

Temperature: N/A

Reflective Cracking:

The Delta program was modified first and some trial runs were then conducted. Both hydraulic and temperature units were performing well. Additional surface strain gages and an Epsilon Clip gage were installed on the test pavement. Finally, full-scale testing started on Feb 27, 2012. At a loading rate of 0.00005 in/sec, a total of 144 cycles were completed each day. It was expected the test would continue through March.

We will continue to monitor crack propagation at Reflective Cracking Test Pavement, process, and analyze collected data.

Procure, Install, and Test Pavement Instrumentation Sensors

On the Reflective Cracking project, the issues with surface gage connection to the IoTech data acquisition system were recognized and a resolution was found. Accordingly, the FAA placed an order to purchase a device that will be used for connecting the surface gage to the IoTech.

The TenView program was updated for use on Reflective Cracking and work continued on the CC5 Profile database, ready to load for LFC1-NW, LFC1-NW, and LFC2-NE.

PLANNED ACTIVITIES:

We will continue to monitor crack propagation at Reflective Cracking Test Pavement, process, and analyze collected data.