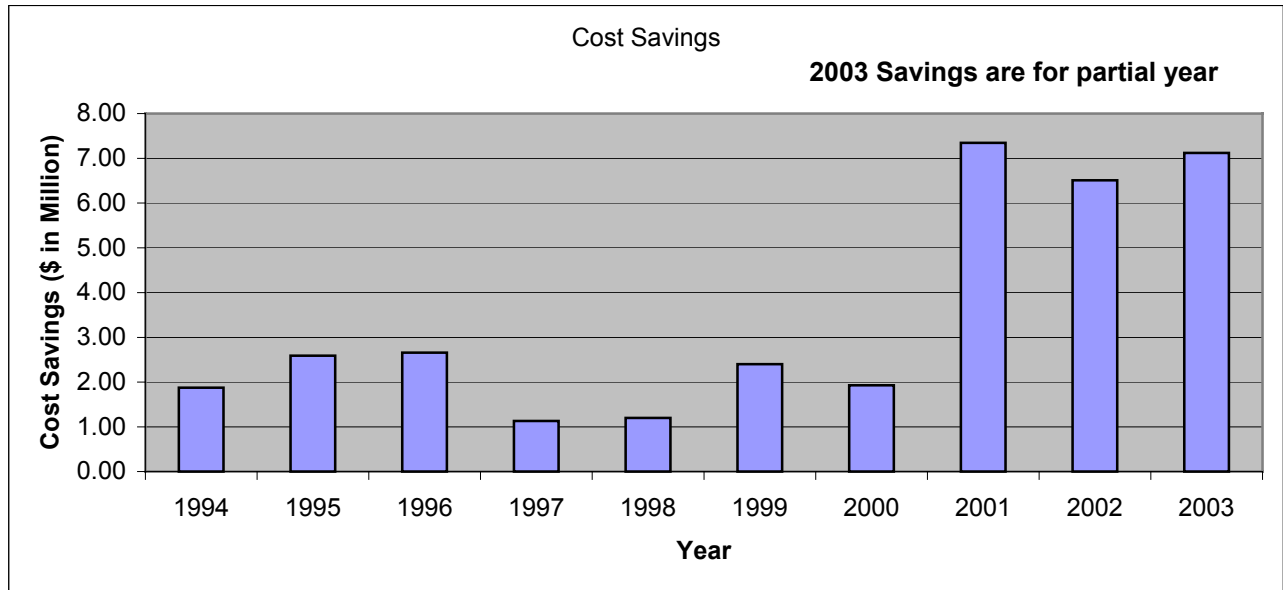
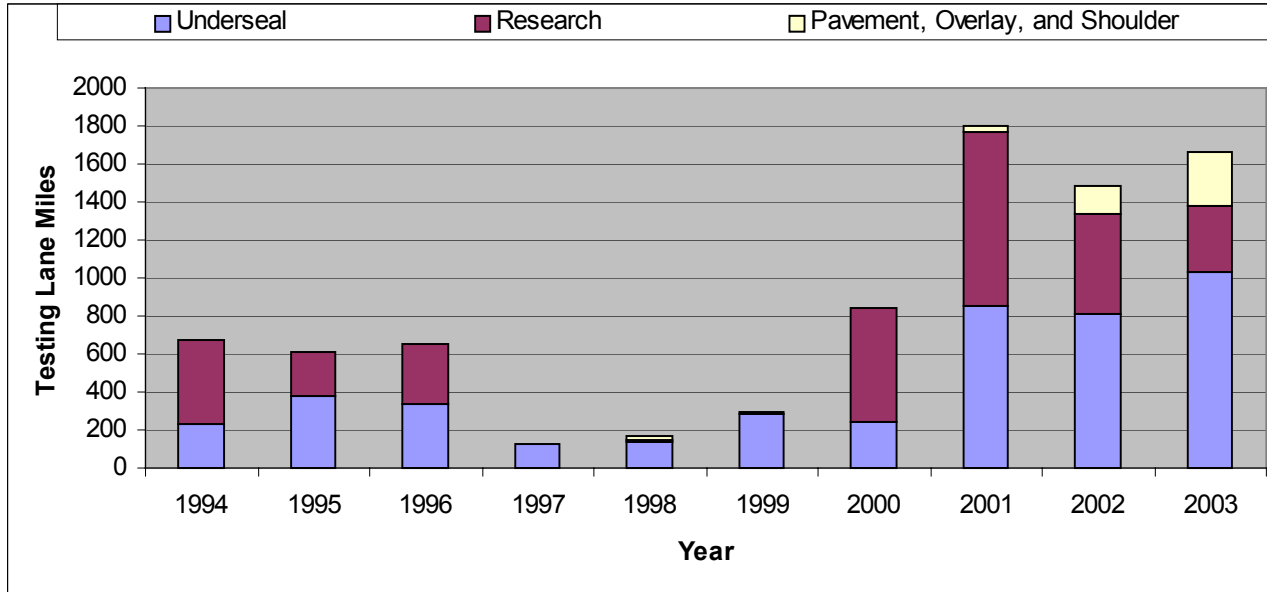


Deflection Testing Program

Since 1994 in pavement deflection testing, approximately 4500 lane miles have been tested for sufficient pavement subgrade support. As a result of this testing INDOT has saved close to \$53 million in undersealing pavements. In prior years, with a less defined testing procedure, the entire sections would have been undersealed. This enhanced testing program, which was a product of research, not only saved materials and labor, but also resulted in improved subgrade support and extended pavement service life.

Deflection testing benefits include: design overlays for specific site conditions, restore pavement support, and evaluate shoulders to carry traffic during construction versus constructing costly run-arounds or detours. Deflection testing results in significant savings to the department for example, the underseal program alone results in an annual savings of \$6-\$8 million. Implementation of the AASHTO 200X Pavement Design Guide is also a major savings point.

Deflection Testing Lane Miles By Category



The savings is the cost of materials and labor saved as a result of using the FWD to determine underseal locations. This cost saving does not include the savings resulting from increased pavement service life or the cost of resultant damage to pavement from unnecessary undersealing.