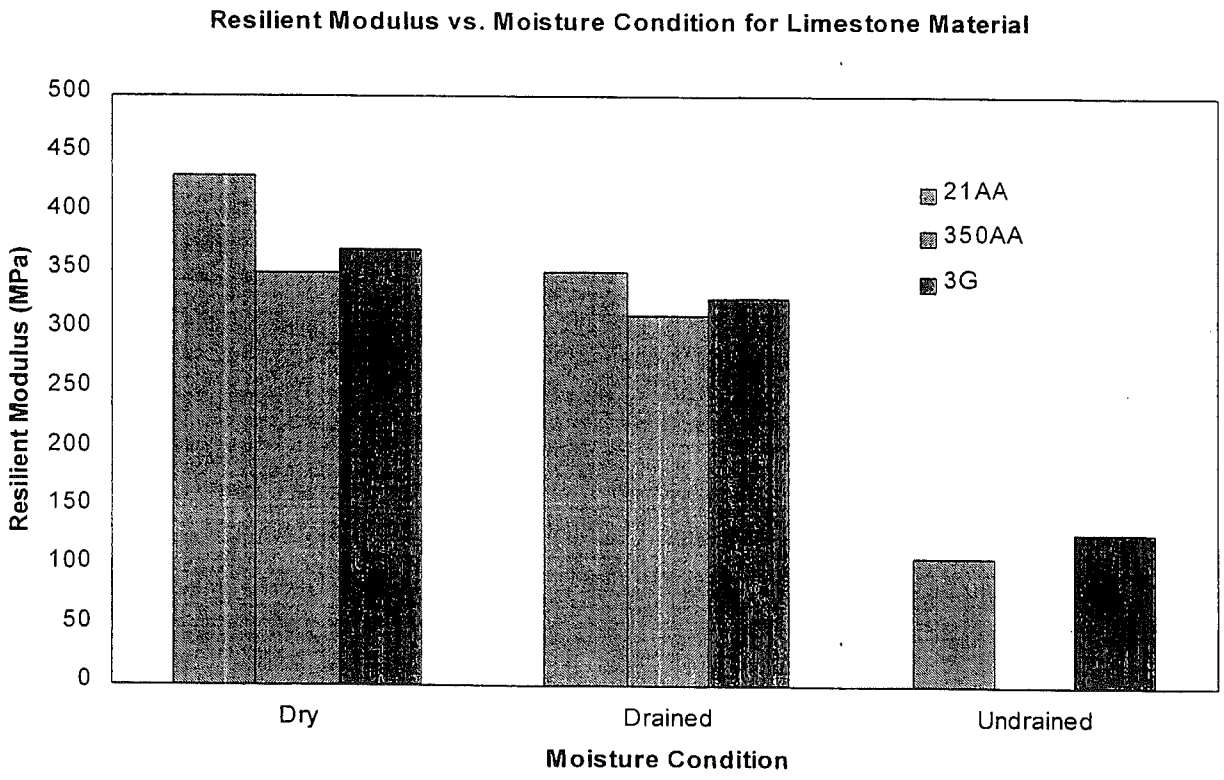


Figure 3 *Resilient modulus versus moisture condition for quarried limestone materials.*

Also, within any given material, it is observed that the 3G gradation has the lowest resiliency in the dry condition whereas the 21AA are the most resilient. The 21AA specimens remain the most resilient in the drained condition, but specimens made with the 3G gradation surpass the resiliency of those made with the 350AA. In undrained condition, the 3G gradation is the most resilient whereas the 21AA has the lowest resiliency.

Another important information obtained from this testing is the permanent deformation characteristics of the various materials under repeated dynamic loading. A summary of these results is presented in Table 2 and detailed information is provided in the first part of this appendix. Figure 4 is a typical plot of the deformation data collected, with additional plots provided in the section of this appendix. It is observed that a marked difference in permanent deformation characteristics was observed between the three gradations. The material showing the least permanent deformation (0.72 mm) through the drained test was the glacially derived 21AA. This was followed closely by the specimens made with the 3G gradation (both glacially derived and quarried limestone) which had an average permanent deformation of 0.86 mm at the end of the dry condition testing. The 350AA gradation (both glacially derived and quarried limestone) had the most permanent deformation at 1.1 mm at the end of the dry condition testing. It is noted that the 3G gradation made with the quarried limestone material appears to provide adequate resistance to permanent deformation well into the undrained portion of the testing sequences. Comparatively, the glacially derived 3G curve depicts a random trend, suffering excessive deformation earlier in the testing sequence than the quarried limestone material. Both dense graded, 21AA, materials display inconsistent trends and excessively deform very rapidly during the undrained test.

The most unexpected result is that the 350AA gradation displayed the highest amount of permanent deformation for all phases of the testing sequence. This occurred even though all of the 350AA samples were compacted to at least 97 percent of optimum density. The occurrence of relatively high permanent deformation early in the testing sequence for the 350AA gradation is alarming. Despite the limited nature of this study, concern has been raised to warrant additional investigations of the 350AA in terms of detailed investigation of inservice pavement systems.

The primary reason for performing the resilient modulus testing was to measure the response to dynamic loading of typical MDOT gradations under the three moisture

conditions. In the past it was common practice to place a PCC pavement onto a 21AA base course without a drainage system. It is suspected that such base courses were at or near an undrained, saturated condition for most of their lifetime in the field. For example, assume that a 300 mm thick base (much thicker than the typical 100 mm thick base) is used on a 4-lane pavement drained to either side. The hydraulic gradient is 0.03 and the drainage distance is half the pavement width at 10 meters. Also, assume that the flow through the base course obeys Darcy's law (laminar flow) and that there is 50 mm of rainfall on the pavement structure and 35 percent infiltrates the base course. Using the approach advocated by Cedergren (from Cedergren, H.R, "Drainage of Highway and Airfield Pavements", pages 75 – 87), a 21AA material having a calculated coefficient of permeability (k) of roughly 0.3 m/day will take roughly 700 hours to drain to an unsaturated state. Using the same assumptions, a 350AA (k = 110 m/day) or a 3G (k = 300 m/day) base course connected to a functioning drainage system will drain in 5.5 hours or 1 hour, respectively. This is 200 to 700 times faster than the base course constructed with a 21AA. So for similar rain events, the base constructed on a 21AA base course will remain in a saturated condition for significantly longer than the bases constructed of 350AA or 3G materials.

Table 2 *Summary of permanent deformation results.*

Aggregate Type	Gradation Series	Mean Deformation @ end of Dry test (mm)	Mean Deformation @ end of Drained test (mm)	Mean Step # @ 2mm Deformation Undrained	Range of Step #'s (see pg. ##)
Glacially derived	21AA	0.428	0.72	Step 15	None
	350AA	0.71	1.1	Step 13	9 – 15
	3G	0.527	0.86	Step 12	9 – 15
Quarried limestone	21AA	0.507	0.975	Step 10	9 – 12
	350AA	0.581	1.1	Step 9	8 – 9
	3G	0.49	0.86	Step 15	none

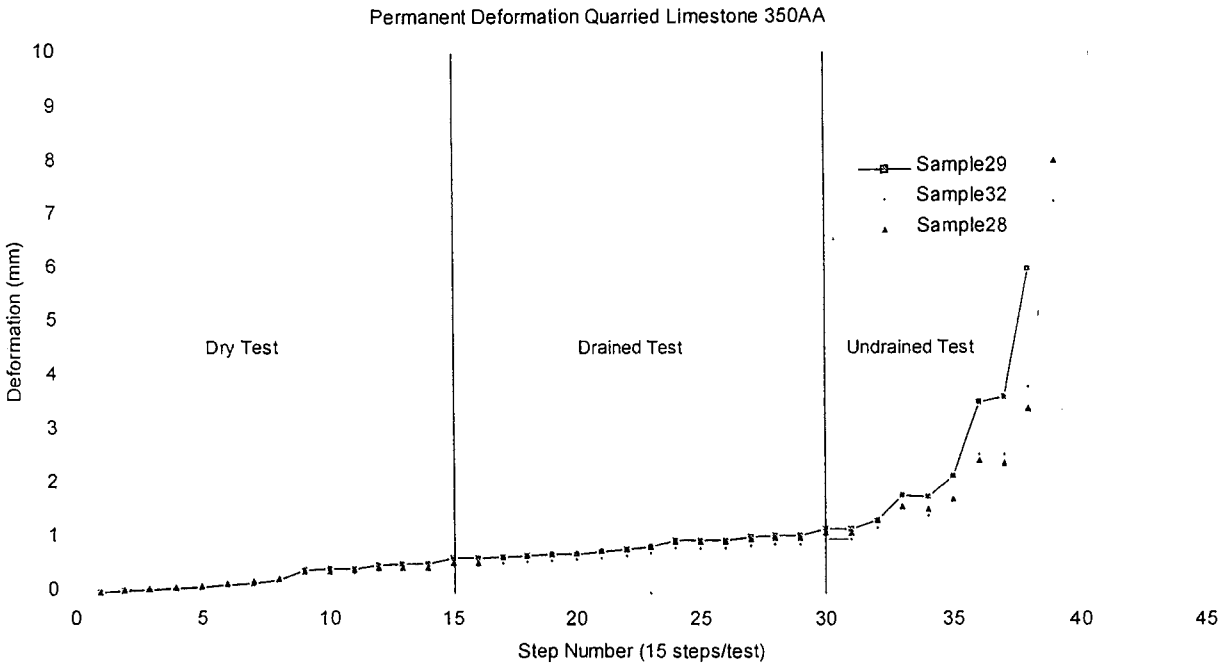


Figure 4 *Permanent deformation recorded for quarried limestone 350AA.*

Currently, drainage systems are installed in all new Portland Cement Concrete (PCC) pavements in Michigan. If routine maintenance is performed, the drainage systems should provide adequate drainage for the PCC pavements constructed with draining base materials for its entire design life, minimizing the time that an undrained condition occurs. The example above shows the importance of a properly functioning drainage system. It illustrates that a drainable base system will be in a saturated condition following a rain event for only a short period of time. On the other hand, a 21AA base course will remain at or near saturation roughly 700 times longer than the 3G material. During this time the 21AA material will experience more permanent deformation and a dramatic decrease in resiliency.

But if maintenance of the drainage system is neglected, it may become clogged, therefore creating an undrained or saturated condition. The information shown in Tables 1 and 2 clearly indicates that all base materials in the undrained state will experience a dramatic decrease in resiliency and an increase in the permanent deformation. Increases in permanent deformation create voids beneath the PCC slab which leads to premature pavement failures.

The results from the undrained tests clearly indicate a significant decline in the resilient modulus (M_R) and K_2 coefficient (slope), while the K_1 coefficient increases very sharply. This decrease in the M_R values is directly related to the pore water pressure (u) being

generated in the saturated sample. Therefore, the effective stress (σ') within a sample decreases if pore pressure increases according to: $\sigma' = \sigma_1 - u$, where σ_1 = principle stress ($\sigma_d + \sigma_3$) and u is the pore water pressure. Therefore as u increases, the σ' decreases. At a saturation (S) of 100%, in undrained conditions the pore pressure will equal the confining stress σ_3, $u = \sigma_3$. This would indicate that the sample is limited to effective stress and will be prone to deformations related to any vertical stress applied. If undrained conditions exist in the field due to a clogged drain, the base course material will not provide adequate resistance to reversible and irreverseble deformation for normal conditions since pore pressure developed. This is evident in the M_R values as well as the permanent deformation charts.conclusion, the data indicates that if drainage is present, both types of aggregate and all the three gradations should provide adequate support for a PCC slab under typical loading conditions. But, it is noted that the 21AA base will be in a saturated undrained condition for much of the time even if a positive drainage system is provided because its time to drain is very long. This will likely cause pavement damage due to the material's loss in resiliency and susceptibility to permanent deformation. Timely maintenance is needed to prevent clogging of drainage systems when drainable materials are used. If clogging occurs, an undrained or saturated condition will exist, dramatically decreasing the resiliency and increasing the amount of permanent deformation for all materials and gradations. This can result in void formation under the PCC slab that could lead to a host of structural failures. Both the 21AA and 3G gradations displayed high resiliency with small deformations for the dry and drained tests. For the materials and gradations under investigation, the undrained test clearly shows that the quarried limestone 3G gradation displayed consistent strength and low deformation in the undrained tests. There is concern that the 350AA gradation may be more susceptible to permanent deformation than the other two gradations and further testing is recommended.

2. Effect Of Drainage On AASHTO Rigid Pavement Thickness Design

Thickness design for rigid pavements is commonly conducted using the procedures described by AASHTO in the *AASHTO Guide for Design of Pavement Structures* (AASHTO 1993). The design procedures are based on the results of the AASHO Road Test conducted from 1958 to 1960 in Ottawa, Illinois. Modifications to this procedure have been made over the years to incorporate additional design parameters and improve

its applicability over a wide geographical area.

The AASHTO Thickness Design Procedure

The 1986 version of the design procedure is the most current, appearing again in the 1993 design guide. Slab thickness is determined by solving the following equation:

$$\log_{10}(W_{18}) = Z_R S_0 + 7.35\log_{10}(D+1) - 0.06 + \frac{\log_{10}\left[\frac{\Delta PSI}{4.5-1.5}\right]}{1+\frac{1.625*10^7}{(D+1)^{8.46}}}$$

$$+(4.22-0.32p_t)*\log_{10}\left[\frac{S'_c*C_d\left[D^{0.75}-1.132\right]}{215.63J\left[D^{0.75}-18.42\left(\frac{k}{E_c}\right)^{0.25}\right]}\right]$$

Where:

W_{18} is the number of 80-kN (18-kip) equivalent single axle loads.
Z_R is the standard normal deviate corresponding to the selected reliability level.
S_0 is the overall standard deviation.
D is the thickness of the PCC slab, in.
ΔPSI is the design serviceability loss.
P_t is the design terminal serviceability.
S'_c is the 28-day PCC modulus of rupture, psi.
J is the load transfer coefficient.
C_d is the drainage coefficient.
E_c is the 28-day PCC modulus of elasticity, psi.
k is the modulus of subgrade reaction, psi/in

The design equivalent single axle loads (W_{18} or ESALs) are calculated from the volume and type of traffic anticipated over the pavement design life. The selected reliability level depends on the functional classification of the pavement structure, with more heavily trafficked pavements requiring higher reliability levels. For example, a low volume rural roadway may be designed with a reliability level ranging from 50% to 80% while an

urban interstate may demand 85% to 99.9% reliability. The overall standard deviation is usually assumed to lie between 0.34 and 0.39 for rigid pavements, depending on whether traffic error is included in the estimation.

The entire AASHTO pavement design is based on the serviceability concept as measured using the present serviceability index (PSI). A pavement in perfect condition (and perfectly smooth) will have a PSI approaching 5 whereas a completely impassable, very rough pavement will have a PSI approaching 0 (zero). The most influential factor affecting PSI is the roughness of the pavement, and therefore many consider roughness and PSI to be synonymous. In new PCC construction, an initial PSI (p_i) of 4.5 is commonly assumed based on construction at the AASHO Road Test. This appears to be a reasonable estimated when modern construction techniques and roughness specifications are used. The selected design terminal serviceability (P_t) will depend on the functional classification of the pavement, typically ranging between 2.5 and 3.0 for major highways. In the following discussion, pavement failure is considered the point at which terminal serviceability is reached.

Material properties are incorporated in three parameters: the 28-day PCC modulus of rupture (S'_c), the 28-day PCC modulus of elasticity (E_c), and the effective subgrade modulus of rupture (k). The two concrete properties are based on laboratory testing of the concrete mix design or estimated based on specified concrete properties.

The modulus of subgrade reaction can be estimated from soil properties or established through field-testing. Non Destructive Testing, NDT, can also be used to determine the k-value supporting an existing slab, but must be reduced by a factor of two to convert from dynamic to static loading. It is noted that an "effective" k-value is used in the AASHTO design procedure, having been corrected for climatic variations, the stiffness and thickness of the subbase, the depth to bedrock, and the loss of support that can result from erosion of the subbase. The quality and drainability of the subbase is thus considered in the effective k-value, especially in selecting the loss of support factor (LS). For untreated granular material, it is recommended that an LS of 1 to 3 be used. This will significantly reduce the design k-value. In the example presented in the design guide, a k-value of 540 psi/in is reduced to 170 psi/in when an LS of 1 is used and to 20 psi/in when an LS of 3 is used.

Although drainage is indirectly incorporated through modification to the k-value, it is

directly considered in design through the drainage coefficient (C_d). Two factors are considered in determining the C_d: the quality of the subbase drainage, and the percent of time the pavement structure remains in a saturated state. Table 3 below provides recommended values for C_d for use in rigid pavement design.

***Table** 3 Recommended values for the drainage coefficient, C_d (AASHTO, 1993).*

Quality of Drainage	Percent Of Time Pavement Structure Is Exposed To Moisture Levels Approaching Saturation			
	Less than 1%	1%-5%	5%-25%.	Greater than 25%
Excellent	1.25-1.20	1.20-1.15	1.15-1.10	1.10
Good	1.20-1.15	1.15-1.10	1.10-1.00	1.00
Fair	1.15-1.10	1.10-1.00	1.00-0.90	0.90
Poor	1.10-1.00	1.00-0.90	0.90-0.80	0.80
Very Poor	1.00-0.90	0.90-0.80	0.80-0.70	0.70

Quality of drainage is based on the time required to drain the subbase to 50 percent saturation. A pavement structure with excellent drainage quality will achieve this within two hours of cessation of the precipitation event. If 50 percent saturation occurs within one day, the drainage quality is considered good. If it takes one week, fair drainage exists. Poor drainage quality exists if it takes one month to achieve 50 percent saturation. If the subbase is non-draining, it is considered to have very poor quality drainage.

The ability of a material to drain is primarily related to the amount and type of fine material present. As the amount of fines increases, drainage quality decreases. Further, the presence of inert mineral fillers will have far less impact on drainability than clays. Table 4 below presents the amount of water that can be drained from saturated gravel or sand under gravity for various contents and types of fines. As can be seen, once a material having more than 5 percent fine material becomes saturated, it is unable to achieve 50 percent drainage under gravity alone.

Table 4 *Estimate of the percentage of water that can be drained from saturated granular materials under gravity (ERES 1994).*

Material	Amount of Fines								
	<2.5 percent			5 percent			10 percent		
	Filler	Silt	Clay	Filler	Silt	Clay	Filler	Silt	Clay
Gravel	70	60	40	60	40	20	40	30	10
Sand	57	50	35	50	35	15	25	18	8

Note: Gravel with 0 percent fines, 75 percent greater than No. 4: 80 percent water loss.
Sand with 0 percent fines, well graded: 65 percent water loss.

The final design parameter in the PCC thickness design equation is the load transfer coefficient, J. This factor considers the pavement type, the type of shoulder, and the type of load transfer devices present. Poor load transfer conditions, such as exists in jointed, undoweled pavements with asphalt concrete shoulders will have high load transfer coefficients on the order of 3.8 to 4.4. A concrete pavement constructed with tied concrete shoulders and dowels at the transverse joints will have lower load transfer coefficients in the range of 2.5 to 3.1.

2.1 Evaluation of the Effect of Drainage on Pavement Design Life

The AASHTO design procedure was used to assess how the drainage characteristics of the pavement system would affect the expected pavement performance. As described above, drainage will directly influence two parameters in the design equation: the effective modulus of subgrade reaction, k. and the drainage coefficient, C_d. Using the information obtained through coring and NDT analysis, representative baseline, minimum, and maximum values were established for the sections under investigation in this study. These are presented in Table 5.

Table 5 *Range in AASHTO design parameters used to assess the affect of drainage on concrete pavement performance.*

Parameter	Baseline	Minimum	Maximum
PCC Modulus of Rupture, S'_c	640 psi	600 psi	680 psi
Effective Modulus of Subgrade Reaction, k	150 psi/in	50 psi/in	200 psi/in
Load Transfer Coefficient, J	3	3	4
Drainage Coefficient, C_d	1.0	0.7	1.25

Pavement thickness was varied from 230 mm to 305 mm (9 to 12 inches). Reliability was set at 95% and the overall standard deviation was assumed to be 0.39. The initial and terminal PSI were assumed to be 4.5 and 2.5, respectively.

The AASHTO design equation was used to predict design ESALs for each pavement thickness and combination of variables. Thus, the predicted ESALs to terminal serviceability is the measure of performance considered. The results of this analysis are tabulated in Tables 6 through 9.

It is readily observable that thickness is a very important consideration. As slab thickness is increased from 230 mm to 305 mm, the design ESALs increases from 2.25 million to 15.0 million for the baseline values for each parameter. For a given slab thickness, it is observed that the design ESALs varies significantly from the worst to the best case scenario. For example, the design ESALs varies from 0.35 million to 12.25 million for a 255 mm thick slab.

As mentioned, the range in values for the variables considered was estimated from data collected in the course of this study. In examining the effect of each individual parameter on expected performance, it is observed that changes in the modulus of rupture, the modulus of subgrade reaction, and the load transfer coefficient have relatively little effect on expected performance over the ranges considered. Typically, design ESALs are roughly doubled or tripled from the worst case to the best case for these variables.

Table 6 *Predicted design ESALs for 230 mm PCC pavement using the AASHTO design equation.*

Variable	Appendix L Range of Values	ESALs (millions)
Modulus of Rupture (S'_c)	600 psi	2.00
	*640 psi	2.25
	680 psi	3.00
Effective Subgrade Modulus (k)	50 psi	1.75
	100 psi/in	2.00
	*150 psi/in	2.25
	200 psi/in	2.50
Load Transfer Coefficient (J)	4.0	0.90
	3.5	1.40
	*3.0	2.25
Drainage Coefficient (C_d)	0.7	0.70
	*1.0	2.25
	1.25	4.75
Worst Case	Lowest value for each variable	0.17
Baseline Pavement Conditions	Baseline using the * values	2.25
Best Case	Highest value for each variable	6.45

Table 7 *Predicted design ESALs for 255 mm PCC pavement using the AASHTO design equation.*

Variable	Range of Values	ESALs (millions)
Modulus of Rupture (S'_c)	600 psi	3.50
	*640 psi	4.50
	680 psi	5.50
Effective Subgrade Modulus (k)	50 psi/in	3.50
	100 psi/in	4.25
	*150 psi/in	4.50
	200 psi/in	5.00
Load Transfer Coefficient (J)	4.0	1.75
	3.5	2.75
	*3.0	4.50
Drainage Coefficient (C_d)	0.7	1.40
	*1.0	4.50
	1.25	9.25
Worst Case	Lowest value for each variable	0.35
Baseline Pavement Conditions	Baseline using the * values	4.5
Best Case	Highest value for each variable	12.25

Table 8 *Predicted design ESALs for 280 mm PCC pavement using the AASHTO design equation.*

Variable	Range of Values	ESALs (millions)
Modulus of Rupture (S'_c)	600 psi	6.75
	*640 psi	8.25
	680 psi	10.00
Effective Subgrade Modulus (k)	50 psi/in	6.50
	100 psi/in	7.50
	*150 psi/in	8.25
	200 psi/in	9.00
Load Transfer Coefficient (J)	4.0	3.25
	3.5	5.00
	*3.0	8.25
Drainage Coefficient (C_d)	0.7	2.60
	*1.0	8.25
	1.25	17.00
Worst Case	Lowest value for each variable	0.65
Baseline Pavement Conditions	Baseline using the * values	8.25
Best Case	Highest value for each variable	22.50

Table 9 *Predicted design ESALs for 305 mm PCC pavement using the AASHTO design equation.*

Variable	Range of Values	ESALs (millions)
Modulus of Rupture (S'_c)	600 psi	12.0
	*640 psi	15.0
	680 psi	17.5
Effective Subgrade Modulus (k)	50 psi/in	11.75
	100 psi/in	13.25
	*150 psi/in	15.0
	200 psi/in	15.5
Load Transfer Coefficient (J)	4.0	5.75
	3.5	9.0
	*3.0	15.0
Drainage Coefficient (C_d)	0.7	4.75
	*1.0	15.0
	1.25	30.0
Worst Case	Lowest value for each variable	1.2
Baseline Pavement Conditions	Baseline using the * values	15.0
Best Case	Highest value for each variable	40.0

On the other hand, the drainage coefficient is observed to have a very large impact, with design ESALs varying by more than six times over the range of the variable. This coefficient reflects the quality of drainage of the subbase material as well as the climatic conditions that can lead to saturation. Overall, Michigan has a wet climate and precipitation is such that sufficient quantities of moisture are available to keep a non-draining base at or near saturation year round. Thus the drainage coefficient will be completely dependent on the quality of the drainage. A dense graded base with fines in excess of 5 percent will be very slow draining. According to AASHTO procedures, a drainage coefficient in the range of 0.70 to 0.80 would be appropriate for this type of material. On the other hand, an open graded drainable base connected to a drainage system would be assigned a drainage coefficient in the range of 1.20 to 1.25. The difference in this change in the drainage coefficient is roughly equivalent to changing the PCC thickness from 230 mm to 305 mm according to this analysis.

Thus, in designing a PCC section with a drainable base, a relatively high value for the drainage coefficient will be selected. This will result in the design of a thinner slab than if a non-draining dense-graded subbase was used. If the drainage system is improperly designed, constructed, or maintained, resulting in long periods of saturation, the thinner slab would be expected to fail much more quickly than anticipated. For example, based on this design method, a 230 mm thick slab designed for 17.0 million ESALs (assuming excellent drainage) would be expected to fail within 2.6 million ESALs if very poor drainage was actually achieved. The pavement evaluated under long-term performance have experienced traffic levels of 2.0 to 4.3 million ESALs, of which one test section is in critical conditions which could be related to poor drainage.

Appendix L

Literature Review

Appendix L. Literature Review

The literature review focusses on historical and practical aspects of OGDC as base material for rigid pavement systems.

Appendix L LITERATURE REVIEW

1. Background

In the mid-1980's, the Michigan Department of Transportation (MDOT) made a major shift in the design of portland cement concrete pavements (PCCP), switching from the use of dense graded (effectively non-draining) untreated granular bases to drainable or open graded untreated granular bases. The terms "open graded" and "drainable" are used synonymously in this report. It is noted that some researchers have defined drainable materials as having permeability's between 305 m/day and 1,525 m/day (1000 ft/day and 5000 ft/day) while open graded materials are defined as having permeability's in excess of 1,525 m/day (5000 ft/day). The movement by MDOT toward open graded bases reflects a national trend in which drainable pavement systems have been embraced nationally by the pavement industry under the assumption that the rapid removal of water from the pavement system would eliminate or significantly reduce many moisture related pavement distresses. It was anticipated that the higher cost associated with the construction of these pavements would be offset by improved pavement life and performance, reducing the overall life cycle cost.

In the early to mid 1990's, MDOT noted that transverse cracks that are a normal feature of long jointed reinforced concrete pavement (JRCP) were suffering excessive opening and deterioration on some of the sections constructed on open graded bases. This literature review discusses the historical background and rationalization that led to the national shift in policy regarding the use of drainable bases. The basic design features of drainable pavement systems are then discussed along with the importance of maintaining the drainage system after construction. National literature regarding the performance of in-service pavements constructed on drainable bases is also reviewed.

1.1. Historical Perspective

Since the construction of the first pavements, it has been noted that the presence of free water was detrimental to pavement performance. The ancient Romans (approximately 300 BC) mitigated the impact of water by constructing roads above the surrounding terrain, placing them on thick subbases of sand prior to cementing large rocks together to

form the surface. Some of these roads are still in use today. roughly 2,300 years after construction, attesting to their durability (Cedergren 1987). In the early 1800's, John McAdam (1820) stated that if water were allowed to pass through the road into the subgrade, loss of support would occur regardless of the pavement thickness. McAdam also linked poor road performance in Great Britain in the 1800's to ignorance towards the necessity of adequate pavement drainage.

The advent of automobiles and trucks in the early 1900's necessitated the construction of all weather-surfaced roads. Engineers assumed that they could easily design pavements to withstand the large pore water pressures created by free water under the higher load levels. Needless to say, many of these pavements failed prematurely due to water associated distresses. Although the Highway Research Board (HRB) recognized that free water created distress, they did not alter road designs to account for it. In the 1950's, the HRB performed numerous road tests (HRB 1952; HRB 1955; HRB 1962) to determine the effects of axle loads on pavement distress and performance. Unsurprisingly, it was found that the largest amount of damage to the pavement occurred when the underlying structure was in a saturated state. Unfortunately, even though these observations were made, drainage systems were almost entirely disregarded as a fundamental design feature until mid to late 1980's (ERES 1996).

Up until mid 1980's, it was common practice in the United States to use a dense-graded granular base material directly beneath PCCP. Although this material could be compacted to a high density, the high amount of fine material passing the 75 μm (No.200) sieve resulted in poor drainage characteristics. One example of this type of specification is that formerly used by the Corps of Engineers (COE). Their concrete pavement design criteria required the use of a dense-graded granular base that drained to 50 percent saturation within 10 days (Army 1965). It was found that the gradation and drainage requirements were in direct conflict as the base was effectively impermeable if the gradation was met. This was confirm by a COE study which found that the subsurface pavement layers of most pavements designed using this criteria remained near or in a saturated condition throughout their service life (Nettles and Calhoun 1967). Former Secretary of Transportation Federico PeZa reported that the cost of repairing all backlog highway deficiencies existing at the end of 1991 would be $212 billion dollars, which was $7 billion more than in 1989. It is believed by some that the primary reason for many premature pavement failures are distresses associated with saturated subsurface

pavement layers (Grogan 1994). According to Cedergren (1994), "it is the undrainage philosophy pervading the pavement-design profession that is responsible for the premature failure of thousands of miles of pavements." Thus, it has been argued that good drainage design practices could have averted much of the premature damage incurred, saving billions of dollars in highway repair.

In 1973, Harry R. Cedergren, along with Ken O'Brien and Associates, completed the Federal Highway Administration (FHWA) report titled *Guidelines for the Design of Subsurface Drainage Systems for Highway Structural Sections*. This report concluded that the primary cause of distress in numerous cored pavement sections is the abundance of free water within the pavement structure. It put forward the need to drain free water from the pavement structure as a precursor to improved pavement performance. This seminal work became the foundation for a major shift in pavement design practice in the early to mid 1980's, with Cedergren spearheading the revolution.

Recent reports by Forsyth (1993) and ERES (1996) indicate that most States have adopted subsurface drainage procedures. At the time of his report, Forsyth found that 33 States were using drainage systems with their PCC pavements. In the more recent report, ERES obtained survey results from 37 highway agencies, 31 of which were using drainable bases. This major shift occurred over a relatively short time span and with little long-term performance data demonstrating the effectiveness of drainable pavement systems. Only recently have results of studies of in-service pavements constructed on drainable bases become available, although in many cases, the pavements under study have been in service less than 10 years.

1.2. Sources of Moisture in Pavement Structures

Water can enter a pavement structure through many different avenues. Figure 1 illustrates a number of sources including infiltration through the pavement surface, seepage and lateral moisture transfer. and capillary movement upward from the water table through fine-grained soils (FHWA 1973). Another source of pavement moisture is vapor movements from groundwater (FHWA 1990). Many highway engineers believe that subsurface sources of water are the primary contributors to pavement distress, yet it can be shown that infiltrating surface water is a major source of moisture in the pavement structure (ERES 1994).

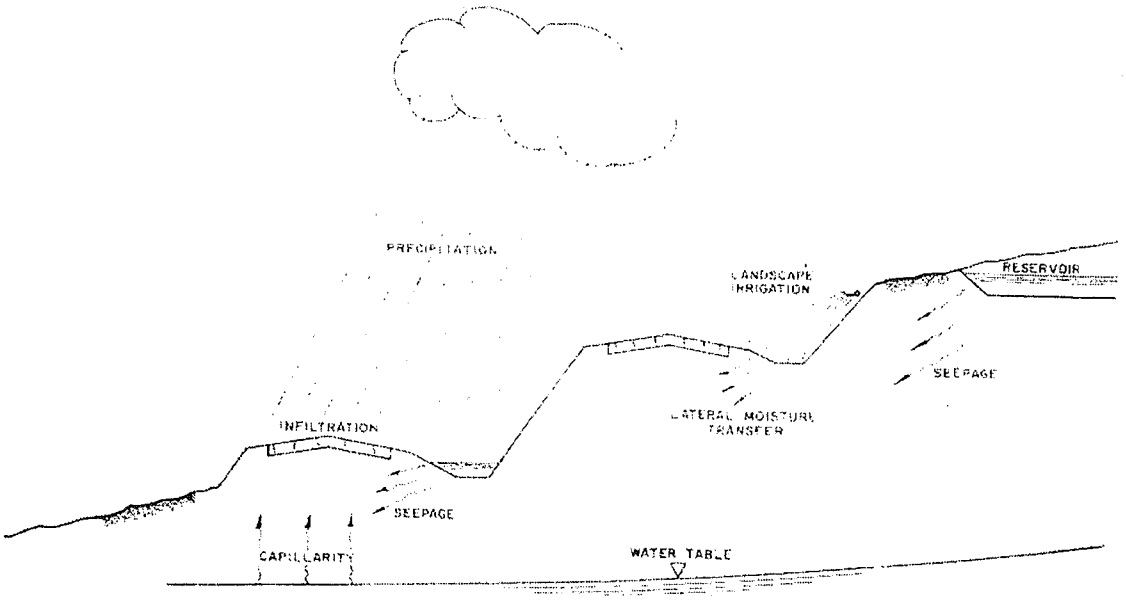


Figure 1. *Sources of moisture in the pavement structure (FHWA 1973).*

1.3. Moisture Related Distress

It is evident that a number of pavement distresses can be directly or indirectly attributed to the presence of moisture in the pavement structure. Pumping, faulting, void formation, and corner breaks are structural defects in concrete pavements that can be directly linked to the presence of free-water beneath the slab (FHWA 1994). Durability related

distresses, such as freeze-thaw damage, D-cracking, and ASR also require moisture. In fact, it is beyond question that the presence of free water in the pavement system is detrimental to pavement performance, leading to a wide variety of pavement distresses (FHWA 1994).

Once the untreated underlying pavement layers exceed 85 percent saturation, they become highly unstable and vulnerable to the effects of dynamic loading. This includes a significant decrease in strength and stiffness, with increasing susceptibility to non-recoverable strain (Dempsey et al. 1982). At saturated conditions, the effective weight of the soil is reduced, thereby decreasing the effective frictional strength within the soil structure. In his book *Drainage of Highway and Airfield Pavements*, Cedergren (1987) describes in great detail the direct relationship between excess water and decreased pavement life. Some of the adverse effects are manifested in premature rutting, cracking, faulting, increased roughness, and the relative decrease in the level of serviceability (Baldwin 1987) (FHWA 1994).

When the AASHO Road Test was conducted in 1958-1960, one of the major distresses reported in the PCCP sections was pumping. Pumping results when free water present within the pavement structure is ejected from beneath the slab under the action of moving wheel loads. This forceful ejection of water commonly causes erosion, resulting in void formation beneath the corner of the leave slab and subsequent deposition of material under the approach slab. Ultimately, joint faulting results as the leave slab rises due to the build up of material beneath it. This mechanism is illustrated in Figure 2.

It is known that faulting is significantly reduced when free water is eliminated from beneath the slab. This is reflected in the AASHTO design guide, which addresses drainage condition through two factors: a loss of support factor (LS) and drainage coefficient (C_d) (AASHTO 1993). The LS factor is used to modify the effective k-value, reducing it if erodible, untreated granular base is used. The C_d is based on quality of drainage and the percent of time that the pavement structure is exposed to moisture levels approaching saturation. In situations where erodible, non-draining base is used in a location where high levels of saturation are expected, the AASHTO design procedure requires that a thicker slab be used. This is contrary to early findings of engineers such as McAdam who warned that increased pavement thickness is not a substitute for good drainage. Many researchers have investigated the mechanisms leading to pumping and what design elements can be used to mitigate it (Gulden 1974; Ray and Christory 1989;

Van Wijk et al. 1989). In high traffic areas subjected to wet environmental conditions, it has been concluded that the most effective method to alleviate pumping is through the installation of a drainage system that rapidly removes free water from beneath the slab.

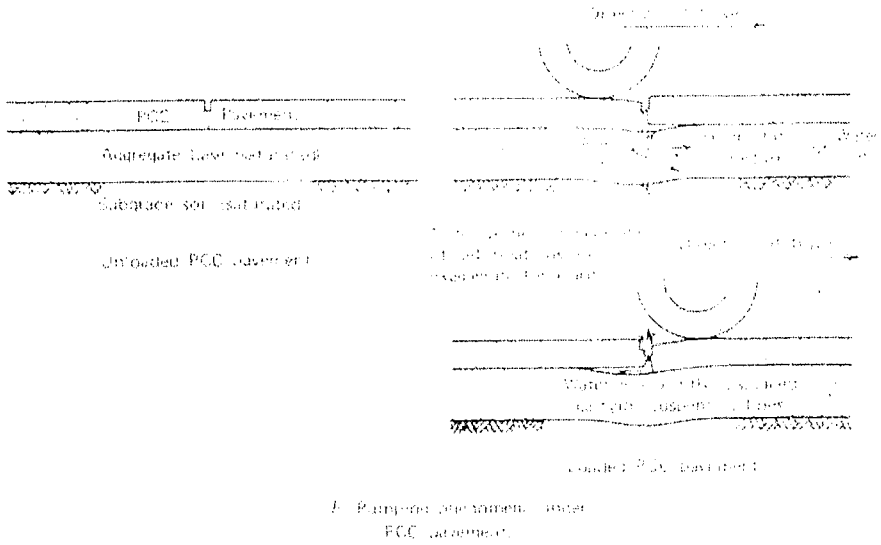


Figure 2. *The effects of wheel loads on saturated PCC pavement (FHWA 1973b).*

Others have proposed that the use of drainable pavement systems will reduce material-related distress (MRD) because initiation and progression is dependent on the PCC being at or near saturation. The need for high saturation is true of both physical deterioration, such as D-cracking or paste freeze-thaw damage, and chemical deterioration, such as alkali-silica reactivity (ASR). This trend has been observed in some pavement performance studies which noted a decreases in the incidence and severity of D-cracking in pavement sections constructed on drainable bases (Darter and Becker 1984; Crovetti and Dempsey 1991). At this time, the relationship between pavement system drainability and the initiation and progression of MRD is uncertain and further study is recommended (Bunke 1990; ERES 1996; Moss et al. 1997).

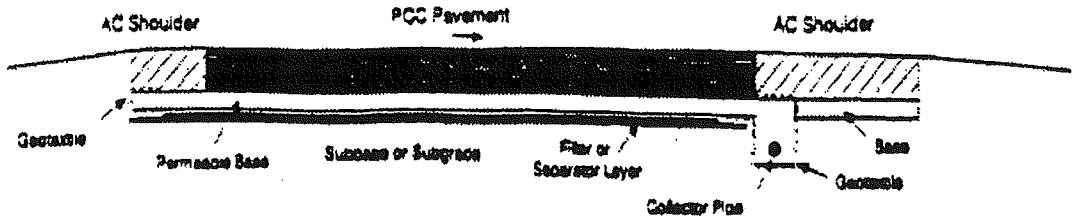
As a result of the potential improvement in pavement performance, many States have modified their specifications away from dense-graded, poorly draining base material to those featuring more open-graded, drainable base materials.

2. Basic Drainable Pavement System Design Features

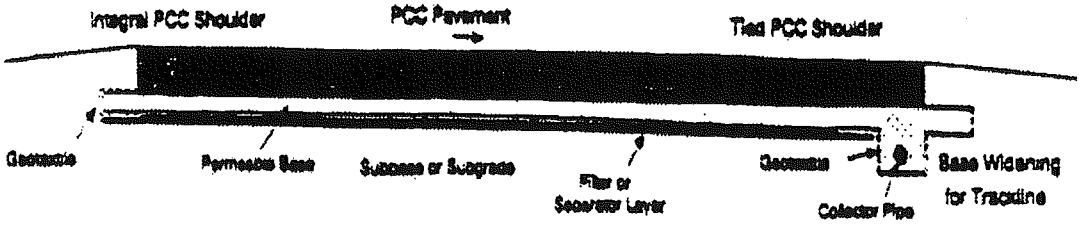
Drainable PCCP's are designed to provide rapid, efficient removal of water from the pavement structure. A number of extremely informative references are available providing both a justification for the use of positive drainage for PCC pavements and information regarding the design of drainable systems. Some of the most helpful references are: *Drainable Pavement Systems* (FHWA 1992), *Technical Guide Paper on Subsurface Pavement Drainage* (FHWA 1990), *Development of Guidelines for the Design of Subsurface Drainage System for Highway Pavement Structural Sections* (Cedergren et al. 1973), *Highway Subsurface Design* (Moulton 1980), *Pavement Subsurface Drainage Systems* (Ridgeway 1982), *and Subgrades and Subbases for Concrete Pavements* (ACPA 1995). Additionally, most State highway agencies (SHAs) that are currently using drainable pavement systems have excellent design information (ERES 1996).

As illustrated in Figure 3 (FHWA 1990), a positive pavement drainage system must consist of the following three primary components:

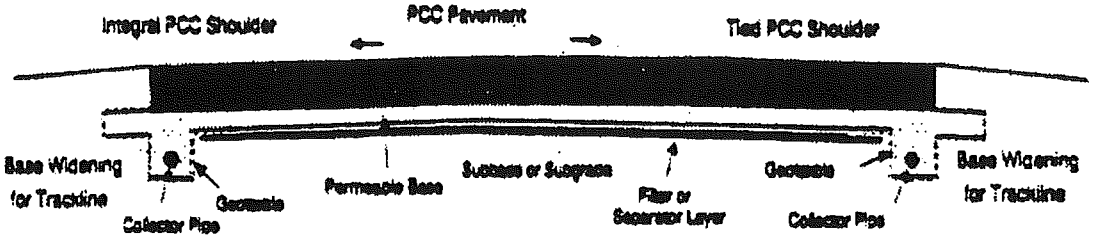
- A permeable base layer that provides rapid drainage of free water entering into the pavement structure.
- A longitudinal edge drain collector system and adequate transverse outlet pipes to convey accumulated water from the permeable base to ditches or drains.
- A filter/separator layer that prevents migration of fines (material passing the 75 μm [No. 200] sieve) into the permeable base from the subgrade, subbase, or shoulder material.



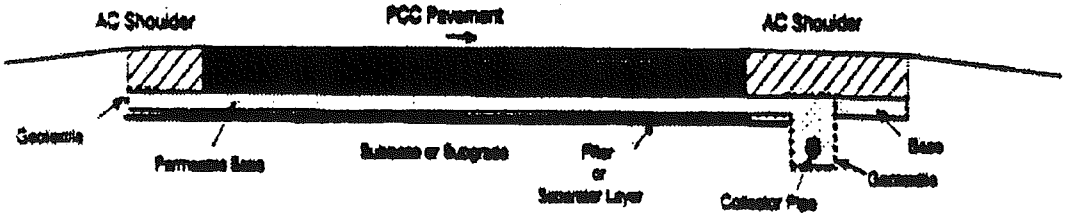
PCC Pavement (Widened Lanes)/AC Shoulder Section



PCC Pavement/Tied PCC Shoulder Section



Crowned PCC Pavement/Tied PCC Shoulder Section



PCC Pavement (Widened Lanes)/AC Shoulder Section
(Edgedrain Installed After PCC Paving)

Figure 3. Four permeable base sections (FHWA 1990).

2.1. Drainage Approaches

Two different approaches are commonly used to determine the drainage time for a given pavement layer: the steady-state approach and the time-to-drain approach (FHWA 1992). In the steady-state approach, all sources of water inflow and outflow are quantified and the drainage system is designed to meet the outflow requirements. The time-to-drain approach is a simplified variation of the steady-state approach in which only moisture infiltrating the system is considered. Currently, the time-to-drain approach is the most popular amongst SHAs.

In the time-to-drain approach, it is assumed that the base becomes saturated under a rainfall event, at which point additional precipitation is assumed to run off the pavement surface. The key is to design a drainage system that will drain quickly once the rain ceases, minimizing damage to the pavement by limiting the time of saturation. Drainage times on the order of one-half to one hour are considered adequate (ERES 1994). The method considers the drainage path, including distance and slopes, followed by water through the underlying drainage layer.

The drainage layer permeability can be measured or calculated from material properties and drainage times calculated. The specific yield and degree of drainage are used to compute the water drained, which in turn determines the time required to reach a saturation level at or below 85 percent. The overall drainability of the system can then be assessed as the percent of time the pavement approaches saturation, considering both spring thaw and average rain events throughout the course of the year. This method has been computerized in a program called DAMP (Carpenter 1990) and is available from the FHWA. It is noted that if groundwater is present, special design considerations must be made.

Too often, pavement engineers concern themselves solely with the characteristics and design of the drainage layer, forgetting about the equally important considerations that the must be made in the design and construction of the filter/separator layer, longitudinal drainage pipe (including the trench), transverse outlet pipe, headwalls, and ditch. Each component of the drainage system is equally important, and it must be understood that a failure to properly design and construct any one element may lead to failure of the entire system. The following provides a brief description of each component, focusing on critical attributes that are required for effective performance.

Drainage Layer

The drainage layer is the most talked about component in the drainable pavement system. It is commonly referred to as the drainable base, permeable base, or drainage blanket. This layer facilitates the movement of infiltrating moisture from beneath the slab to the longitudinal drain through the use of highly permeable material (from 305 to 30,500 m/day [1,000 to 100,000 ft/day]). It has been suggested by some that the drainage layer must have a coefficient of permeability of many thousands of feet per day in order to provide high levels of protection from excess water (Cedergren 1987). Although drainable bases with coefficients of permeability greater than 10,000 ft/day are not uncommon, the FHWA recommends that a minimum permeability of 305 m/day (1000 feet/day) is more than adequate under most circumstances (FHWA 1992).

There are two basic types of permeable bases; untreated and treated. Both should consist of hard, durable, crushed aggregate with an open gradation possessing essentially no fine material (material passing the 75 μm [No.200] sieve) (FHWA 1990). Figure 4 presents an example of an acceptable drainable base gradation (FHWA 1992).

It is commonly stated in the literature that a well designed drainable base composed of high quality, crushed aggregate will supply adequate support for construction vehicles without degradation to the aggregate. Table 1 presents six gradations used for permeable bases, including the estimated permeability (K) in ft/day for each (FHWA 1990). Untreated drainable base relies solely on the stability inherent in the aggregate structure to resist excessive deformation under construction and in-service traffic while maintaining sufficient in-situ permeability. Treating the drainable base with a small percentage of asphalt or portland cement provides a more stable working platform for construction without significantly affecting the permeability of the layer. Treatment also prevents problems with sloughing that may occur if the longitudinal drainage trench is installed after paving. In general, due to enhancements in stability resulting from the use of a stabilizing agent, a more open material can be used. This allows treated permeable bases to have higher permeability's than untreated bases (Crovetti, 1991).

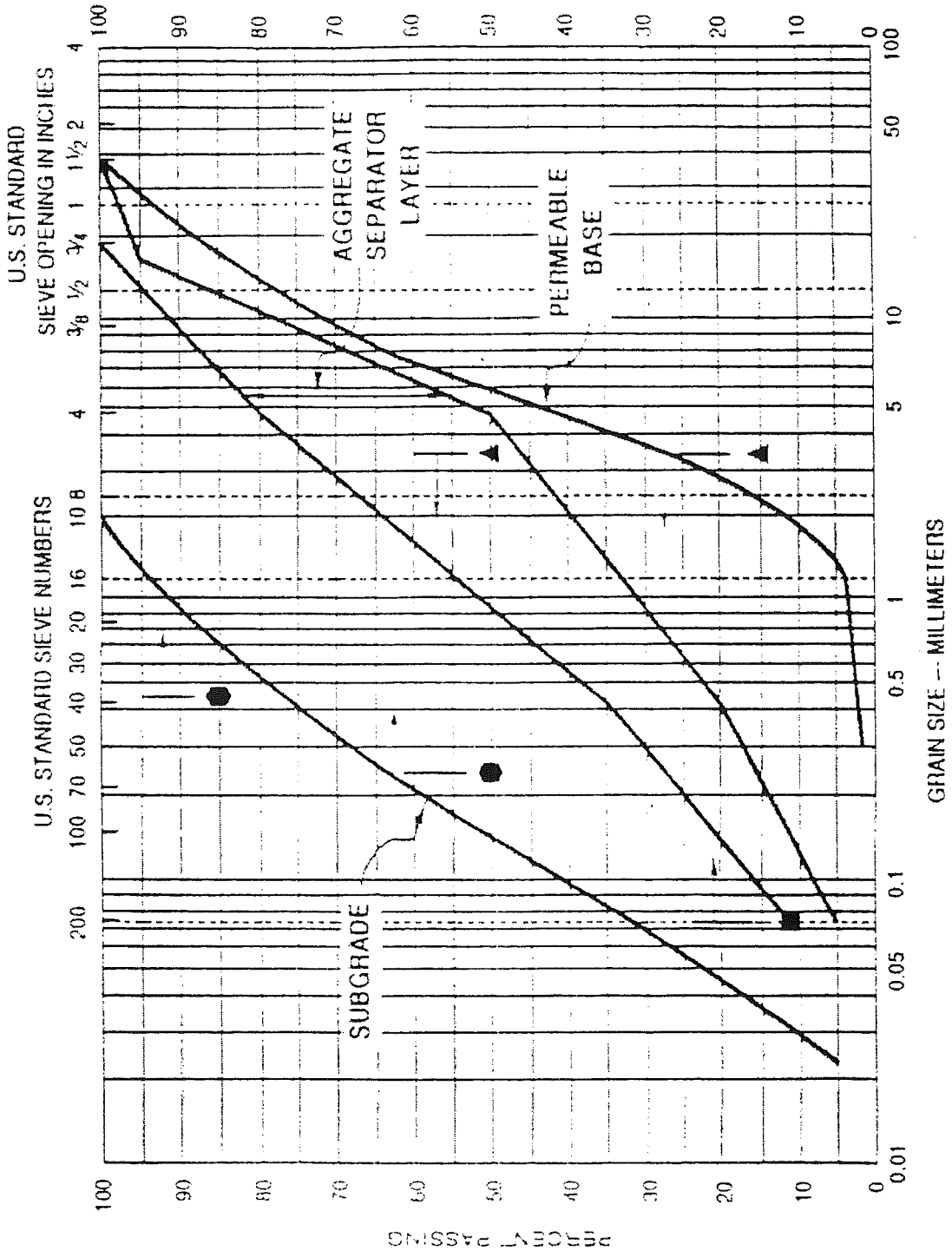


Figure 4. *Particle size distribution curves for permeable base and separator layer (FHWA 1992).*

Table 1. *Permeable base gradations and permeability's (FHWA 1990)*

Sieve	Percent Passing					
	No. 57[1]		California		Wis.	NJ
	Untreated	Treated	AC Treated	PC Treated	PC Treated	AC Treated
1 ½ in	100	100	-	100	-	-
1 in	95-100	95-100	100	86-100	-	100
¾ in	-	-	90-100	X ± 22	90-100	95-100
½ in	60-80	25-60	35-65	-	-	85-100
3/8 in	-	-	20-45	X ± 22	20-55	60-90
No. 4	40-55	0-10	0-10	0-18	0-10	15-25
No. 8	5-25	0-5	0-5	0-7	0-5	2-10
No. 10	-	-	-	-	0-5	-
No. 16	0-8	-	-	-	-	2-5
No. 50	0-5		-	-	-	-
No. 200	-	0-2	0-2	-	-	*
Est. "K" (ft/day)	1,000	20,000	15,000	4,000	10,000	1,000

[1] Many States use an AASHTO No. 57 gradation treated with asphalt or portland cement.
X is the gradation, which the contractor proposes to furnish for the specified sieve size.
* Add two percent (by weight of total mix) mineral filler.

Filter/Separator Layer

The filter/separator layer is a second vital component in the drainable pavement structure. This layer is designed to prevent subgrade fines from migrating into the permeable base. It also provides support for construction equipment, the permeable base, and the PCC pavement. The absence of a filter/separator layer within a drainage system allows fines to migrate upward into the drainage layer, thereby decreasing its permeability. This migration of fines also adds to instability and loss of support as fine material occupies void space in the drainage layer. It has also been speculated that this could lead to premature pavement distress (Heckel 1997).

It is recommended that this filter/separator layer be composed of a dense-graded base material having a minimum thickness of 100 mm (4 in) (FHWA 1990). To ensure functionality, the gradation of the filter/separator layer must be careful designed using criteria used established by Cedergren (1962). The general procedure requires that a

mechanical sieve analysis be performed on the subgrade soil and the proposed drainable base and filter/separator material. The particle size distribution curves are compared and Terzaghi's gradation matching criteria is used to determine whether the filter/separator material is satisfactory (FHWA 1994).

The criteria below are recommended to relate the filter/separator layer to the underlying subgrade (Moulton 1980):

$$\frac{D_{15}(filter\ /\ separator)}{D_{85}(subgrade)} \leq 5$$

$$\frac{D_{50}(filter\ /\ separator)}{D_{50}(subgrade)} \leq 25$$

where D_x is the diameter at which x percent by weight of the particles are finer.

Similarly, these same equations can be used to relate the permeable base and the underlying filter/separator layer as follows (Moulton, 1980):

$$\frac{D_{15}(base)}{D_{85}(filter\ /\ separator)} \leq 5$$

$$\frac{D_{50}(base)}{D_{50}(filter\ /\ separator)} \leq 25$$

It is also recommended that maximum percent passing the 75 μm (No. 200) sieve not exceed 12 percent and that the coefficient of uniformity (D_{60}/D_{10}) be greater than 20 and preferably greater than 40 (FHWA 1990). Figure 4 depicts an example of a well-designed filter/separator layer given the particle size distributions for the subgrade and permeable base layer.

Geotextile filter/separator layers may also be used in place of the dense-graded aggregate layer, although most States recommend against it. Although the use of a geosynthetic filter may reduce cost of construction, similar design criteria must be met to match the fabric to the subgrade and base. This can be difficult, and it is recommended that the

FHWA's *Drainage Pavement Systems Notebook* be consulted when using a geosynthetic filter/separator layer (FHWA, 1992).

Longitudinal Edge Drain

The water collected in the drainable base must be quickly moved to a longitudinal edge drain collection system, which in turn will move the water rapidly to ditches or other drainage structures. The edge drain system must have adequate capacity to handle anticipated flow. The longitudinal edge drain should be open directly to the drainable base, yet protected from infiltration of subgrade and filter/separator material. The FHWA (1990) recommends that the longitudinal edge drain be able to drain a permeable base within two hours of a rain event. In pre-pave installations as illustrated in Figure 5, the trench backfill is the same material as the drainable base. In post-pave installation, all backfill material within the edge drain trench must be designed to accommodate all runoff that enters the pavement and should be at least as permeable as that used in the drainable base. A cross section of this design is shown in Figure 6. The critical aspect of this design is that the drainage path is not interrupted with less permeable materials, otherwise it will act as a dam, retaining free water beneath the slab.

A number of different materials are commonly used for longitudinal edgedrains including clay tile, concrete tile and pipe, vitrified clay pipe, perforated plastic pipe, bituminous fiber pipe, perforated corrugated metal pipe, corrugated polyethylene pipe, and slotted PVC pipe, with the later two being the most common (FHWA 1994). Geocomposite fin drains are commonly used in drainage retrofits, but are not recommended for use with drainable bases (FHWA 1990).

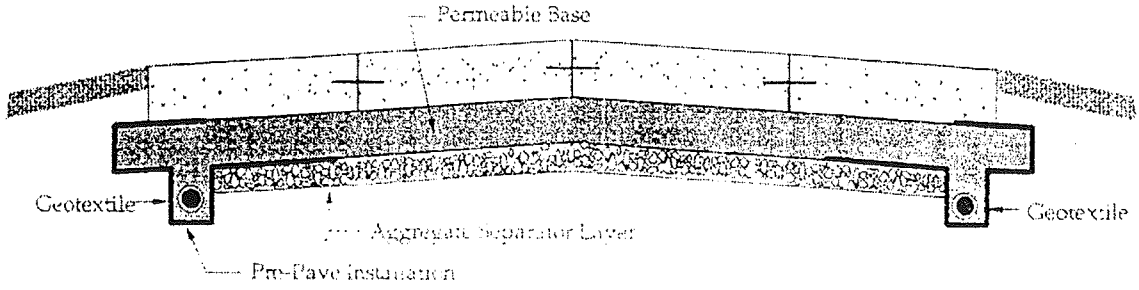


Figure 5. *Pre-pave geotextile installation (FHWA 1992).*

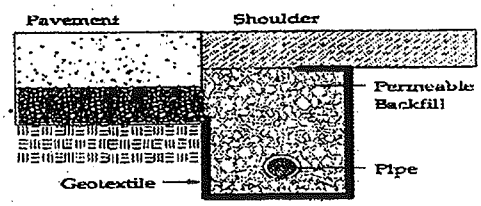


Figure 6. Geotextile wrapped edgedrain, post-pave installation (FHWA 1990).

Other Drainage System Components

Other features of the drainage system include the trench cap, lateral outlet pipe, headwalls, rodent screens, and outlet markers. Spacing of the outlets should be designed, with maximum spacing of 75 m to 90 m (250 to 300 feet) (FHWA 1990). In order to maintain positive drainage to the ditches, the longitudinal drains must have adequate elevation above the ditch line. It is recommended that the bottom edge of the outlet pipe lie at least 150 mm (6 in) above the 10-year flow level in the ditch (FHWA 1992). If this condition cannot be met, the use of outlet pipes to ditches may not be feasible and enclosed drains would have to be installed (FHWA 1990).

Headwalls should be installed at each outlet for protection of the drainage system and to prevent erosion of the surrounding soil. Care should be taken when installing the headwalls to ensure they are sloped properly. During their study, Fleckstein and Allen (1996) located numerous headwalls that were sloped incorrectly due to settling of the foundation. As a result, they recommend that 200 mm to 250 mm (8 to 10 in) of dense graded aggregate be placed under the headwall for additional foundation support. Headwalls should be clearly marked with flags so that summer mowing operations do not damage the structures. Figure 3 shows four designs of permeable base cross-sections with drainage pipes installed.

Summary

It is absolutely critical that the drainage system be viewed holistically, and not as an assemblage of unrelated parts. Too often, the focus is only on the drainable base. It must be remembered that even a well designed, highly permeable, stable drainable base will not function if other elements of the drainage system are improperly designed or constructed. For example, if the filter/separator layer is poorly designed, fine material will infiltrate into

will infiltrate into the drainage layer, eventually clogging it. If the backfill material is not as permeable as the base, or if a filter fabric is improperly positioned, the free flow of water will be hindered and potential failure will result. After all, the drainage system is only as effective as its weakest link and a failure of any one component will result in a poorly draining pavement and premature pavement deterioration.

2.3. Drainage System Maintenance

Once constructed, a functional drainage system must be maintained. If routine maintenance is not conducted, the system will become clogged and the free flow of water from beneath the slab will be compromised.

In order to ensure that the drainage system is functioning properly routine maintenance must be performed. All maintenance personnel associated with the roadway should have a general knowledge of outlet pipe location and understand the need for keeping them unobstructed and operational. Headwalls must be clearly marked to prevent damage from mowing or other heavy equipment. Fleckstein and Allen (1996) recommend that the headwall trough, screen and ditch lines be inspected and cleaned twice a year. Clearing the outlet pipes of trash, vegetation and sediments will allow water to flow uninhibited to the ditch. Without this free flow of water the system will begin to back up, leaving free water within the pavement structure and causing unneeded distresses. This is illustrated in Figure 7.

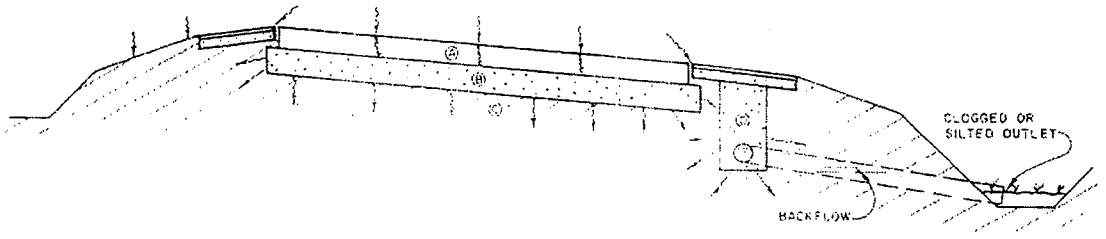


Figure 7. *The impacts of a plugged outlet pipe (FHWA 1973).*

The Indiana Department of Transportation (INDOT) recommends using drainage systems only in areas where thorough maintenance can and will be performed (Hassan 1996). They report several incidences were lack of maintenance caused premature distress with severe cracking and pumping. In one case, recommended maintenance (clearing of clogged drains) was delayed for three years, during which time the pavement failed rapidly and major reconstruction was required. Overall, without proper maintenance, treated and untreated permeable base materials will become saturated and unstable, leaving the pavement structure with little support.

3. Performance

Assessing the performance of drainable bases is not a trivial task. One of the major problems is in how performance is defined. One definition of performance focuses exclusively on how well a drainage system drains free water from beneath the pavement surface. A broader definition of performance encompasses the impact that a drainable pavement system has on overall pavement performance as evidenced by a reduction in distress and improved ride quality. A third definition of performance goes one step further by considering the cost effectiveness of drainage; i.e. "Is the additional cost associated with constructing a drainable pavement system justified through long-term improvement in pavement performance?"

Although irrefutable evidence does not currently exist, trends presented in the literature seem to indicate that good performance has been met as defined by the first two definitions. This belief was stated by Baldwin (1987) who reported in an early study of pavement drainage system performance that 78% of the states using drainage systems report excellent or good performance. But recently, some issues have been raised concerning the cost-effectiveness of drainable pavement systems, but a definitive study on the cost effectiveness of drainable bases has not yet been completed.

Assessing performance as defined by the drainability of the system is not easy because measurement of in-situ moisture contents generally require the use of in-place instrumentation or destructive testing. In either case, the testing is expensive and may be disruptive to traffic. This means that only a few sites can be monitored, thus the data collected may not be representative of the performance of the system as a whole.

Difficulties in assessing pavement performance on drainable systems stems from the fact these sections have only been in existence for a relatively short period of time. It is only within the last decade that the use of drainable pavement systems have gained widespread acceptance, and thus there is little long-term information available regarding the effectiveness of drainable pavement systems in reducing pavement distress as compared with pavements constructed on dense-graded bases. As a result, little information related to long-term cost effectiveness is available. The following provides information obtained from published literature regarding the three definitions presented above.

3.1. Drainage System Performance

There is considerable literature available regarding the permeability of drainage base materials. Without question, both untreated and treated granular materials can be designed to have very high permeabilities, easily in the range of 305 m/day to 3,005 m/day (1,000 ft/day to 10,000 ft/day). But difficulties arise in trying to assess in-situ drainability of the system. A number of field tests have been proposed to measure permeabilities in the field, but difficulties surrounding accuracy and repeatability have plagued the acceptance of a single test. Other researchers have used both destructive and non-destructive methods to estimate in-situ moisture contents.

Because of the difficulty involved in accurately measuring permeability in the field, many investigators have simply abandoned these efforts and have taken a more pragmatic approach: focusing instead on measuring outflow from the drainage system in comparison to inflow. One common research technique is to install instrumented tipping buckets at outlets, continually monitoring both precipitation and outflow. As an investigative tool, it is possible to simply pour a known volume of water into a hole cored through the pavement surface, measuring the time to drain and outflow volume. This last approach is appealing in both its simplicity and meaningfulness. A non-draining or clogged system will drain slowly compared to a highly permeable, properly maintained drainage system. Currently, it seems that this is the approach most often taken by those investigating pavement drainage systems.

A recent study by the U.S. Army Pavement Systems Division performed numerous tests to assess the performance of drainable pavements (Grogan 1994). In this study, three pavement sites were instrumented with weather stations and tipping buckets at outlets.

Outflow from the drainage system was measured and compared to rainfall events. It was found that precipitation quickly penetrated the pavements during and immediately after a storm event and that drainable pavements systems were able to rapidly remove this water. Additional monitoring at one site included a Magnarule that measured the depth of free water in the permeable layer. It was observed that free water drained from the base within 0.5 days for even the largest rain event. Grogan concluded "drainage layers perform their intended function by allowing free water to drain rapidly from the pavement system."

Cedergren (1987) provides a number of case studies in his text *Drainage of Highway and Airfield Pavements*. One such study features an experimental design constructed in Humbolt County, California in 1968. A drainable design was used after the original non-drainable pavement section failed rapidly due to moisture related distress. This pavement was continuing to perform well in 1986 after 18 years of heavy logging truck use. Outflow from the lateral outlet pipes was heavy after heavy rains indicating the effectiveness of the drainage layer. In another case study, Cedergren (1987) talks about the excellent performance of a heavily trafficked aircraft taxiway constructed as a drainable section. Water poured into a core hole would not build up head due to the rapid drainage capability, which are estimated at 30,500 m/day (100,000 ft/day).

Hagen and Cochran (1996) studied various drainage systems and their effect on pavement performance. Comparisons were done between an asphalt treated base (permeability of 305 m/day to 610 m/day [1000 ft/day to 2000 ft/day]) with a dense graded base (Mn/DOT class 5: permeability of 0.12 m/day [0.4 ft/day]). Both sections were constructed with edge drains. Volumetric outflow of water was measured using tipping buckets and the moisture content of base and subbase were established using time domain reflectometry (TDR). They conclude that "the permeable asphalt-stabilized base usually drained the most water within two hours after rainfall ended and provided the driest pavement foundation." Based on measurements from the TDR, the dense graded base remained at or near saturated even after water ceased to drain from the outlets.

In a Kentucky study, Fleckenstein and Allen (1996) found that subgrade moisture contents were decreased by 28% through the addition of subdrainage. This translated to a 64% increase in subgrade resilient modulus as backcalculated from falling weight deflectometer (FWD) data. It is speculated in their report that the decrease in moisture

content associated with subdrainage installation should lead to significant improvements in pavement life.

A study conducted in Ontario by Kazmierowski et al (1994) found that although laboratory permeabilities of an untreated, asphalt treated, and cement treated permeable base materials were good, that the results of in-situ drainage test on in-service pavements were less than satisfactory. Only 50% of the water introduced through a corehole drained from the outlet within 30 minutes. In considering their drainage system design, it is noted that the permeable base is drained directly into a fabric wrapped, geocomposite fin drain which was backfilled with a non-drainable, dense-graded material. The use of fin drains in new design is specifically mentioned as undesirable by the FHWA (1990). Potential clogging of the geotextile fabric from the fines in the non-permeable backfill was mentioned as a concern by the researchers, and additional studies are underway to improve this situation.

A study conducted by Hall (1995) investigated the durability of cement-stabilized permeable bases under construction traffic. Although he did not conduct in-situ permeability tests, he did examine permeability of the base using cores obtained from the field. His study found that very high permeabilities existed in the as-built base material and that consolidation and/or degradation under construction traffic had little impact on permeability.

Hossam et al. (1996) recently completed a study evaluating the effectiveness of drainable pavement systems for the Indiana Department of Transportation (INDOT). Rain gauges and outflow devices were installed, as were a number of non-destructive moisture measuring sensors. INDOT is committed to the use and maintenance of subdrainage systems. Changes in policy include elimination of fin drains, strict adherence to subdrainage inspection and maintenance, and implementation of subdrainage video inspections immediately after construction to verify proper installation.

3.2. Pavement Performance of Drainable Pavement Systems

A number of studies have focused on the positive impact that improved pavement drainage would have on pavement performance. Cedergren (1987) presented the argument in great detail in his text *Drainage of Highway and Airfield Pavements*. Others

have supported this argument with equal enthusiasm, citing the well-documented relationship between the presence of free water beneath the PCC slab and accelerated deterioration. The following discussion presents results of studies examining the relationship between pavement drainage and pavement performance.

Cedergren (1987) presents five case studies describing improved pavement performance resulting from the use of drainable pavement systems. In all cases, he reports a significant reduction in pavement distress as a result of improved pavement drainage. In a more recent article, Cedergren (1994) reports additional case studies in which pavements constructed on drainable systems were performing in an exceptional manner. Many of his citations are anecdotal, and are not part of an organized study in which drainable and non-drainable systems are directly compared.

Baldwin (1987) conducted a National survey to obtain feedback from States that had installed drainable pavement systems. Through surveys, this study found that "on the sole basis of performance the vast majority (78%) of respondents rated their drainable pavement systems as either excellent or good".

Illinois has recently detailed some problems with the performance of continuously reinforced concrete pavements (CRCP) constructed on open graded cement treated bases (Heckel, 1997). Premature distress including deteriorated transverse cracks, punchouts, and patching have called into question the applicability of drainable bases for use with CRCP. An investigation into the problem has included visual inspections of the pavement and drainage structures, coring, shelby tube sampling, and FWD defection testing. Although the underdrains appeared to be in good condition, it was noted that in many cases "the soil at the base of the outlet is higher than the flowline of the outlet." This suggests that during rainfall events, the outlets are likely underwater and water is backing up into the drainage system. An internal investigation of the drainage system was not conducted nor was in-situ drainability assessed. It was also noted that in two of the three projects suffering premature distress, no filter/separator layer was used "due to the added cost." Further, it was stated that a significant amount of subgrade infiltration into the drainage layer had occurred. Although the report does not draw absolute conclusions as to why failure occurred, it speculates that one of the following might be responsible:

the CRCP is incompatible with drainage layers.

the lack of a filter/separator layer,
the cement content in the cement treated drainage layer was insufficient,
the steel was improperly designed or constructed, or
the design of the CRCP and/or shoulders was inadequate.

This study has direct relevance to the current MDOT study and should be followed closely, as more information becomes available.

Hagen and Cochran (1996) studied various drainage systems and their effect on pavement performance on a reconstruction of I-94. Comparisons were done between an asphalt treated base (permeability of 305 to 610 m/day [1000 to 2000 ft/day]) with a dense graded base (Mn/DOT class 5) both with edge drains. This study found that the least amount of early distress occurred on the permeable asphalt-stabilized base sections. They report that after only six years, jointed reinforced concrete pavement (JRCP) constructed on dense graded bases had five times the mid-panel cracks than that constructed on asphalt treated permeable base. Also cited was another study conducted on TH 15 in southern Minnesota. This section of pavement was constructed in 1983 and examined in 1994. Negligible mid-panel cracking was observed in the pavement sections constructed on asphalt treated permeable base compared to 95 percent cracking of slabs on the section constructed on dense graded base. It was noted that the drainage systems were well maintained and properly constructed and were draining as desired. Overall, this study recommends that "all concrete pavements need some type of positive subsurface drainage system."

Crovetti (1991) cites five recent cases in which States monitoring the performance of pavements constructed on open-graded and dense-graded bases universally report that pavement distress was significantly reduced on the open-graded pavement sections (Crovetti 1991). In California, PCCP constructed on drainable bases have shown consistently lower slab cracking rates than those constructed on dense graded bases. A PCCP test section was constructed in Michigan in 1975 to compare permeable, bituminous, and dense graded bases. It was observed that the pavement constructed on the permeable base had the least amount of recorded faulting, slab cracking, and D-cracking. Similarly, a Minnesota study conducted in 1983, which compared drainable and non-drainable PCCP sections, found significantly less slab cracking on the drainable sections after five years of service. Crovetti also cited studies in New Jersey and

Pennsylvania in which drainable PCCP sections had significantly less distress than pavements constructed on dense graded base.

Crovetti (1995), frustrated with the limited performance data available due to the relatively short time-frame for which drainable bases have been used, developed non-destructive testing methods to provide insight into design efficiency. These analytical techniques quantify the uniformity of support under a slab utilizing slab dimensions, measured center, edge, and corner slab deflections, and in-situ temperature gradients. Crovetti used the results of this analysis to examine the potential performance of pavements constructed with drainable bases on USH 18/151 in the fall of 1994. At the time of testing, the test pavement was five years old. The base types investigated were untreated drainable, cement-treated drainable, asphalt-treated drainable, dense-graded, and lean concrete. The only sections found to have evidence of poor support due to densification or erosion of the base layer was constructed on untreated drainable base, although additional data would need to be collected to confirm this finding (Crovetti 1995; Crovetti, 1996). At this time, long-term performance data is needed to verify the applicability of the test method.

California found that the use of subdrainage significantly reduced faulting of jointed plain concrete pavement (JPCP) (Wells 1985). This study also found that slab cracking was reduced through the use of drainage. Forsyth et al. (1987) showed that in California, slab cracking was 2.4 times greater on undrained pavement sections than on drained pavement sections. More recent examination of data from California (Wells 1991) have shown that drainage pavement systems are capable of draining large quantities of water, but suggest that long-term pavement performance has not been investigated, noting that there are some concerns in this area.

In an FHWA study, Smith et al (1990) concluded that drained concrete pavement sections appeared to have improved performance over adjacent undrained sections, although no definitive estimates of extended life were provided. This original study was later expanded to include over 300 in-service PCC pavements. In this more recent study, drainage was not found to be a significant factor contributing to slab cracking, but lead to a decrease in D-cracking in some cases (Smith et al. 1995).

In a recent study completed by Northwestern University (Moss 1997), drainage was found to be a significant factor in the development of premature distress in concrete

pavements. This study focused exclusively on the development of undiagnosed materials-related distress, but a thorough statistical analysis determined that improved drainage through the use of drainable pavement systems resulted in a decrease in the incidence of premature distress.

3.3. Economic Advantages of Drainable Pavement Systems

The general consensus, based on a thorough analysis of available data, is that PCCP performance is enhanced through the use of drainable base systems (ERES 1996). But the larger question of cost effectiveness has not been addressed.

Studies conducted in the early to mid 1980's suggested that drainable pavement systems were without a doubt the more cost-effective approach to PCCP design. Cedergren (1987) contributed an entire chapter in his book to this issue, concluding "well-drained pavements which provide longer, more-trouble free service than their poorly drained counterparts, are less costly in the long run." Forsyth et al. (1987) echoed these findings, stating that the use of drainable pavement systems would increase JPCP life by 10 years, resulting in a 41 percent reduction in costs (not including user and maintenance costs).

In 1990, States' experience with drainable pavement systems was quite positive, with many stating that improved performance provided economic incentive for their use (La Hue, 1990). New Jersey believed that the use of permeable base resulted in longer pavement life, making concrete pavements more economically attractive. Wisconsin stated that although there is a modest increase in cost associated with the construction of drainable pavement systems, they are cost-effective due to the additional life incurred.

Since 1990, there have been some concerns raised about the long-term performance of drainable pavement systems and whether they are cost-effective. Recently, Larry Cole of the American Concrete Paving Association (Cole 1997) raised these issues at the Annual Meeting of the Transportation Research Board. A study sponsored by the National Cooperative Highway Research Program entitled, *NCHRP Project 1-34 — Performance of Subsurface Pavement Drainage*, is currently underway. The contractor, ERES Consultants, Inc., stated in the Interim Report (ERES 1996), that "the key question is how much benefit the drainage system will provide, not whether there will be a benefit." The emphasis of this project is to determine the effect that subsurface drainage has on

pavement performance, assessing overall effectiveness. Hopefully, this study will help address the critical issue of cost effectiveness.

4. Summary

Based on the review of available literature, there is no question that drainable pavement systems that rapidly remove free water from beneath the PCC slab can be constructed. These pavements are more costly than those constructed on non-draining bases and the construction sequence is more difficult. One difficulty is the instability of open graded drainable material, although this has been largely overcome through optimization of the gradation and through the use of 100 percent crushed, durable aggregate. Rounded aggregate should not be used, as it will not provide adequate interlock to ensure stability. Additionally, it is common to treat the drainage material with either asphalt or portland cement to enhance stability and constructability (prevent edge sloughing). The recommended minimum permeability of the drainage layer is 305 m/day (1000 ft/day).

Even with a highly permeable, stable drainable base material, it is absolutely critical that the placement of the individual drainage components is done with care. Base contamination, improper positioning of the filter fabric, incorrect slope or damage to the longitudinal drainage and/or transverse outlet pipes, or poorly positioning and constructing the outlet headwalls can prevent the rapid drainage of free water. A 150 mm (6 in) freeboard between the 10-year flow level in the ditch and the outlet pipe opening is required. If any one component is designed or constructed incorrectly resulting in blockage to the system, premature pavement failure may ensue.

Once properly designed and constructed the main body of evidence suggests that enhanced pavement performance will result if the system is maintained. Of the States using drainable pavement systems, those reporting the best pavement performance have an established maintenance program consisting of routine internal inspections using video cameras, flushing out the drainage pipes using high pressure water, and removal of debris and vegetation from outlets and ditches. It has been stated that if the system is not going to be maintained, then it should not be constructed because enhanced performance will not be obtained

Due to the uncertainty regarding long-term performance of drainable pavement systems, the cost-effectiveness of this design over conventional nondraining design is unproven. A number of studies are underway investigating this topic, and it is hoped that within a year or so, better information will be available.

In conclusion, the literature suggests that drainable bases are performing as expected, but little evidence exists to support the widely held belief that they are a dramatic improvement over non-drained pavement systems. The inability to answer this question at this time is primarily a result of the relatively short time frame that drainable pavements have been in service. The literature suggests that design, construction, and maintenance are all critical elements impacting the effectiveness of drainable pavement systems, and that enhanced long-term performance can be expected only if each element is executed with care.