

# MATERIALS INFORMATION HANDOUT

**Contract Number**  
**06-0M4404**

**Project No.**  
**0600020023**

**06-Ker-33**  
**PM 34.3 / 40.3**

**Cold In-Place Recycling**  
**Hot Mix Asphalt**

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## **Summary of Investigations**

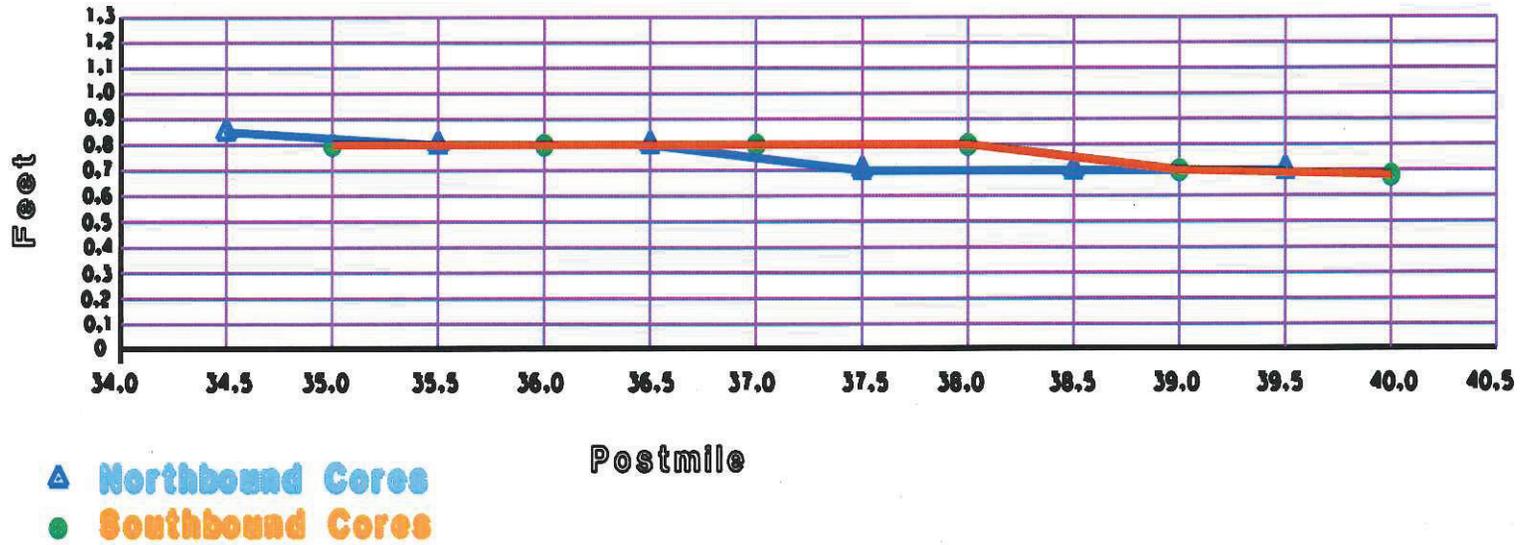
Pavement investigations were conducted on Route 33 from PM 34.30 to PM 40.30 for a cold-in-place recycling project . Cores indicate that the engineering properties of these materials may be improved to provide sufficient strength required to extend the life of this pavement for a few years by recycling the upper portion of the structural section with asphalt emulsion and capping with hot mix asphalt (HMA).

The general structural section is HMA over original ground. At some locations, the base material is native material or oil treated base. Cores indicated a depth of HMA that range from 0.68 foot to 0.85 foot. Core samples taken were not uniform in appearance. Some core samples show signs of failure at a depth of 0.45 foot, some are cracked vertically, while some crumbled at a depth of 0.30 foot from the pavement surface.

The existing asphalt concrete appears to have some rutting, pumping failures, transverse and longitudinal cracking. It was observed during the field survey that there are some occasional dig outs in the wheel path, a full maintenance thin overlay, and occasional alligator cracking within the project limits.

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

### Ker-33 AC Thickness



**CORE LOG**

**STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION**

Sheet 1 of 1

Division of Engineering Services

Materials Engineering and Testing Services

District-County Route-PM/PM: 06-Ker-33 PM 34.3-40.30

Expense Authorization (EA): 06-0M4401

Core Track Number: 3813

**LOG OF MAINLINE CORE HOLES**

Core Rig Operator:

A.Shokrpoor/S.Singh

Date of Coring: November 01,2011

No. of Cores: 12

Deflection Test Operator:

Date of Deflection Test:

Photo-No.	Test Section	Core Hole Location (PM, Lane No., Direction)	Layer 1 (Seal Coat?)	Layer 2 (Struct. Sect.)	Layer 3 (Struct. Sect.)	Layer 4 (Base Matri)	Total Core Thickness	Remarks
1	1	PM-34.5- North Bound Main lane		DGAC		OG	0.85	Core Delaminated at 0.67', from top and was cracked vertically from 0.40 from top
2	2	PM-35.5- North Bound Main lane		DGAC		OG	0.80	Core was Intact.
3	3	PM-36.5- North Bound Main lane		DGAC		OG	0.80	Core Intact and has vertical and horizontal cracks starting from 0.50 .
4	4	PM-37.5- North Bound Main lane	Chip Seal	DGAC		OG	0.70'	The Core was Intact and was cracked vertically from 0.45' from top
5	5	PM-38.5- North Bound Main lane		DGAC		OG	0.70	Core Delaminated at 0.10' and 0.45'from top.
7	6	PM-39.5- North Bound Main lane		DGAC		OG	0.70	Core was Intact.
6	7	PM-35.00 - South Bound Main lane		DGAC		OG	0.80	Core Delaminated at 0.30' and 0.70 from top and crumbled from 0.30'after it.
8	8	PM-36.00 - South Bound Main lane		DGAC		OG	0.80	Core was Intact.
9	9	PM-37.00 - South Bound Main lane		DGAC		OG	0.80	Core was Intact.
10	10	PM-38.00 - South Bound Main lane		DGAC		OG	0.80	Core was Intact.
11	11	PM-39.00 - South Bound Main lane		DGAC		OG	0.70	Core was Intact.
12	12	PM-40.00 - South Bound Main lane		DGAC		OG	0.68	The Core was Delaminated at 0.45' from top .

Core Log Prepared By:

A. Shokrpoor / November,2,2011

(Name and Date)