

The logo graphic consists of a stylized, three-dimensional diamond shape. The top half of the diamond is a light gray, curved shape that resembles a road surface or a stylized 'S'. The bottom half is a darker gray, also curved, creating a sense of depth and perspective. The word 'ROADSCANNERS' is written in a bold, white, sans-serif font across the center of the diamond.

ROADSCANNERS

Advanced Tools for Infrastructure Design & Management

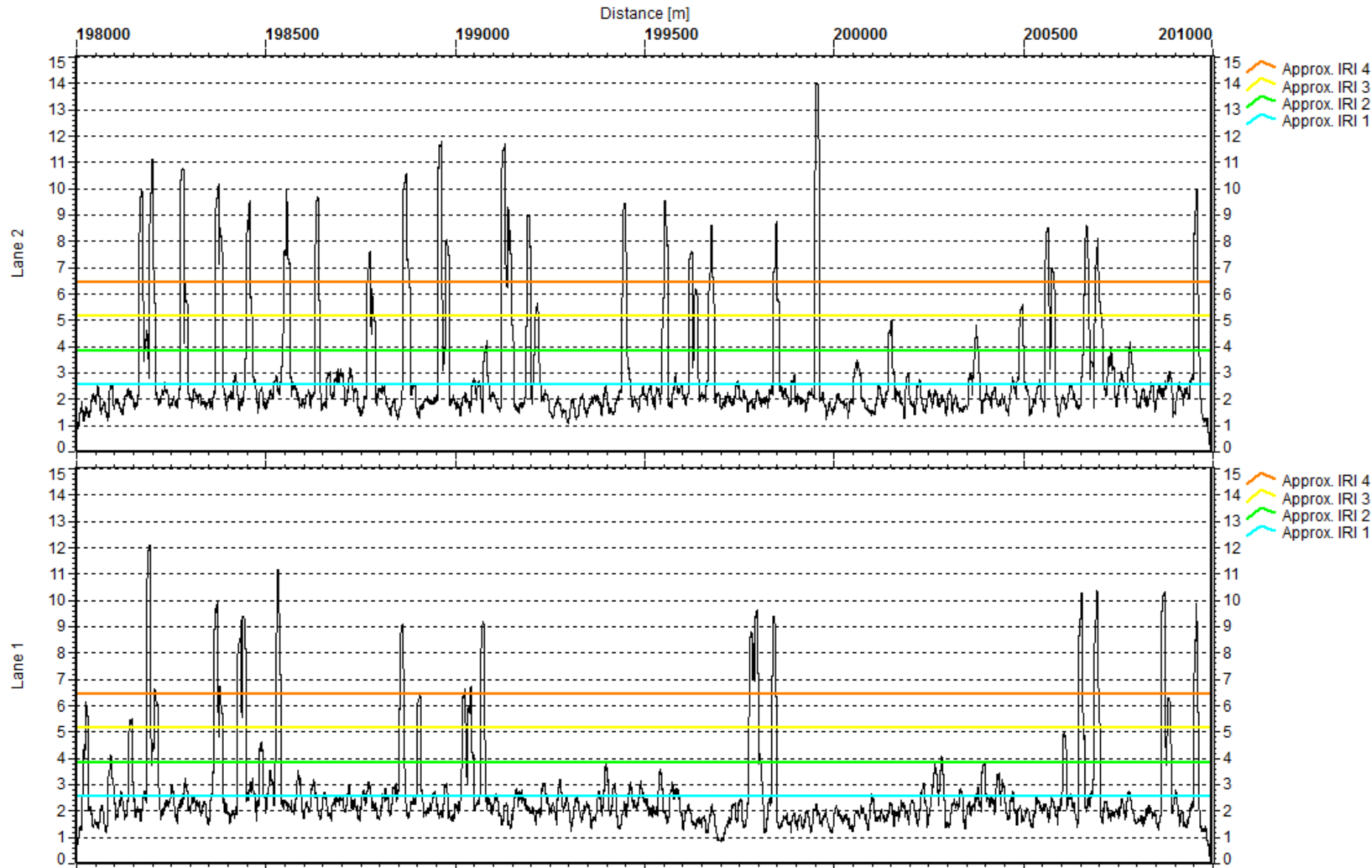
Section 5

Road 3, km 198-201



Roughness from Accelerometer Data

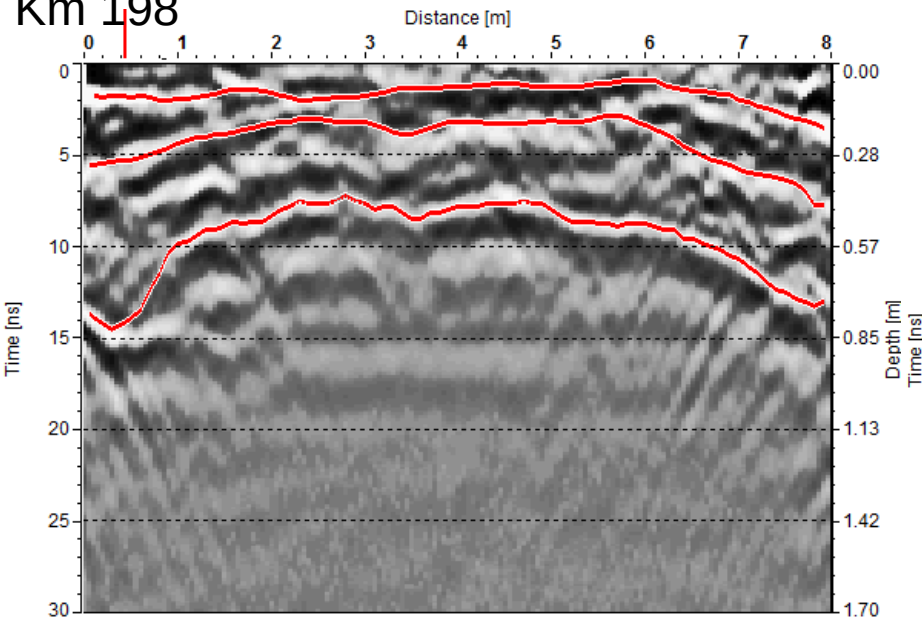
5_Road3_km198_201



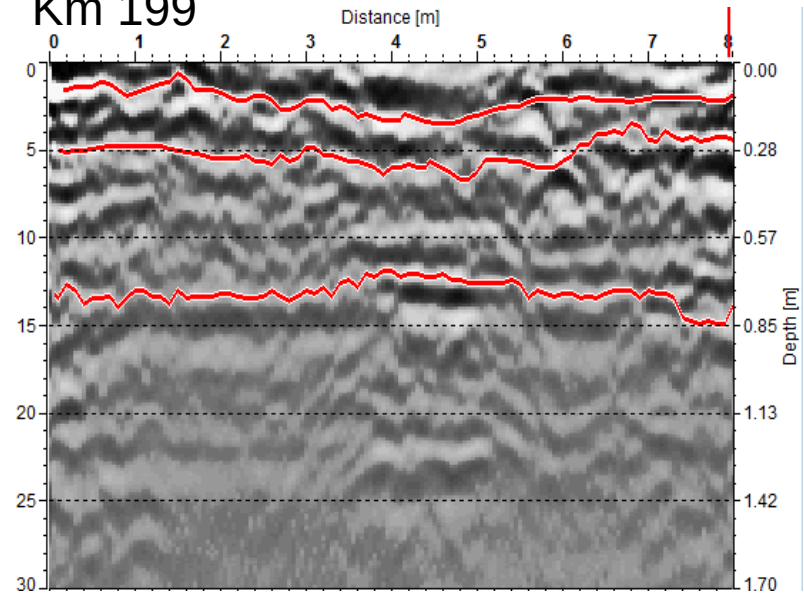
GPR Cross Sections

Materials	[cm]
Dense fine grained asphalt concrete TAB 12 I	4
Porous asphalt concrete PAB 16	5
Complex stabilisation layer KS 32	15

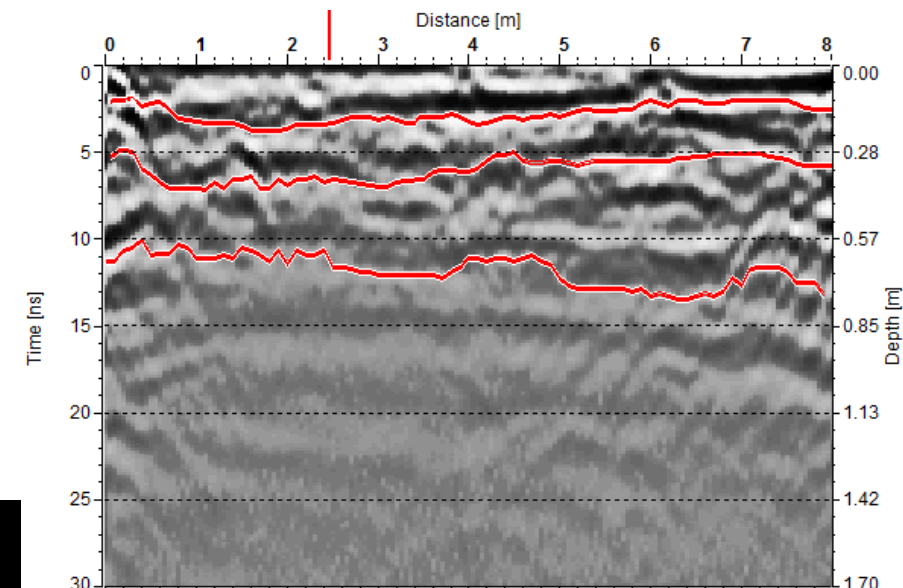
Km 198



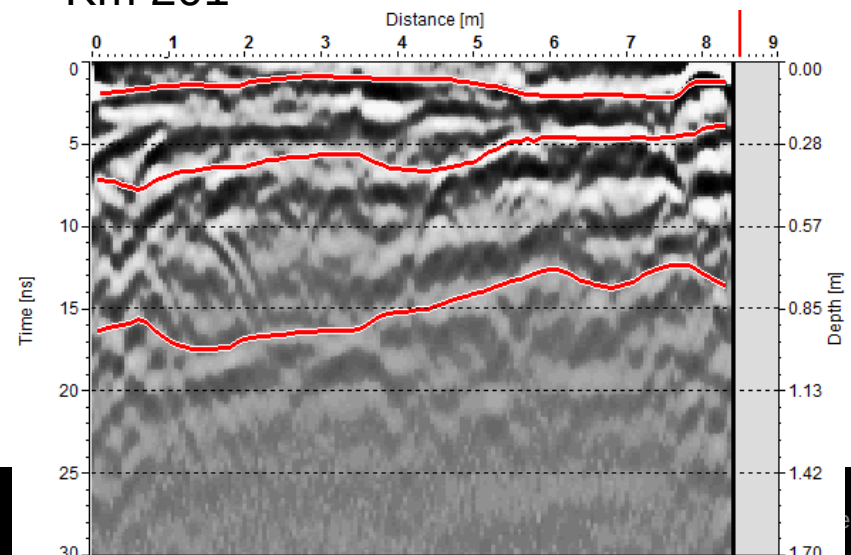
Km 199



Km 200



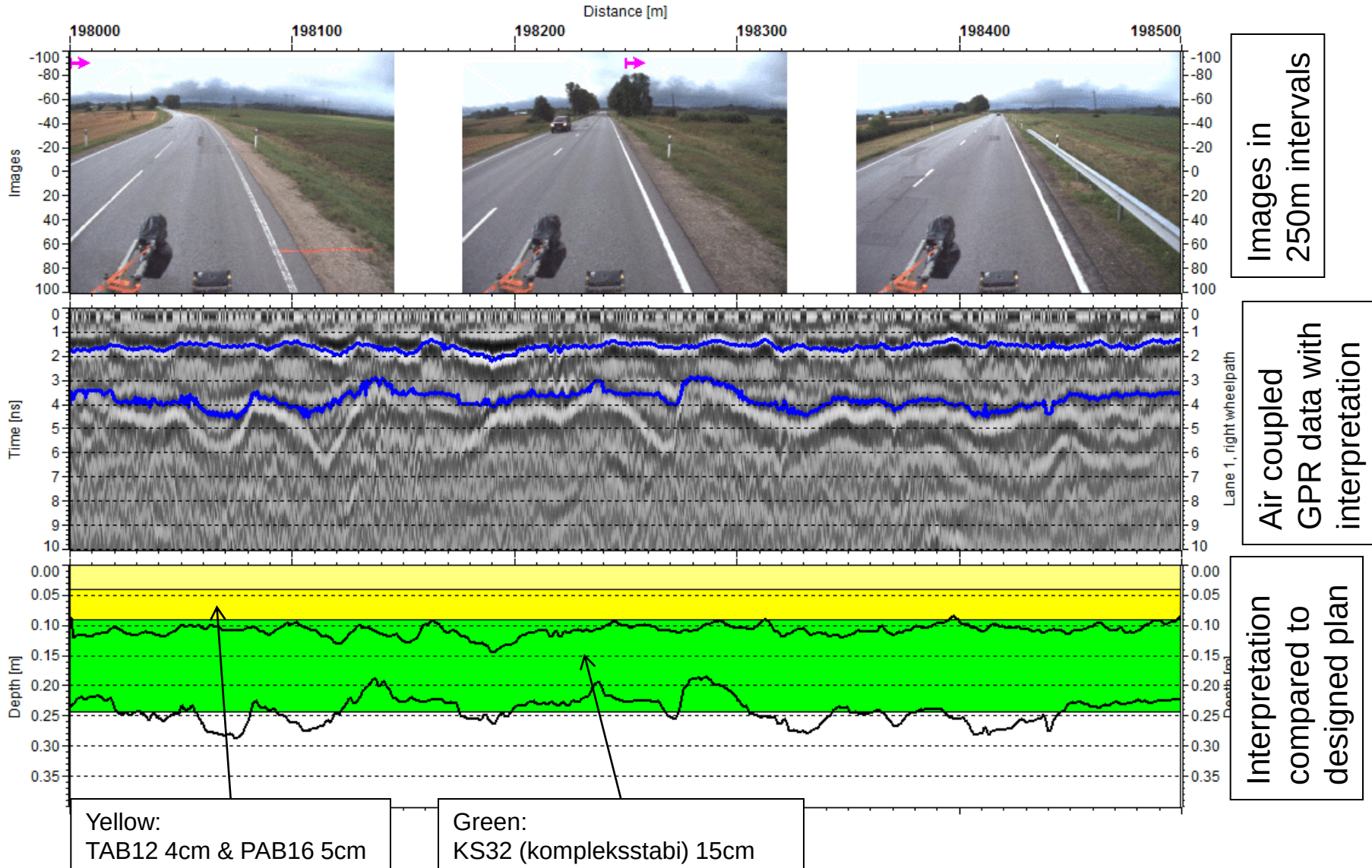
Km 201

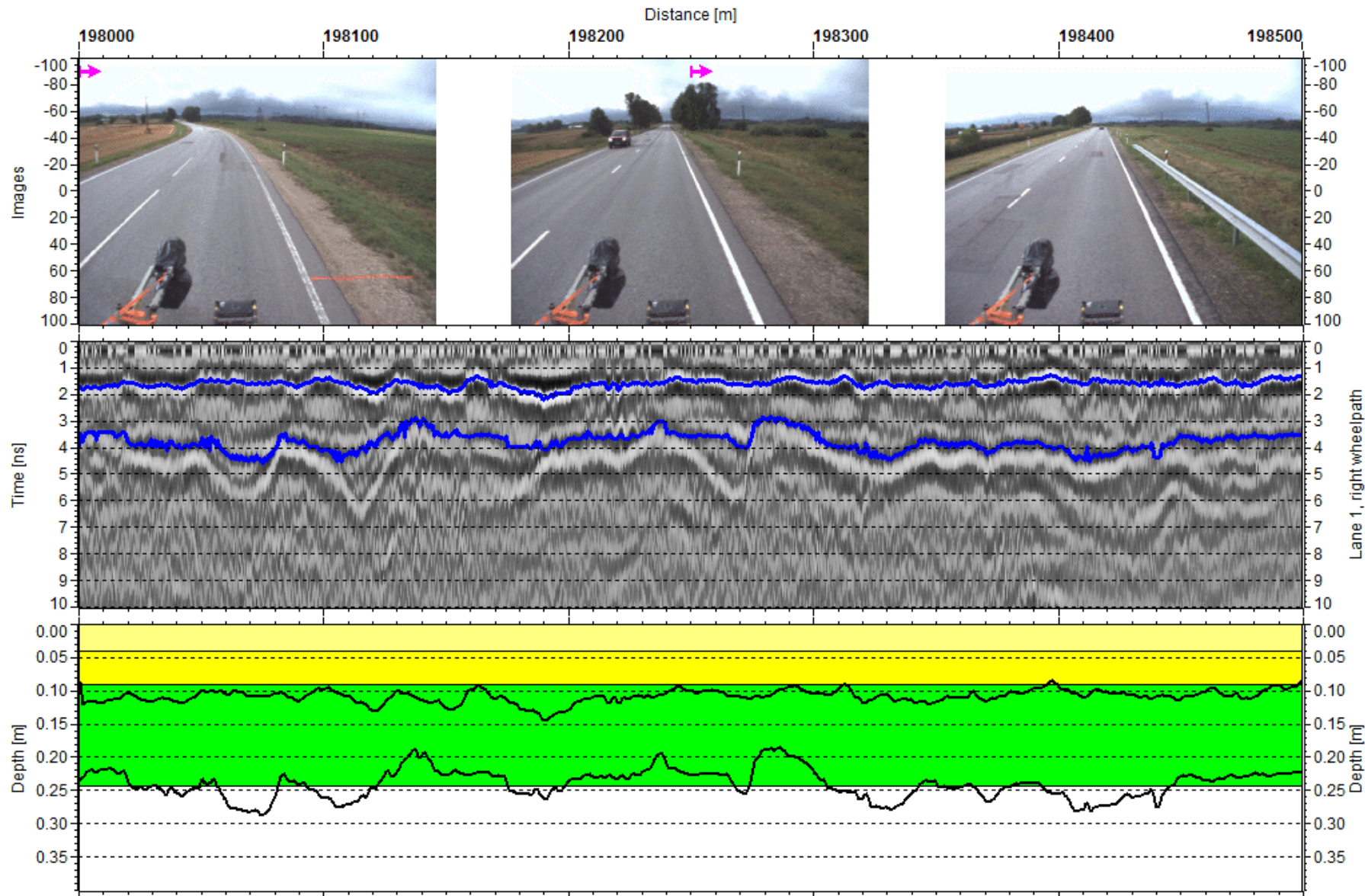


Explanation for longitudinal profiles

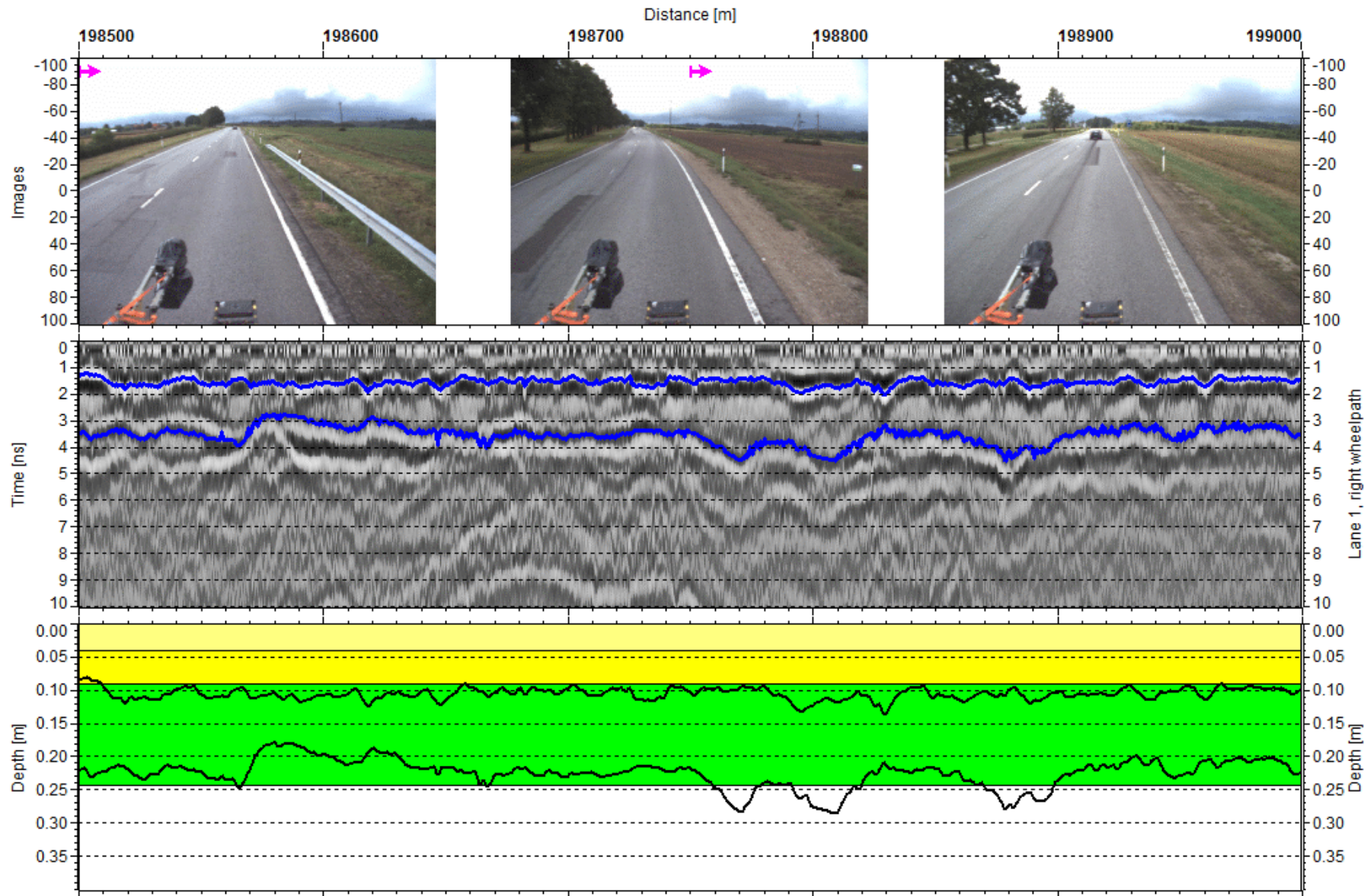
-Profiles are presented from Lane 1, right wheelpath

5_Road3_km198_201





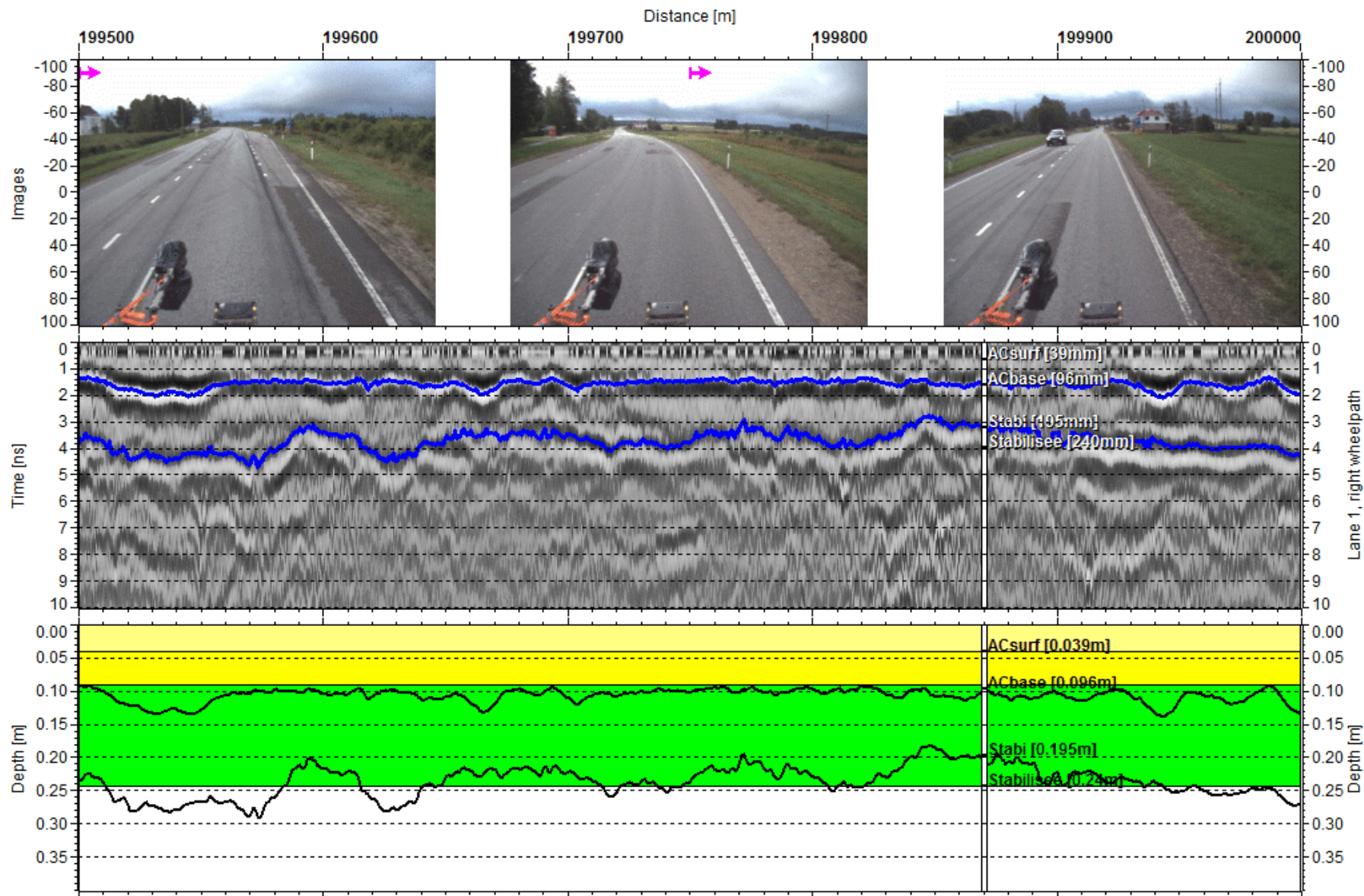
Roadscanners Oy, 10/2012



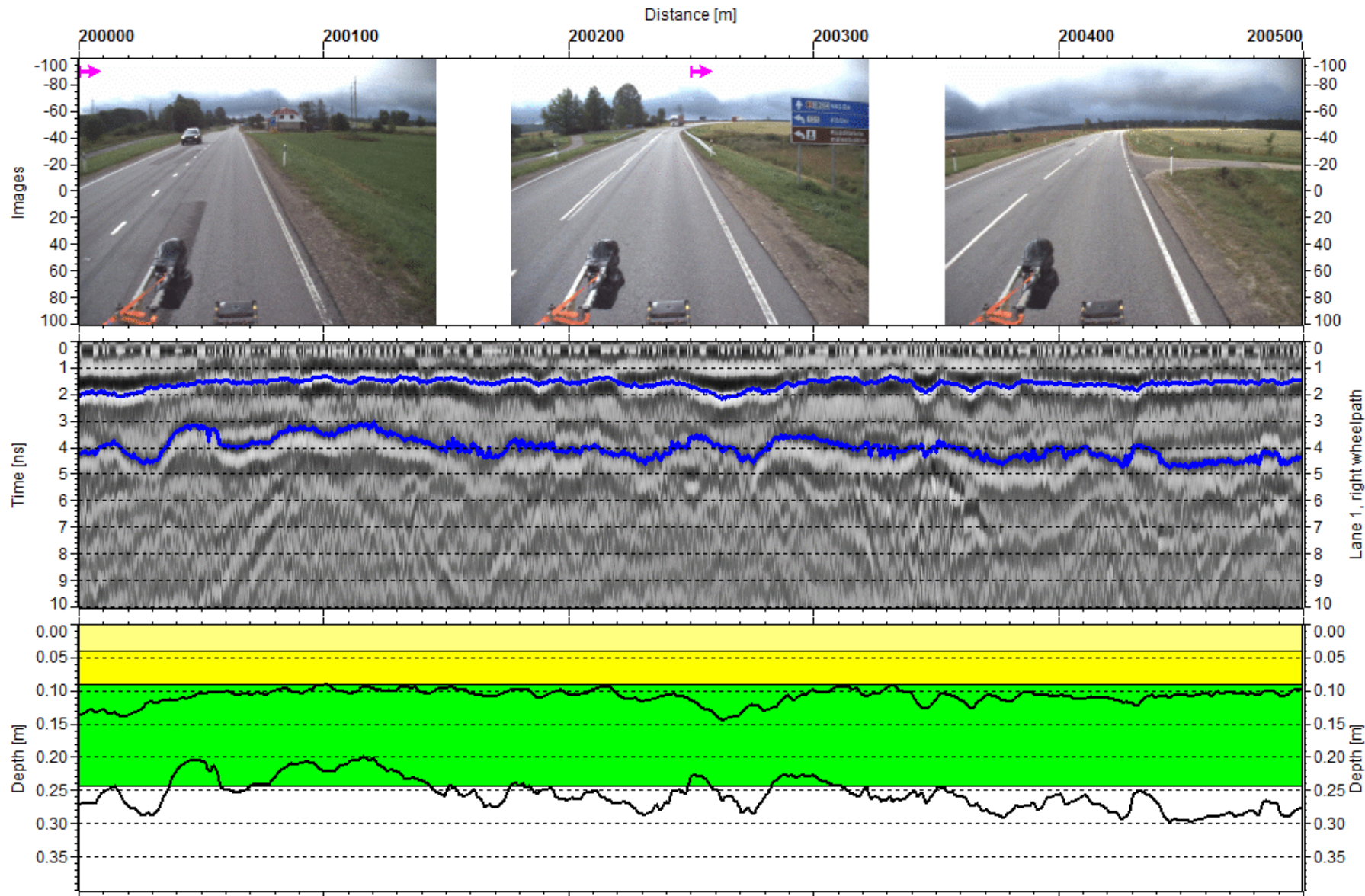
Roadscanners Oy, 10/2012



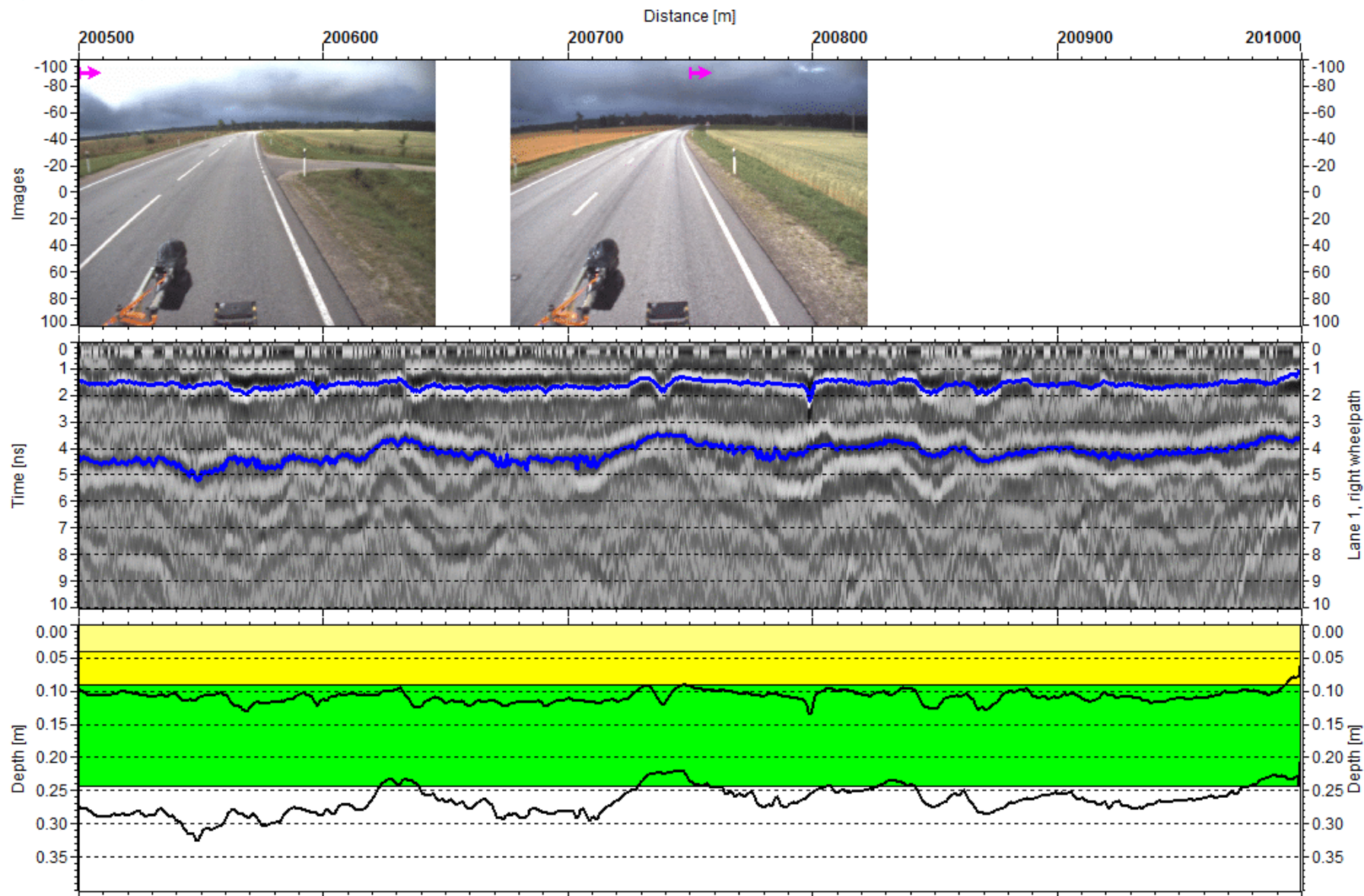
Roadscanners Oy, 10/2012



Roadscanners Oy, 10/2012



Roadscanners Oy, 10/2012

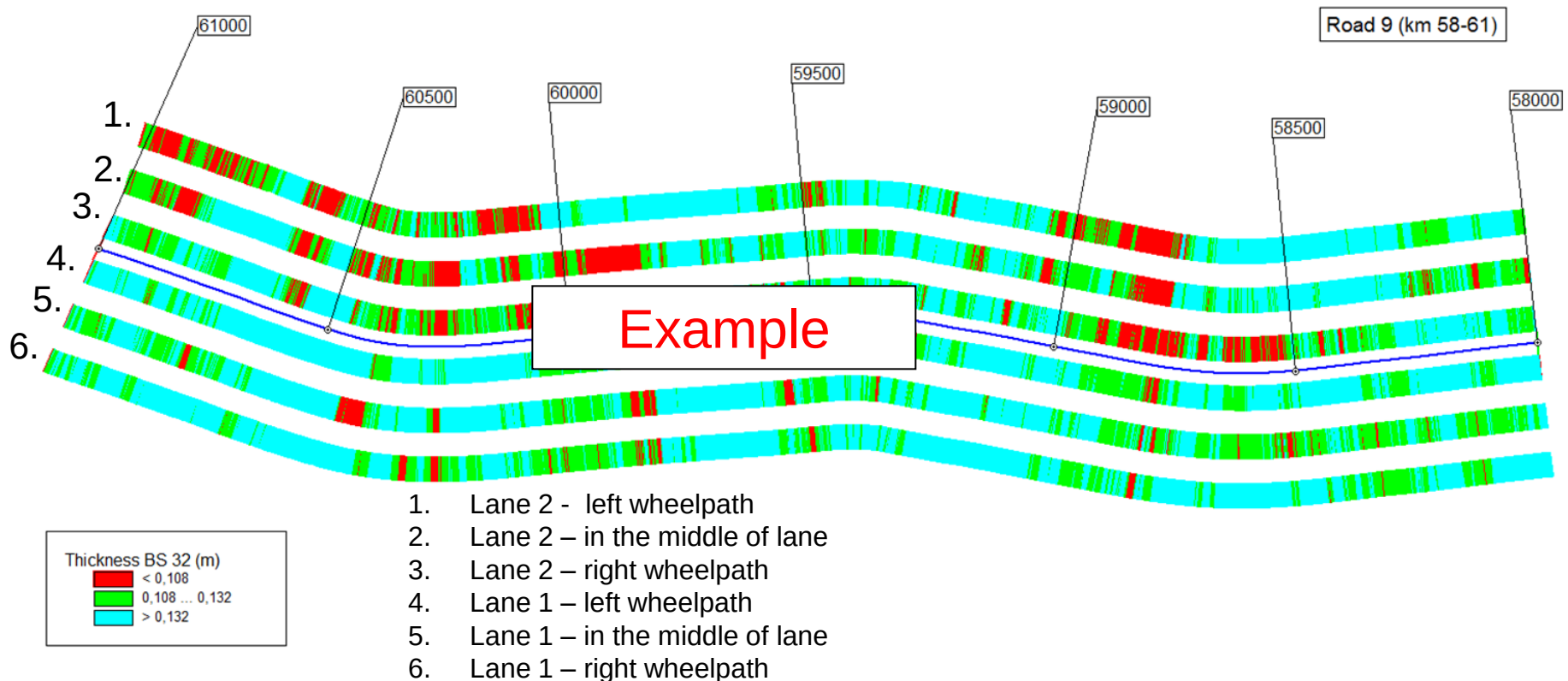


Roadscanners Oy, 10/2012

Explanation of Thickness Statistics and Maps

Table of average and statistical values:

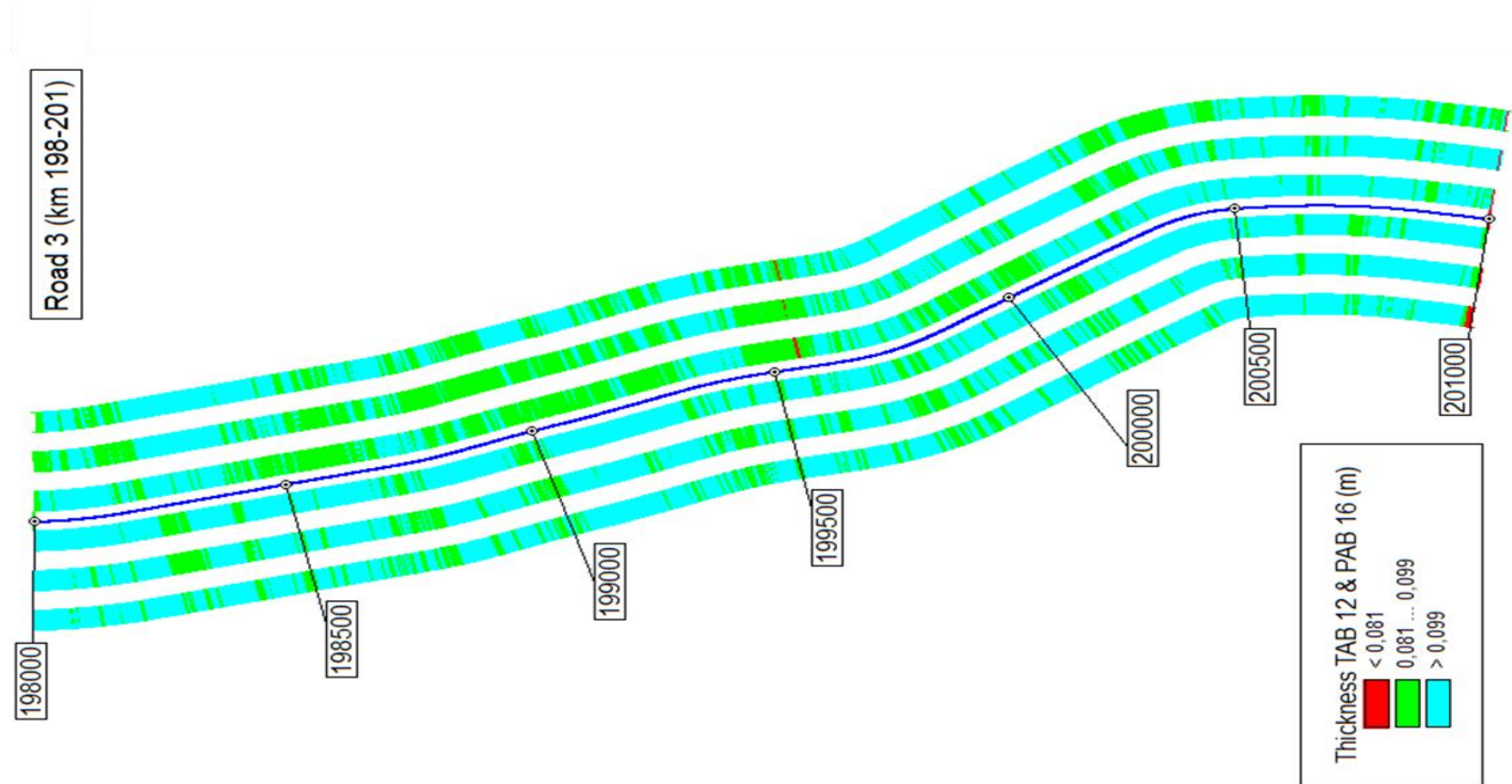
<i>Planned thickness = 0,04 m (TAB 12)</i>	L2 right	L2 middle	L2 left	L1 left	L1 middle	L1 right
Average layer thickness (m)	0.063	0.064	0.064	0.061	0.061	0.063
% of distance where thickness is more than 10 % under	0.0	0.0	0.0	0.0	0.0	0.0
Average undershoot from planned in "more	Example					
% of distance where thickness is more than 10 % over						
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]

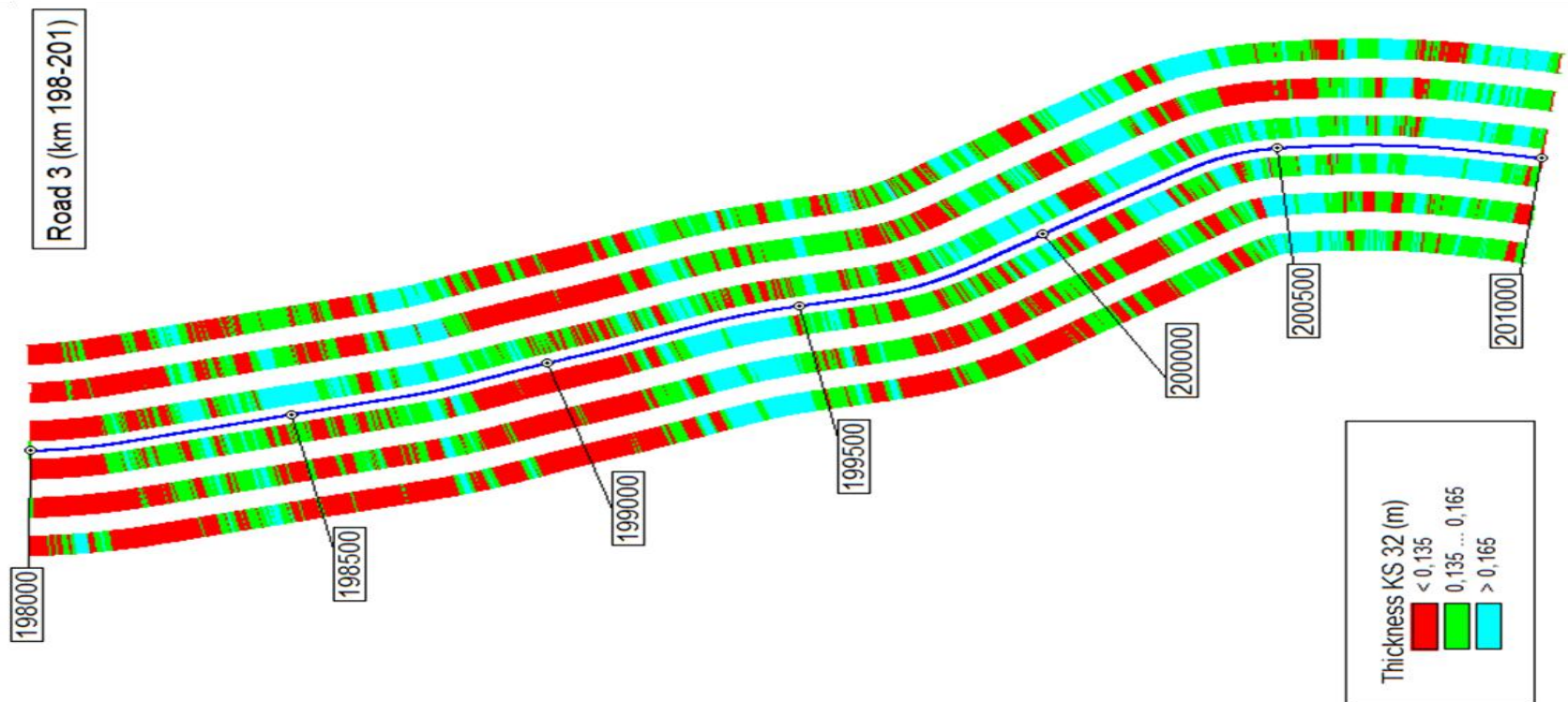
Planned thickness = 0,09 m (TAB 12 & PAB 16)	L2 right	L2 middle	L2 left	L1 left	L1 middle	L1 right
Average layer thickness (m)	0.102	0.101	0.100	0.106	0.105	0.106
% of distance where thickness is more than 10 % under	0.1	0.1	0.2	0.0	0.0	0.2
Average undershoot from planned in "more than 10 % under" class (m)	-0.011	-0.010	-0.013	-0.019	-0.031	-0.013
% of distance where thickness is more than 10 % over	67.9	57.6	56.1	83.0	75.8	79.4
Average overshoot from planned in "more than 10 % over" class (m)	0.016	0.015	0.014	0.018	0.019	0.019
% of distance where thickness is between +- 10 %	32.0	42.3	43.7	17.0	24.1	20.4
Standard deviation (m)	0.007	0.007	0.006	0.008	0.009	0.009



Maps of Layer Thicknesses

[2/2]

Planned thickness = 0,15 m (KS 32)	L2 right	L2 middle	L2 left	L1 left	L1 middle	L1 right
Average layer thickness (m)	0.146	0.141	0.155	0.146	0.137	0.138
% of distance where thickness is more than 10 % under	32.1	44.1	20.9	30.9	46.3	47.0
Average undershoot from planned in "more than 10 % under" class (m)	-0.029	-0.032	-0.030	-0.036	-0.035	-0.037
% of distance where thickness is more than 10 % over	22.1	18.1	34.9	25.9	14.5	17.9
Average overshoot from planned in "more than 10 % over" class (m)	0.026	0.029	0.033	0.030	0.030	0.031
% of distance where thickness is between +/- 10 %	45.8	37.8	44.3	43.2	39.2	35.0
Standard deviation (m)	0.022	0.025	0.025	0.028	0.026	0.029



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.

