

Caltrans / UCPRC HVS Test Sections												
Section	Location	Objectives	Started	Ended	Total Reps	Repetitions	E80s	Tire	Tire Pressure	Load	Traffic	Temp control
500RF	RFS 280	Goal 1	03/05/1995	09/11/1995	2 572 732	122 421	122 421	Dual	690	40	Bi	Air
						56 004	1 029 307	Dual	690	80	Bi	Air
						2 394 307	112 338 306	Dual	690	100	Bi	Air
501RF	RFS 280	Goal 1	20/11/1995	16/03/1997	1 445 201	137 768	137 768	Dual	690	40	Bi	20
						50 204	922 708	Dual	690	80	Bi	20
						1 257 229	58 987 831	Dual	690	100	Bi	20
502CT	RFS 280	Goal 1	05/12/1995	30/01/1997	2 673 589	125 023	125 023	Dual	690	40	Bi	20
						49 996	918 885	Dual	690	80	Bi	20
						2 498 570	117 230 214	Dual	690	100	Bi	20
503RF	RFS 280	Goal 1	05/03/1996	31/01/1997	1 911 823	133 193	133 193	Dual	690	40	Bi	20
						45 811	841 968	Dual	690	80	Bi	20
						1 732 819	81 302 002	Dual	690	100	Bi	20
504RF	RFS 280	Goal 3 - Rutting Study	18/03/1997	25/03/1997	42 522	42 522	42 522	Super	760	40	Uni	45
505RF	RFS 280	Goal 3 - Rutting Study	09/04/1997	27/04/1997	91 354	91 354	91 354	Dual	620	40	Uni	50
506RF	RFS 280	Goal 3 - Rutting Study	30/04/1997	13/05/1997	82 867	82 867	82 867	Dual	720	40	Uni	50
507RF	RFS 280	Goal 3 - Rutting Study	14/05/1997	27/05/1997	56 588	56 588	56 588	Super	760	40	Uni	50
508RF	RFS 280	Goal 3 - Rutting Study	28/05/1997	09/06/1997	61 713	61 713	61 713	Super	760	40	Uni	50
509RF	RFS 280	Goal 3 - Rutting Study	10/06/1997	23/06/1997	93 739	93 739	93 739	Dual	720	40	Uni	50
510RF	RFS 280	Goal 3 - Rutting Study	24/06/1997	07/07/1997	93 154	93 154	93 154	Dual	720	40	Uni	50
511RF	RFS 280	Goal 3 - Rutting Study	08/07/1997	14/07/1997	36 418	36 418	36 418	Super	760	40	Uni	50
512RF	RFS 280	Goal 3 - Rutting Study	15/07/1997	04/08/1997	170 988	170 988	170 988	Super	760	40	Uni	40
513RF	RFS 280	Goal 3 - Rutting Study	05/08/1997	07/08/1997	3 033	3 033	142 305	Aircraft	1040	100	Bi	50
514RF	RFS 280	Goal 3 - Fatigue Study	08/09/1997	22/12/1997	1 666 039	148 257	148 257	Dual	690	40	Bi	20
						112 467	2 067 051	Dual	690	80	Bi	20
						1 405 315	65 935 867	Dual	690	100	Bi	20
515RF	RFS 280	Goal 3 - Fatigue Study	21/01/1998	06/07/1998	2 410 896	95 312	95 312	Dual	690	40	Bi	20
						221 628	4 073 340	Dual	690	80	Bi	20
						2 093 956	98 246 161	Dual	690	100	Bi	20
516CT	RFS 280	CAL/APT Goal LLPRS--Rigid Phase III	16/03/1998	08/04/1998	189 085	189 085	1 038 103	Dual	690	60	Bi	20
517RF	RFS 280	Goal 3 - Fatigue Study	23/07/1998	23/12/1998	2 345 838	113 867	113 867	Dual	690	40	Bi	20
						194 784	3 579 969	Dual	690	80	Bi	20
						2 037 187	95 582 620	Dual	690	100	Bi	20
518RF	RFS 280	Goal 3 - Fatigue Study	13/01/1999	08/05/1999	1 632 343	108 052	108 052	Dual	690	40	Bi	20
						100 330	1 843 982	Dual	690	80	Bi	20
						1 423 961	66 810 717	Dual	690	100	Bi	20
519FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	15/07/1998	19/07/1998	60 163	60 163	8 357	Dual	690	25	Bi	20
520FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	23/07/1998	28/07/1998	60 100	40 000	22 829	Dual	690	35	Bi	20
						20 100	943 070	Dual	690	100	Bi	20
521FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	10/08/1998	28/08/1998	168 319	157 719	8 581	Dual	690	20	Bi	20
						10 600	194 819	Dual	690	80	Bi	20
522FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	02/09/1998	02/09/1998	0	0	0	Dual	690	0	Bi	20
523FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	14/09/1998	29/09/1998	151 151	151 151	247 886	Dual	690	45	Bi	20
524FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	02/10/1998	13/10/1998	119 784	119 784	196 444	Dual	690	45	Bi	20
525FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	15/10/1998	16/10/1998	5 000	5 000	8 200	Dual	690	45	Bi	20
526FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	19/10/1998	22/10/1998	23 625	23 625	559 824	Dual	690	85	Bi	20

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Section	Location	Objectives	Started	Ended	Total Reps	Repetitions	E80s	Tire	Tire Pressure	Load	Traffic	Temp control
527FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	26/10/1998	21/01/1999	1 218 163	723 438	412 891	Dual	690	35	Bi	20
						494 725	494 725	Dual	690	40	Bi	20
528FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	27/01/1999	02/02/1999	83 045	83 045	83 045	Dual	690	40	Bi	20
529FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	07/02/1999	04/03/1999	352 324	88 190	88 190	Dual	690	40	Bi	20
						264 134	1 450 132	Dual	690	60	Bi	20
530FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	10/03/1999	14/05/1999	846 845	64 227	64 227	Dual	690	40	Bi	20
						752 448	4 131 044	Dual	690	60	Bi	20
						30 170	909 373	Dual	690	90	Bi	20
531FD	Palmdale ST	CAL/APT LLPRS-Rigid Phase III	17/05/1999	21/05/1999	65 315	31 318	31 318	Dual	690	40	Bi	20
						33 997	356 616	Dual	690	70	Bi	20
532FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	07/06/1999	26/07/1999	389 016	33 086	33 086	Dual	690	40	Bi	20
						355 930	3 733 571	Dual	690	70	Bi	20
533FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	06/08/1999	01/11/1999	742 298	88 328	88 328	Dual	690	40	Bi	20
						420 005	4 405 693	Dual	690	70	Bi	20
						233 965	7 052 084	Dual	690	90	Bi	20
534FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	07/12/1999	15/03/2000	1 327 589	126 590	126 590	Dual	690	40	Bi	20
						863 761	9 060 526	Dual	690	70	Bi	20
						337 238	10 164 899	Dual	690	90	Bi	20
535FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	17/03/2000	04/04/2000	151 896	71 595	71 595	Dual	690	40	Bi	20
						80 301	2 420 402	Dual	690	90	Bi	20
536FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	07/04/2000	12/07/2000	1 061 946	28 350	28 350	Dual	690	40	Bi	20
						791 819	23 866 707	Dual	690	90	Bi	20
						241 777	62 279 671	Aircraft	1100	150	Bi	20
537FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	13/07/2000	19/08/2000	443 053	67 547	67 547	Dual	690	40	Bi	20
						320 504	9 660 509	Dual	690	90	Bi	20
						55 002	14 168 041	Aircraft	1100	150	Bi	20
538FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	28/12/2000	18/01/2001	228 543	38 893	38 893	Dual	690	40	Bi	20
						189 650	5 716 358	Dual	690	90	Bi	20
539FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	25/08/2000	29/09/2000	376 559	71 055	71 055	Dual	690	40	Bi	20
						305 504	9 208 385	Dual	690	90	Bi	20
540FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	03/10/2000	28/11/2000	591 500	57 040	57 040	Dual	690	40	Bi	20
						392 062	11 817 383	Dual	690	90	Bi	20
						142 398	36 680 497	Aircraft	1100	150	Bi	20
541FD	Palmdale NT	CAL/APT LLPRS-Rigid Phase III	29/11/2000	14/06/2003	1 751 725	46 577	46 577	Dual	690	40	Bi	20
						168 547	5 080 279	Dual	690	90	Bi	20
						110 001	28 335 309	Aircraft	1100	150	Uni	20
						1 426 600	367 479 862	Aircraft	1100	150	Uni	20
543RF	RFS 280	Goal 5	11/11/1999	03/03/2000	1 197 685	236 588	236 588	Dual	690	40	Bi	20
						259 581	4 770 884	Dual	690	80	Bi	20
						701 516	32 914 375	Dual	690	100	Bi	20
544RF	RFS 280	Goal 5	08/03/2000	05/06/2000	1 105 123	147 583	147 583	Dual	690	40	Bi	20
						210 837	3 875 010	Dual	690	80	Bi	20
						746 703	35 034 501	Dual	690	100	Bi	20
545RF	RFS 280	Goal 5	18/04/2001	13/07/2001	741 922	147 000	807 050	Dual	690	60	Bi	20
						176 314	3 240 506	Dual	690	80	Bi	20
						418 608	19 640 637	Dual	690	100	Bi	20

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Section	Location	Objectives	Started	Ended	Total Reps	Repetitions	E80s	Tire	Tire Pressure	Load	Traffic	Temp control
546RF	RFS 280	I-710 Rutting Study	28/06/2000	31/07/2000	162 096	162 096	162 096	Dual	720	40	Uni	50
547RF	RFS 280	I-710 Rutting Study (test stopped due to	02/08/2000	06/08/2000	4 000	4 000	4 000	Dual	720	40	Uni	50
551RF	RFS 280	Goal 6 - Reflection Cracking	05/08/2004	22/11/2004	1 710 259	100 002	549 025	Dual	690	60	Bi	20
						1 610 257	48 535 753	Dual	690	90	Bi	20
552RF	RFS 280	Goal 6 - Reflection Cracking	30/07/2001	07/01/2002	1 674 001	261 000	1 432 926	Dual	690	60	Bi	20
						1 413 000	66 296 438	Dual	690	100	Bi	20
553FD	Ukiah	Goal 7 - DBR	29/03/2001	04/05/2001	433 986	73 984	73 984	Dual	690	40	Bi	20
						360 002	10 851 043	Dual	690	90	Bi	20
554FD	Ukiah	Goal 7 - DBR	23/02/2001	29/03/2001	472 578	92 577	92 577	Dual	690	40	Bi	20
						380 001	11 453 845	Dual	690	90	Bi	20
555FD	Ukiah	Goal 7 - DBR	06/02/2001	23/02/2001	173 527	76 657	76 657	Dual	690	40	Bi	20
						96 870	2 919 819	Dual	690	90	Bi	20
556FD	Palmdale DBF	Goal 7 - DBR	27/03/2002	21/08/2002	2 081 643	81 202	445 810	Dual	690	60	Bi	20
						338 200	10 193 896	Dual	690	90	Bi	20
						1 662 241	428 178 952	Aircraft	1500	150	Bi	20
557FD	Palmdale DBF	Goal 7 - DBR	15/08/2002	24/10/2002	1 121 600	68 806	377 754	Dual	690	60	Uni	20
						195 826	5 902 513	Dual	690	90	Uni	20
						856 968	220 747 569	Aircraft	1100	150	Uni	20
558FD	Palmdale DBF	Goal 7 - DBR	25/10/2001	26/03/2002	4 168 225	660 293	19 902 300	Dual	690	90	Bi	20
						755 982	4 150 446	Dual	690	60	Bi	20
						543 372	16 378 112	Dual	690	90	Bi	20
						1 830 879	471 618 647	Aircraft	1450	150	Bi	20
						340 000	87 581 069	Aircraft	1450	150	Uni	20
						20 000	109 803	Aircraft	1450	60	Uni	20
						17 699	4 559 110	Aircraft	1450	150	Uni	20
559FD	Palmdale DBF	Goal 7 - DBR	30/10/2002	18/03/2003	2 001 497	71 028	389 954	Dual	690	60	Uni	20
						1 158 876	34 930 399	Aircraft	690	90	Uni	20
						771 593	198 755 705	Aircraft	1440	150	Uni	20
567RF	RFS MB Road	4.10 - Goal 9 - Initial Fatigue Study	21/12/2001	07/01/2002	78 500	78 500	430 976	Dual	720	60	Bi	20
568RF	RFS MB Road	4.10 - Goal 9 - Initial Fatigue Study	14/01/2002	12/02/2002	377 556	377 556	2 072 835	Dual	720	60	Bi	20
569RF	RFS MB Road	4.10 - Goal 9 - Initial Fatigue Study	25/03/2003	11/04/2003	217 116	217 116	1 191 997	Dual	720	60	Bi	20
571RF	RFS MB Road	4.10 - Goal 9 - Initial Fatigue Study	12/07/2002	02/10/2002	1 101 553	1 101 553	6 047 678	Dual	720	60	Bi	20
572RF	RFS MB Road	4.10 - Goal 9 - Initial Fatigue Study	23/01/2003	12/03/2003	537 074	537 074	2 948 611	Dual	720	60	Bi	20
573RF	RFS MB Road	4.10 - Goal 9 - Initial Fatigue Study	19/03/2002	08/07/2002	983 982	983 982	983 982	Dual	720	60	Bi	20
574RF	RFS MB Road	Instrumentation Test Seciton	30/06/2007	07/07/2007	13 000	13 000	71 372	Dual	720	40	Bi	20
575RF	RFS 280	I-710 Rutting Study	30/10/2002	16/12/2002	167 481	167 481	919 494	Dual	720	60	Bi	20
576RF	RFS 280	I-710 Rutting Study	21/04/2003	23/06/2003	458 073	458 073	2 514 884	Dual	720	60	Uni	20
580RF	RFS MB Road	4.10 - Goal 9 - MB Rutting Study	29/09/2003	01/10/2003	2 000	2 000	10 980	Dual	720	60	Uni	50
581RF	RFS MB Road	4.10 - Goal 9 - MB Rutting Study	15/09/2003	19/09/2003	7 600	7 600	41 725	Dual	720	60	Uni	50
582RF	RFS MB Road	4.10 - Goal 9 - MB Rutting Study	04/09/2003	09/09/2003	18 564	18 564	101 919	Dual	720	60	Uni	50
583RF	RFS MB Road	4.10 - Goal 9 - MB Rutting Study	08/12/2003	16/12/2003	15 000	15 000	82 352	Dual	720	60	Uni	50
584RF	RFS MB Road	4.10 - Goal 9 - MB Rutting Study	13/11/2003	26/11/2003	34 800	34 800	191 057	Dual	720	60	Uni	50
585RF	RFS MB Road	4.10 - Goal 9 - MB Rutting Study	10/10/2003	20/10/2003	3 000	3 000	16 470	Dual	720	60	Uni	50
586RF	RFS MB Road	4.10 - Goal 9 - MB Reflection Cracking	25/05/2006	21/11/2006	2 492 387	215 000	1 180 380	Dual	720	60	Bi	20
						590 000	10 843 712	Dual	720	80	Bi	20
						195 000	5 877 616	Dual	720	90	Bi	20
						1 492 387	70 021 191	Dual	720	100	Bi	15

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Section	Location	Objectives	Started	Ended	Total Reps	Repetitions	E80s	Tire	Tire Pressure	Load	Traffic	Temp control
587RF	RFS MB Road	4.10 - Goal 9 - MB Reflection Cracking	15/03/2005	10/10/2005	2 024 793	208 896	1 146 868	Dual	720	60	Bi	20
						201 359	3 700 812	Dual	720	80	Bi	20
						589 745	17 775 869	Dual	720	90	Bi	20
						1 024 793	48 082 184	Dual	720	100	Bi	15
588RF	RFS MB Road	4.10 - Goal 9 - MB Reflection Cracking	02/11/2005	11/04/2006	1 410 000	215 000	1 180 380	Dual	720	60	Bi	20
						588 600	10 817 982	Dual	720	80	Bi	20
						202 000	6 088 607	Dual	720	90	Bi	20
						404 400	18 974 013	Dual	720	100	Bi	15
589RF	RFS MB Road	4.10 - Goal 9 - MB Reflection Cracking	23/06/2004	08/02/2005	2 086 004	215 000	1 180 380	Dual	720	60	Bi	20
						594 803	10 931 988	Dual	720	80	Bi	20
						192 197	5 793 129	Dual	720	90	Bi	20
						1 084 004	50 860 300	Dual	720	100	Bi	15
590RF	RFS MB Road	4.10 - Goal 9 - MB Reflection Cracking	13/01/2004	16/06/2004	1 981 365	1 071 004	5 879 960	Dual	720	60	Bi	20
						189 160	3 476 604	Dual	720	80	Bi	20
						368 894	11 119 062	Dual	720	90	Bi	20
						352 307	16 529 865	Dual	720	100	Bi	15
591RF	RFS MB Road	4.10 - Goal 9 - MB Reflection Cracking	10/01/2007	25/06/2007	2 554 335	215 000	1 180 380	Dual	720	60	Bi	20
						586 596	10 781 150	Dual	720	80	Bi	20
						198 404	5 980 218	Dual	720	90	Bi	20
						1 554 335	72 927 724	Dual	720	100	Bi	15
592RF	RFS MB Road	4.1 - Temperature Damage Study	12/07/2007	01/08/2007	159 100	2 000	10 980	Dual	720	60	Bi	15
						66 550	66 550	Dual	720	40	Bi	15
						65 450	65 450	Dual	720	40	Bi	32
						25 100	25 100	Dual	720	40	Bi	32
593FD	Truckee	4.12 - Foamed Asphalt	18/07/2003	17/09/2003	300 000	300 000	1 647 042	Dual	690	60	Bi	20
594FD	Truckee	4.12 - Foamed Asphalt	01/10/2003	03/03/2004	1 042 100	1 042 100	5 721 273	Dual	690	60	Bi	20
595FD	Truckee	4.12 - Foamed Asphalt	18/03/2004	10/05/2004	487 452	487 452	2 676 179	Dual	690	60	Bi	20
596FD	Truckee	4.12 - Foamed Asphalt	11/05/2004	17/05/2004	34 042	34 042	186 895	Dual	690	60	Bi	20
597FD	Fontana	4.17 - Precast Slab Replacement	27/05/2005	28/08/2006	1 860 295	32 000	175 684	Dual	690	60	Uni	air
						152 198	835 588	Aircraft	1440	60	Uni	air
						147 878	2 717 875	Aircraft	1440	80	Uni	air
						210 067	21 196 644	Aircraft	1440	120	Uni	air
						729 116	187 813 996	Aircraft	1440	150	Uni	air
						125 455	688 765	Aircraft	1440	60	Uni	air
						194 389	9 120 523	Aircraft	1440	100	Uni	air
						51 637	13 301 246	Aircraft	1440	150	Uni	air
598FD	Fontana	4.17 - Precast Slab Replacement	30/05/2005	02/05/2006	3 491 467	217 555	56 040 293	Aircraft	1440	150	Bi	air
						307 965	1 690 770	Dual	690	60	Uni	air
						2 178 876	102 230 516	Dual	690	100	Uni	air
						95 947	2 891 998	Dual	690	90	Uni	air
						114 246	2 099 747	Dual	690	80	Uni	air
					794 433	37 273 941	Dual	690	100	Uni	air	

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600FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	17/10/2007	22/11/2007	195 000	185 000	185 000	Dual	690	40	Uni	50
						10 000	54 900	Dual	690	60	Uni	50
601FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	02/12/2007	19/12/2007	170 000	170 000	170 000	Dual	690	40	Uni	50
602FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	29/12/2007	22/01/2008	185 000	185 000	185 000	Dual	690	40	Uni	50
603FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	28/01/2008	22/03/2008	379 000	185 000	185 000	Dual	690	40	Uni	50
						100 000	549 014	Dual	690	60	Uni	50
						94 001	2 833 342	Dual	690	90	Uni	50
604FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	11/12/2009	19/02/2009	371 000	185 000	185 000	Dual	690	40	Uni	50
						80 000	439 200	Dual	690	60	Uni	50
						106 000	3 195 000	Dual	690	90	Uni	50
605FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	14/08/2008	24/11/2008	620 500	157 000	157 000	Dual	690	40	Uni	50
						32 000	175 700	Dual	690	60	Uni	50
						431 500	13 006 100	Dual	690	90	Uni	50
606FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	07/03/2009	24/04/2009	352 000	166 000	166 000	Dual	690	40	Uni	50
						118 000	647 800	Dual	690	60	Uni	50
						68 000	2 049 600	Dual	690	90	Uni	50
607FD	Watsonville	4.18 - Warm mix Asphalt Study - Phase	05/04/2009	18/06/2009	464 500	152 000	152 000	Dual	690	40	Uni	50
						137 000	752 000	Dual	690	60	Uni	50
						175 500	5 289 000	Dual	690	90	Uni	50
608FD	Watsonville	3.4 - Mechanistic empirical design	06/04/2009	26/04/2009	388 291	16 205	16 205	Dual	690	40	Bi	
						19 892	109 210	Dual	690	60	Bi	
						116 775	2 146 228	Dual	690	80	Bi	
						235 419	11 045 606	Dual	690	100	Bi	
<b>Totals</b>					<b>71 909 953</b>	<b>71 909 953</b>	<b>3 986 040 381</b>					