

FOR CONTRACT NO.: 02-0C2004

INFORMATION HANDOUT

MATERIALS INFORMATION

SITE INVESTIGATION REPORT

ROUTE: 02-LAS-36, 14.3/22.5

MATERIALS HANDOUT INFORMATION

Contract Number
02-0E2004

**02-LAS-36
PM 14.0/22.5**

Roadway Rehabilitation

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Summary of Investigations

Investigations carried out on the existing road, **LAS-36 PM 14.3/22.5**, indicate that these materials are suitable for recycling. Laboratory tests conducted on samples extracted from test-pits indicate that the engineering properties of these materials may be improved to provide sufficient strength required to extend the life of this pavement for ten years by the addition of foamed bitumen.

The general structural section, from the bottom up, is native material, and asphalt concrete. Basement soil is volcanic, clay silt and rock. Basement soils R Values range from 18 to 70 with an estimated average at 50. Native materials were designated SM/SC under the Unified Soil Classification.

The existing AC appears to have the majority of the roadway exhibiting failures in all wheelpaths. Typical failure mode appears to be anywhere from fine ravel to severe alligator and block cracking. Rutting is prevalent in the wheel path of all lanes. The roadway showed some areas of repeated failure and repair.

Investigations indicated that the material in the existing pavement includes between 0.50' and 1.50' of hot-mix asphalt. There are three distinct sections shown by the AC thickness:

- PM 14.3/16.2 – average thickness = 0.65'
- PM 16.2/17.5 – average thickness = 0.50'
- PM 17.5/22.5 – average thickness = 0.40' (Digout and Overlay Strategy)

Pavement thicknesses from approximately PM 14.35 to 14.95 and PM 16.07 to 16.16 were very thick showing multiple lifts.

A foam mix design was performed utilizing the in-situ material. Based on a foamed asphalt content of 3.5% by weight of material, the average strength of test specimens was 48 psi dry and 12 psi for the wet breaks.

Any reliance placed by the contractor on this information shall be at their own risk and they shall undertake their own separate testing program to determine the materials present and conditions prevailing at the time of construction.