

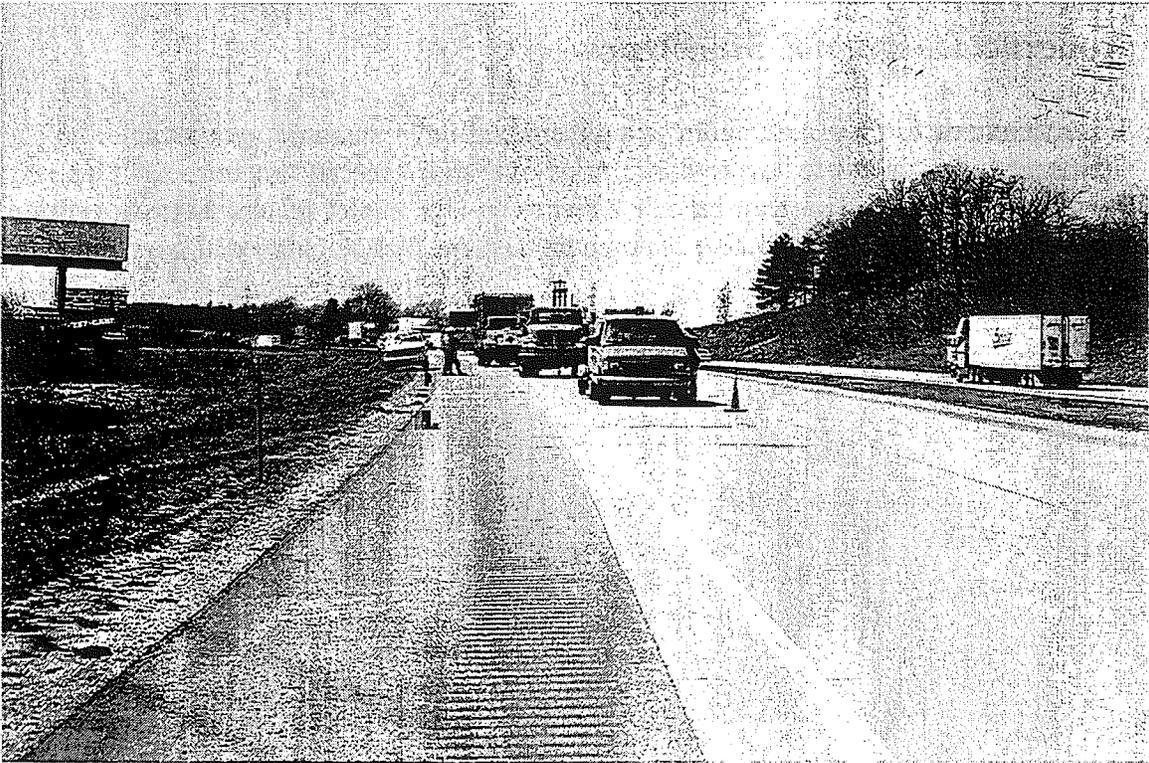
**APPENDIX D**

**Selected Site Photos**

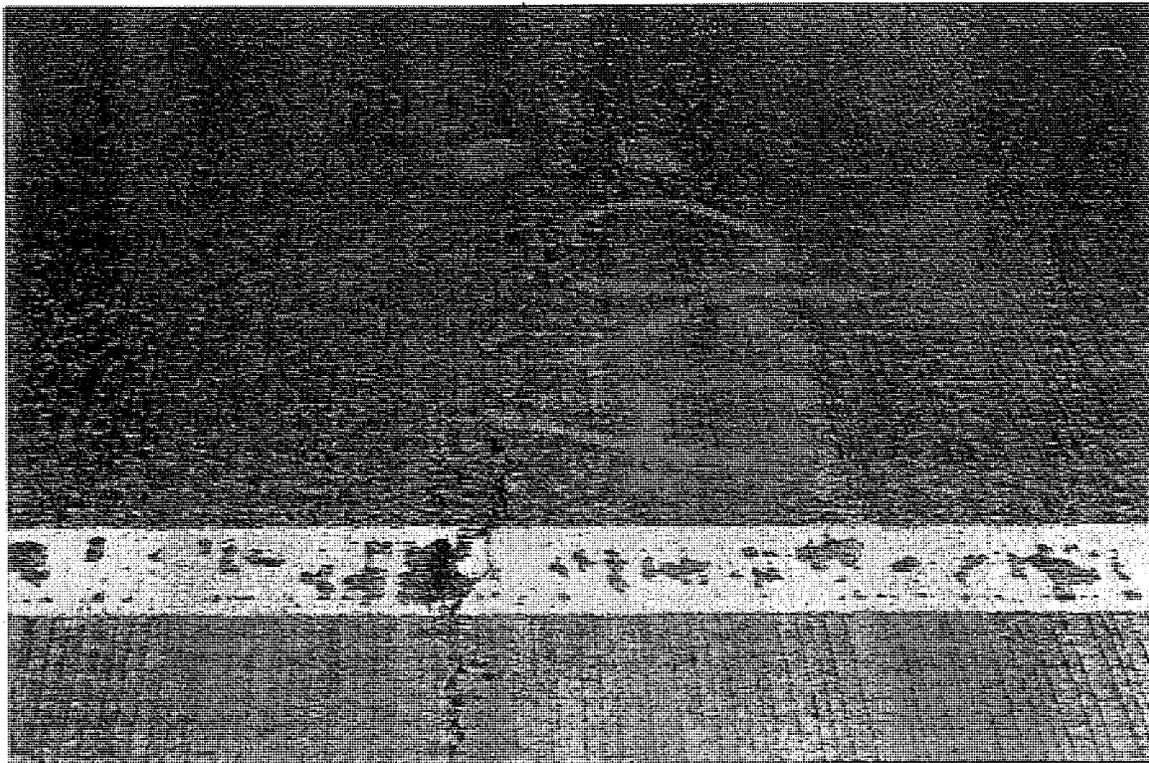
## **Appendix D. Selected Site Photos**

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.

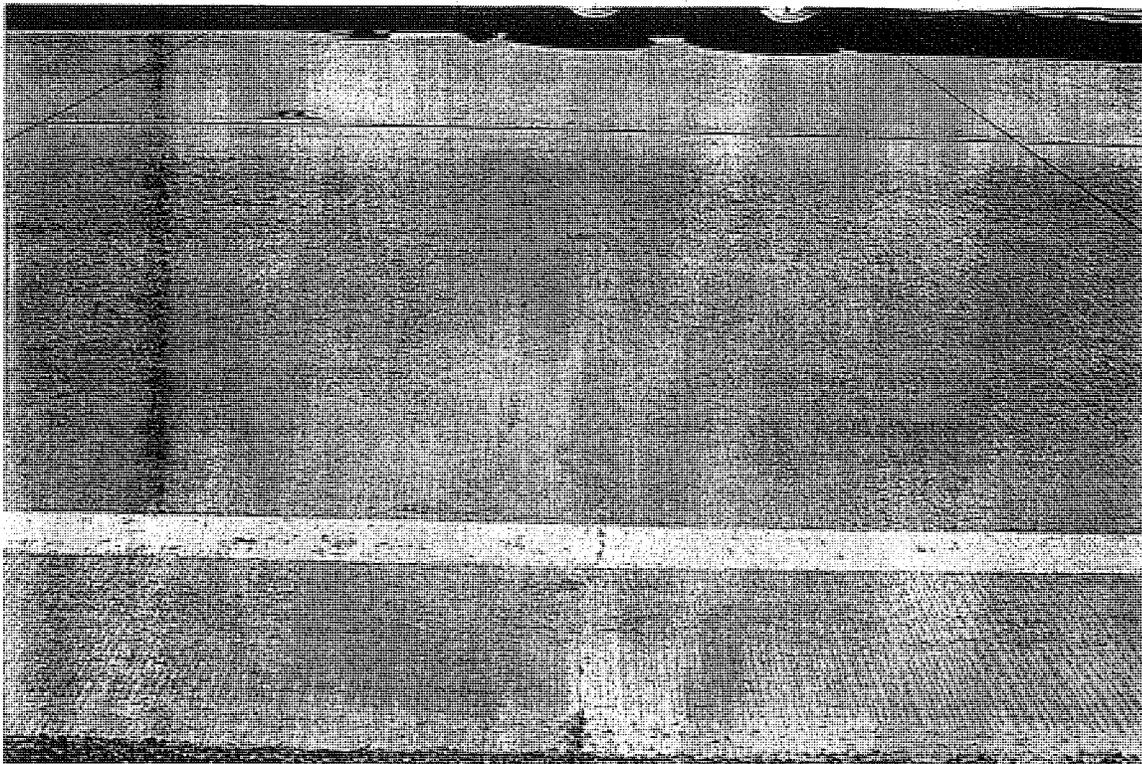
The photos are ordered by control section and job number in ascending order. Four photos are included for each test section.



*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.*



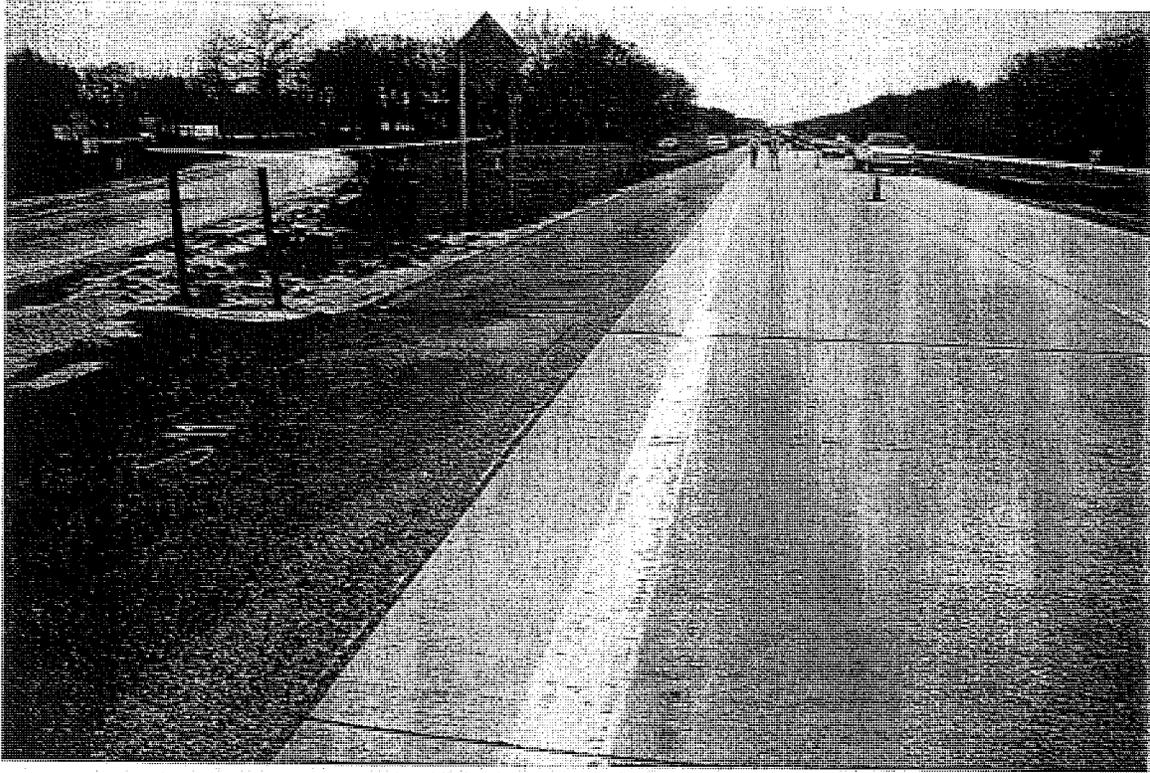
*Photo C2. A typical midslab crack on CSN# 11017-32516A (Section A), EB. The beginning of some spalling can be seen at the bottom of the photo.*



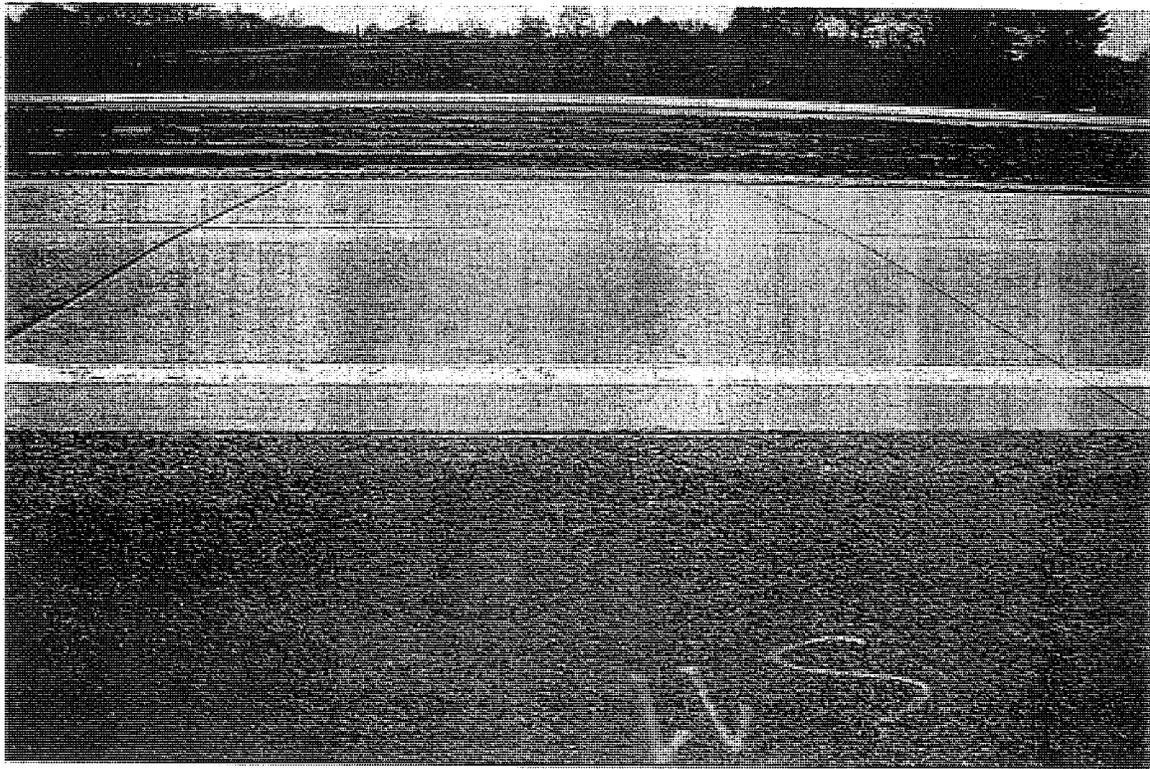
*Photo C3. A midslab crack on CSN# 11017-32516A (Section A), EB. The location of core #C1 can also be seen. The crack extends through the passing lane. Transverse joints are spaced at 16 ft.*



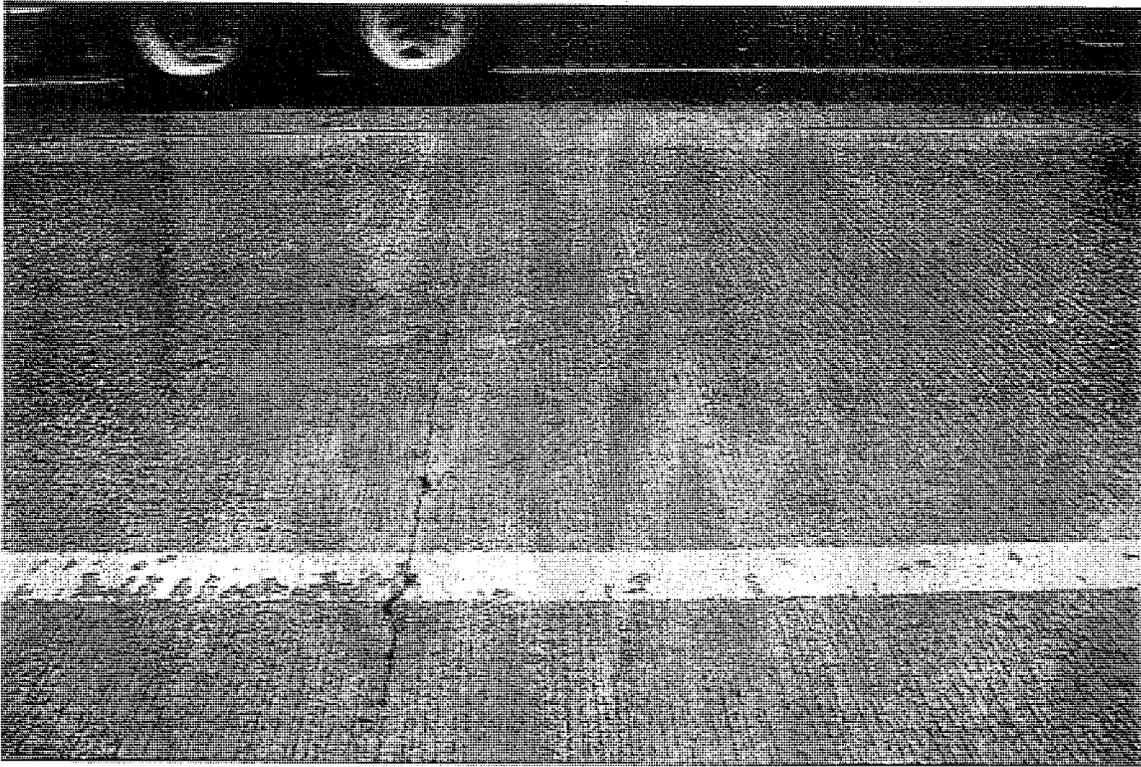
*Photo C4. A typical drainage structure of CSN# 11017-32516A (Section A), EB. Water can be seen flowing freely from the drain after coring.*



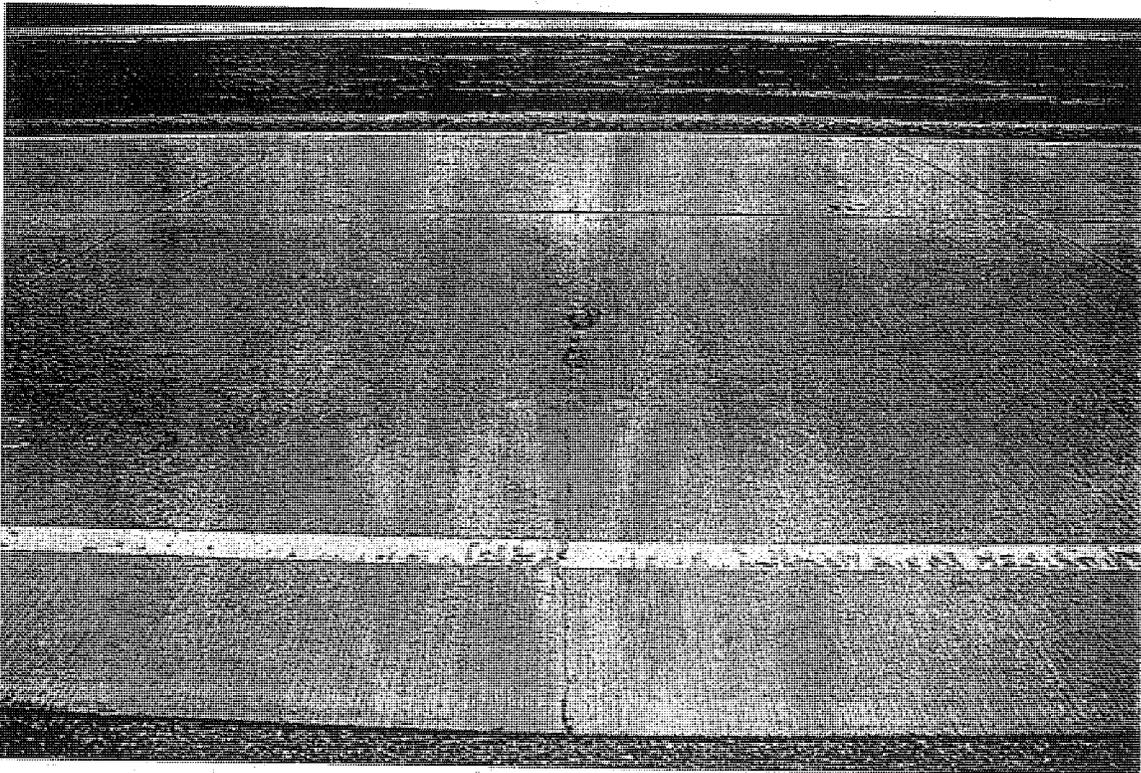
*Photo C5. An overview looking west on CSN# 11017-32516A (Section C), EB. This section has a 14 ft widened truck lane and an asphalt shoulder. Transverse joint spacing varies from 15 to 17 ft.*



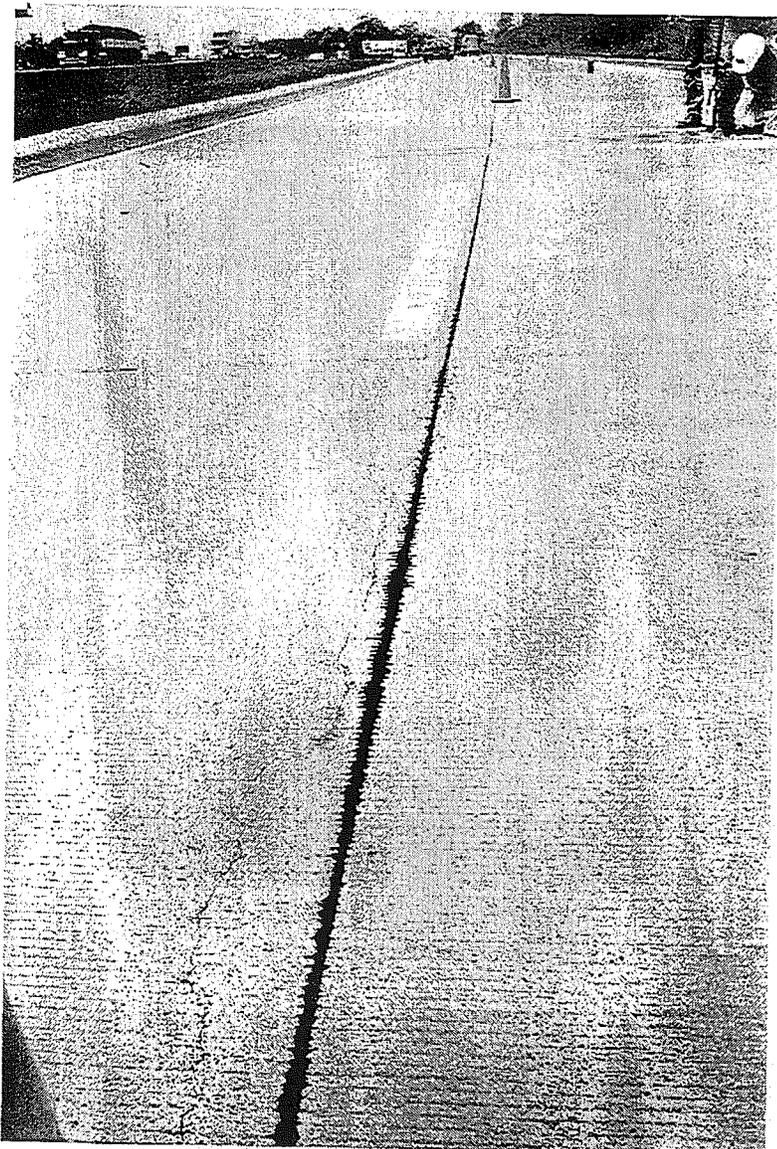
*Photo C6. A full width transverse crack on CSN# 11017-32516A (Section C), EB. An expansion joint can be seen in the left side of the photo.*



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

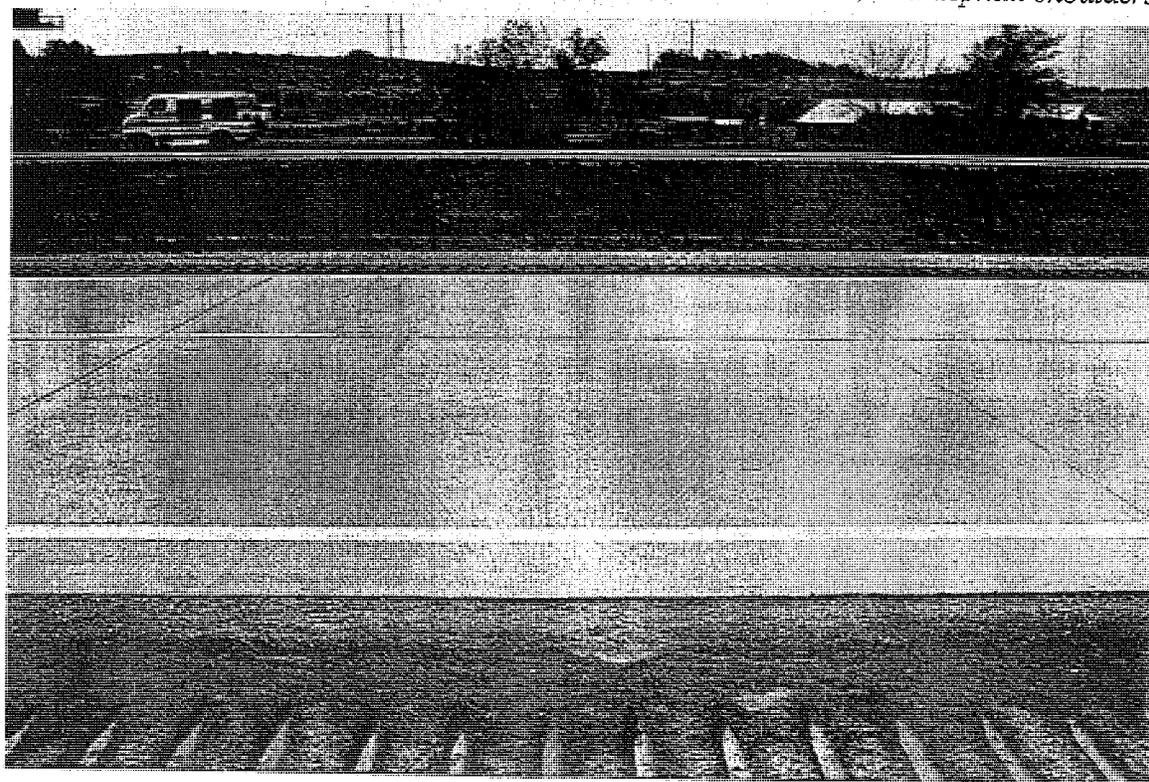


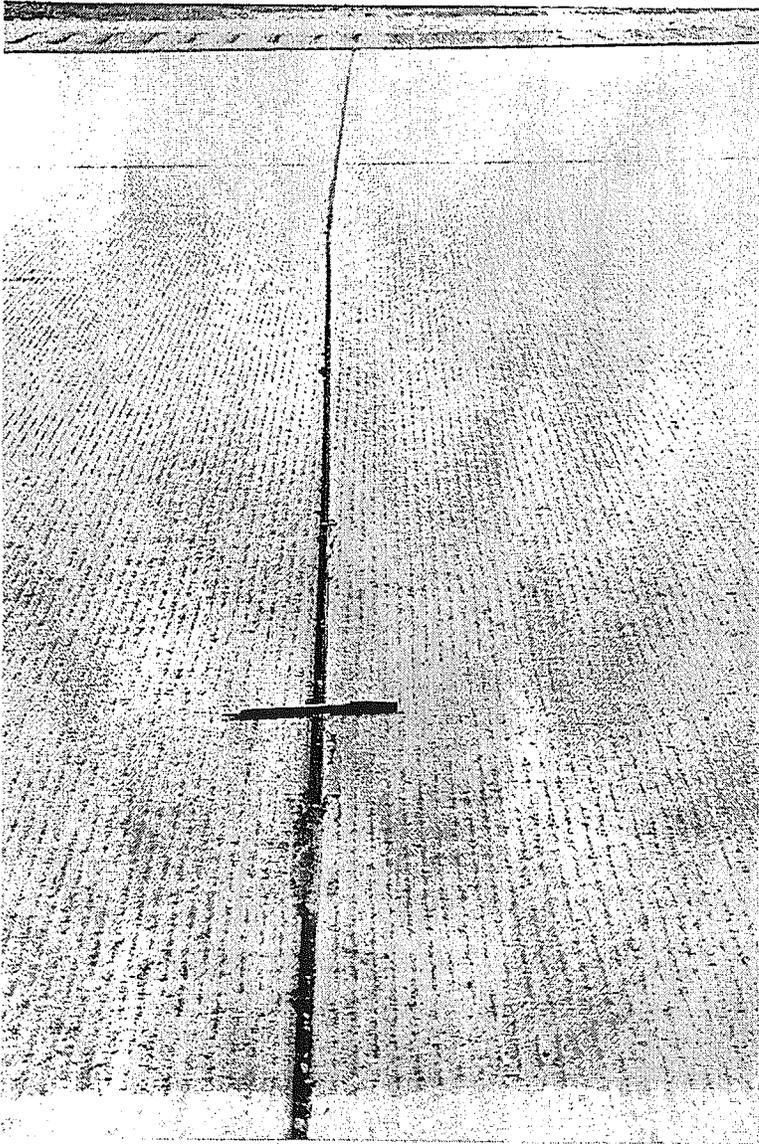
*Photo C8. A transverse crack at midslab in CSN# 11017-32516A (Section C), EB. Moderate spalling is present.*



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

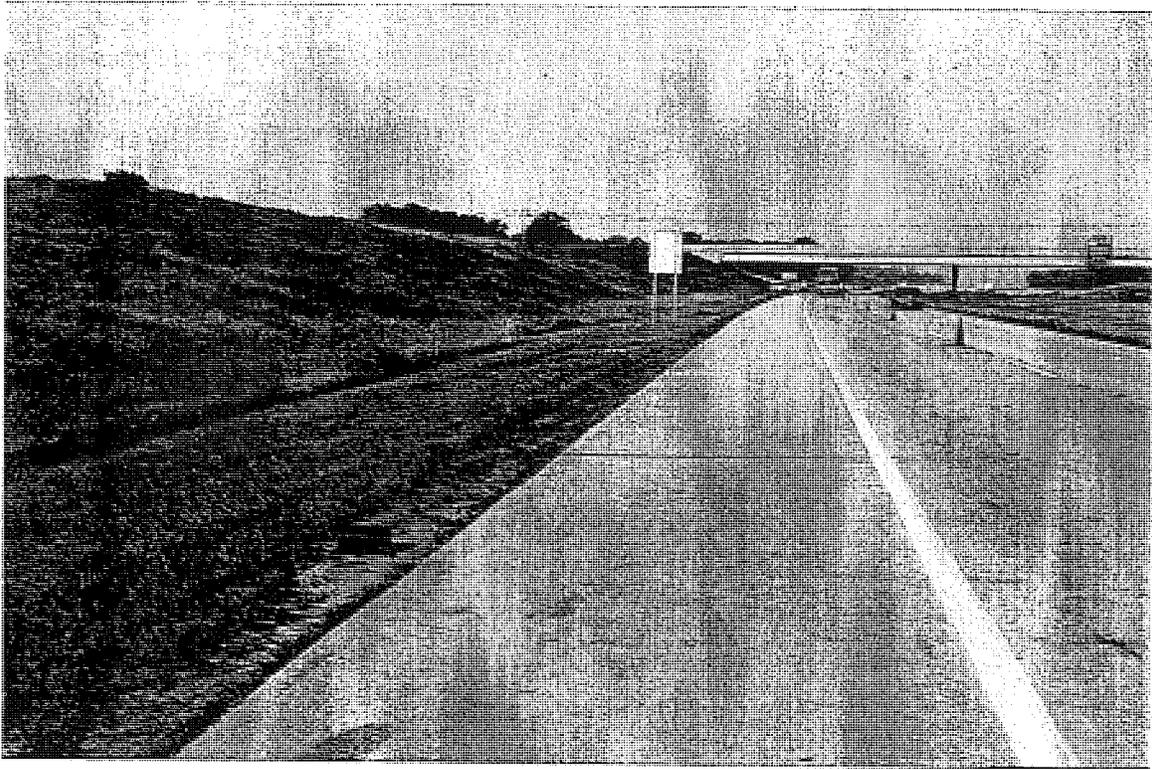




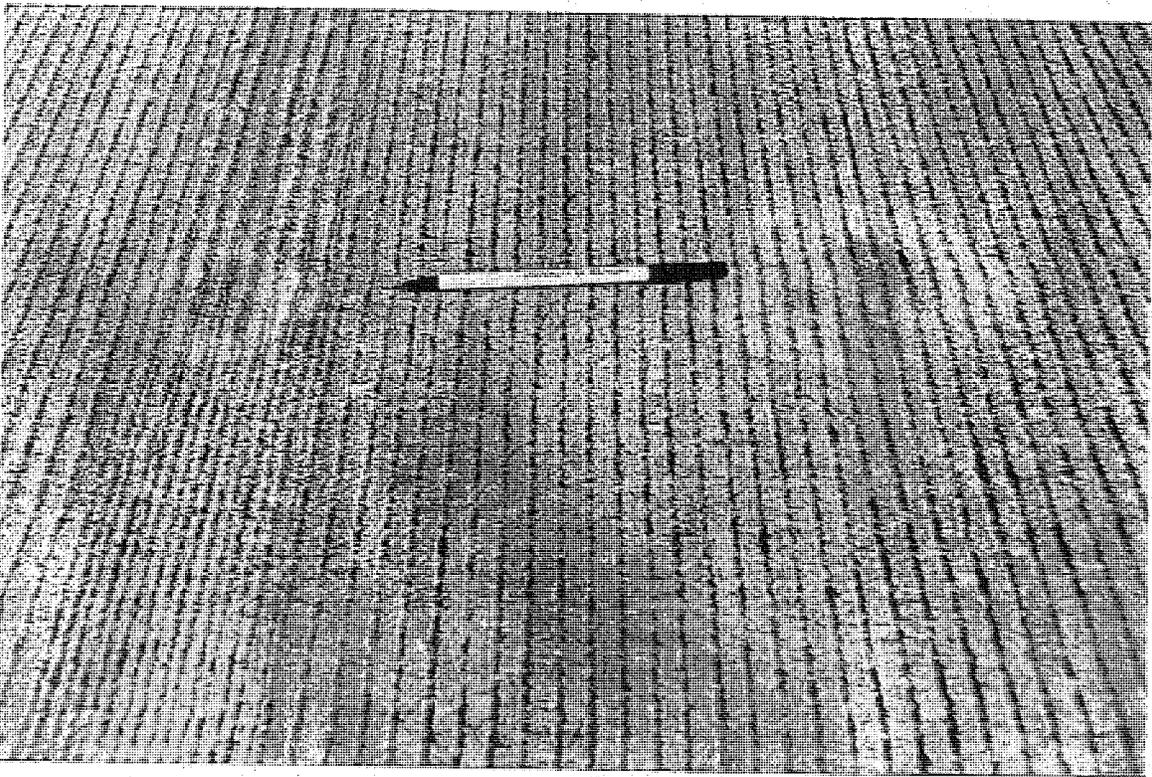
*Photo C11. A typical contraction joint on CSN# 11017-32516A (Section D) WB, showing some spalling along the joint.*

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

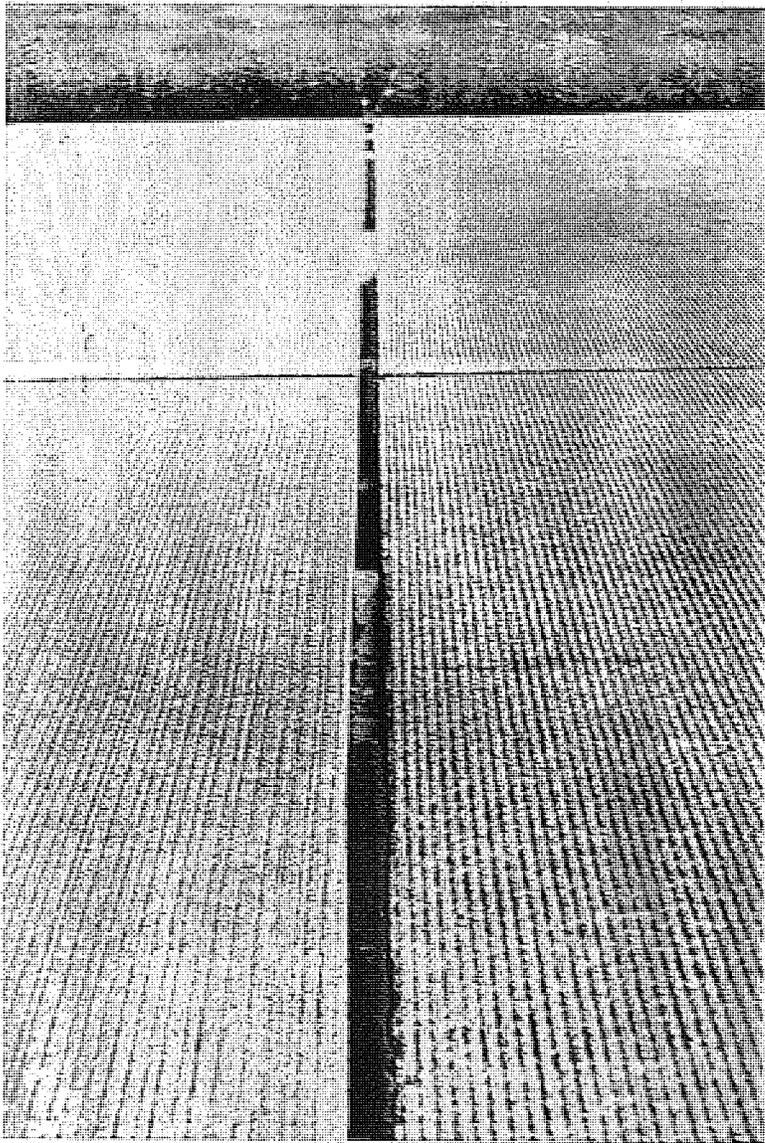




*Photo C13. An overview of CSN# 19042-24680A (Section B) EB looking west. This section has 41 ft slabs and concrete shoulders with no intermediate joints.*

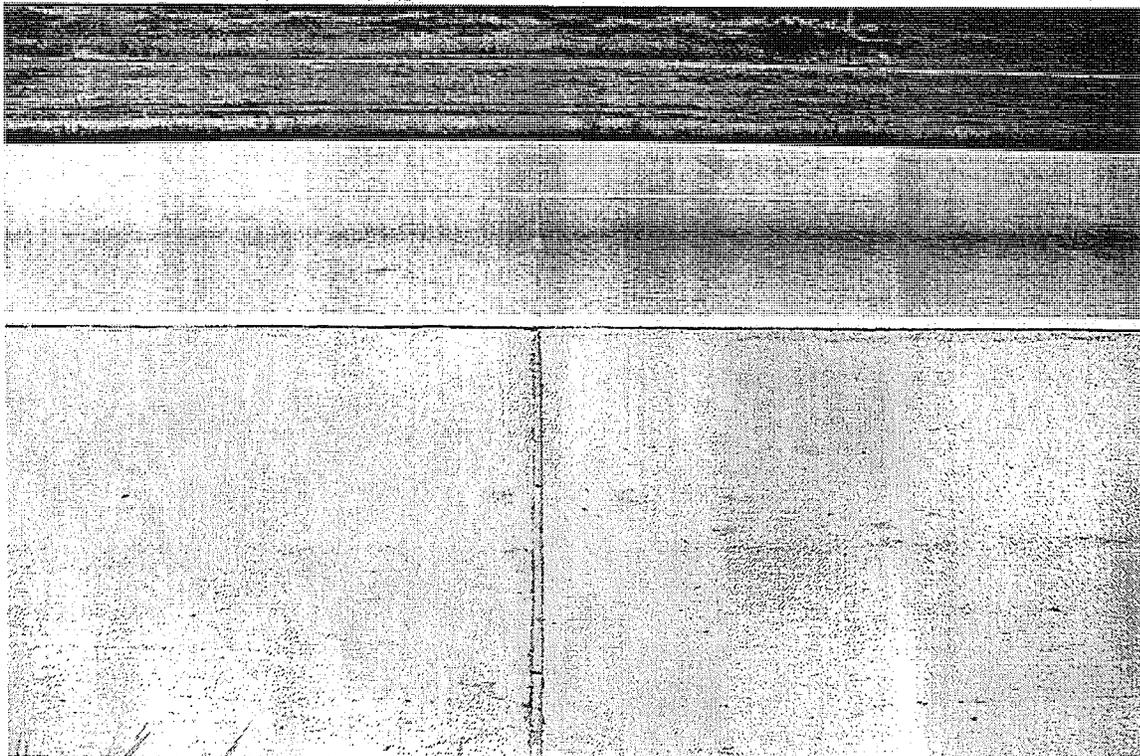


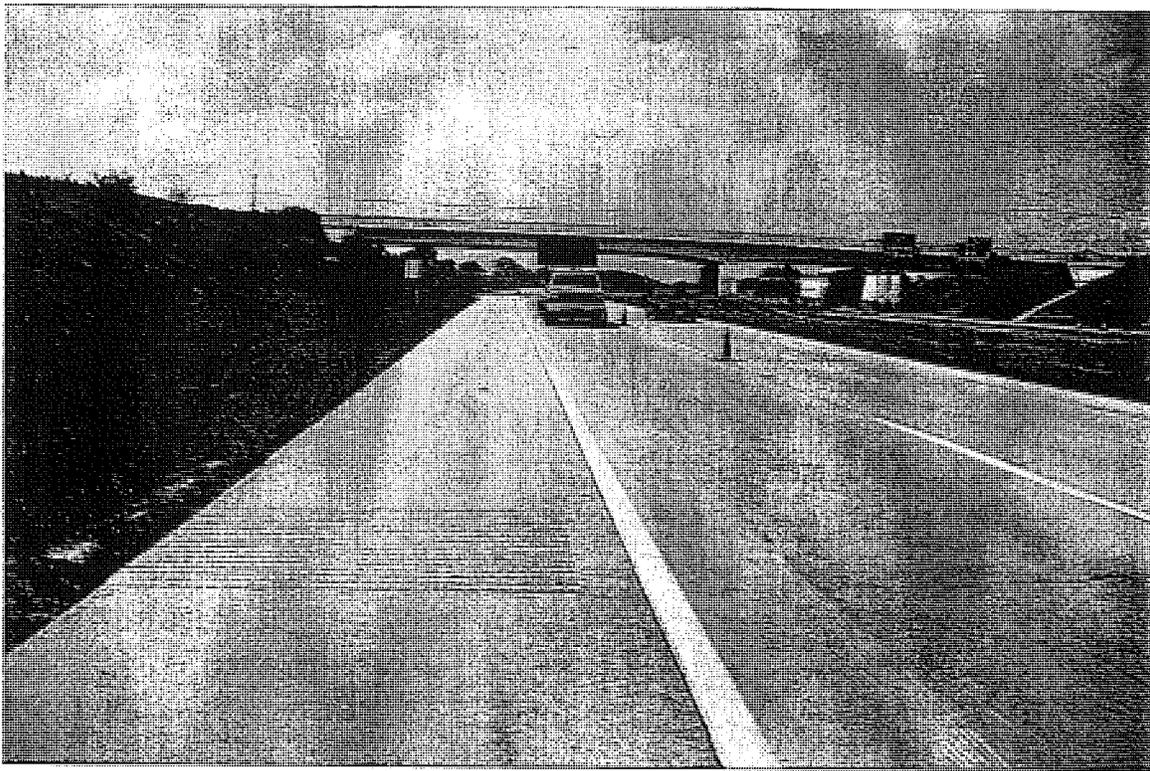
*Photo C14. A tight transverse crack on CSN# 19042-24680A (Section B) EB, typical of those seen in the test section.*



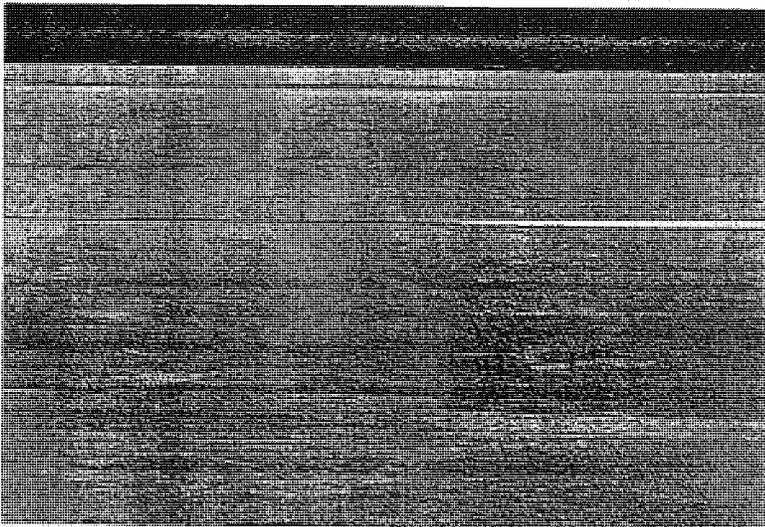
*Photo C15. An expansion joint on CSN# 19042-24680A (Section B) EB showing some distress in the joint sealant. Sealant damage was present in several locations in the test section.*

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

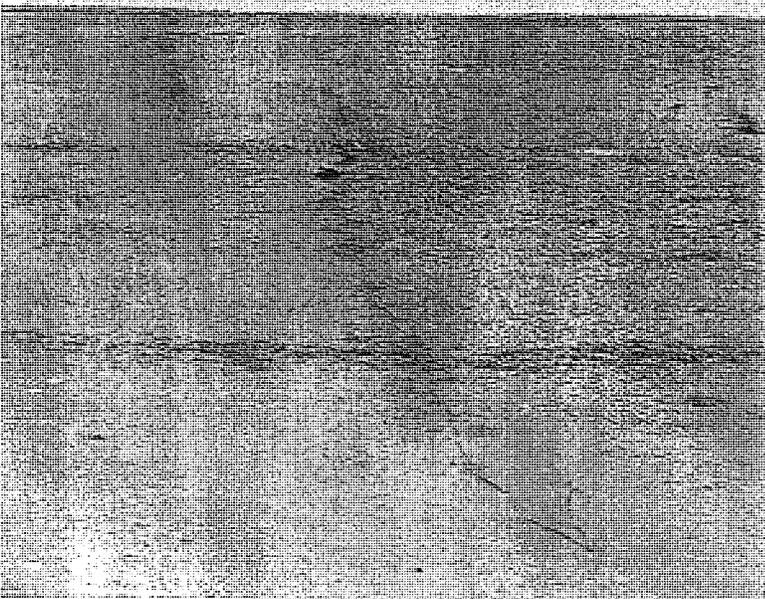


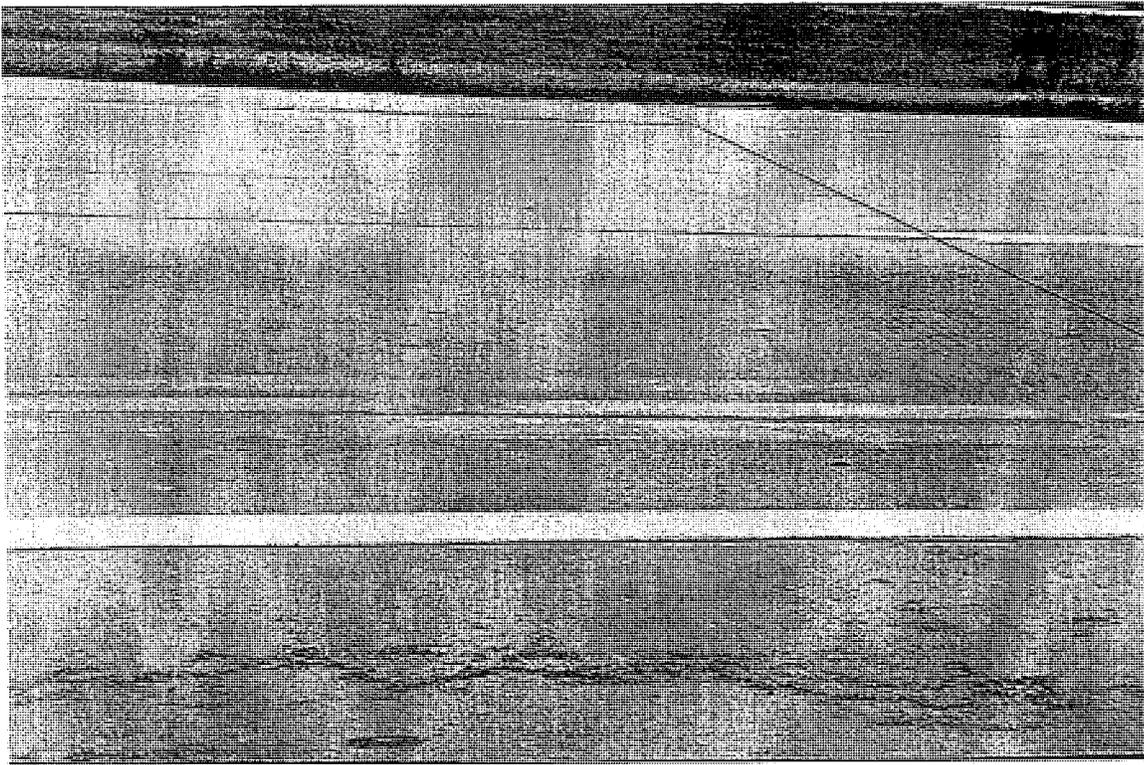


*Photo C17. A overview looking west on CSN# 19042-02233A (Section C) EB. Slabs are 41 ft long. The concrete shoulder slabs have the same length.*

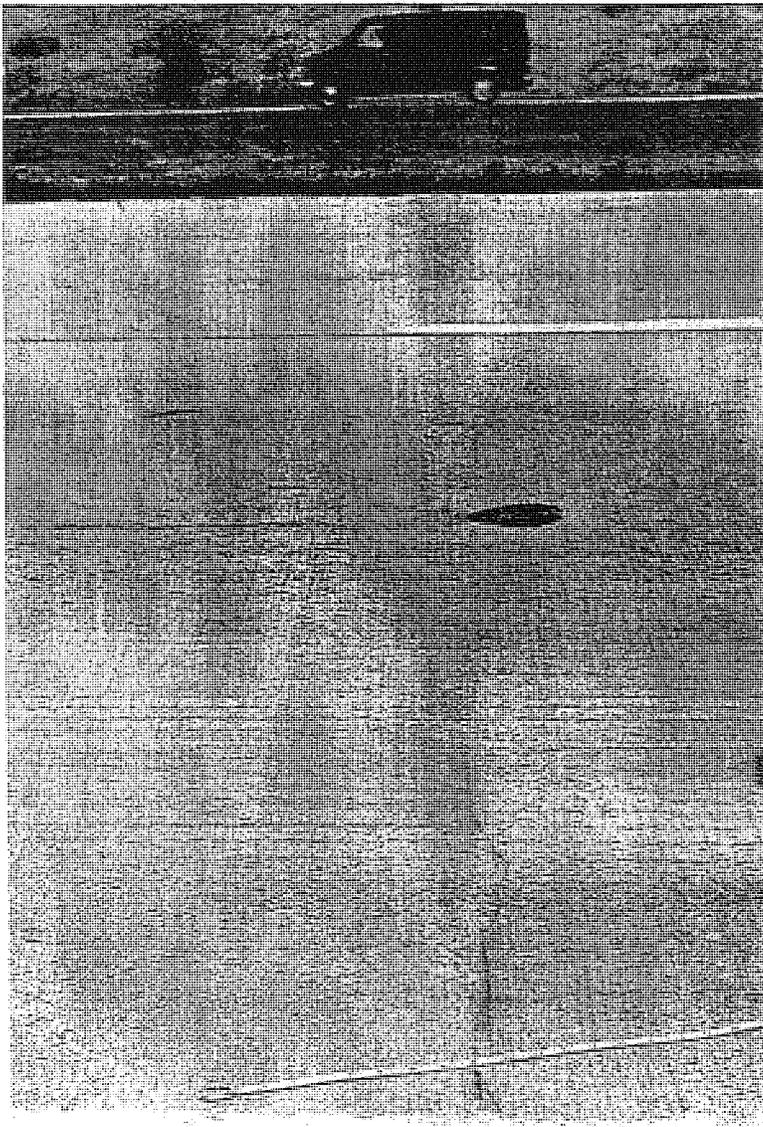


*Photo C18. A typical tight mid-slab crack on CSN# 19042-02233A (Section C) EB the crack propagates from the shoulder into the truck lane.*

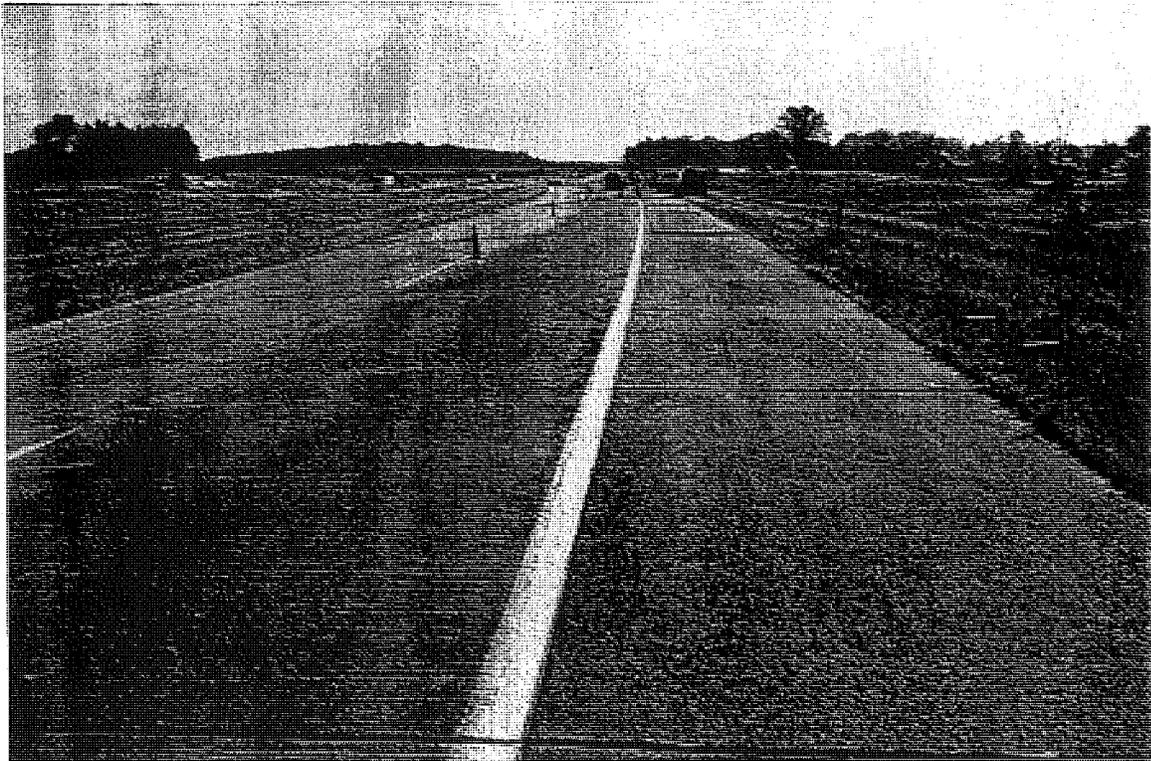




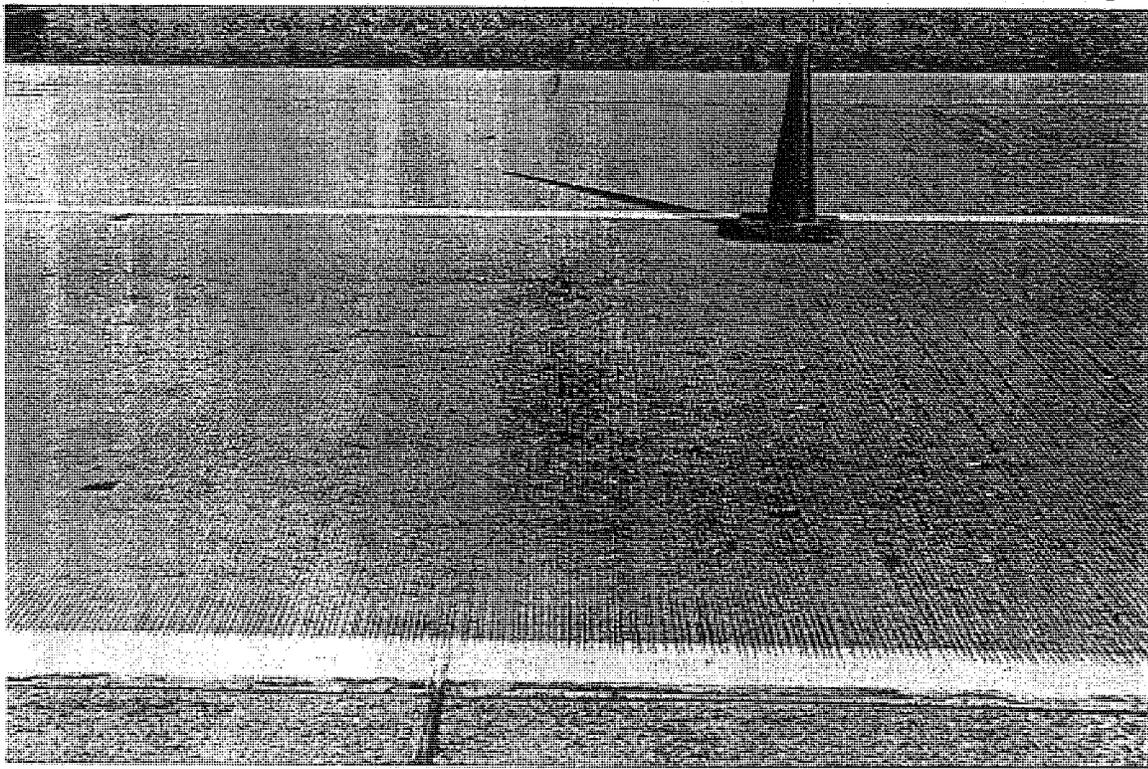
*Photo C19. A tight crack on CSN# 19042-02233A (Section C) EB, joints are in good condition as can be noted here.*



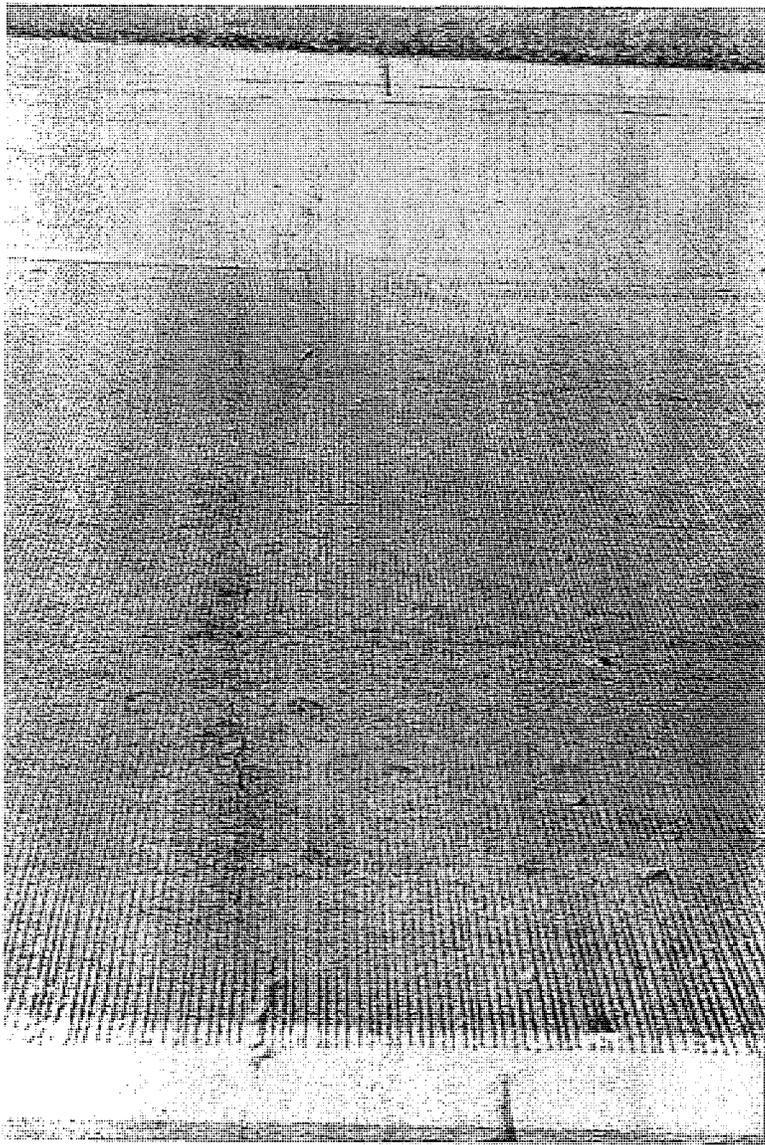
*Photo C20. A tight midslab crack in the truck lane of CSN# 19042-02233A (Section C) EB, the crack extends into the shoulder, but is not visible in the passing lane.*



*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.*

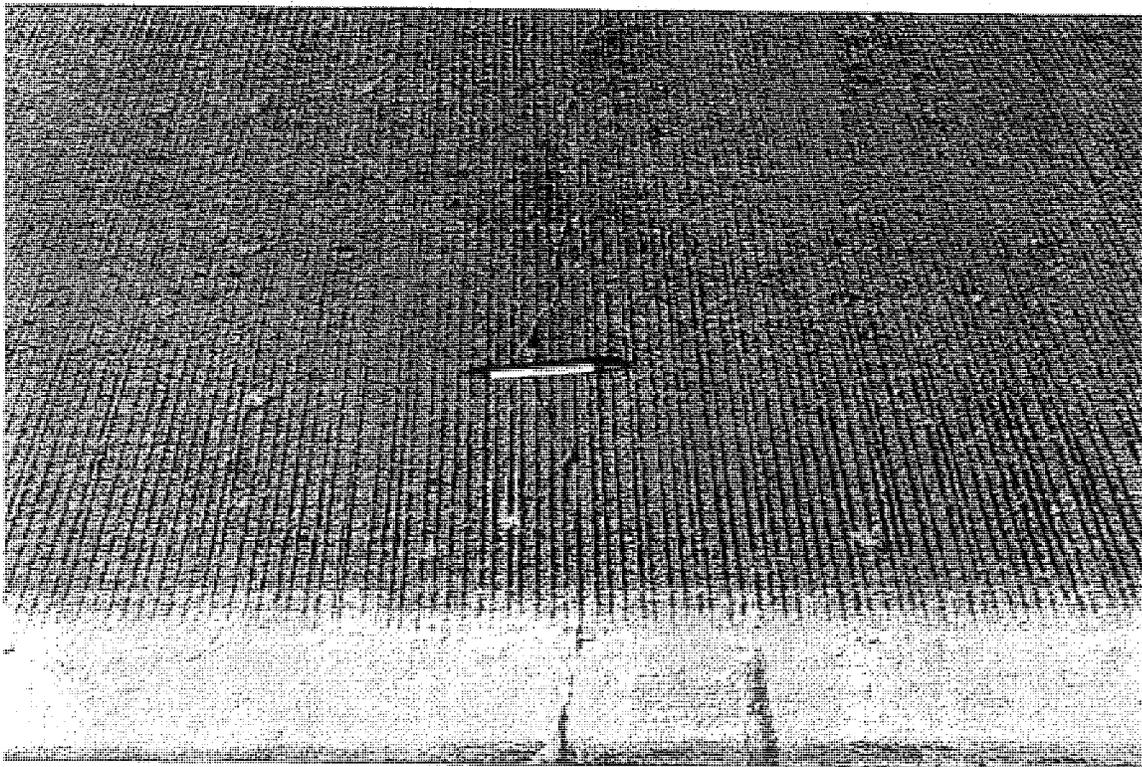


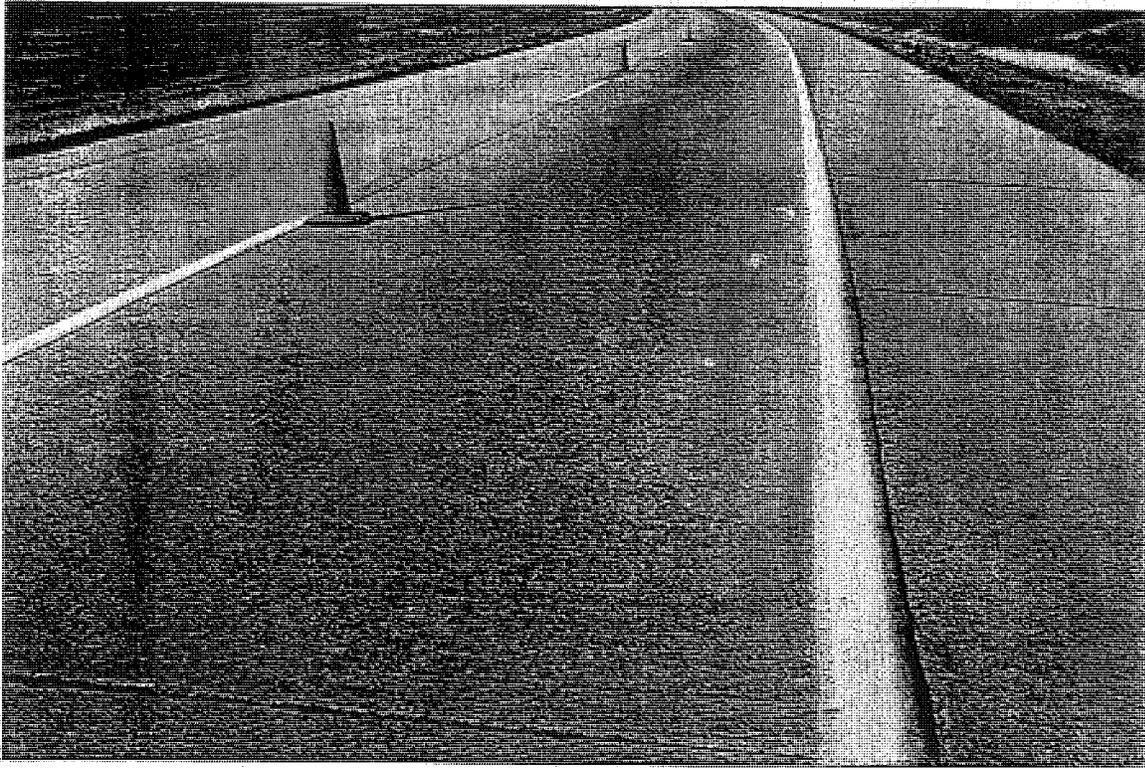
*Photo C22. A typical midslab crack on CSN# 19043-02234A, EB, initiated by the third point intermediate shoulder joint.*



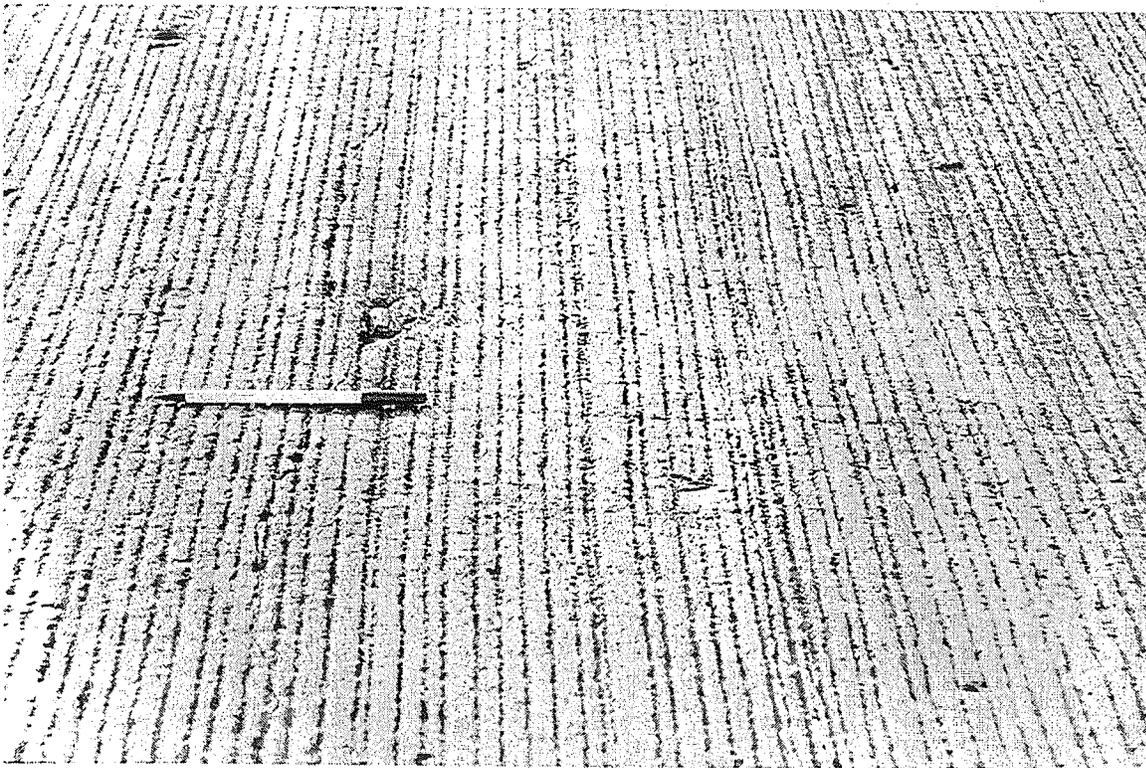
*Photo C23. A full width transverse crack initiated by the third point intermediate shoulder joint along CSN# 19043-02234A EB.*

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

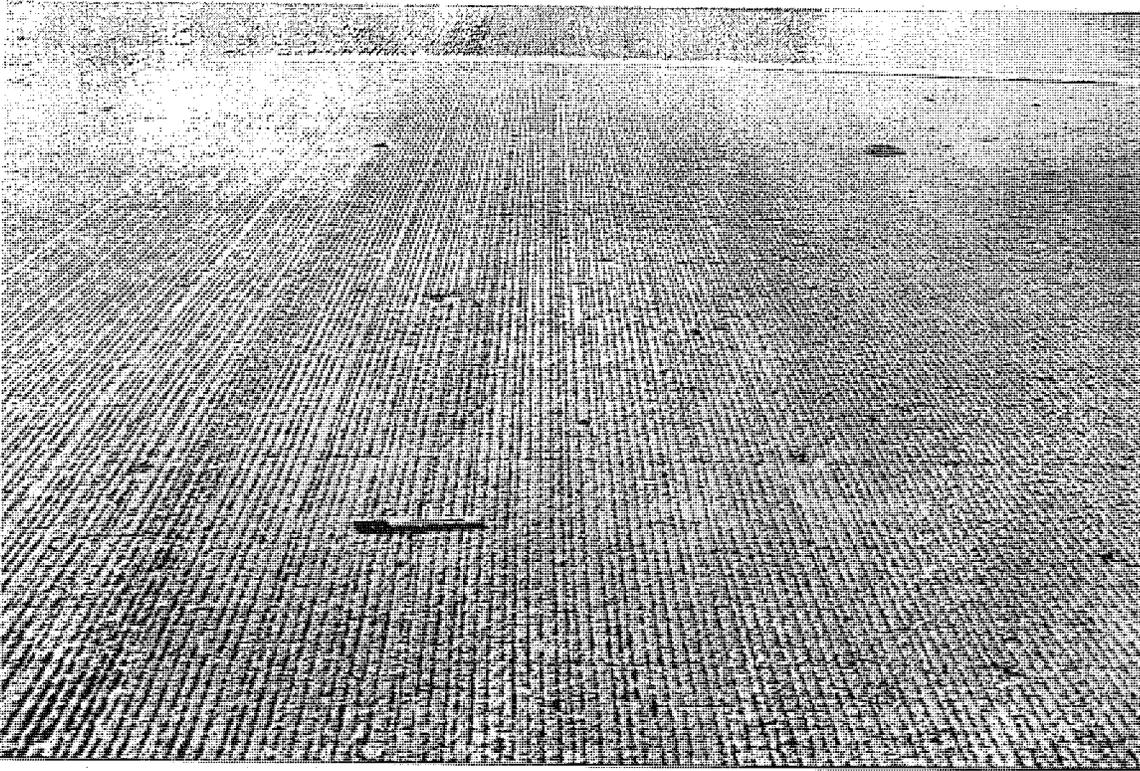




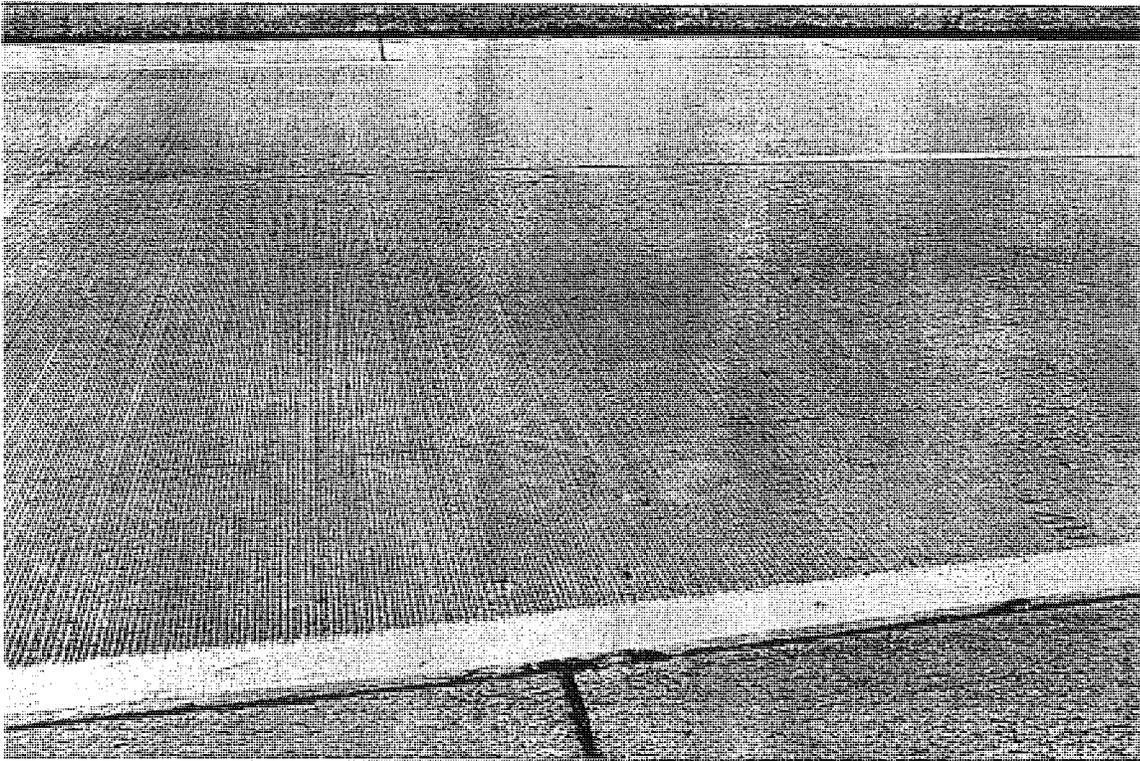
*Photo C25. An overview of the end of the test section of CSN# 19043-02234A WB, looking west. This section has 41 ft joint spacings in the driving lanes, but only 14 ft joint spacing in the shoulders.*



*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.*



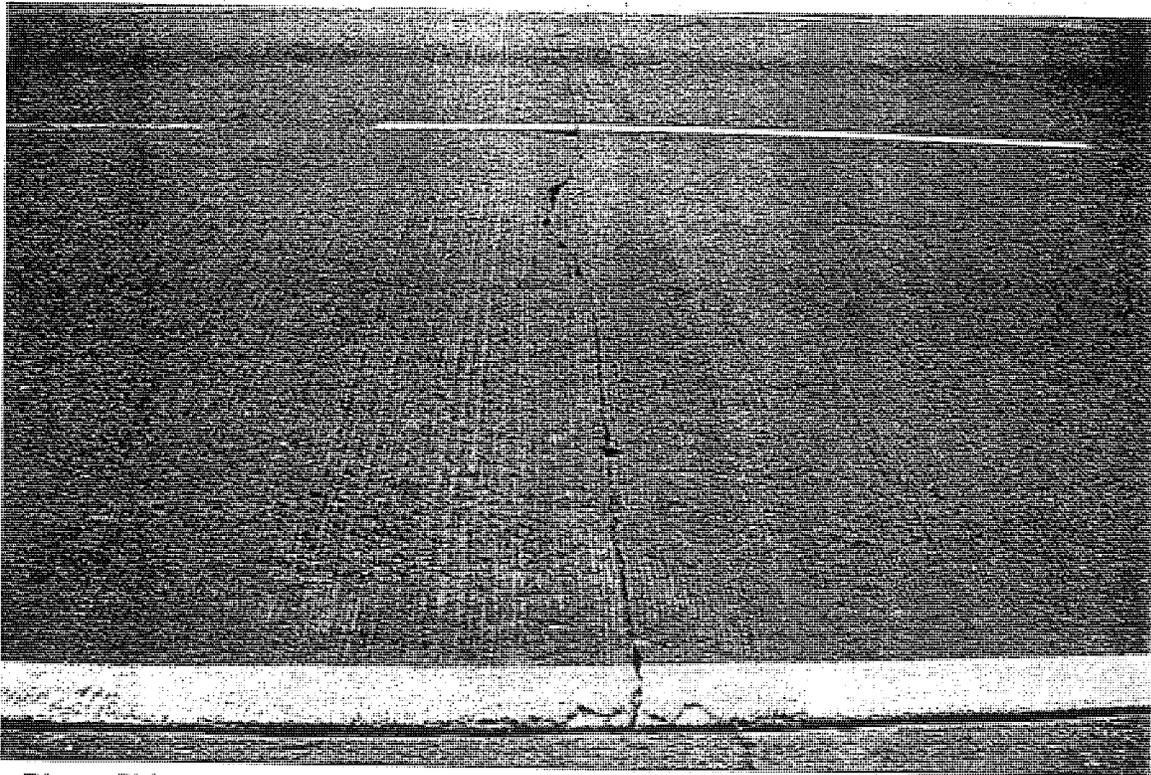
*Photo C27. A midslab crack along CSN# 19043-02234A, WB. The crack propagates from the intermediate shoulder joint, which is typical for this section.*



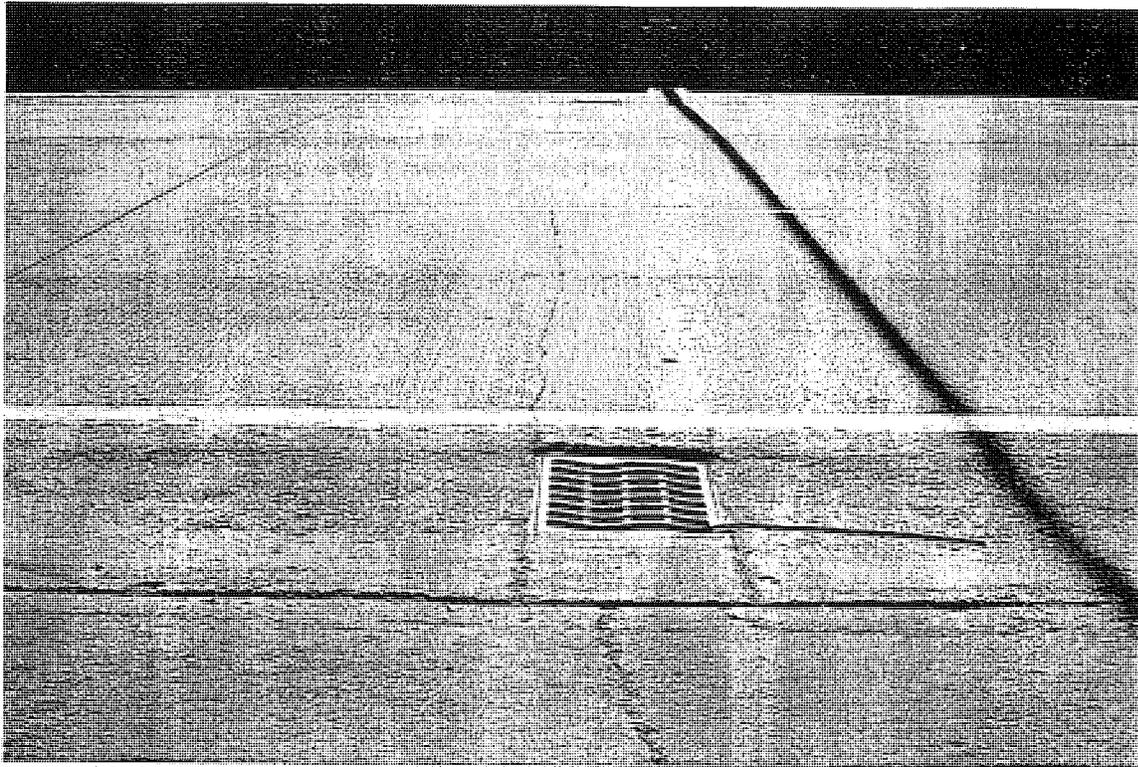
*Photo C28. A typical full width mid slab crack on CSN# 19043-02234A, WB. This crack was initiated by the third point intermediate shoulder joint seen at the bottom of the photo.*



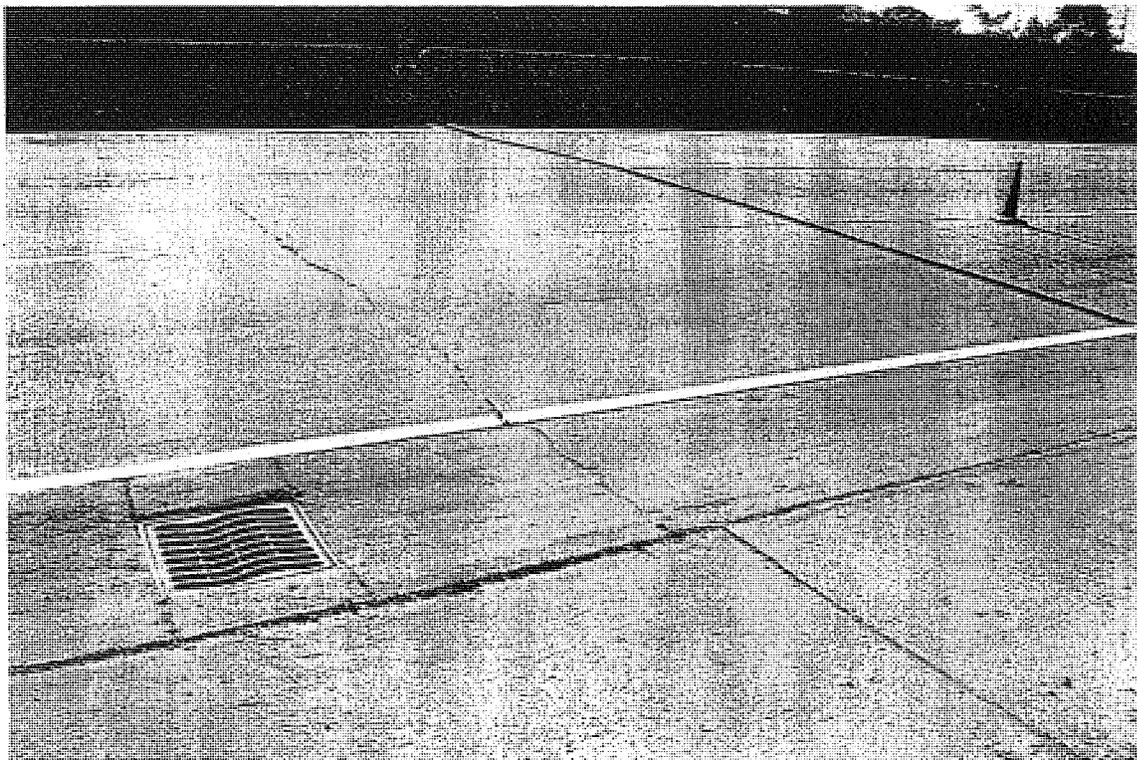
*Photo C29. An overview looking north on CSN# 25132-06582A SB. This photo shows the 3 lanes of traffic and the third point intermediate shoulder joints. The slab length is 44 ft in the driving lanes.*



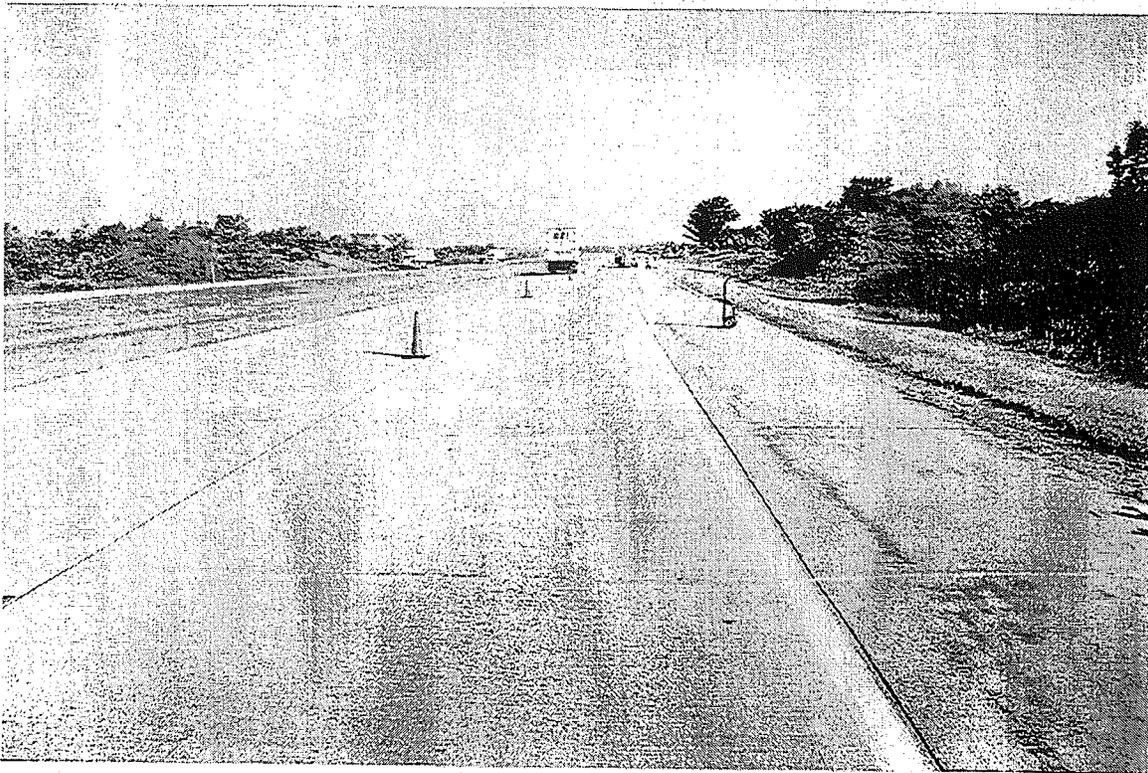
*Photo C30. A typical third point full width crack showing the beginnings of spalling on CSN# 25132-06582A SB.*



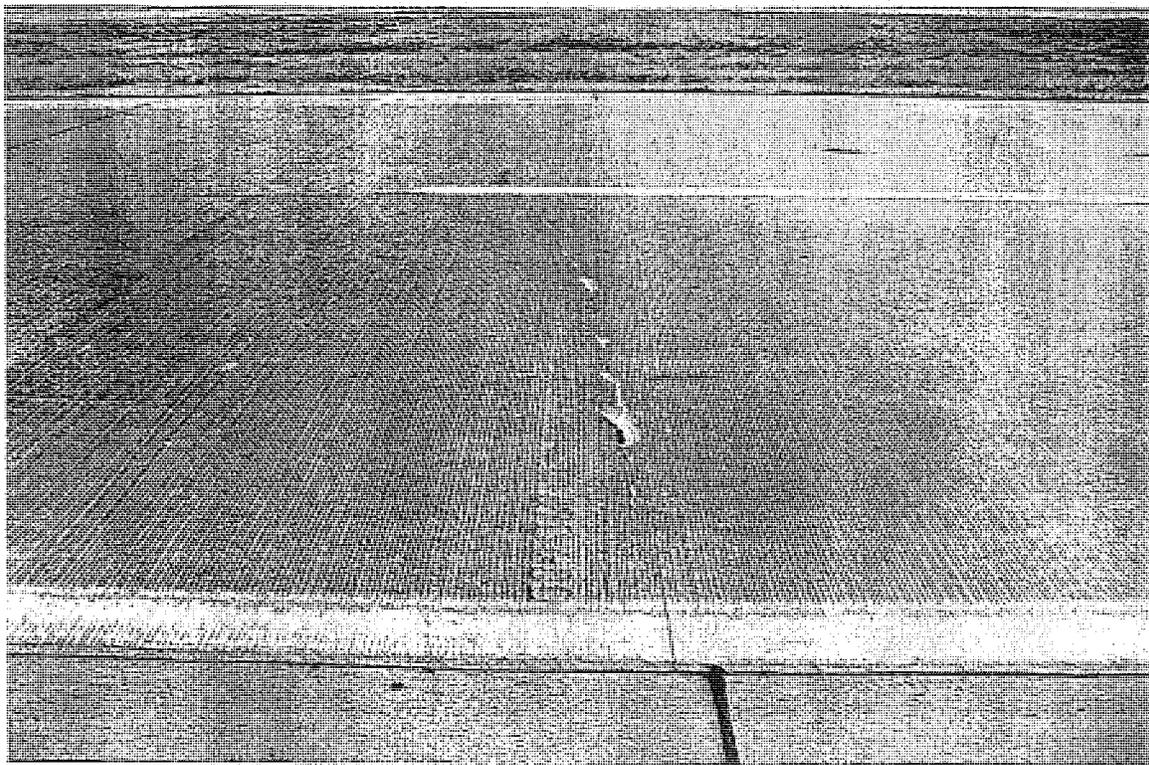
*Photo C31. A drainage structure that has induced a full width transverse crack on CSN# 25132-06582A SB.*



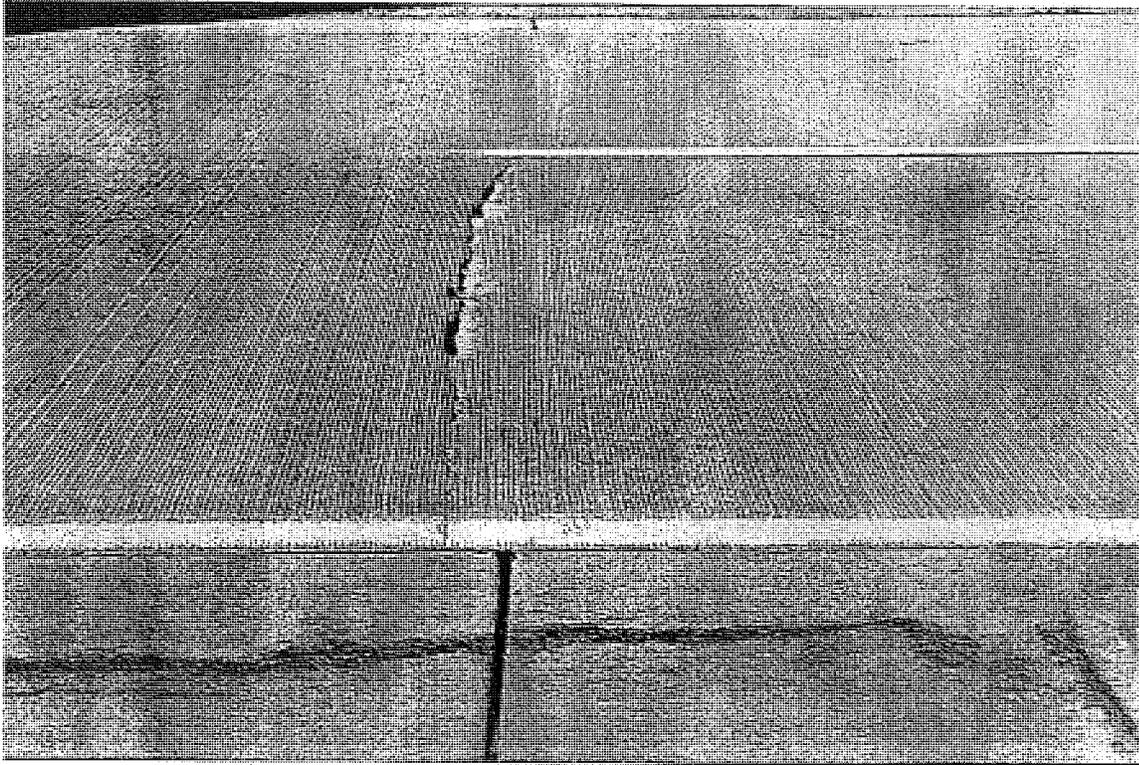
*Photo C32. A full width transverse crack induced by the third point intermediate shoulder joints on CSN# 25132-06582A SB.*



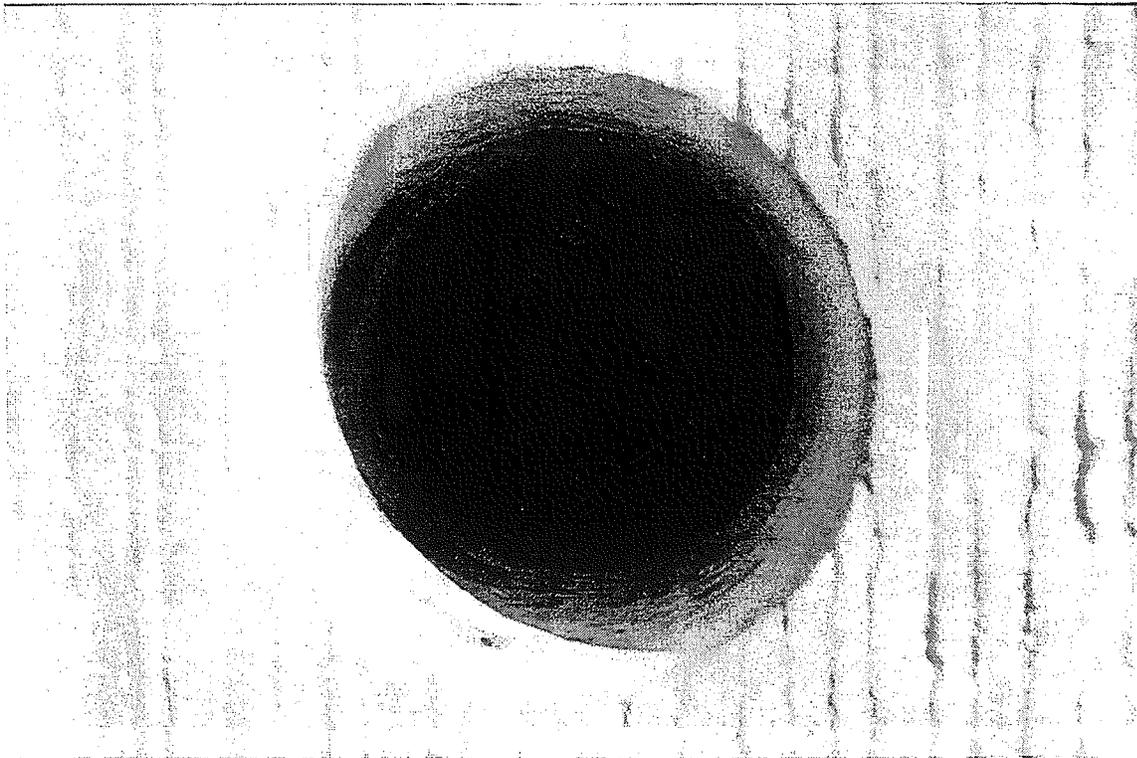
*Photo C33. An overview looking west on CSN# 44044-18804 WB, showing the intermediate shoulder joints. Slabs in the driving lanes are 41 ft long. Swamp vegetation in the ditches can be seen on the right side of the photo.*



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



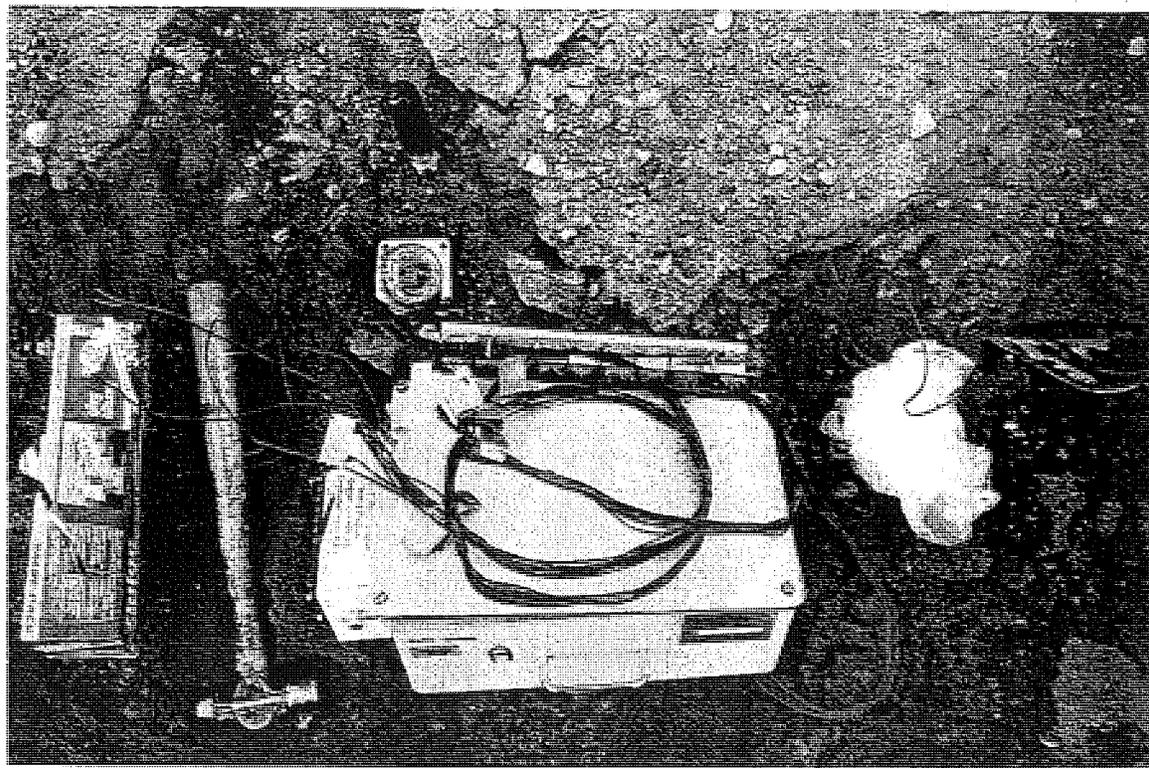
*Photo C35. A full width transverse crack on CSN# 44044-18804A WB. The crack is tight in the passing lane and is spalling in the truck lane. This crack, was induced by the intermediate shoulder joint.*



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



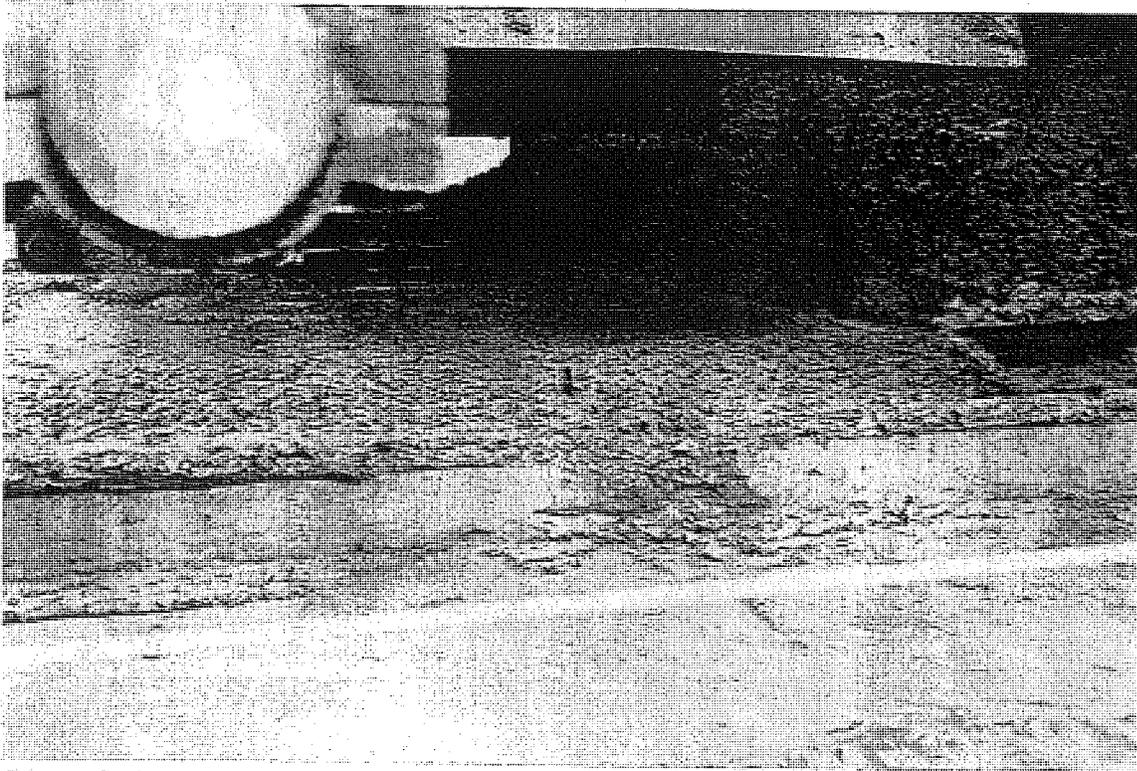
*Photo C37. An overview of CSN# 47065-28215A WB looking west, just prior to paving. The open graded drainage course and dowel cages are visible.*



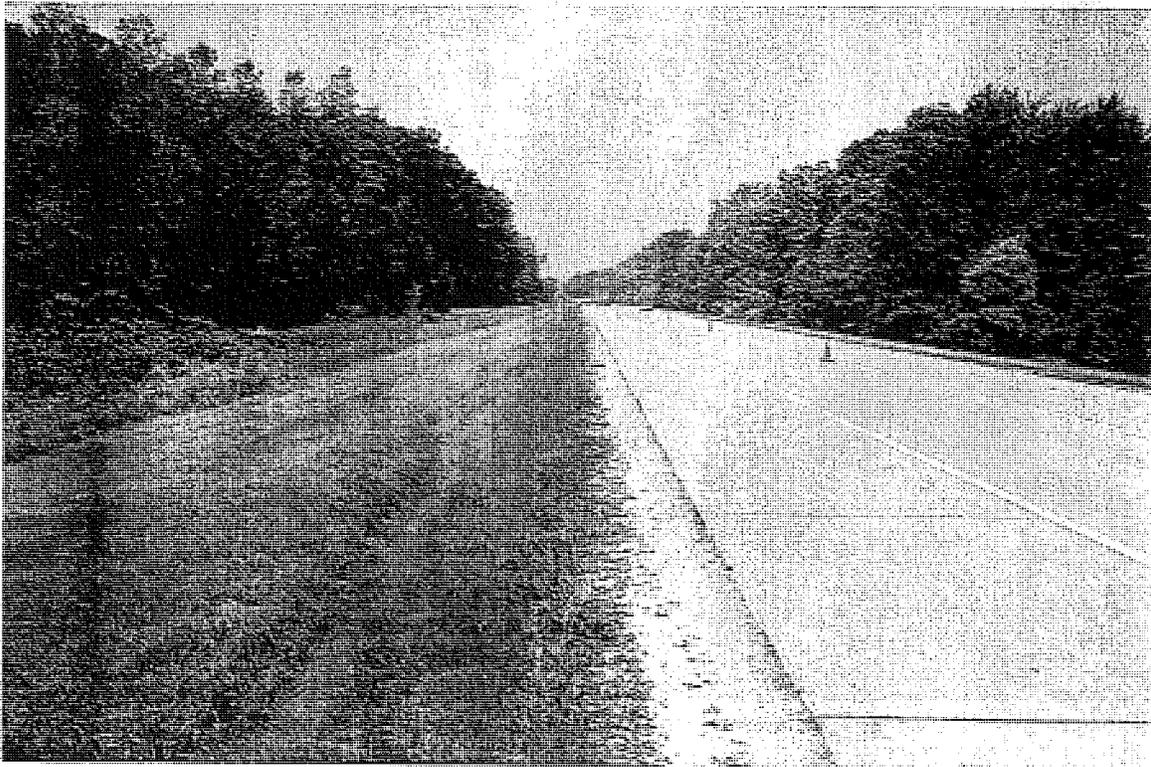
*Photo C38. A view of the temperature profile instrumentation prior to installation in the slab in CSN# 47065-28215A WB. The gray box is the data-acquisition system. Lying on the box is the thermocouple rig, with thermocouples spaced in one inch increments.*



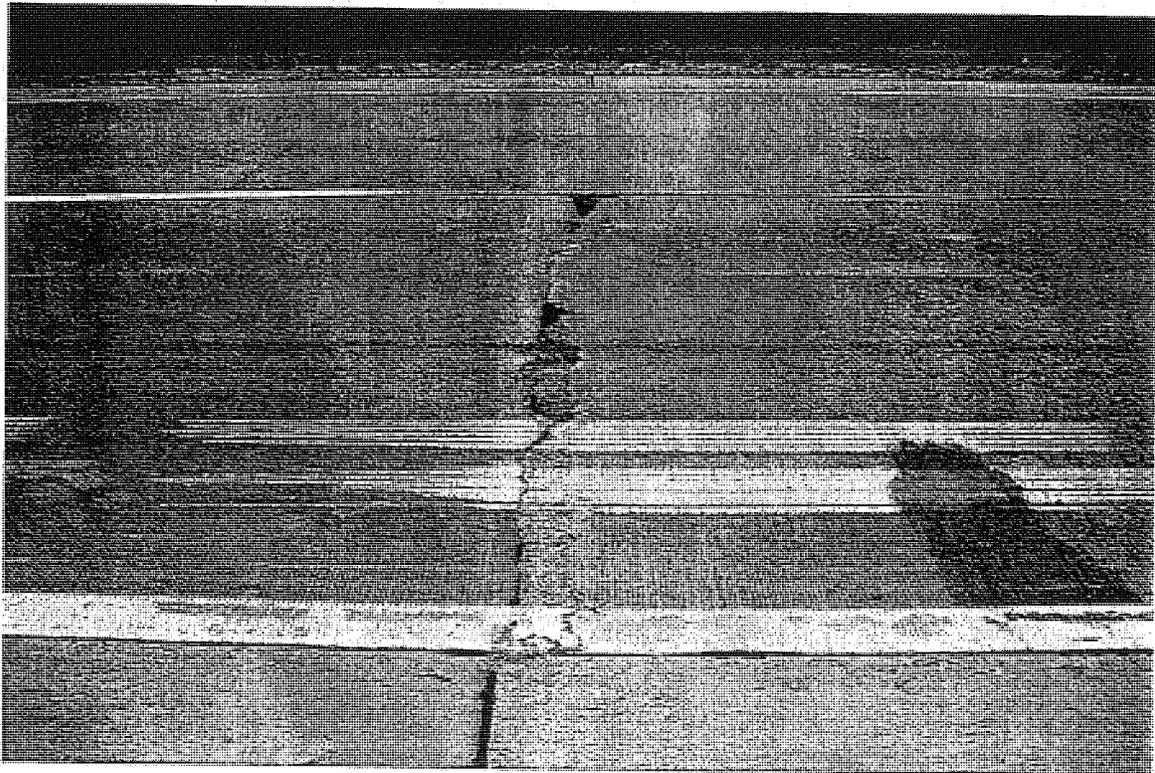
*Photo C39. A view of the thermocouple rig immediately after installation in CSN# 47065-28215A WB. The rig is installed between paving lifts, and the cables are buried to protect them from damage during the second paver pass.*



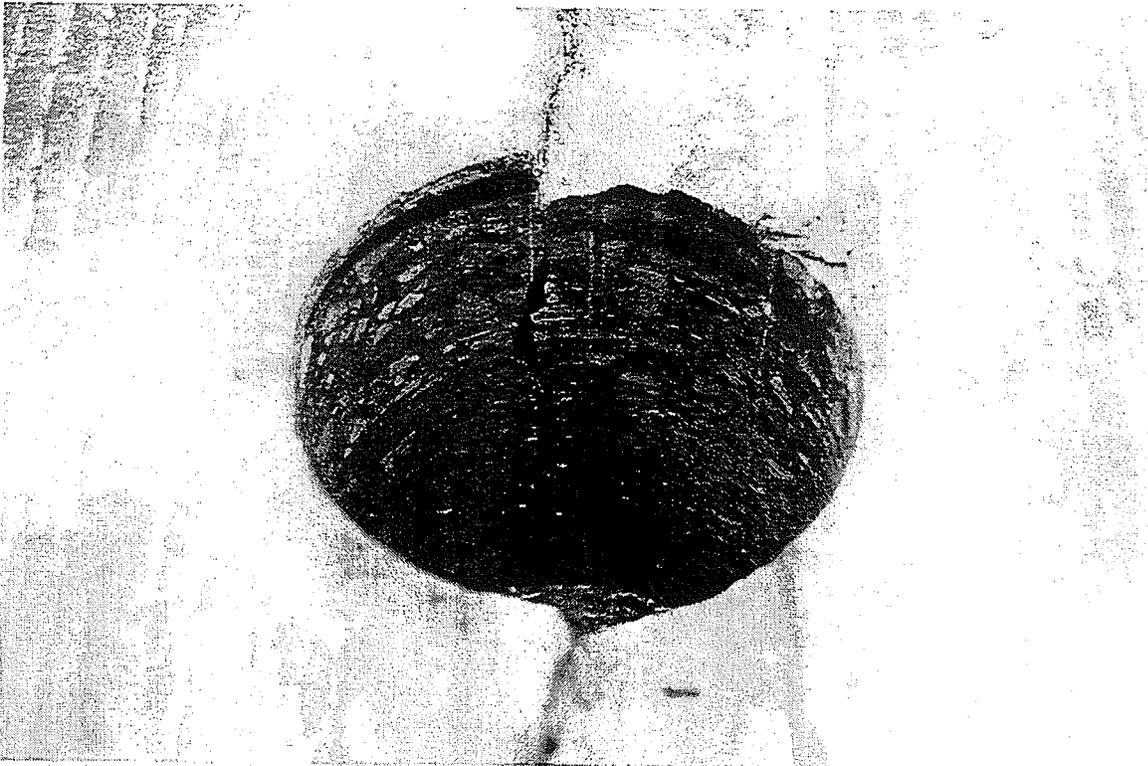
*Photo C40. A view of the thermocouple rig in CSN# 47065-28215A WB as the second paving lift is being applied. After paving the position of the rig is checked prior to final finishing of the slab. Temperature data collection begins immediately thereafter.*



*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.*



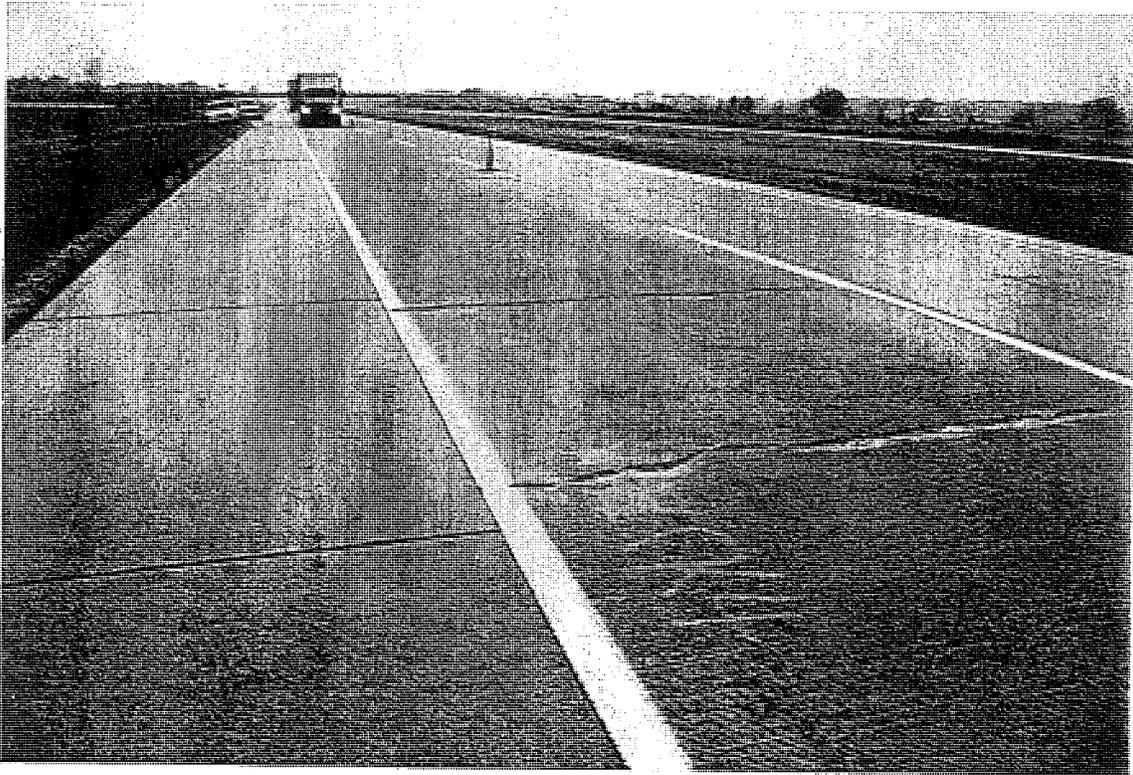
*Photo C42. A transverse crack at a third point intermediate shoulder joint on CSN# 77023-21586 EB. Severe spalling is present in the truck lane and has been cold patched.*



*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.*



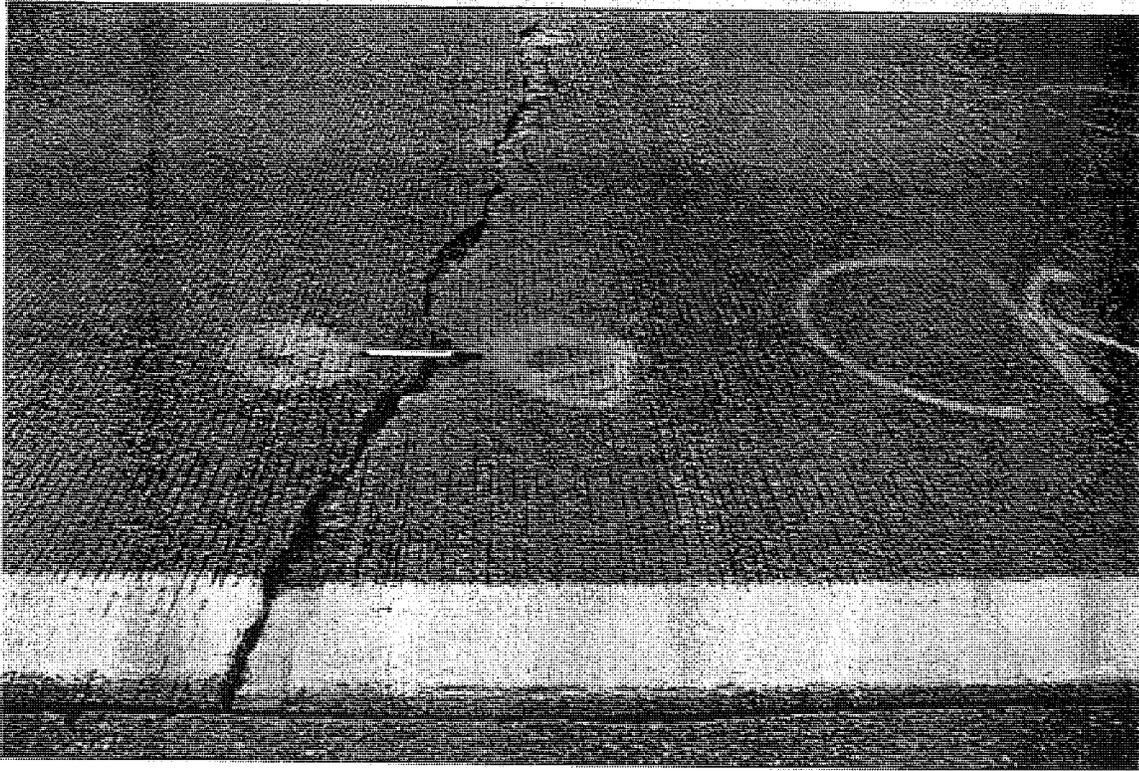
*Photo C44. A drainage structure that is clogged with sand and debris on CSN# 77023-21586A EB.*



*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.*



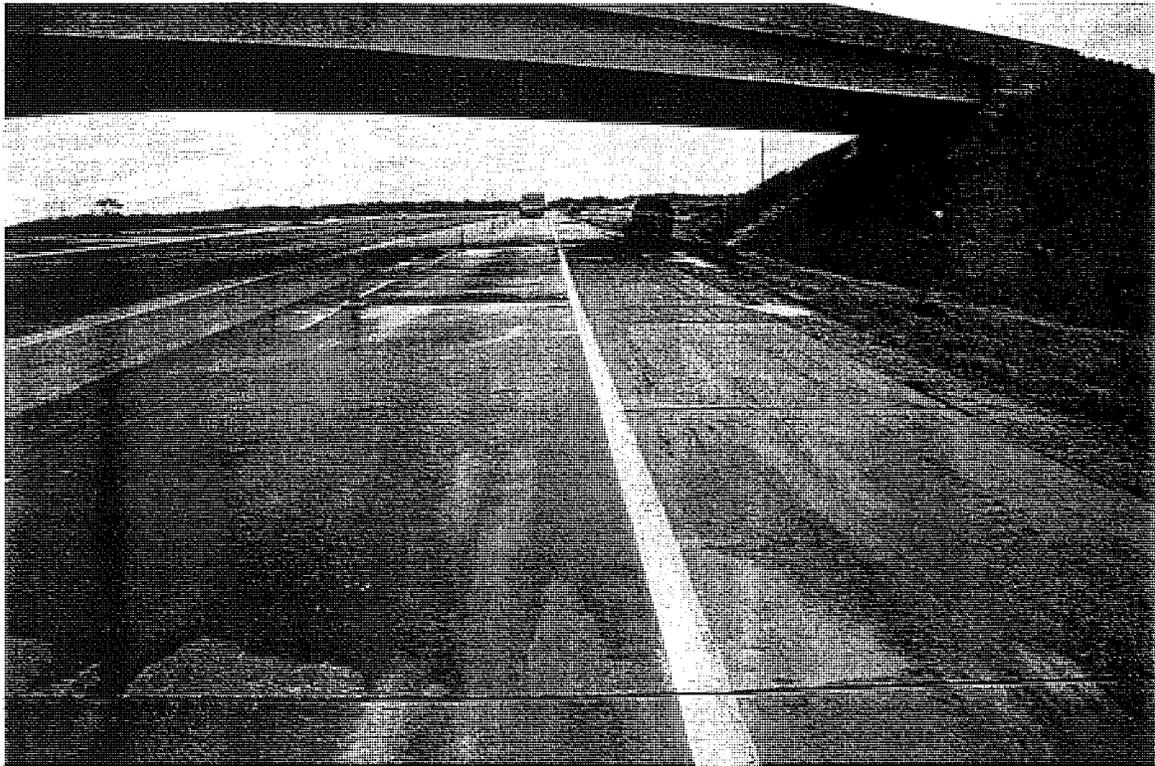
*Photo C46. A severely spalled and faulted transverse crack in CSN# 77024-20821A (Section A), EB.*



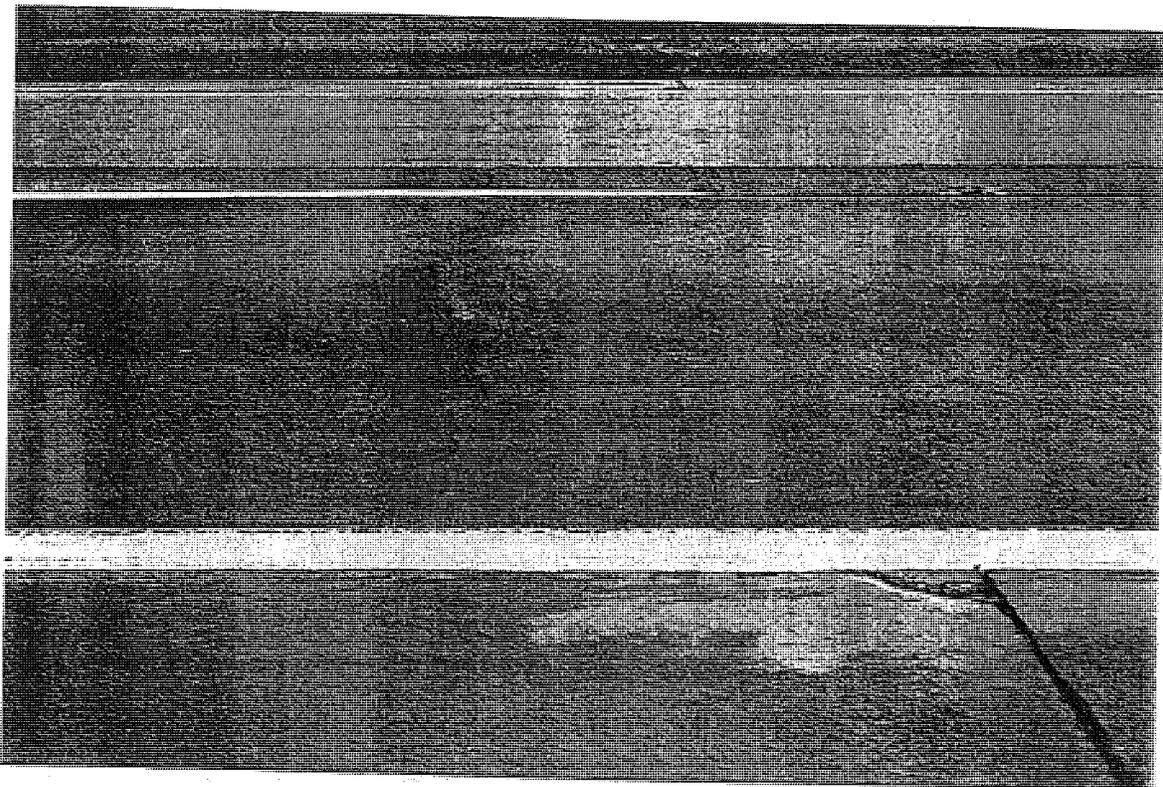
*Photo C47. A typical transverse crack on CSN# 77024-20821A (Section A), EB, showing severe spalling and faulting.*



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



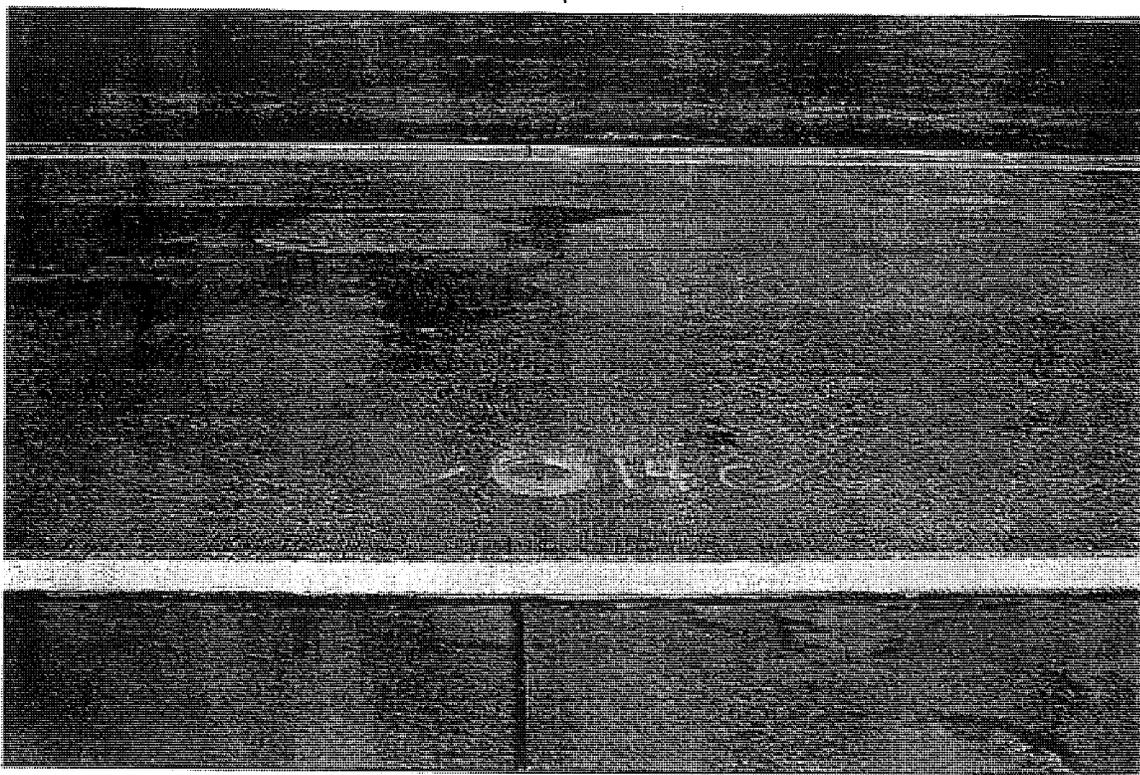
*Photo C49. An overview looking east on CSN# 77024-17988A (Section B), EB. The third point intermediate shoulder joints can be seen. Slabs are 41 ft long in the driving lanes.*



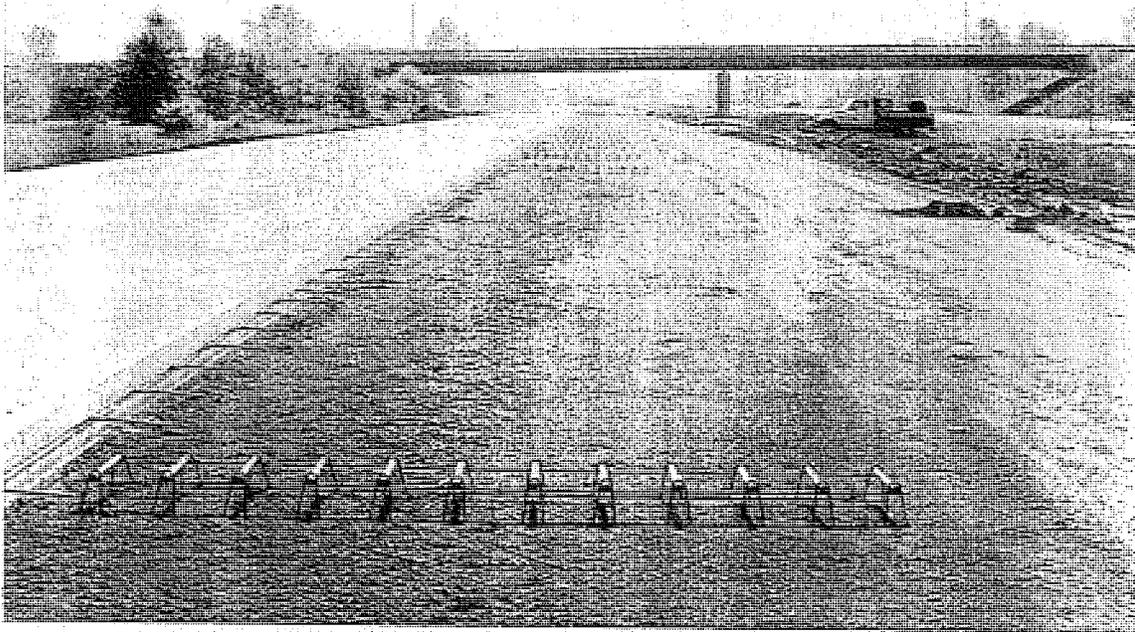
*Photo C50. A typical third point transverse crack on CSN# 77024-17988A, (Section B), EB. The beginnings of spalling are visible here.*



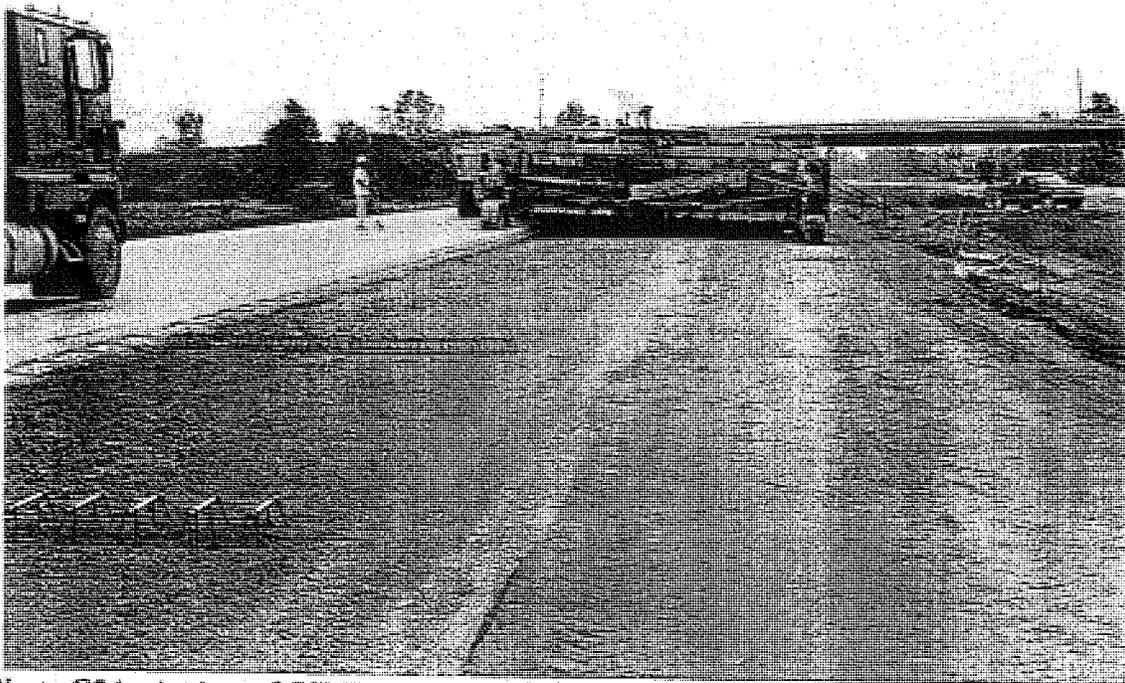
*Photo C51. A tight transverse crack induced by the intermediate shoulder joint on CSN# 77024-17988A, (Section B), EB.*



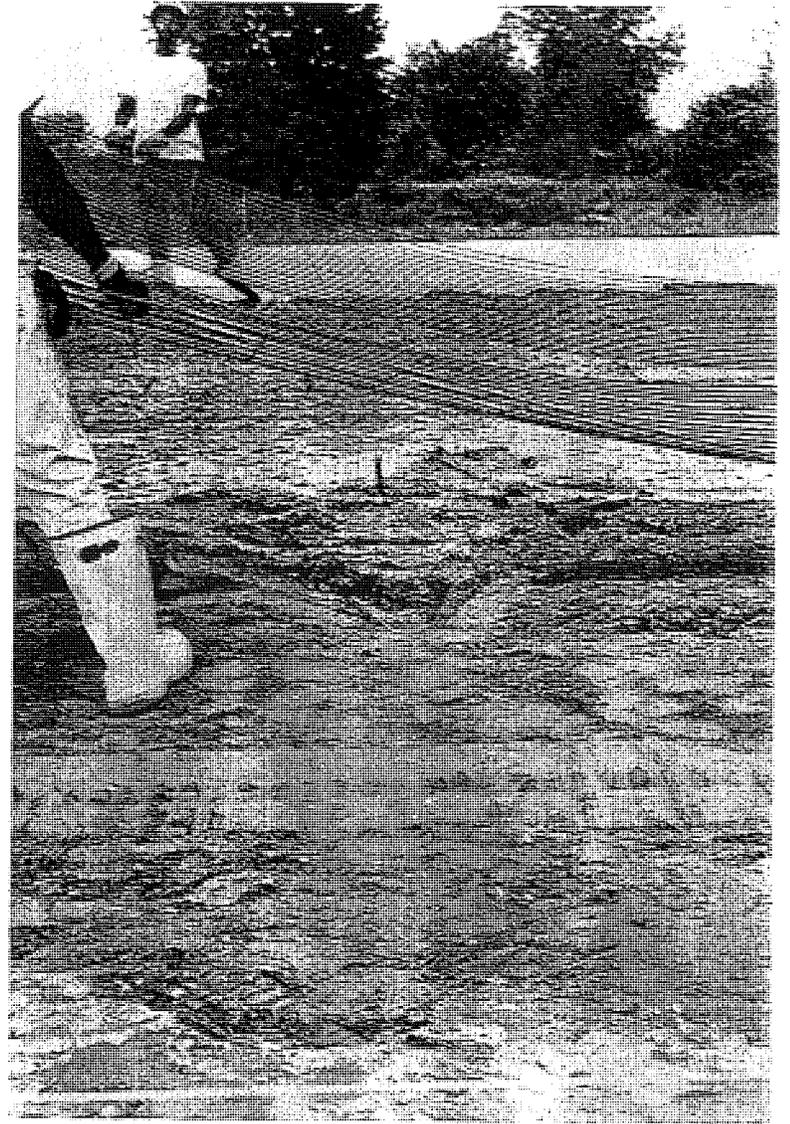
*Photo C52. A typical transverse crack on CSN# 77024-17988A, (Section B), EB. Showing the location of core 14.*



*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**