

Project Profile

General Project Information

Project Location: US 27 Lansing, Michigan
Date Placed: August 12, 2002
Traffic: 1870 ADT, 12.5% trucks
 Approx. 2.8 million 20-yr ESALs

Existing Surface Condition

Previous Condition: PCC with variable depth HMA overlay; cracks full width of pavement

Surface Preparation: 3½" of the HMA overlay was milled, leaving 2-4" of old HMA



Pre-Project Surface



Interlayer Construction Over Milled Surface

Strata® Section

Interlayer thickness: 1"
Overlay mix type: MI 5E3-H (nominal maximum 3/8")
Overlay Thickness: 2.5"
Overlay PG used: PG 70-28

Control Section

Control Sections Placed: 3.5" overlay
Overlay mix type: 2" MI 4E3-H (nominal maximum 1/2"), 1.5" MI 5E3-H (nominal maximum 3/8")
Overlay PG used: PG 70-28

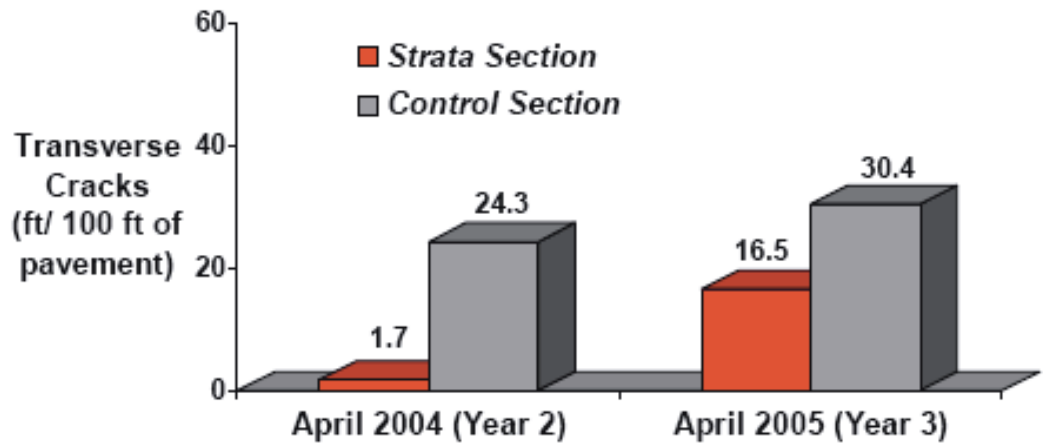
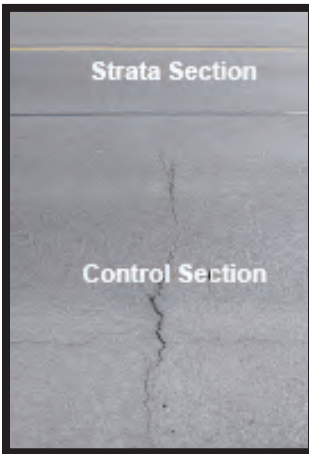


Project Layout

The Strata® section was in the passing lane, while the control section without the Strata® interlayer was in the driving lane.

Performance Data

Crack counts were performed in April 2004 and April 2005. The data represents the average lineal feet of cracking per 100 ft section of pavement. The graph shows the reflective cracking in the control section is significantly higher than in the Strata® section, and the photo shows a typical crack in the control section stopping at the Strata® section.



For more information about the Strata® reflective crack relief system or other solutions to your paving needs, contact your local Road Science™ representative.

