EXPERIMENTAL PROJECT DATA SHEET

NAME: Hays-North, 10 Miles North of Hays-North,South of Harlem
NUMBER: RTF 66-2(1)16, RTF 66-2(3)26
YEAR: 1996

Location	Treatment	# of Cracks		Ruts (mm)				Picture #	Comments
		150' N	150' S	NB		SB			
				OWP	IWP	IWP	OWP		
mp 16	61 mm (0.2') 85/100 grade B	1	2	1	2	4	3	1	
mp 17	61 mm (0.2') 85/100 grade B	2	1	1	1	2	5	2	
mp 18	61 mm (0.2') 85/100 grade B	2	1	4	1	1	2	3	
mp 19	61 mm (0.2') 85/100 grade B	1	0	2	3	0	3	4	
mp 20	61 mm (0.2') 85/100 grade B	1	1	1	2	1	1	5	
mp 21	61 mm (0.2') 85/100 grade B	2	1	2	3	1	3	6	
mp 22	61 mm (0.2') 85/100 grade B	1	7	4	3	1	1	7	Not all cracks are full length
mp 24	61 mm (0.2') 85/100 grade B	2	3	1	1	4	2	8	Slight flushing in SB lane
mp 25	61 mm (0.2') 85/100 grade B	3	5	2	2	5	4	9	Most cracks are full length
mp 27	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 28	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 29	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 30	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 31	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 32	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 33	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 34	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 37									
mp 39									
mp 41									
mp 43									
mp 45									
mp 47									
mp 49									

61 mm (0.2') 85/100 grade B	Avg	2	2	2.11	2.667	
	Std	1.2247	0.87	1.76	1.323	
61 mm CIPR, 46 mm (0.15') 85/100 grade B	Avg	#DIV/0!	####	####	#####	
	Std	#DIV/0!	####	####	#####	
61 mm CIPR	Avg	#DIV/0!	####	####	#####	
	Std	#DIV/0!	####	####	#####	
30 mm 0.5' HMA	Avg	#DIV/0!	####	####	#####	
	Std	#DIV/0!	####	####	#####	

61 mm (0.2') 85/100 grade B	# of Cracks/Mile	70.4	Std	1.68
61 mm CIPR, 46 mm (0.15') 85/100 grade B		#DIV/0!		####
61 mm CIPR		#DIV/0!		####
30 mm 0.5' HMA		#DIV/0!		####

EXPERIMENTAL PROJECT DATA SHEET

NAME: Hays-North, 10 Miles North of Hays-North, South of Harlem
NUMBER: RTF 66-2(1)16, RTF 66-2(3)26
YEAR: 1997

Location	Treatment	# of Cracks 150' N	150' S	Ruts (mm) NB OWP	NB IWP	SB IWP	SB OWP	Picture #	Comments
mp 16	61 mm (0.2') 85/100 grade B	2	2	0	0	1	0	1	all transverse cracks are full length
mp 17	61 mm (0.2') 85/100 grade B	3	1	0	1	2	3	2	all transverse cracks are full length one small shoulder crack,
mp 18	61 mm (0.2') 85/100 grade B	2	1	0	0	0	0	3	transverse cracks are all full length 3 partial cracks N and 2 partial
mp 19	61 mm (0.2') 85/100 grade B	4	2	1	1	0	2	4	cracks S
mp 20	61 mm (0.2') 85/100 grade B	2	1	0	3	0	1	5	all transverse cracks are full length 1 partial crack N, some longitudinal
mp 21	61 mm (0.2') 85/100 grade B	2	1	1	2	0	1	6	shoulder cracking (isolated)
mp 22	61 mm (0.2') 85/100 grade B	5	12	4	5	0	0	7	most transverse cracks are partial 2 and 1 full length transverse
mp 24	61 mm (0.2') 85/100 grade B	3	6	0	0	2	2	8	cracks to N and S, respectively
mp 25	61 mm (0.2') 85/100 grade B	4	6	1	0	3	1	9	3 full length cracks to both N and S
mp 27	61 mm CIPR, 46 mm (0.15') 85/100 grade B	2	3	1	0	0	0	11	all transverse cracks are full length, snowplow damage
mp 28	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3	3	0	0	0	0	12	all transverse cracks are full length
mp 29	61 mm CIPR, 46 mm (0.15') 85/100 grade B	2	5	0	0	0	0	13	2 and 3 full length cracks to N and S, respectively
mp 30	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3	3	0	3	0	0	14	1 partial crack to S
mp 31	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4	3	0	0	0	0	15	all transverse cracks are full length
mp 32	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4	5	1	1	0	0	16	all transverse cracks are full length
mp 33	61 mm CIPR, 46 mm (0.15') 85/100 grade B	2	5	0	0	0	0	17	2 and 3 full length transverse cracks to N and S, respectively
mp 34	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3	2	0	0	1	0	18	all transverse cracks are full length
mp 35-36 N, 1st del.	61 mm CIPR	6	6	1	1	3	1	19	2 full length transverse cracks to both N and s, popout looks like a gopher hole
mp 35-36 N, 2nd del.	61 mm CIPR	5	6	4	3	2	0	20	5 full length transverse cracks to both N and S
mp 35-36 N, 3rd del.	61 mm CIPR	6	9	8	1	4	2	21	4 and 5 full length transverse cracks to N and S, respectively
mp 35-36 N, 4th del.	61 mm CIPR	5	6	6	7	2	0	22	2 and 4 full length transverse cracks to N and S, respectively
mp 35-36 N, 5th del.	61 mm CIPR	4	2	0	2	2	3	23	4 and 1 full length transverse cracks to N and S, respectivly
mp 35-36 N, 6th del.	61 mm CIPR	7	5	1	6	6	1	24	5 and 4 full length transverse cracks to N and S, respectively
mp 37	30 mm 0.5' HMA	10	7	1	1	1	0	25	8 and 6 full length transverse cracks to N and S, respectivly
mp 39	30 mm 0.5' HMA	7	9	0	0	5	0	26	2 and 4 full length transverse cracks to N and S, respectivly
mp 41	30 mm 0.5' HMA	0	0	2	1	1	0	27	
mp 43	30 mm 0.5' HMA	0	0	0	3	1	0	28	
mp 45	30 mm 0.5' HMA	0	0	2	1	7	3	29	
mp 47	30 mm 0.5' HMA	7	8	4	0	2	1	30	5 and 3 full length transverse cracks to N and S, respectivly
mp 49	30 mm 0.5' HMA	5	5	3	6	0	0	32	5 and 3 full length transverse cracks to N and S, respectivly

61 mm (0.2') 85/100 grade B	Avg	0.7778	1.33	0.89	1.111	
	Std	1.3017	1.73	1.17	1.054	
61 mm CIPR, 46 mm (0.15') 85/100 grade B	Avg	0.25	0.5	0.13	0	
	Std	0.4629	1.07	0.35	0	
61 mm CIPR	Avg	3.3333	3.33	3.17	1.167	
	Std	3.2042	2.58	1.6	1.169	
30 mm 0.5' HMA	Avg	1.7143	1.71	2.43	0.571	
	Std	1.496	2.14	2.57	1.134	

61 mm (0.2') 85/100 grade B	# of Cracks/Mile	115.38	Std	2.72
61 mm CIPR, 46 mm (0.15') 85/100 grade B		114.4		1.06
61 mm CIPR		196.53		1.68
30 mm 0.5' HMA		145.83		3.94

some longitudinal cracking in CIPR only and 30 mm HMA

EXPERIMENTAL PROJECT DATA SHEET

NAME: Hays-North, 10 Miles North of Hays-North, South of Harlem
NUMBER: RTF 66-2(1)16, RTF 66-2(3)26
YEAR: 1998

Location	Treatment	# of Cracks		Ruts (mm)				Picture #	Comments
		150' N	150' S	NB OWP	NB IWP	SB IWP	SB OWP		
mp 16	61 mm (0.2') 85/100 grade B	2.0	4.0	1.0	1.0	3.0	1.0	1.0	about half cracks are full lenth and half are short
mp 17	61 mm (0.2') 85/100 grade B	2.0	4.0	1.0	1.0	2.0	3.0	2.0	about half cracks are full lenth and half are short
mp 18	61 mm (0.2') 85/100 grade B	2.0	4.0	0.0	1.0	3.0	1.0	3.0	about half cracks are full lenth and half are short
mp 19	61 mm (0.2') 85/100 grade B	4.0	3.0	2.0	1.0	0.0	1.0	4.0	
mp 20	61 mm (0.2') 85/100 grade B	2.0	2.0	0.0	3.0	0.0	1.0	5.0	
mp 21	61 mm (0.2') 85/100 grade B	2.0	1.0	2.0	3.0	0.0	1.0	6.0	one crack is starting to get very wide, see picture
mp 22	61 mm (0.2') 85/100 grade B	5.0	12.0	2.0	3.0	0.0	1.0	7.0	most cracks are not full length
mp 24	61 mm (0.2') 85/100 grade B	3.0	5.0	1.0	0.0	3.0	1.0	8.0	one crack is starting to break up
mp 25	61 mm (0.2') 85/100 grade B	4.0	6.0	1.0	1.0	3.0	2.0	9.0	
mp 27	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3.0	3.0	0.0	0.0	0.0	1.0	10.0	
mp 28	61 mm CIPR, 46 mm (0.15') 85/100 grade B	2.0	3.0	0.0	0.0	0.0	1.0	11.0	
mp 29	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3.0	4.0	1.0	1.0	0.0	1.0	12.0	
mp 30	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3.0	3.0	1.0	4.0	2.0	1.0	13.0	very'slight flushing in wheel paths
mp 31	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	3.0	1.0	1.0	1.0	2.0	14.0	very'slight flushing in wheel paths
mp 32	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	7.0	1.0	1.0	0.0	1.0	15.0	very'slight flushing in wheel paths
mp 33	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	5.0	0.0	1.0	2.0	1.0	16.0	very'slight flushing in wheel paths
mp 34	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3.0	2.0	0.0	1.0	2.0	0.0	17.0	
mp 35-36 N, 1st del.	61 mm CIPR	6.0	6.0	1.0	3.0	4.0	1.0	18.0	
mp 35-36 N, 2nd del.	61 mm CIPR	6.0	6.0	4.0	1.0	3.0	1.0	19.0	
mp 35-36 N, 3rd del.	61 mm CIPR	7.0	8.0	9.0	2.0	4.0	2.0	20.0	some wide cracks
mp 35-36 N, 4th del.	61 mm CIPR	5.0	6.0	2.0	5.0	3.0	5.0	21.0	some wide cracks
mp 35-36 N, 5th del.	61 mm CIPR	6.0	3.0	1.0	3.0	6.0	4.0	22.0	some wide cracks, longitudinal crack
mp 35-36 N, 6th del.	61 mm CIPR	8.0	4.0	2.0	4.0	4.0	1.0	23.0	some wide cracks
mp 37	30 mm 0.5' HMA	9.0	8.0	1.0	2.0	0.0	1.0	24.0	
mp 39	30 mm 0.5' HMA	12.0	11.0	0.0	0.0	4.0	0.0	25.0	longitudinal cracking
mp 41	30 mm 0.5' HMA	14.0	12.0	1.0	1.0	1.0	1.0	26.0	longitudinal cracking
mp 43	30 mm 0.5' HMA	10.0	8.0	1.0	1.0	0.0	0.0	27.0	longitudinal cracking
mp 45	30 mm 0.5' HMA	3.0	4.0	1.0	1.0	5.0	1.0	28.0	looks betterthan previous stops n section
mp 47	30 mm 0.5' HMA	9.0	10.0	5.0	1.0	3.0	0.0	29.0	longitudinal cracking
mp 49	30 mm 0.5' HMA	5.0	10.0	5.0	6.0	0.0	0.0	30.0	

61 mm (0.2') 85/100 grade B	Avg	1.1	1.6	1.6	1.3
	Std	0.8	1.1	1.5	0.7
61 mm CIPR, 46 mm (0.15') 85/100 grade B	Avg	0.5	1.1	0.9	1.0
	Std	0.5	1.2	1.0	0.5
61 mm CIPR	Avg	3.2	3.0	4.0	2.3
	Std	3.1	1.4	1.1	1.8
30 mm 0.5' HMA	Avg	2.0	1.7	1.9	0.4
	Std	2.1	2.0	2.1	0.5

61 mm (0.2') 85/100 grade B	# of Cracks/Mile	131.0	Std 2.5
61 mm CIPR, 46 mm (0.15') 85/100 grade B		123.2	1.2
61 mm CIPR		208.3	1.4
30 mm 0.5' HMA		314.3	3.1

some longitudinal cracking in CIPR only and 30 mm HMA

EXPERIMENTAL PROJECT DATA SHEET

NAME: Hays-North, 10 Miles North of Hays-North, South of Harlem
NUMBER: RTF 66-2(1)16, RTF 66-2(3)26
YEAR: 1999

Location	Treatment	300' Sections of Cracks NB	SB	Ruts (mm) NB OWP	NB IWP	SB IWP	SB OWP	Picture #	Comments
mp 16	61 mm (0.2') 85/100 grade B	4.0	4.5	3.0	3.0	4.0	3.0	1.0	Slight Raveling
mp 17	61 mm (0.2') 85/100 grade B	3.0	3.5	3.0	2.0	3.0	5.0	2.0	
mp 18	61 mm (0.2') 85/100 grade B	2.8	3.5	2.0	2.0	3.0	3.0	3.0	
mp 19	61 mm (0.2') 85/100 grade B	2.0	1.5	4.0	3.0	2.0	1.0	4.0	
mp 20	61 mm (0.2') 85/100 grade B	3.0	3.0	1.0	4.0	1.0	2.0	5.0	
mp 21	61 mm (0.2') 85/100 grade B	2.0	2.0	4.0	4.0	2.0	2.0	6.0	
mp 22	61 mm (0.2') 85/100 grade B	6.0	6.8	4.0	3.0	2.0	2.0	7.0	
mp 24	61 mm (0.2') 85/100 grade B	4.5	4.5	1.0	2.0	4.0	2.0	8.0	
mp 25	61 mm (0.2') 85/100 grade B	8.0	7.3	2.0	1.0	5.0	2.0	9.0	40' longitudinal crack in the center line
mp 27	61 mm CIPR, 46 mm (0.15') 85/100 grade B	5.0	5.0	2.0	1.0	0.0	0.0	10.0	
mp 28	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.5	4.0	0.0	0.0	0.0	1.0	11.0	
mp 29	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	4.0	1.0	0.0	0.0	1.0	12.0	
mp 30	61 mm CIPR, 46 mm (0.15') 85/100 grade B	5.0	5.0	1.0	4.0	2.0	2.0	13.0	
mp 31	61 mm CIPR, 46 mm (0.15') 85/100 grade B	6.0	6.0	0.0	2.0	2.0	1.0	14.0	
mp 32	61 mm CIPR, 46 mm (0.15') 85/100 grade B	9.0	9.0	2.0	2.0	1.0	4.0	15.0	
mp 33	61 mm CIPR, 46 mm (0.15') 85/100 grade B	6.0	6.0	0.0	0.0	2.0	0.0	16.0	
mp 34	61 mm CIPR, 46 mm (0.15') 85/100 grade B	3.0	3.0	0.0	0.0	0.0	0.0	17.0	
mp 35-36 N, 1st del.	61 mm CIPR	8.8	8.0	2.0	2.0	4.0	1.0	18.0	3 cracks > 1\4"
mp 35-36 N, 2nd del.	61 mm CIPR	9.0	11.0	5.0	3.0	2.0	1.0	19.0	8' Longitudinal Crack
mp 35-36 N, 3rd del.	61 mm CIPR	9.0	12.0	6.0	1.0	4.0	1.0	20.0	3 cracks > 1\4"
mp 35-36 N, 4th del.	61 mm CIPR	7.0	8.0	2.0	5.0	5.0	5.0	21.0	
mp 35-36 N, 5th del.	61 mm CIPR	7.0	6.3	0.0	3.0	5.0	2.0	22.0	27' longitudinal crack middle SB lane
mp 35-36 N, 6th del.	61 mm CIPR	8.5	8.0	5.0	5.0	8.0	1.0	23.0	1 crack > 1\4"
mp 37	30 mm 0.5' HMA	12.8	14.8	2.0	4.0	4.0	0.0	24.0	6' longitudinal crack
mp 39	30 mm 0.5' HMA	8.0	9.0	2.0	1.0	5.0	2.0	25.0	several small longitudinal cracks
mp 41	30 mm 0.5' HMA	13.0	10.0	0.0	0.0	2.0	2.0	26.0	
mp 43	30 mm 0.5' HMA	5.8	6.3	0.0	1.0	0.0	0.0	27.0	120' longitudinal cracking NB owp, plus and additional 40'
mp 45	30 mm 0.5' HMA	4.3	5.3	0.0	1.0	8.0	2.0	28.0	
mp 47	30 mm 0.5' HMA	9.3	7.5	4.0	3.0	3.0	2.0	29.0	45' longitudinal cracking
mp 49	30 mm 0.5' HMA	10.0	10.8	5.0	5.0	4.0	1.0	30.0	30' longitudinal cracking in CL, Small bleeding, Small patches

		NB OWP	NB IWP	SB IWP	SB OWP
61 mm (0.2') 85/100 grade B	Avg	2.7	2.7	2.9	2.4
	Std	1.2	1.0	1.3	1.1
61 mm CIPR, 46 mm (0.15') 85/100 grade B	Avg	0.8	1.1	0.9	1.1
	Std	0.9	1.5	1.0	1.4
61 mm CIPR	Avg	3.3	3.2	4.7	1.8
	Std	2.3	1.6	2.0	1.6
30 mm 0.5' HMA	Avg	1.9	2.1	3.7	1.3
	Std	2.0	1.9	2.5	1.0

	# of Cracks/Mile NB	Std	NB Cracks/Mile	SB	Std SB
61 mm (0.2') 85/100 grade B	137.9		2.0	142.8	1.9
61 mm CIPR, 46 mm (0.15') 85/100 grade B	187.0		1.8	184.8	1.8
61 mm CIPR	288.9		1.0	312.4	2.2
30 mm 0.5' HMA	316.8		3.3	319.3	3.2

some longitudinal cracking in CIPR only and 30 mm HMA

***** Started distiguising the number of cracks between NB and SB lanes in each 300' section*****

EXPERIMENTAL PROJECT DATA SHEET

NAME: Hays-North, 10 Miles North of Hays-North, South of Harlem
NUMBER: RTF 66-2(1)16, RTF 66-2(3)26
YEAR: 2000

Location	Treatment	# of Cracks		Ruts (mm)				Picture #	Comments
		150' N	150' S	NB		SB			
				OWP	IWP	IWP	OWP		
mp 16	61 mm (0.2') 85/100 grade B								
mp 17	61 mm (0.2') 85/100 grade B								
mp 18	61 mm (0.2') 85/100 grade B								
mp 19	61 mm (0.2') 85/100 grade B								
mp 20	61 mm (0.2') 85/100 grade B								
mp 21	61 mm (0.2') 85/100 grade B								
mp 22	61 mm (0.2') 85/100 grade B								
mp 24	61 mm (0.2') 85/100 grade B								
mp 25	61 mm (0.2') 85/100 grade B								
mp 27	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 28	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 29	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 30	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 31	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 32	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 33	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 34	61 mm CIPR, 46 mm (0.15') 85/100 grade B								
mp 35-36 N, 1st del.	61 mm CIPR								
mp 35-36 N, 2nd del.	61 mm CIPR								
mp 35-36 N, 3rd del.	61 mm CIPR								
mp 35-36 N, 4th del.	61 mm CIPR								
mp 35-36 N, 5th del.	61 mm CIPR								
mp 35-36 N, 6th del.	61 mm CIPR								
mp 37	30 mm 0.5' HMA								
mp 39	30 mm 0.5' HMA								
mp 41	30 mm 0.5' HMA								
mp 43	30 mm 0.5' HMA								
mp 45	30 mm 0.5' HMA								
mp 47	30 mm 0.5' HMA								
mp 49	30 mm 0.5' HMA								

61 mm (0.2') 85/100 grade B	Avg	#DIV/0!	#####	#####	#####
	Std	#DIV/0!	#####	#####	#####
61 mm CIPR, 46 mm (0.15') 85/100 grade B	Avg	#DIV/0!	#####	#####	#####
	Std	#DIV/0!	#####	#####	#####
61 mm CIPR	Avg	#DIV/0!	#####	#####	#####
	Std	#DIV/0!	#####	#####	#####
30 mm 0.5' HMA	Avg	#DIV/0!	#####	#####	#####
	Std	#DIV/0!	#####	#####	#####

61 mm (0.2') 85/100 grade B	# of Cracks/Mile	#DIV/0!	Std	#####
61 mm CIPR, 46 mm (0.15') 85/100 grade B		#DIV/0!		#####
61 mm CIPR		#DIV/0!		#####
30 mm 0.5' HMA		#DIV/0!		#####

some longitudinal cracking in CIPR only and 30 mm HMA

EXPERIMENTAL PROJECT DATA SHEET

NAME: Hays-North, 10 Miles North of Hays-North, South of Harlem
NUMBER: RTF 66-2(1)16, RTF 66-2(3)26
YEAR: 2001

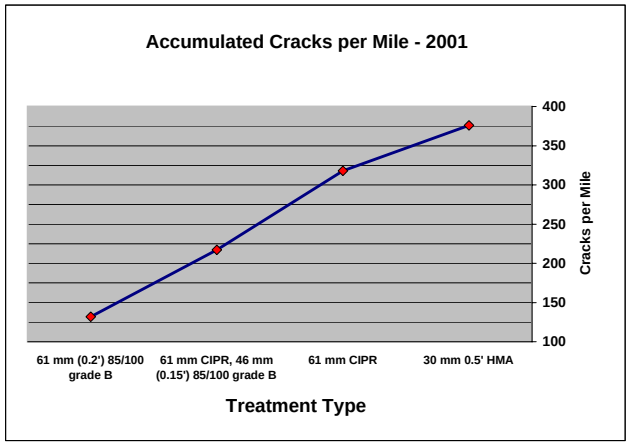
Location	Treatment	No. of Cracks 150' N	No. of Cracks 150' S	Ruts (mm) NB OWP	Ruts (mm) NB IWP	Ruts (mm) SB IWP	Ruts (mm) SB OWP	Picture #	Comments
mp 16	61 mm (0.2') 85/100 grade B	4.0	4.0	2.0	3.0	6.0	2.0		Few cracks at >1/4"
mp 17	61 mm (0.2') 85/100 grade B	4.0	2.0	1.0	1.0	5.0	5.0		MP 17 - Lngtdnl >1/2"
mp 18	61 mm (0.2') 85/100 grade B	2.8	1.5	3.0	2.0	4.0	2.0		
mp 19	61 mm (0.2') 85/100 grade B	4.2	1.0	3.0	4.0	2.0	5.0		
mp 20	61 mm (0.2') 85/100 grade B	4.0	2.6	2.0	6.0	2.0	2.0		
mp 21	61 mm (0.2') 85/100 grade B	2.0	2.0	4.0	5.0	1.0	4.0		
mp 22	61 mm (0.2') 85/100 grade B	3.7	6.4	5.0	6.0	2.0	3.0		
mp 24	61 mm (0.2') 85/100 grade B	4.0	4.0	2.0	7.0	6.0	3.0		
mp 25	61 mm (0.2') 85/100 grade B	5.6	9.5	2.0	7.0	5.0	3.0		
mp 27	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	6.0	2.0	2.0	2.0	2.0		
mp 28	61 mm CIPR, 46 mm (0.15') 85/100 grade B	2.0	6.0	1.0	1.0	1.0	1.0		
mp 29	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	6.0	3.0	2.0	2.0	3.0		
mp 30	61 mm CIPR, 46 mm (0.15') 85/100 grade B	4.0	6.0	2.0	6.0	4.0	3.0		
mp 31	61 mm CIPR, 46 mm (0.15') 85/100 grade B	8.0	8.0	3.0	5.0	3.0	3.0		
mp 32	61 mm CIPR, 46 mm (0.15') 85/100 grade B	10.0	10.0	3.0	3.0	2.0	4.0		
mp 33	61 mm CIPR, 46 mm (0.15') 85/100 grade B	8.0	6.5	2.0	2.0	2.0	2.0		
mp 34	61 mm CIPR, 46 mm (0.15') 85/100 grade B	6.0	4.0	2.0	2.0	2.0	2.0		
mp 35-36 N, 1st del.	61 mm CIPR	9.4	8.6	2.0	4.0	5.0	2.0		Some Lngtdnl crcks at mid-lane
mp 35-36 N, 2nd del.	61 mm CIPR	8.0	12.7	6.0	5.0	5.0	2.0		Some trans crack >1/2"
mp 35-36 N, 3rd del.	61 mm CIPR	8.3	12.2	10.0	3.0	6.0	3.0		
mp 35-36 N, 4th del.	61 mm CIPR	7.9	8.0	6.0	8.0	6.0	5.0		
mp 35-36 N, 5th del.	61 mm CIPR	10.3	4.6	3.0	5.0	5.0	4.0		
mp 35-36 N, 6th del.	61 mm CIPR	12.5	6.0	5.0	9.0	8.0	3.0		
mp 37	30 mm 0.5' HMA	16.5	11.3	2.0	5.0	3.0	1.0		Seeing more Lngtdnl Crack in wheelpaths
mp 39	30 mm 0.5' HMA	8.5	12.8	2.0	2.0	8.0	4.0		Trans cracks some at >1/4"
mp 41	30 mm 0.5' HMA	11.1	14.4	3.0	3.0	3.0	3.0		No seal
mp 43	30 mm 0.5' HMA	10.3	6.7	1.0	5.0	2.0	2.0		
mp 45	30 mm 0.5' HMA	4.2	5.1	1.0	4.0	4.0	4.0		
mp 47	30 mm 0.5' HMA	10.5	10.9	8.0	4.0	5.0	5.0		
mp 49	30 mm 0.5' HMA	12.7	14.5	8.0	9.0	1.0	5.0		

61 mm (0.2') 85/100 grade B	Avg	**2.7**	**4.6**	**3.7**	**3.2**
	Std	**1.2**	**2.2**	**1.9**	**1.2**
61 mm CIPR, 46 mm (0.15') 85/100 grade B	Avg	**2.3**	**2.9**	**2.3**	**2.5**
	Std	**0.7**	**1.7**	**0.9**	**0.9**
61 mm CIPR	Avg	**5.3**	**5.7**	**5.8**	**3.2**
	Std	**2.8**	**2.3**	**1.2**	**1.2**
30 mm 0.5' HMA	Avg	**3.6**	**4.6**	**3.7**	**3.4**
	Std	**3.1**	**2.2**	**2.3**	**1.5**

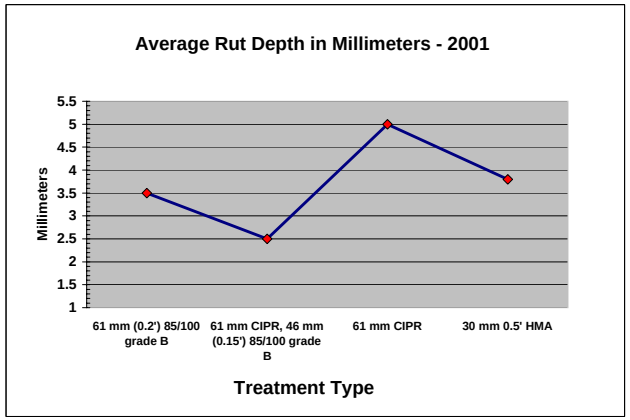
	No. of Cracks/Mile	Std
61 mm (0.2') 85/100 grade B	132	2.0
61 mm CIPR, 46 mm (0.15') 85/100 grade B	217	2.2
61 mm CIPR	318	2.5
30 mm 0.5' HMA	376	3.6

some longitudinal cracking in CIPR only and 30 mm HMA

Treatment type	Cracks per Mile
61 mm (0.2') 85/100 grade B	132
61 mm CIPR, 46 mm (0.15') 85/100 grac	217
61 mm CIPR	318
30 mm 0.5' HMA	376



Treatment Type	Rut Depth
61 mm (0.2') 85/100 grac	3.5
61 mm CIPR, 46 mm (0.	2.5
61 mm CIPR	5
30 mm 0.5' HMA	3.8



in Millimeters

Treatment Type - Accumulated Rut - MM	NB Lanes		SB Lanes	
	OWP	**IWP**	**IWP**	**OWP**
61 mm 85/100 Grade B	2.7	4.6	3.7	3.2
61 mm CIPR, 46 mm 85/100 Grade B	**2.3**	2.9	2.3	2.5
61 mm CIPR	5.3	5.7	**5.8**	3.2
30 mm 0.5' HMA	3.6	4.6	3.7	3.4