

The logo graphic consists of a stylized, three-dimensional diamond shape. The top half of the diamond is a light gray, and the bottom half is a darker gray, creating a sense of depth. A white, curved line sweeps across the top of the diamond, resembling a road or a stylized 'S' shape.

ROADSCANNERS

Advanced Tools for Infrastructure Design & Management

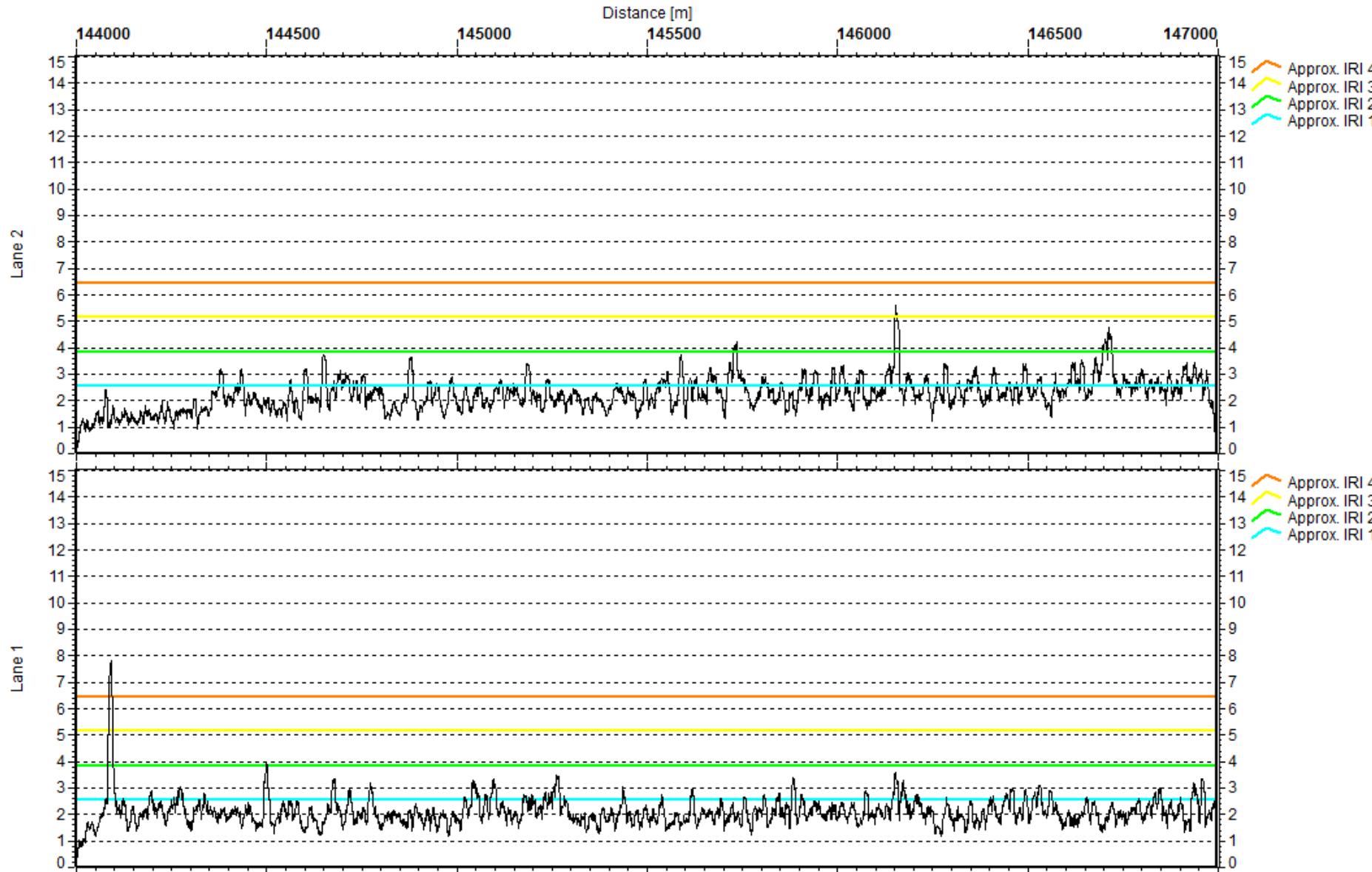
Section 8

Road 4, km 144-147



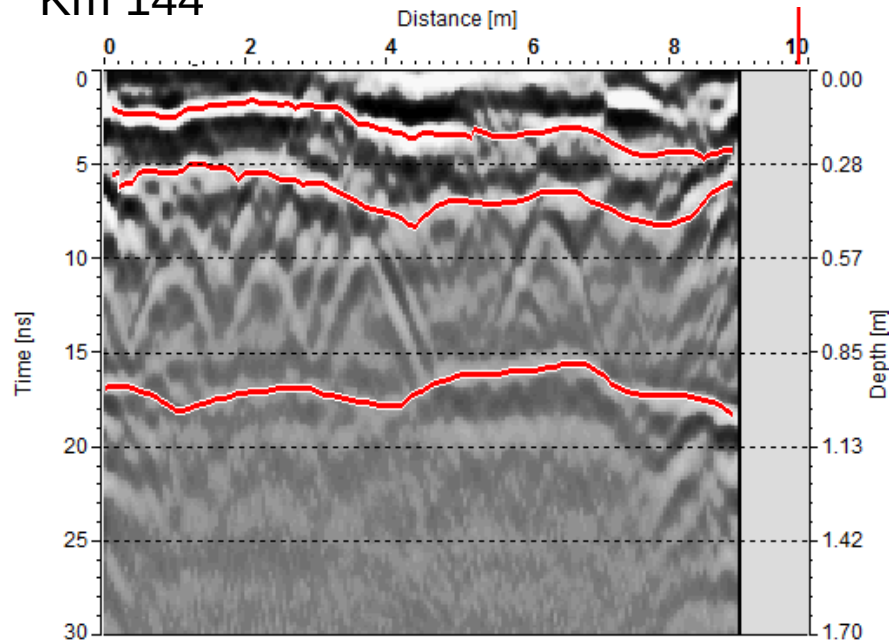
Roughness from Accelerometer Data

8_Road4_km144_147

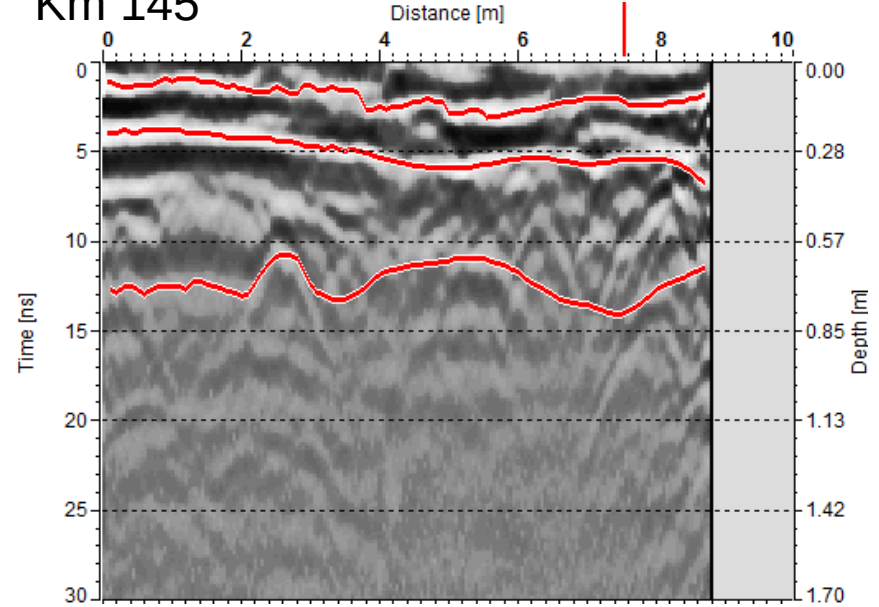


GPR Cross Sections

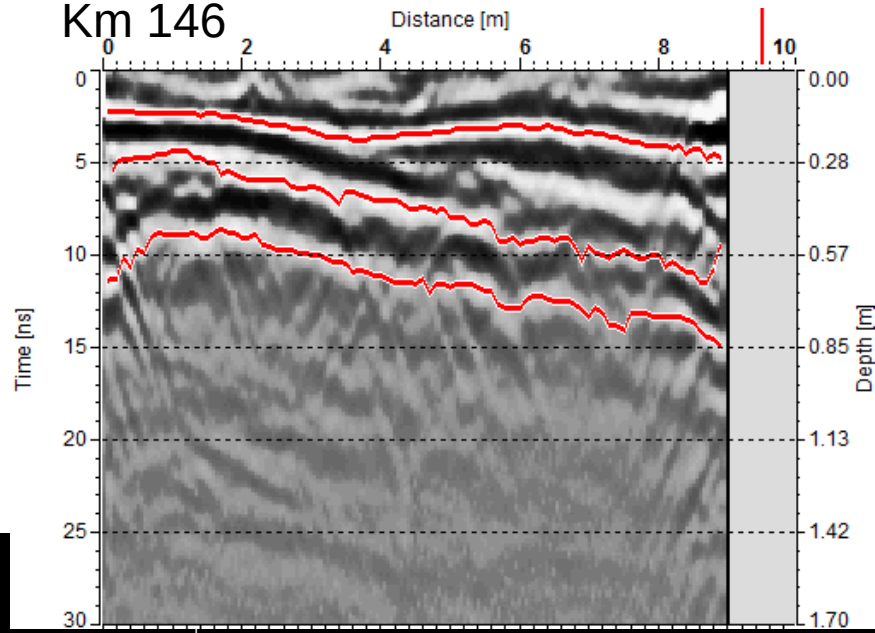
Km 144



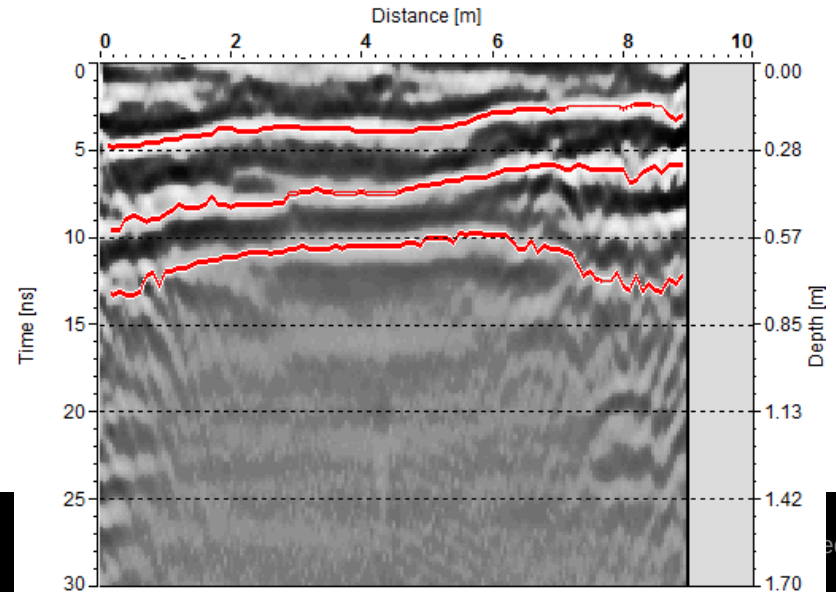
Km 145



Km 146



Km 147

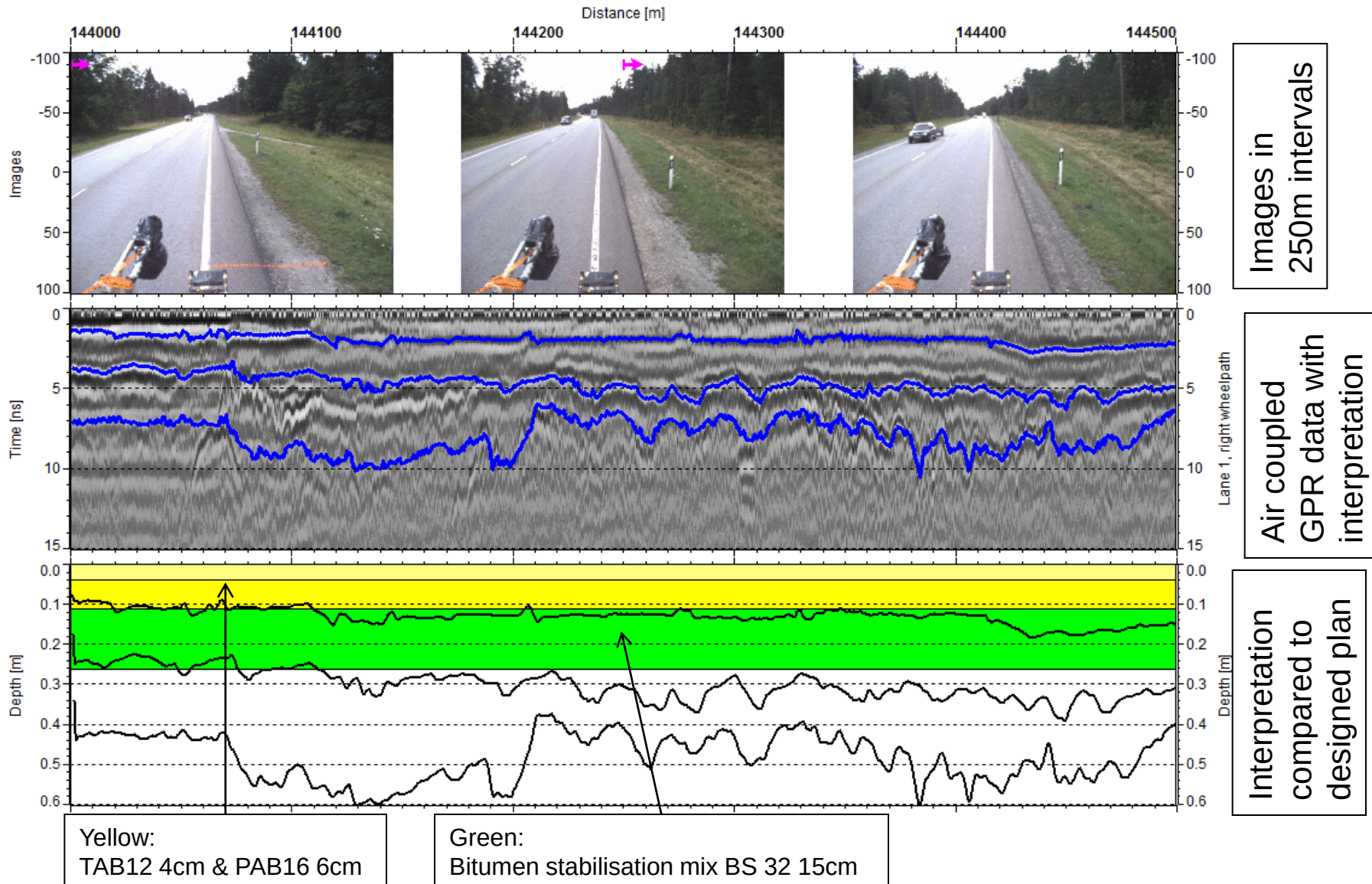


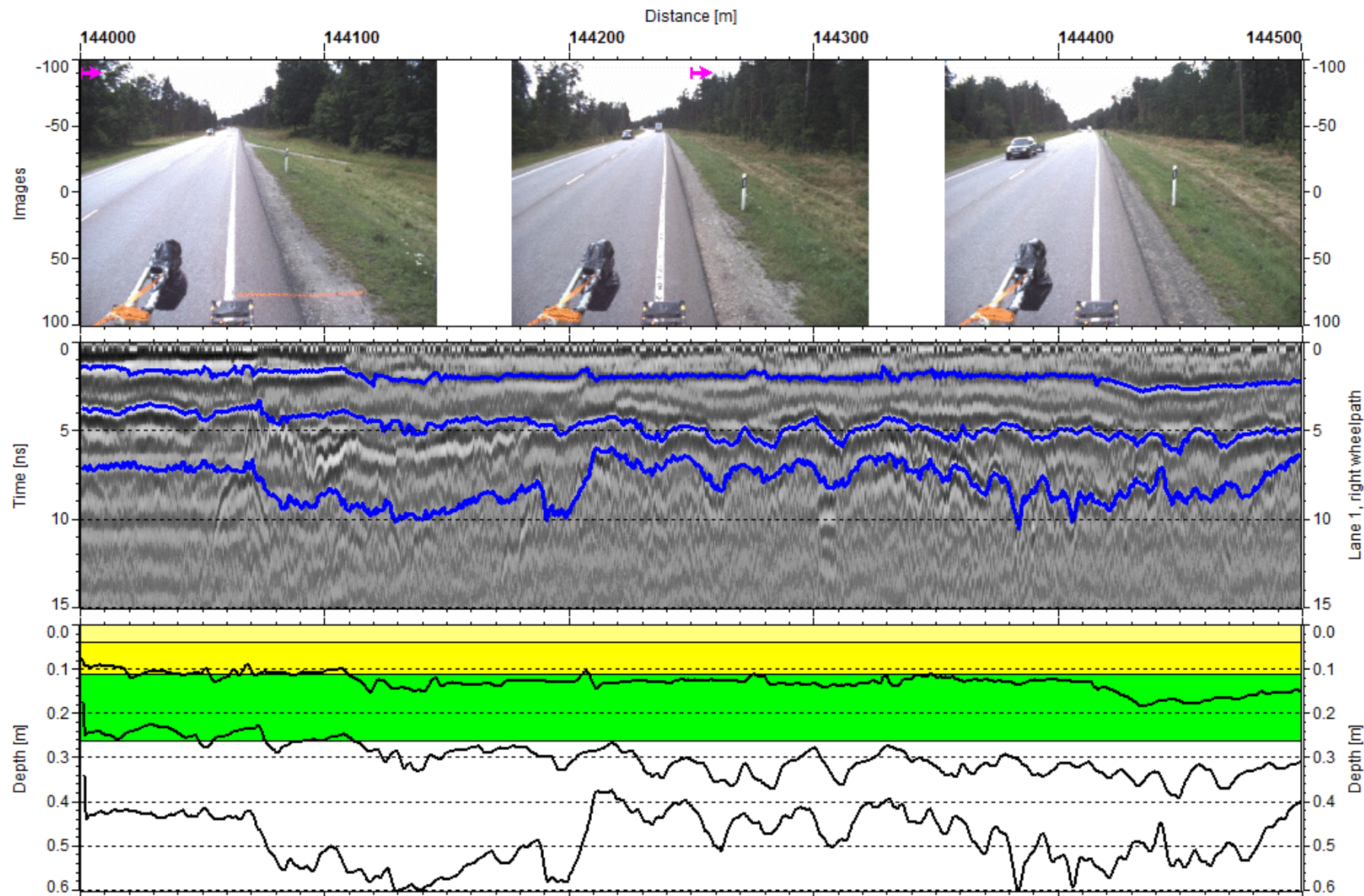
Materials	[cm]
Dense Asphalt concrete TAB 12I	4
Porous Asphalt concrete PAB 16 A	6
Bitumen stabilisation mix BS 32	15

Explanation for longitudinal profiles

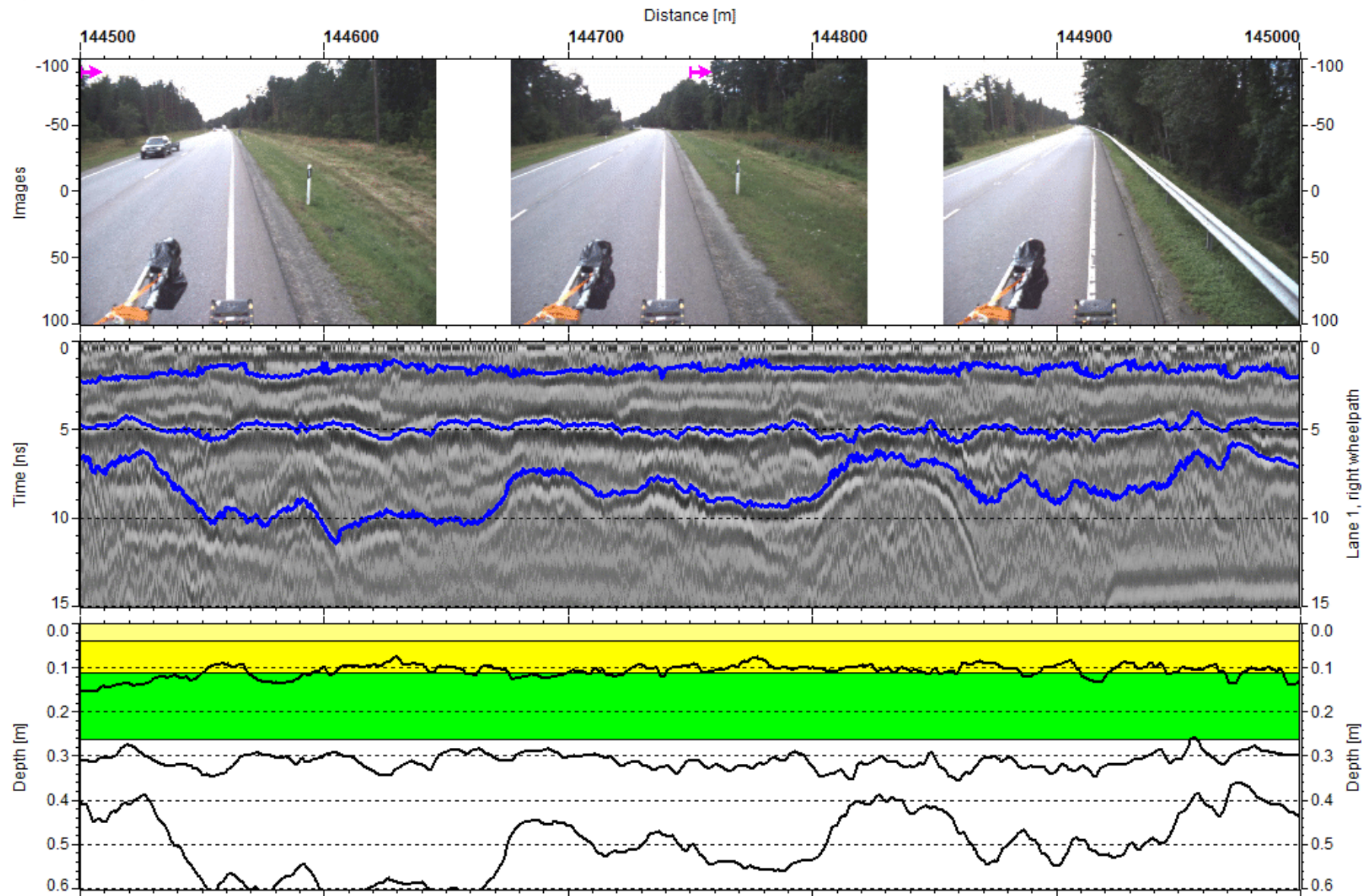
-Profiles are presented from Lane 1, right wheelpath

8_Road4_km144_147

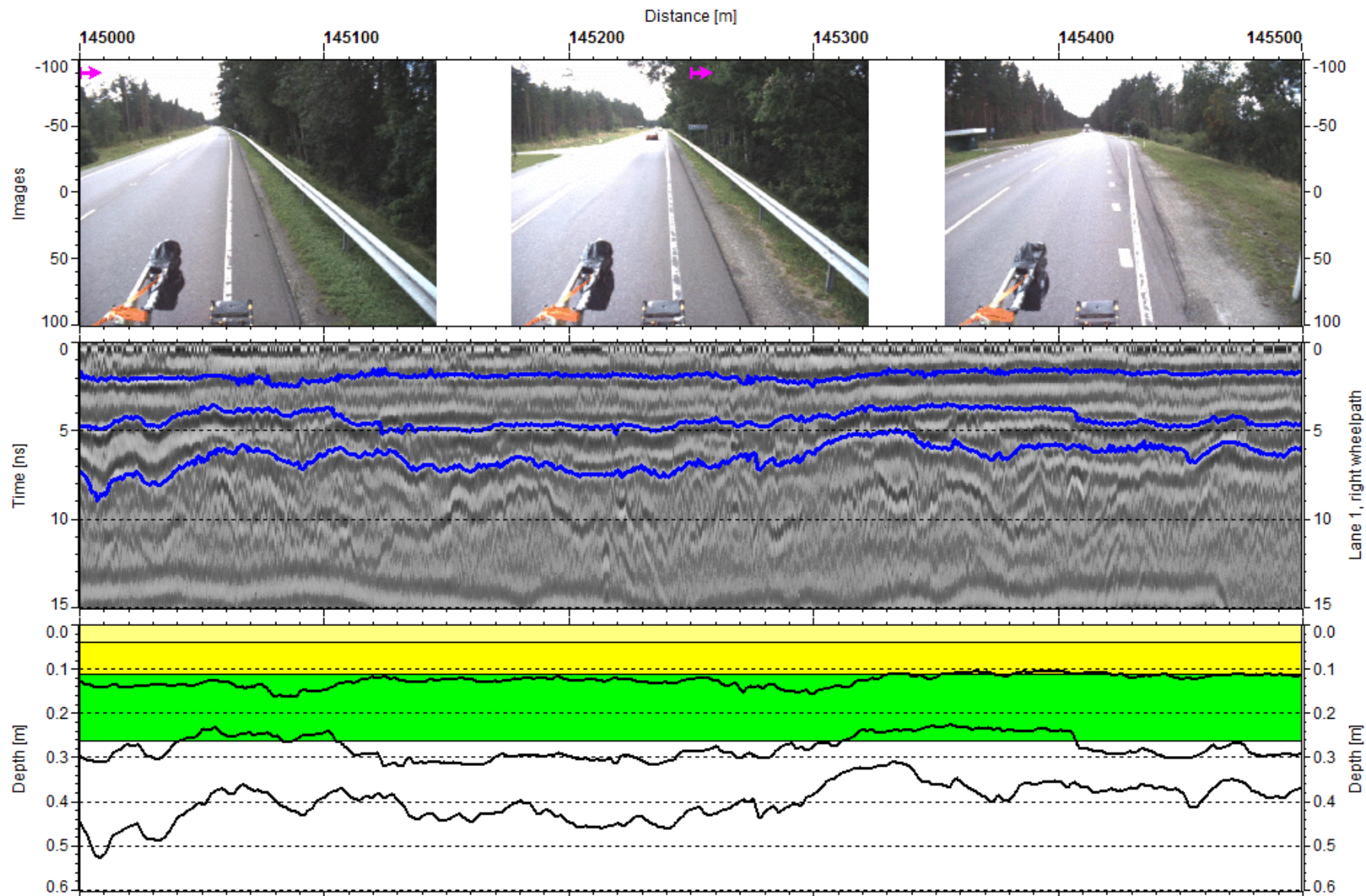




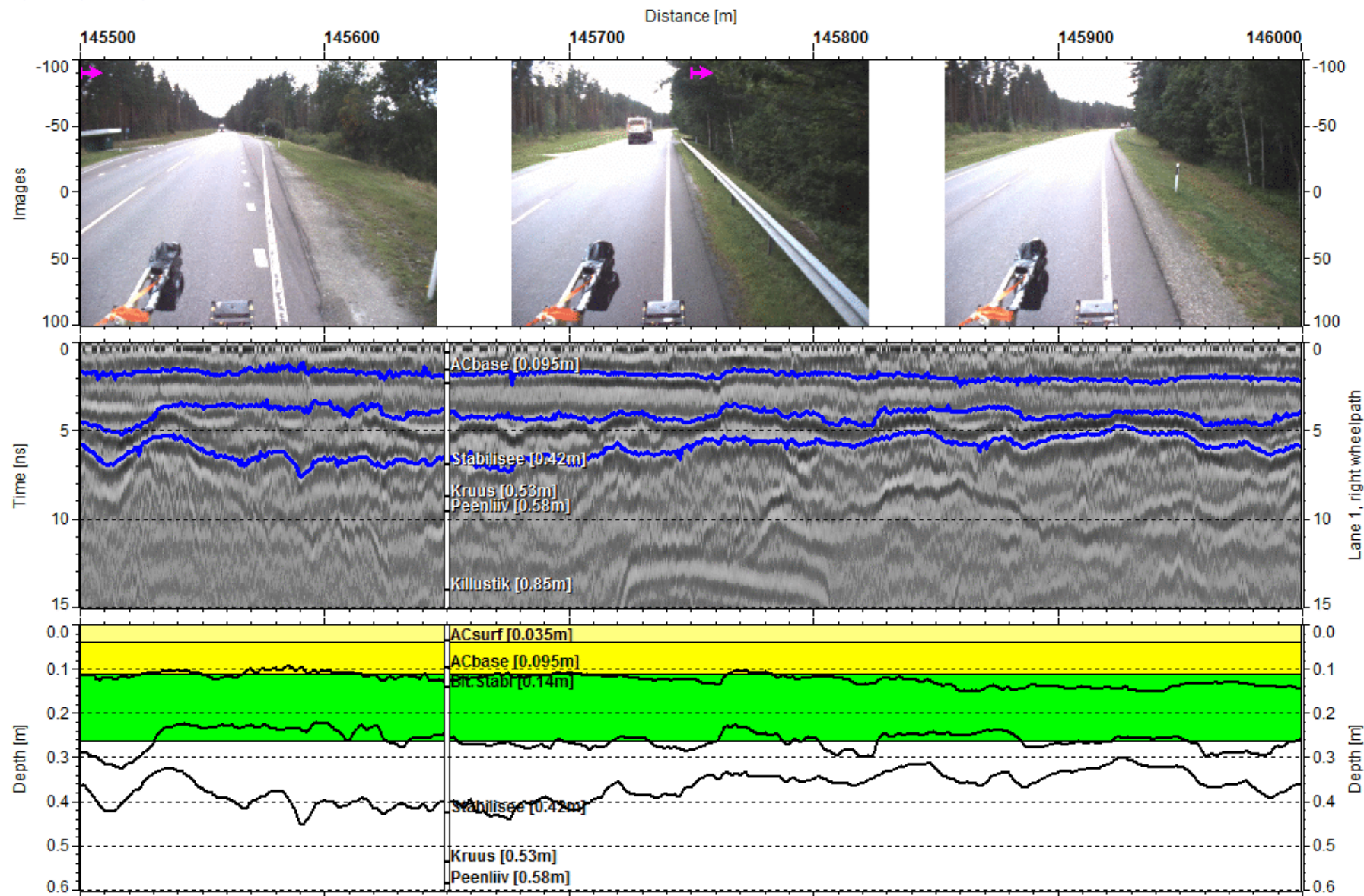
Roadscanners Oy, 10/2012



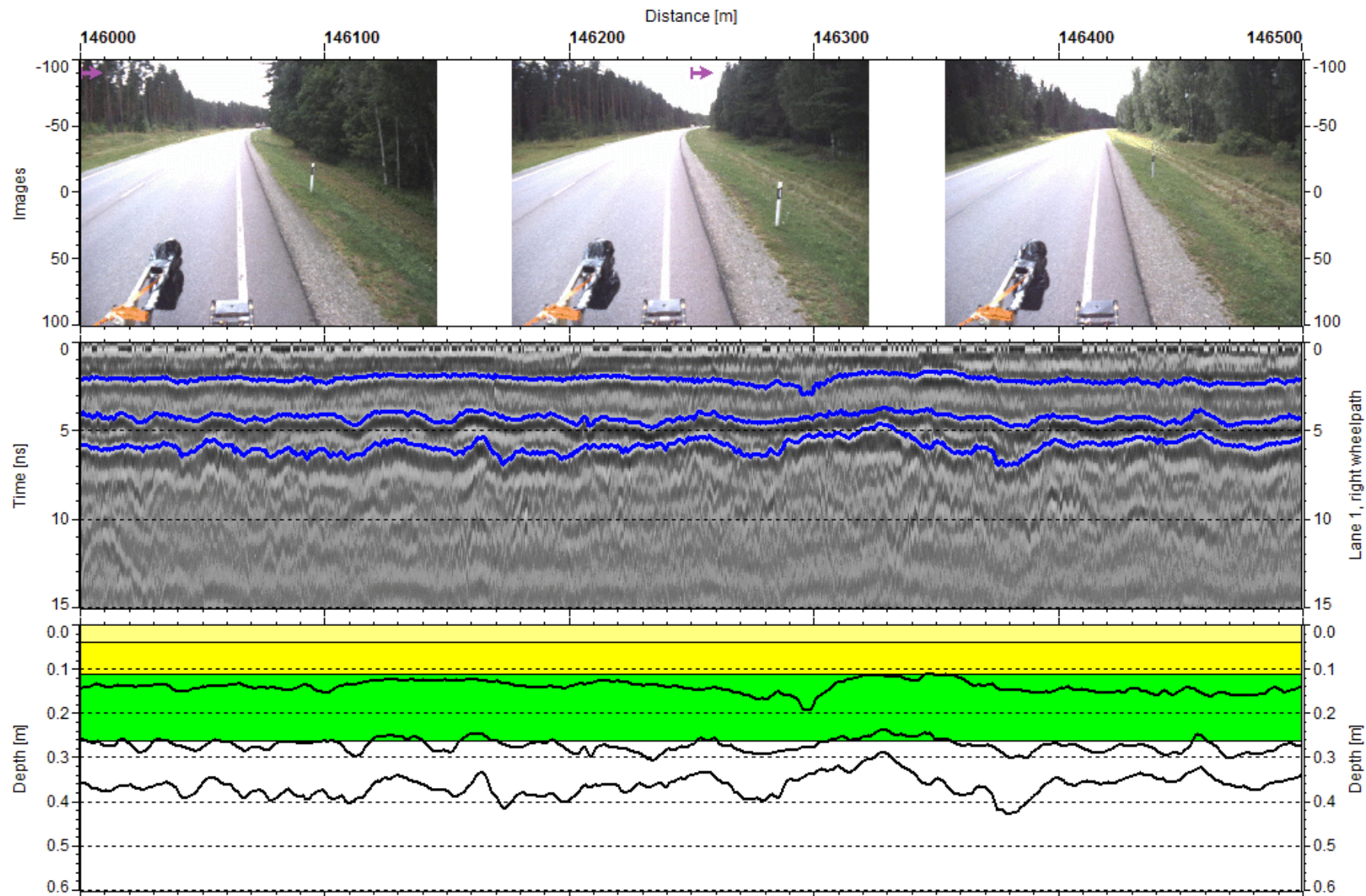
Roadscanners Oy, 10/2012



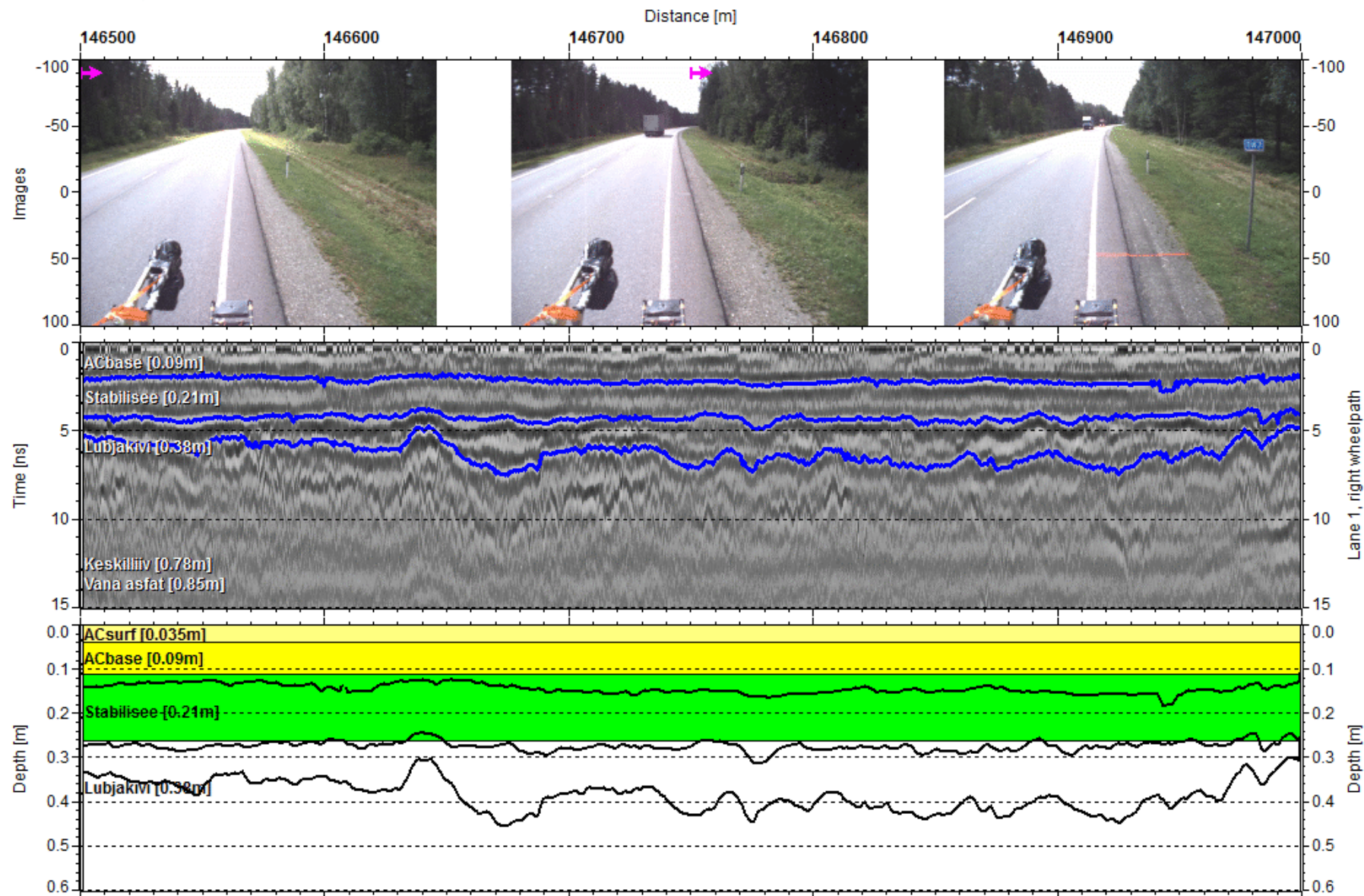
Roadscanners Oy, 10/2012



Roadscanners Oy, 10/2012



Roadscanners Oy, 10/2012

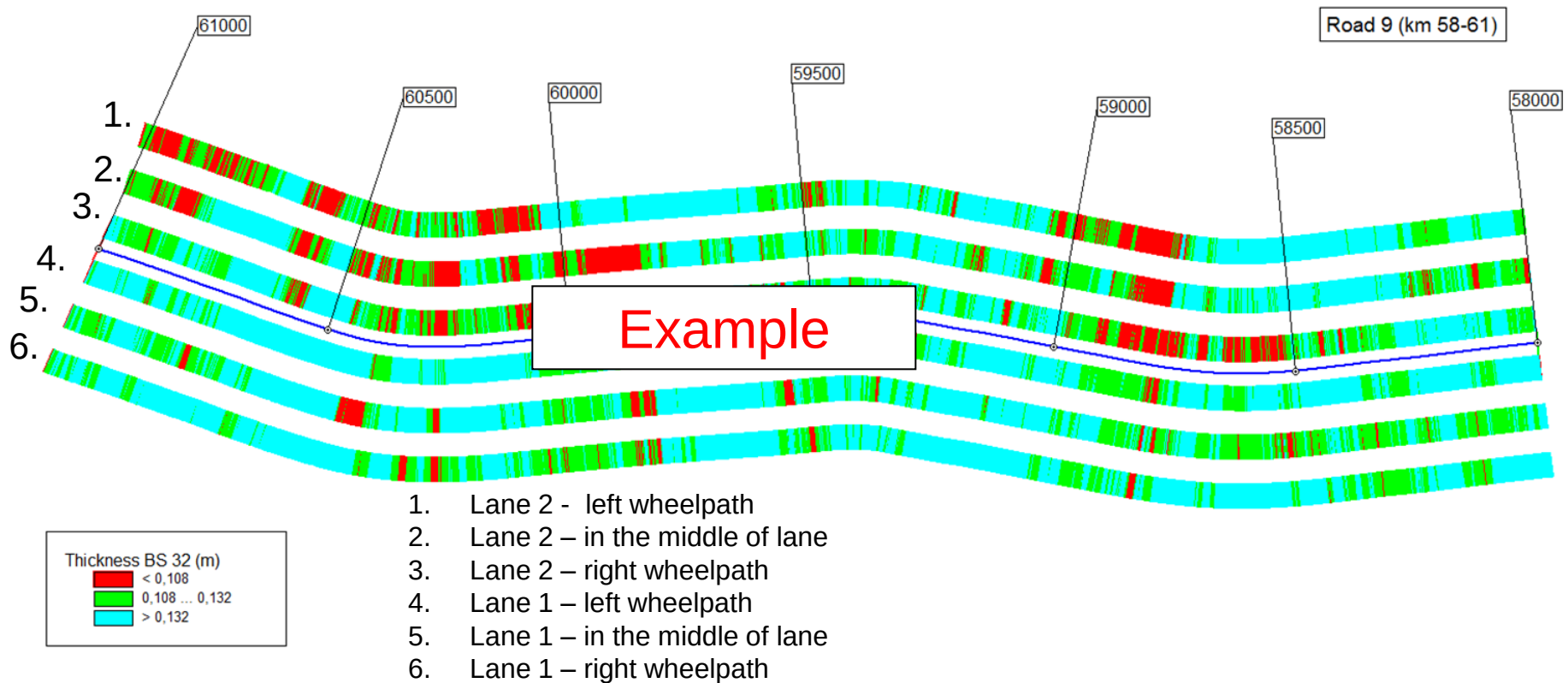


Roadscanners Oy, 10/2012

Explanation of Thickness Statistics and Maps

Table of average and statistical values:

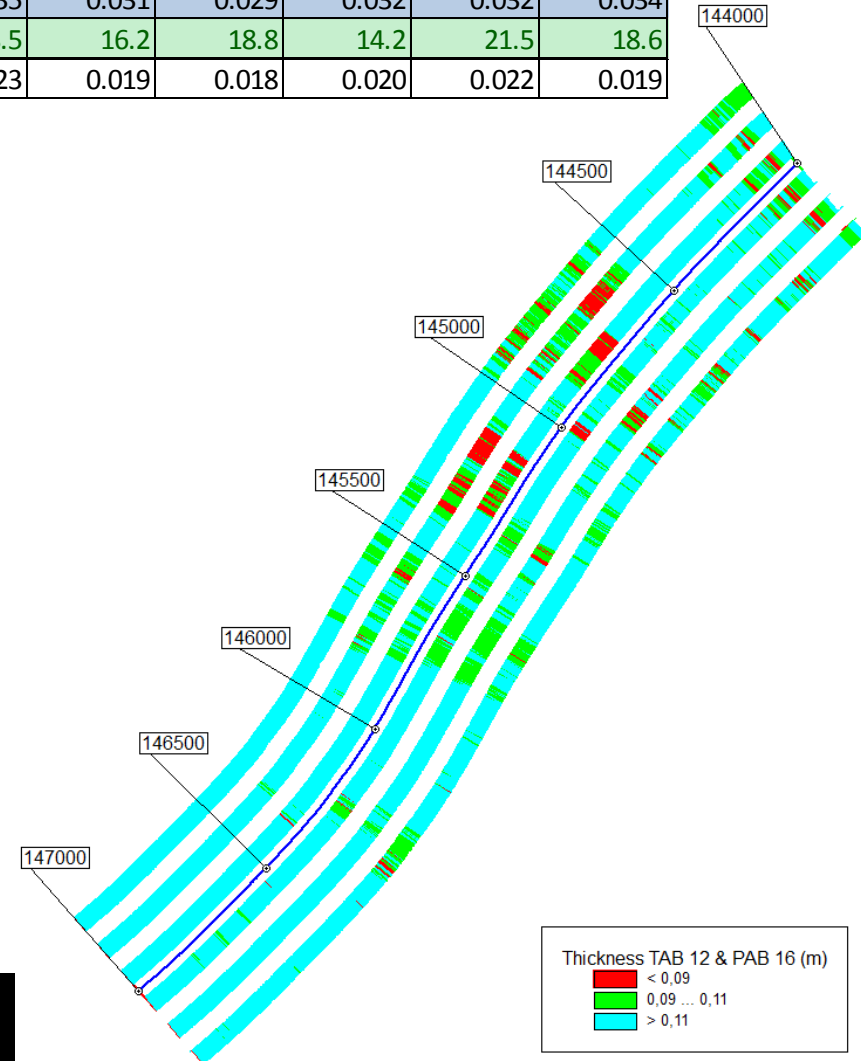
<i>Planned thickness = 0,04 m (TAB 12)</i>	L2 right	L2 middle	L2 left	L1 left	L1 middle	L1 right
Average layer thickness (m)	0.063	0.064	0.064	0.061	0.061	0.063
% of distance where thickness is more than 10 % under	0.0	0.0	0.0	0.0	0.0	0.0
Average undershoot from planned in "more	Example					
% of distance where thickness is more than 1						
Average overshoot from planned in "more than 10 % over" class (m)	0.023	0.024	0.024	0.021	0.021	0.023
% of distance where thickness is between +- 10 %	0.0	0.0	0.0	0.1	0.0	0.6
Standard deviation (m)	0.005	0.004	0.006	0.006	0.004	0.005



Maps of Layer Thicknesses

[1/2]

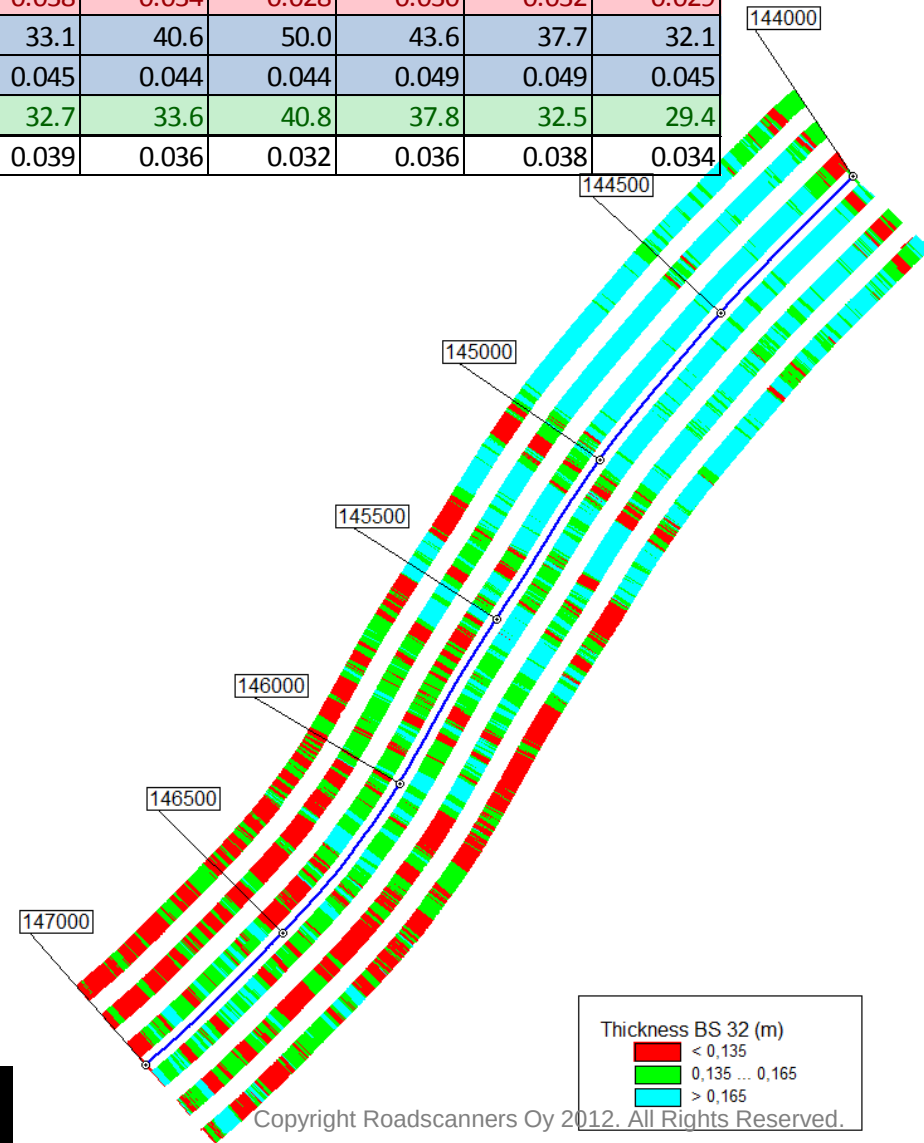
Planned thickness = 0,10 m (TAB 12 & PAB 16)	L2 right	L2 middle	L2 left	L1 left	L1 middle	L1 right
Average layer thickness (m)	0.127	0.125	0.122	0.124	0.120	0.128
% of distance where thickness is more than 10 % under	3.1	2.9	2.6	6.8	9.9	1.5
Average undershoot from planned in "more than 10 % under" class (m)	-0.019	-0.025	-0.025	-0.020	-0.020	-0.016
% of distance where thickness is more than 10 % over	78.4	80.9	78.6	79.0	68.6	79.9
Average overshoot from planned in "more than 10 % over" class (m)	0.035	0.031	0.029	0.032	0.032	0.034
% of distance where thickness is between +- 10 %	18.5	16.2	18.8	14.2	21.5	18.6
Standard deviation (m)	0.023	0.019	0.018	0.020	0.022	0.019



Maps of Layer Thicknesses

[2/2]

Planned thickness = 0,15 m (BS 32)	L2 right	L2 middle	L2 left	L1 left	L1 middle	L1 right
Average layer thickness (m)	0.152	0.159	0.170	0.166	0.159	0.153
% of distance where thickness is more than 10 % under	34.2	25.8	9.2	18.6	29.9	38.5
Average undershoot from planned in "more than 10 % under" class (m)	-0.038	-0.034	-0.028	-0.030	-0.032	-0.029
% of distance where thickness is more than 10 % over	33.1	40.6	50.0	43.6	37.7	32.1
Average overshoot from planned in "more than 10 % over" class (m)	0.045	0.044	0.044	0.049	0.049	0.045
% of distance where thickness is between +- 10 %	32.7	33.6	40.8	37.8	32.5	29.4
Standard deviation (m)	0.039	0.036	0.032	0.036	0.038	0.034



Explanation of Rut Analysis from Laser Scanner Data

- Rutting was calculated from the laser scanner data using the wire rutting method and rutting was averaged over 5m distances.
- Rutting was analyzed from both driving lanes and from both wheel tracks.

