

FOR CONTRACT NO.: 02-4C0104

INFORMATION HANDOUT

ENCROACHMENT PERMIT APPLICATION

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

MATERIALS INFORMATION

PAVEMENT CORING DATA

ROUTE: 02-Sis-97-40.1/54.1

FOR CONTRACT NO.: 02-4c0104

INFORMATION HANDOUT

ENCROACHMENT PERMIT APPLICATION

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

ROUTE: 02-SIS-97-40.1/54.1 PM



APPLICATION AND PERMIT TO OCCUPY OR
PERFORM OPERATIONS UPON A STATE HIGHWAY
See Oregon Administrative Rule, Chapter 734, Division 55

PERMIT NUMBER:	

GENERAL LOCATION			PURPOSE OF APPLICATION		
HIGHWAY NAME AND ROUTE NUMBER The Dalles-California, US 97			<input type="checkbox"/> POLE LINE	TYPE Single pole	MIN VERT. CLEARANCE
HIGHWAY NUMBER 004	COUNTY Klamath		<input type="checkbox"/> BURIED CABLE		
BETWEEN OR NEAR LANDMARKS MP 290.73 to the California border (one mile±).			<input type="checkbox"/> PIPE LINE		
HWY REFERENCE MAP AML, 4B-20-5	FREEWAY? <input type="checkbox"/> YES	IN U.S. FOREST? <input type="checkbox"/> YES	<input checked="" type="checkbox"/> NON-COMMERCIAL SIGN: Construction signs as required		
APPLICANT NAME AND ADDRESS Contractor: _____			<input checked="" type="checkbox"/> MISCELLANEOUS OPERATIONS AND/OR FACILITIES AS REQUIRED: Traffic Control Plan, to be approved.		
Contact information: _____ Under contract to CalTrans.			BOND REQUIRED <input type="checkbox"/> YES	OAR 734-55-035(2)	AMOUNT OF BOND
			INSURANCE REQUIRED <input checked="" type="checkbox"/> YES	OAR 734-55-035(2)	COMPLETION DATE 12/30/2012

DETAIL LOCATION OF FACILITY (For more space use back of application or additional sheets)										
MILE POINT	TO MILE POINT	ENGINEER'S TO STATION	ENGINEER'S TO STATION	SIDE OF HWY OR ANGLE OF CROSSING	DISTANCE FROM		BURIED CABLE OR PIPE		SPAN LENGTH	
					CENTER OF PVMT	R/W LINE	DEPTH/VERT.	SIZE AND KIND		
291.64			Construction	warning	signs, both	sides, just	off of the	shoulder.		
291.23	291.73		Traffic	Control	Plan, as	required.				

TRAFFIC CONTROL REQUIRED?
 YES [OAR 734-55-0025(6)]

OPEN CUTTING OF PAVED OR SURFACE AREA ALLOWED?
 YES [OAR 734-55-100(2)]

- At least 48 hours before commencing work the applicant or contractor shall notify the ODOT Permit Specialist at (541) 883-5786.
- The applicant must notify the ODOT Permit Specialist upon completion of the construction activity authorized by this permit.

COMMENTS – ODOT USE ONLY

The CalTrans contractor will place and maintain two “construction warning” signs, one visible to travelers in each direction.

The CalTrans contractor will set-up, operate and maintain a “flagger controlled traffic stoppage, with pilot vehicles” to allow construction activity in each of the travel lanes along US 97 at the border. Stoppage times and scheduling shall be per the ODOT Freight Mobility Guidelines. The contractor is to schedule stoppage lengths, times and dates with the ODOT Region 4 Mobility Coordinator (Mary Barron - 541-388-6446, mary.a.barron@odot.state.or.us)

IF THE PROPOSED APPLICATION WILL AFFECT THE LOCAL GOVERNMENT, THE APPLICANT SHALL ACQUIRE THE LOCAL GOVERNMENT OFFICIAL'S SIGNATURE BEFORE ACQUIRING THE DISTRICT MANAGER'S SIGNATURE.

CalTrans SIGNATURE X	TITLE	DATE
CONTRACTOR SIGNATURE X	APPLICATION DATE	TELEPHONE NO.
When this application is approved by the Department, the applicant is subject to, accepts and approves the terms and provisions contained and attached: and the terms of Oregon Administrative Rules, Chapter 734, Division 55, which is by this reference made a part of this permit.		DISTRICT MANAGER OR REPRESENTATIVE X
		APPROVAL DATE

GENERAL PROVISIONS FOR POLELINE, PIPELINE, BURIED CABLE and MISCELLANEOUS PERMITS

WORKSITE:

- 1. Applicant/Contractor must call for utility locates before digging (1-800-332-2344). You may be held liable for damages. All areas to be excavated must be clearly marked before "utility locates" are called.
- 2. Applicant/Contractor shall have a copy of this permit and all attachments at the work site. They shall be available to the District Maintenance manager or representative at their request.
- 4. Applicant/Contractor to review the Oregon Administrative Rules (Chapter 734 Div 55) governing miscellaneous facilities and operations on the highway right of way as the governing provisions of this permit or agreement. Web Site: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_055.html.
- 6. The display advertising signs or merchandise of any kind is strictly prohibited.
- 7. The stopping and parking of vehicles upon State Highway right of way for the maintenance of adjoining property or in furtherance of any business transaction or commercial establishment is strictly prohibited.
- 10. The spreading of mud or debris upon any State Highway is strictly prohibited and violation shall be cause for immediate cancellation of the permit. Clean up shall be at the applicant's expense. The highway shall be cleaned of all dirt and debris at the end of each work day, or more frequently if so determined by the District Manager or representative.

TRAFFIC:

- 13. The work area during construction or maintenance performed under the permit provisions shall be protected in accordance with the current Manual on Uniform Traffic Control Devices for Streets and Highways, Federal Highway Administration, US Department of Transportation (see: http://mutcd.fhwa.dot.gov/kno_2009.htm), and the Oregon Temporary Traffic Control Handbook (see: http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/OTTCH_06.pdf). Flaggers must have a card or certificate indicating their completion of an approved work zone traffic control course. All traffic control devices shall be maintained according to the American Safety Services Association (ATTSSA) Quality Standards for Work Zone Traffic Control Devices handbook.
- 14. Traffic stoppages shall be scheduled through, and coordinated with, the ODOT Region 4 Mobility Coordinator: Mary Barron at 541-388-6446 or mary.a.barron@odot.state.or.us)

MISCELLANEOUS:

- 47. **Applicant** shall be responsible and liable for (1) investigating presence/absence of any legally protected or regulated environmental resource(s) in the action area; (2) determining any and all restrictions or requirements that relate to the proposed actions, and complying with such, including bur not limited to those relating to hazardous material(s), water quality constraints, wetlands, archeological or historic resources(s) state and federal threatened or endangered species, etc; (3) complying with all federal, state, and local laws, and obtaining all required and necessary permits and approvals.
- 48. If the applicant/contractor impacts a legally protected/regulated resource, the applicant shall be responsible for all costs associated with such impact, including, but not limited to all costs of mitigation and rehabilitation, and shall indemnify, and hold harmless ODOT for such impacts and be responsible and liable to ODOT for any costs or claims that ODOT may have.

APPLICANT: _____ **for CalTrans, HIGHWAY: 004 at MP: 291.64 Permit #:**

Contractor: (print name) _____ (signature) _____

ODOT Representative: _____ Date _____

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

Edmund R. Edwards
 REGISTERED CIVIL ENGINEER

May 1, 2006
 PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

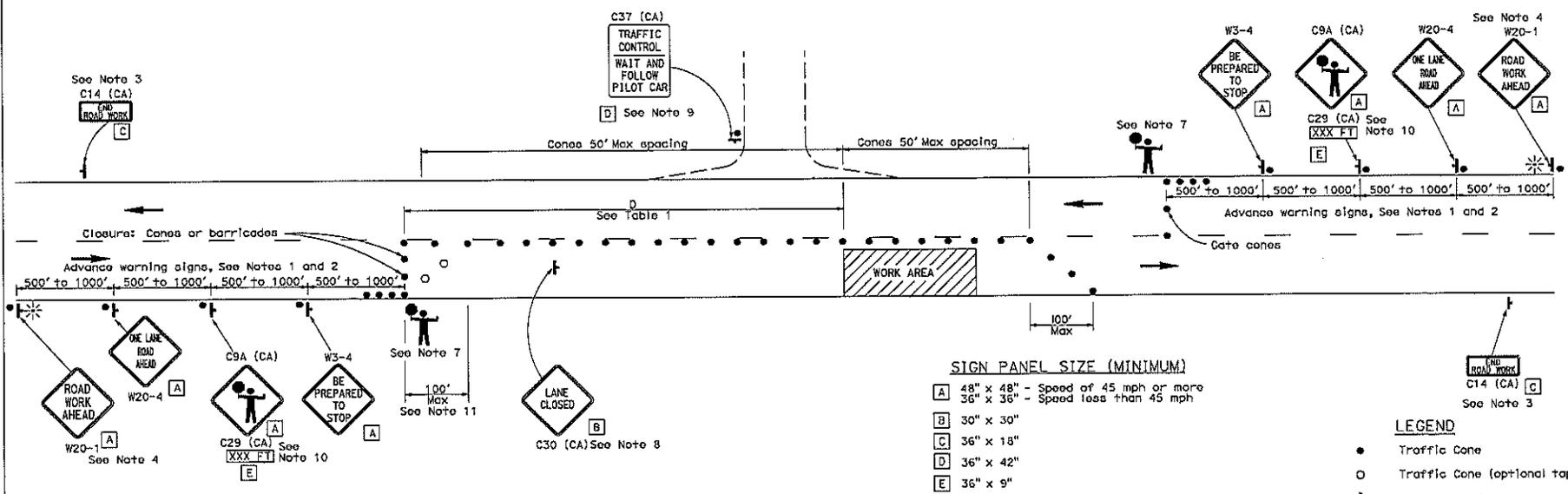
To get to the Caltrans web site, go to <http://www.dot.ca.gov>

NOTES:

Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on orange background.

California code are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL



SIGN PANEL SIZE (MINIMUM)

A	48" x 48" - Speed of 45 mph or more
	36" x 36" - Speed less than 45 mph
B	30" x 30"
C	36" x 18"
D	36" x 42"
E	36" x 9"

- LEGEND**
- Traffic Cone
 - Traffic Cone (optional taper)
 - † Temporary Sign
 - ← Direction of Travel
 - ☼ Portable Flashing Beacon
 - 👤 Flagger

- NOTES:**
- Where approach speeds are low, advance warning signs may be placed at 300' spacing, and closer in urban areas.
 - Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A C14 (CA) "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or C11 (CA) "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
 - All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 - Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.

- Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.
- Place C30 (CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37 (CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign at all interactions within traffic control area. Signs shall be clean and visible at all times.
- An optional C29 (CA) sign may be placed below the C9A (CA) sign.
- Optional cones or barricades may be placed on the optional taper as shown, barricades shall be Type I, II, or III.

TABLE 1

Approach Speed	Minimum D	Downgrade Minimum D *		
		-3%	-6%	-9%
mph	ft	ft	ft	ft
25 and below	155	158	165	173
30	200	205	215	227
35	250	257	271	287
40	305	315	333	354
45	360	378	400	427
50	425	446	474	507
55	495	520	553	593
60	570	598	638	686
65	645	682	728	785

* Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON TWO LANE CONVENTIONAL HIGHWAYS
 NO SCALE

INSURANCE CERTIFICATION

APPROACH ROAD, UTILITY OR MISCELLANEOUS PERMITS

FILE WITH: ACCESS AND UTILITY PERMITS
 800 AIRPORT RD
 SALEM OREGON 97301-4798
 TELE: (503) 986-3031, FAX (503) 986-3032

THE _____

OF _____

hereby certifies that such insurance policies as are indicated here under have been issued and are in full force and effect on the effective date of this certificate and the additional insured and notice of cancellation provisions listed below have been endorsed into the policies.

Name of Insured _____

Address of Insured _____

TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MMDDYY)	POLICY EXPIRATION DATE (MMDDYY)	LIMITS *	
GENERAL LIABILITY <input type="checkbox"/> COMPREHENSIVE FORM <input type="checkbox"/> PREMISES/OPERATIONS <input type="checkbox"/> UNDERGROUND EXPLOSION AND COLLAPSE HAZARD <input type="checkbox"/> PRODUCTS/COMPLETED OPER. <input type="checkbox"/> CONTRACTUAL <input type="checkbox"/> INDEPENDENT CONTRACTORS <input type="checkbox"/> BROAD FORM PROPERTY DAMAGE <input type="checkbox"/> PERSONAL INJURY				BODILY INJURY OCC.	
				BODILY INJURY AGG.	
				PROPERTY DAMAGE OCC.	
				PROPERTY DAMAGE AGG.	
				BI & PD COMBINED OCC.	
				BI & PD COMBINED AGG.	
				PERSONAL INJURY AGG.	
AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS (PRIV. PASS.) <input type="checkbox"/> ALL OWNED AUTOS (OTHER THAN PRIV. PASS.) <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON OWNED AUTOS <input type="checkbox"/> GARAGE LIABILITY				BODILY INJURY (PER PERSON)	
				BODILY INJURY (PER ACCIDENT)	
				PROPERTY DAMAGE	
				BODILY INJURY AND PROPERTY DAMAGE COMBINED	
EXCESS LIABILITY <input type="checkbox"/> UMBRELLA FORM <input type="checkbox"/> OTHER THAN UMBRELLA FORM				EACH OCCURENCE	
				AGGREGATE	

Paragraph in red outline (or similar) must be included on the Insurance Certificate

*** MINIMUM LIMITS: BODILY INJURY \$200,000 PER PERSON, \$500,000 EACH OCCURRENCE
 PROPERTY DAMAGE \$50,000 EACH OCCURRENCE, OR \$500,000 COMBINED SINGLE LIMIT**

The State of Oregon, its Department of Transportation, its Divisions, Officers and Employees are hereby included as an additional insured in the herein numbered policy or policies as to the operations of the named insured under any pipe, pole, conduit, approach road or miscellaneous permit issued by the Department of Transportation, but only with respect to the insured(s) activities to be performed under permit.

There shall be no cancellation, material change or intent not to renew the insurance coverage listed above without 30 days written notice from the insurer(s) to the Access and Utility Permit Unit, 800 Airport Rd., Salem, OR. 97301. Any failure to comply with the reporting provision of this insurance shall not affect coverage(s) provided to the State of Oregon, the Oregon Department of Transportation, Its Division, Officers and Employees. Sent copy to: ODOT, 2557 Altamont Dr., Klamath Falls OR 97603 FAX (541) 883-5589

INSURANCE COMPANY OR AGENCY	ADDRESS	
SIGNATURE OF INSURANCE COMPANY REPRESENTATIVE	DATE	TELEPHONE

FOR CONTRACT NO.: 02-4c0104

INFORMATION HANDOUT

MATERIALS INFORMATION

PAVEMENT CORING DATA

ROUTE: 02-SIS-97-40.1/54.1 PM

PAVEMENT CORE RECORD

Dist. 02 Co. SIS Rte 97 P.M. 40- / 54-

SOURCE	CHARGE	E.A.	SPECIAL D.#	ACTIVITY	PAVEMENT THICKNESS		BIT DATA		REMARKS
<u>03-319</u>	<u>02-319</u>	<u>910076</u>		<u>1025-1185</u>	DESIGN	ACTUAL	CORE DIA.	SERIAL NO.	
					AC	0.1 c/sk.	4"	BASE	
<u>1</u>	<u>N/B 40.</u>	<u>shoulder</u>	<u>16 FT. R^Q</u>	<u>1.5'</u>	<u>.2'</u>	<u>0.25</u>	<u>NATIVE</u>	<u>STRIPPING .2'</u>	
<u>2</u>	<u>N/B 40.</u>	<u>North Bound</u>	<u>6 FT. R^Q</u>	<u>1.6'</u>	<u>.2</u>	<u>.2</u>			
<u>3</u>	<u>S/B 40.</u>	<u>South Bound</u>	<u>5 FT. R^Q</u>	<u>1.1'</u>	<u>—</u>	<u>0.2</u>			
<u>4</u>	<u>S/B 40.</u>	<u>shoulder</u>	<u>16 FT. R^Q</u>	<u>1.1'</u>	<u>—</u>	<u>0.5</u>		<u>STRIPPING .2'</u>	
<u>5</u>	<u>PM 41.00</u>	<u>N/B shoulder</u>	<u>15 FT. R^Q</u>	<u>1.5'</u>	<u>.1'</u>	<u>0.5</u>	<u>NATIVE</u>	<u>STRIPPING 0.2' AND AT 0.45'</u>	
<u>6</u>	<u>PM 41.00</u>	<u>North Bound</u>	<u>6 FT. R^Q</u>	<u>1.25'</u>	<u>.1'</u>	<u>0.2</u>		<u>STRIPPING 0.85'</u>	
<u>7</u>	<u>PM 41.00</u>	<u>South Bound</u>	<u>6 FT. R^Q</u>	<u>1.1'</u>	<u>—</u>	<u>0.2</u>			
<u>8</u>	<u>PM 41.00</u>	<u>S/B shoulder</u>	<u>16 FT. R^Q</u>	<u>1.1'</u>	<u>—</u>	<u>0.5</u>		<u>STRIPPING 0.35'</u>	
<u>9</u>	<u>PM 42.00</u>	<u>N/B shoulder</u>	<u>15 FT. R^Q</u>	<u>1.0'</u>	<u>—</u>	<u>0.5</u>	<u>CINDERS</u>	<u>STRIPPING 0.4'</u>	
<u>10</u>	<u>PM 42.00</u>	<u>North Bound</u>	<u>6 FT. R^Q</u>	<u>1.1'</u>	<u>—</u>	<u>.2</u>	<u>CINDERS</u>	<u>GOOD TO 0.8</u>	
<u>11</u>	<u>PM 42.00</u>	<u>South Bound</u>	<u>6 FT. R^Q</u>	<u>1.25'</u>	<u>—</u>	<u>.2</u>	<u>CINDERS</u>	<u>GOOD</u>	
<u>12</u>	<u>PM 42.00</u>	<u>S/B shoulder</u>	<u>16 FT. R^Q</u>	<u>1.1'</u>	<u>—</u>	<u>0.5</u>	<u>CINDERS</u>	<u>STRIPPING 0.4'</u>	
<u>13</u>	<u>PM 43.00</u>	<u>N/B shoulder</u>	<u>15 FT. R^Q</u>	<u>1.35'</u>	<u>—</u>	<u>0.5</u>	<u>CINDERS</u>	<u>STRIPPING 0.2' AND 0.4'</u>	
<u>14</u>	<u>PM 43.00</u>	<u>North</u>	<u>5 FT. R^Q</u>	<u>1.45'</u>	<u>.15'</u>	<u>0.2</u>	<u>DOLAME</u>		

R-11110

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3-24

Contract # : 02-210076 4C0101 Sheet 2/5

Cored By : TERRY M. CORNIDE Date 3-24-10

Federal # : _____
Job # : _____

Contract Limits : REQUESTED AC THICKNESS, DCP'S AND DEFLECTIONS

PAVEMENT CORE RECORD

Dist. 02 Co. S15 Rte 97 P.M. 40/54-

SOURCE	CHARGE	E.A.	SPECIAL D.#	ACTIVITY				
03-319	02-319	4C0101		STPS. 185.				
CORE NO.	LOCATION			PAVEMENT THICKNESS		BIT DATA		REMARKS
	STATION	LANE	POSITION	DESIGN	ACTUAL	CORE DIA.	SERIAL NO.	
				AC	oil cake	4"		
15	PM 43.00	SOUTH	6 FT. R ²	1.1'		0.2	NATIVE	
16	PM 43.00	S/B shoulder	15 FT. R ²	1.0		0.5		stripping 0.2'
17	PM 44.00	N/B shoulder	17 FT. R ²	1.3	.2'	0.5		stripping 0.2'
18	PM 44.00	NORTH	6 FT. R ²	1.5'	.2'	0.2		
19	PM 44.00	SOUTH	6 FT. R ²	1.1	.2'	0.2		
20	PM 44.00	S/B shoulder	16 FT. R ²	1.1		0.65		stripping 0.2'
21	PM 45.00	N/B shoulder	18 FT. R ²	1.3		0.65	NATIVE	stripping 0.2' and 0.4' and 0.6' and 1.15'
22	PM 45.00	NORTH	6 FT. R ²	1.4		0.2		stripping 0.2' and 1.1'
23	PM 45.00	SOUTH	5 FT. R ²	1.2		0.2		
24	PM 45.00	S/B shoulder	17 FT. R ²	1.15'		0.5		stripping 0.4'
25	PM 46-	N/B shoulder	16 FT. R ²	1.15'		0.65		stripping 0.2'
26	PM 46-	N/B lane	6 FT. R ²	1.15'		0.2		stripping 0.8'
27	PM 46-	S/B lane	6 FT. R ²	1.45'		0.2		stripping 1.15'
28	PM 46-	S/B shoulder	18 FT. R ²	1.7'		0.2		stripping 0.6' and 1.4'

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4-10

PAVEMENT CORE RECORD

Dist. 02 Co. SIS Rte 97 P.M. 40/54-

Contract #: 02-4C0101 Sheet 315

Cored By: TRACY McCONNICK Date 5-4-10

Federal #: _____

Job #: _____

Contract Limits: REQUESTED AC Thickness - DCPs and deflection

SOURCE	CHARGE	E.A.	SPECIAL D.#	ACTIVITY	PAVEMENT THICKNESS		BIT DATA		REMARKS
CORE NO.	STATION	LANE	POSITION	DESIGN	ACTUAL	CORE DIA.	SERIAL NO.		
03-319	02-319	4C0101		1185					
				AC		4"			
29	PM 47.00	N/B Shoulder	18 FT. R _L	1.55'		0.3			Stripping 0.2' and 1.1'
30	PM 47.00	N/B Lane	6 FT. R _L	1.75'		0.2			Stripping 1.2'
31	PM 47.00	S/B Lane	7 FT. R _L	1.1'		0.2			
32	PM 47.00	S/B Shoulder	18 FT. R _L	1.1'		0.5			
33	PM 48.00	N/B Shoulder	18 FT. R _L	1.45'		0.3			Stripping 0.2' and 1.05' and 1.23'
34	PM 48.00	N/B Lane	5 FT. R _L	1.5'		0.2			Stripping 0.95' and 1.35'
35	PM 48.00	S/B Lane	6 FT. R _L	1.1'		0.2			Stripping 0.2'
36	PM 48.00	S/B Shoulder	17 FT. R _L	1.06'		0.5			Stripping 0.15'
37	PM 49.00	N/B Shoulder	18 FT. R _L	1.55'		0.5			Stripping 0.2' and 0.7'
38	PM 49.00	N/B Lane	6 FT. R _L	1.95'		0.2			Stripping 1.2' and 1.7'
39	PM 49.00	S/B Lane	6 FT. R _L	1.5'		0.2			
40	PM 49.00	S/B Shoulder	17 FT. R _L	1.25'		0.5	AB		PETRO-MATE separating AC + AB AT 1.25'
41	PM 50.00	N/B Lane	6 FT. R _L	0.65'					Stripping 0.3' - no paved shoulder
42	PM 50.00	N/B Lane	5 FT. R _L	0.65'					DETROIT AT 0.4'

Contract # : 02-4C0101 Sheet 4/5

PAVEMENT CORE RECORD

Cored By : TERRY McCarroll Date 5-5-10

Federal # : _____

Dist. 02 Co. SIS Rte 97 P.M. 40-/54-

Job # : _____

Contract Limits : REQUESTED AC THICKNESS - DCPE AND DEFLECTION

SOURCE	CHARGE	E.A.	SPECIAL D.#	ACTIVITY	PAVEMENT THICKNESS		BIT DATA		REMARKS
CORE NO.	STATION	LANE	POSITION	DESIGN	ACTUAL	CORE DIA.	SERIAL NO.		
03-319	02-319	4C0101		1185					
				AC		4"			
43	PM 50.67	N/B Shoulder	17 FT. R ^Q	0.8'			NATIVE		NFD
44	PM 50.67	N/B Lane	5 FT. R ^Q	0.68'			AB		NFD
45	PM 50.67	N/B Lane	6 FT. L ^Q	0.6'			AB		NFD TWO-WAY TURN POCKET
46	PM 50.67	S/B Lane	6 FT. R ^Q	0.67'			AB		NFD
47	PM 50.67	S/B Shoulder	20 FT. R ^Q	0.52'			NATIVE		NFD
48	PM 50.91	N/B Shoulder	28 FT. R ^Q	0.5'			AB		GETTING STRIPPING 0.3' AND DET
49	PM 50.91	N/B Lane	7 FT. R ^Q	0.7'			AB		STRIPPING AND DET. 0.4'
50	PM 50.91	S/B Lane	8 FT. R ^Q	1.0'			NATIVE		STRIPPING 0.55' AND 0.8'
51	PM 50.91	S/B Shoulder	18 FT. R ^Q	0.5'			NATIVE		STRIPPING 0.25'
52	PM 51.00	N/B Lane	6 FT. R ^Q	0.7'			AB		NO SHOULDER
53	PM 51.00	S/B Lane	5 FT. R ^Q	0.84'			AB		NO SHOULDER
54	PM 52.00	N/B #2 Lane	18 FT. R ^Q	1.1'		012	NATIVE		STRIPPING 0.68' AND 0.9'
55	PM 52.00	N/B #1 Lane	---	---					
56	PM 52.00	S/B Lane	---	---					NO PROPER EQUIPMENT TO DO #1 LANE - -CHP HAD TO LEAVE ALSO-

Contract # : 02-400101 Sheet 5/5

PAVEMENT CORE RECORD

Cored By : TERRY McConnick Date 5-6-10

Federal # : _____

Dist. 02 Co. SIS Rte 97 P.M. 40-54-

Job # : _____

Contract Limits : REQUESTED AC THICKNESS - DCP'S AND DEFLECTION

SOURCE	CHARGE	E.A.	SPECIAL D.#	ACTIVITY				
03-319	02-319	400101		1185				
CORE NO.	LOCATION			PAVEMENT THICKNESS		BIT DATA		REMARKS
	STATION	LANE	POSITION	DESIGN	ACTUAL	CORE DIA.	SERIAL NO.	
				AC		4"		
57	PM 52.00	SIB #2 LANE	17 FT. R ^Q	1.12'		0.2	NATIVE	Stripping 0.6 AND 1.0'
58	PM 53.00	NIB shoulder	19 FT. R ^Q	1.4'		0.35	NATIVE	Stripping 0.32' and 1.1'
59	PM 53.00	NIB LANE	6 FT. R ^Q	1.55		0.35	NATIVE 0.4 CTB	Stripping 0.35' / 1.55 AC - 1.95 CTB - NATIVE
60	PM 53.00	SIB LANE	6 FT. R ^Q	1.65'		0.3	0.4 CTB	Stripping 0.5' AND 1.3'
61	PM 53.00	SIB shoulder	20 FT. R ^Q	1.4'		0.25	NATIVE	Stripping 0.25' AND 1.0'
62	PM 54.00	NIB shoulder	20 FT. R ^Q	1.6'		0.25		Stripping 0.25'
63	PM 54.00	NIB LANE	7 FT. R ^Q	1.7'		0.8	NATIVE 0.45 CTB	Stripping 0.35' AND 0.6' / 1.7' AC - 1.7' TO 2.15' CTB
64	PM 54.00	SIB LANE	6 FT. R ^Q	1.8'		0.35	NATIVE 0.45 CTB	Stripping 0.35' AND 1.2' AND 1.4' / 1.8' AC OVER 0.45'
65	PM 54.00	SIB shoulder	16 FT. R ^Q	1.55		0.2	NATIVE	Stripping 0.35' AND 0.75'

523

02-SIS-97-40.1/54.1 PAVEMENT CORE PHOTOS

SIS-97-PM 40.1/54.1

02-4C0104

	NB SHO	Core No.	NB Lane	Core No.	CL	SB Lane	Core No.	SB SHO	Core No.
PM 40.0		1		2			3		4
PM 41.0		5		6			7		8
PM 42.0		9		10			11		12
PM 43.0		13		14			15		16
PM 44.0		17		18			19		20
PM 45.0		21		22			23		24
PM 46.0		25		26			27		28

02-SIS-97-40.1/54.1 PAVEMENT CORE PHOTOS

SIS-97-PM 40.1/54.1

02-4C0104

PM 47.0



29



30



31



32

PM 48.0



33



34



35



36

PM 49.0



37



38



39



40

PM 50.0



41



42

PM 50.67



43



44



45



47

PM 50.91



48



49



50



51

PM 51.0



52



53

02-SIS-97-40.1/54.1 PAVEMENT CORE PHOTOS

SIS-97-PM 40.1/54.1

02-4C0104

PM 52.0

NO PHOTOS

PM 53.0



59



60



61

PM 54.0



63



64



65

PAVEMENT CORE RECORD

Dist. 02 Co. Sis Rte 97 P.M. 46.9/49.89

Contract # : 02-400101 Sheet 1/1

Cored By : TERRY MCCORMICK Date 6-1-10

Federal # : _____

Job # : _____

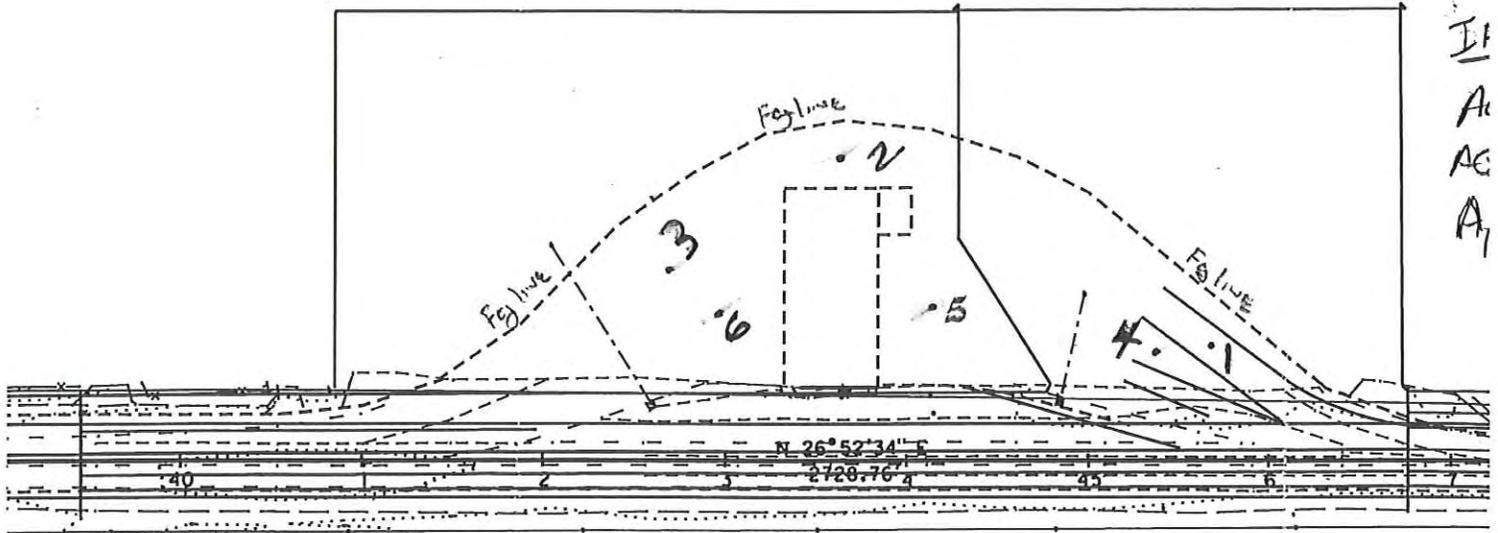
Contract Limits : AC Thickness AC STATION AND PM 46.9 PER REQUEST SH PRD 5-26-10

SOURCE	CHARGE	E.A.	SPECIAL D. #	ACTIVITY	PAVEMENT THICKNESS		BIT DATA		REMARKS
<u>03-319</u>	<u>02-319</u>	<u>400101</u>		<u>1185</u>	DESIGN	ACTUAL	CORE DIA.	SERIAL NO.	
CORE NO.	STATION	LANE	POSITION						
<u>1</u>	<u>PM 49.87</u>	<u>TRUCK LANE</u>	<u>9 FT. L^E</u>	<u>0.65</u>			<u>4"</u>	<u>PERMABLE BASE</u>	<u>STRIPPY + DELAMINATION 0.45'-0.65'</u>
<u>2</u>	<u>PM 49.83</u>	<u>TRUCK LANE</u>	<u>10 FT. L^E</u>	<u>0.62</u>			<u>4"</u>	<u>PERMABLE BASE</u>	
<u>3</u>	<u>PM 49.80</u>	<u>TRUCK LANE</u>	<u>11 FT. L^E</u>	<u>0.67</u>			<u>4"</u>	<u>PERMABLE BASE</u>	
<u>4</u>	<u>PM 49.87</u>	<u>MIDDLE AUTO LANE</u>	<u>48 FT. L^E</u>	<u>0.7</u>			<u>4"</u>	<u>PERMABLE BASE</u>	<u>0.1' DELAMINATION / 0.25'-0.6' STRIPPY</u>
<u>5</u>	<u>PM 49.83</u>	<u>MIDDLE AUTO LANE</u>	<u>80 FT. L^E</u>	<u>0.6</u>			<u>4"</u>	<u>NATIVE</u>	
<u>6</u>	<u>PM 49.80</u>	<u>MIDDLE AUTO LANE</u>	<u>48 FT. L^E</u>	<u>1.12</u>			<u>4"</u>	<u>NATIVE</u>	<u>STRIPPY 1.0'</u>
<u>7</u>	<u>PM 49.6</u>	<u>S/B SHOULDER</u>	<u>17 FT. R^E</u>	<u>1.12</u>			<u>4"</u>	<u>NATIVE</u>	<u>STRIPPY 0.8' / DELAMINATION 0.65'</u>
<u>8</u>	<u>PM 49.6</u>	<u>S/B LANE</u>	<u>4 FT. R^E</u>	<u>1.1</u>			<u>4"</u>	<u>NATIVE</u>	<u>STRIPPY 0.1'-0.3' / DELAMINATION 0.8'</u>
<u>9</u>	<u>PM 49.6</u>	<u>N/B LANE</u>	<u>6 FT. R^E</u>	<u>1.65</u>			<u>4"</u>	<u>NATIVE</u>	<u>STRIPPY 0.15' AND AT 1.4'</u>
<u>10</u>	<u>PM 49.6</u>	<u>N/B SHOULDER</u>	<u>16 FT. R^E</u>	<u>1.4</u>			<u>4"</u>	<u>NATIVE</u>	<u>STRIPPY 0.2' AND 0.4' AND 0.8' ON DOWN</u> <i>Trans-coring</i>

Distance measurement of each sample location is measured from beginning of PM 49.875 +/- 100ft. and from Fog Line of truck lane;

- Sample: 1. 9ft. left of fog line and 64 south of PM
 2. 10ft. left of fog line and 270ft. south of PM
 3. 11ft. left of fog line and 423ft. south of PM
 4. 48ft. left of fog line and 66ft. south of PM
 5. 80ft. left of fog line and 220ft. south of PM

IF
A
AC
A

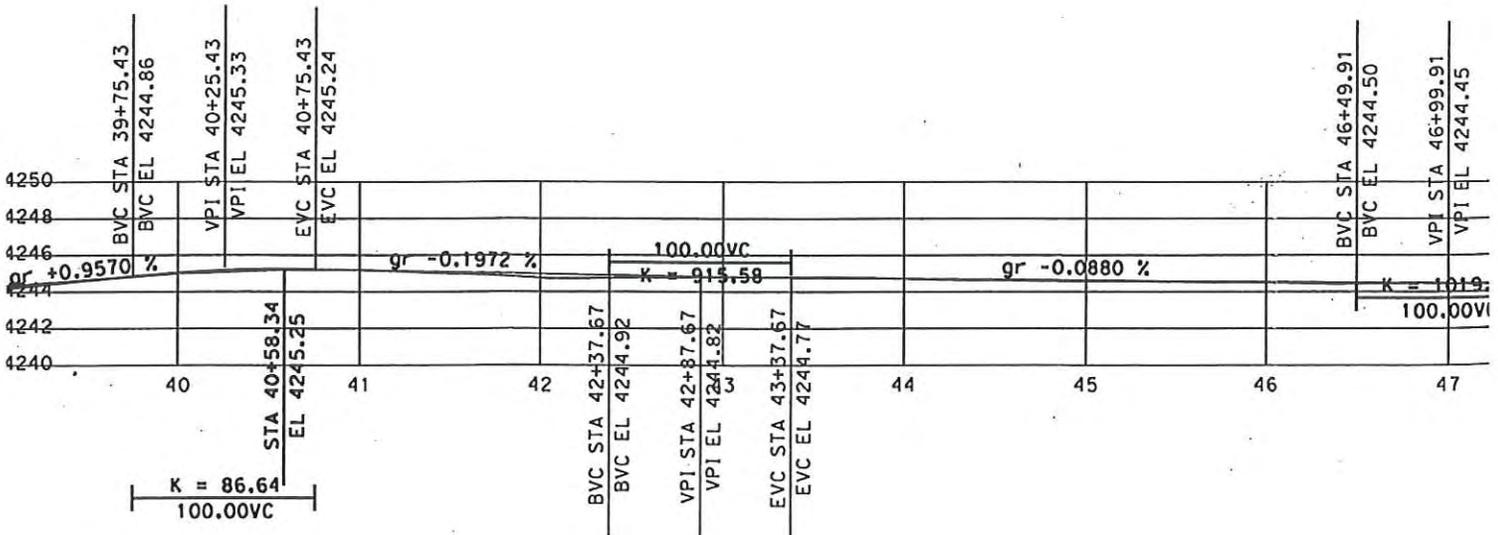


PM

Distance measurement of each sample location is measured from beginning of PM 49.875 +/- 100Ft. and from Fog Line of truck lane;

- Sample: 1. 9ft. left of fog line and 64 south of PM
 2. 10ft. left of fog line and 270ft. south of PM
 3. 11ft. left of fog line and 423ft. south of PM
 4. 48ft. left of fog line and 66ft. south of PM
 5. 80ft. left of fog line and 220ft. south of PM
 6. 48ft. left of fog line and 375ft. south pf PM

PLAN
SCALE: 1" = 50'



"?" LINE PROFILE



Location 1 CORE 1



Location 2 CORE 2



Location 3 CORE 3



Location 4 CORE 4



Location 5 CORE 5



Location 6 CORE 6

02-SIS-97-4.01/54.1 PAVEMENT CORE DATA PM 49.6



PM 49.6, S/B SHO. CORE 7



PM 49.6, S/B LANE CORE 8

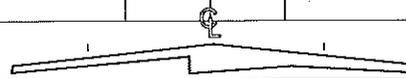


PM 49.6, N/B LANE, CORE 9



PM 49.6, N/B SHO., CORE 10

McDorris Core Data



Core #	P.M.	Lane	Offset of CL	Depth (ft)	SB SHLD	SB	NB	NB SHLD.
1	40.00	NB Shld.	16	1.5				1.5
2	40.00	NB	6	1.6			1.6	
3	40.00	SB	5	1.1		1.1		
4	40.00	SB Shld.	16	1.1	1.1			
5	41.00	NB Shld.	15	1.5				1.5
6	41.00	NB	6	1.25			1.25	
7	41.00	SB	6	1.1		1.1		
8	41.00	SB Shld.	16	1.1	1.1			
9	42.00	NB Shld.	15	1				1
10	42.00	NB	6	1.1			1.1	
11	42.00	SB	6	1.25		1.25		
12	42.00	SB Shld.	16	1.1	1.1			
13	43.00	NB Shld.	15	1.35				1.35
14		NB	5	1.45			1.45	
15		SB	6	1.1		1.1		
16		SB Shld.	15	1	1			
17	44.00	NB Shld.	17	1.3				1.3
18		NB	6	1.5			1.5	
19		SB	6	1.1		1.1		
20		SB Shld.	16	1.1	1.1			
21	45.00	NB Shld.	18	1.3				1.3
22		NB	6	1.4			1.4	
23		SB	5	1.2		1.2		
24		SB Shld.	17	1.15	1.15			
25	46.00	NB Shld.	16	1.15				1.15
26		NB	6	1.15			1.15	
27		SB	6	1.45		1.45		
28		SB Shld.	18	1.7	1.7			
29	47.00	NB Shld.	18	1.55				1.55
30		NB	6	1.75			1.75	
31		SB	7	1.1		1.1		
32		SB Shld.	18	1.1	1.1			
33	48.00	NB Shld.	18	1.45				1.45
34		NB	5	1.5			1.5	
35		SB	6	1.1		1.1		
36		SB Shld.	17	1.05	1.05			
37	49.00	NB Shld.	18	1.55				1.55
38		NB	6	1.95			1.95	
39		SB	6	1.5		1.5		
40		SB Shld.	17	1.25	1.25			
			AVERAGE =		1.17	1.20	1.47	1.37
Core #	P.M.	Lane	Offset of CL	Depth (ft)	SB SHLD	SB	NB	NB SHLD.
41	50.00	NB	6	0.65			0.65	
42		NB	5	0.65		0.65		
43	50.67	NB Shld.	17	0.8				0.8
44	50.67	NB	5	0.68			0.68	
45	50.67	LTL	6	0.6		0.6		
46	50.67	SB	6	0.67		0.67		
47	50.67	SB Shld.	20	0.52	0.52			
48	50.91	NB Shld.	28	0.5				0.5
49	50.91	NB	7	0.7			0.7	
50	50.91	SB	8	1		1		
51	50.91	SB Shld.	18	0.5	0.5			
52	51.00	NB	6	0.7			0.7	
53	51.00	SB	5	0.84		0.84		
			AVERAGE=		0.51	0.75	0.68	0.65

		Core #	P.M.	Lane	Offset of CL	Depth (ft)	SB SHLD	SB	NB	NB SHLD.		
		54	52.00	NB #2	18	1.1				1.1		
		55	52.00	NB #1		na						
		56	52.00	SB #1.		na						
		57	52.00	SB #2	17	1.12	1.12					
		22102.3*	52.95	SB	8	1.25		1.25				
		58	53.00	NB Shld.	19	1.4				1.4		
		59	53.00	NB	6	1.55			1.55			
		60	53.00	SB	6	1.65		1.65				
		61	53.00	SB Shld.	20	1.4	1.4					
		22102.4*	53.03	NB	6	1.1			1.1			
		22102.2*	53.22	SB	4	1.4		1.4				
		22102.5*	53.26	NB	8	1.15			1.15			
		22102.1*	53.33	SB	8	1.05		1.05				
		22102.6*	53.40	NB	8	1.1			1.1			
		62	54.00	NB Shld.	20	1.6				1.6		
		63	54.00	NB	7	1.7			1.7			
		64	54.00	SB	6	1.8		1.8				
		65	54.00	SB Shld.	16	1.55	1.55					
					AVERAGE=		1.36	1.43	1.32	1.37		
			* Cored in 2002, prior to 0.2' overlay									