

INFORMATION HANDOUT

**For Contract No. 06-0P1604
At 06-Kin-198-R14.7/R17.9**

**Identified by
Project ID 0612000100**

MATERIALS INFORMATION

Existing Pavement Information

MATERIALS INFORMATION HANDOUT

Contract Number
06-0P1601

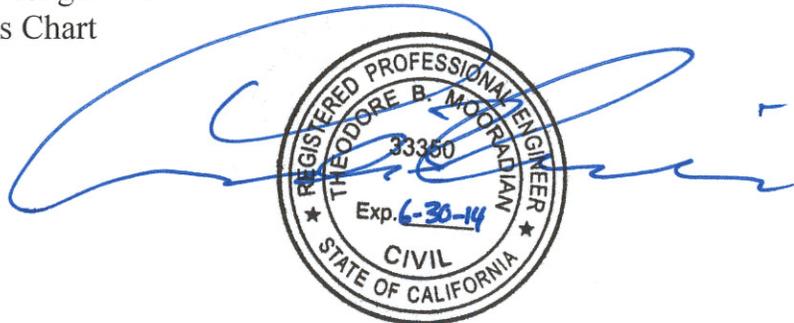
October 3, 2013

06-Kin-198
PM R14.7/R17.9
Project No. 0612000100

Cold In-Place Recycling
Hot Mix Asphalt

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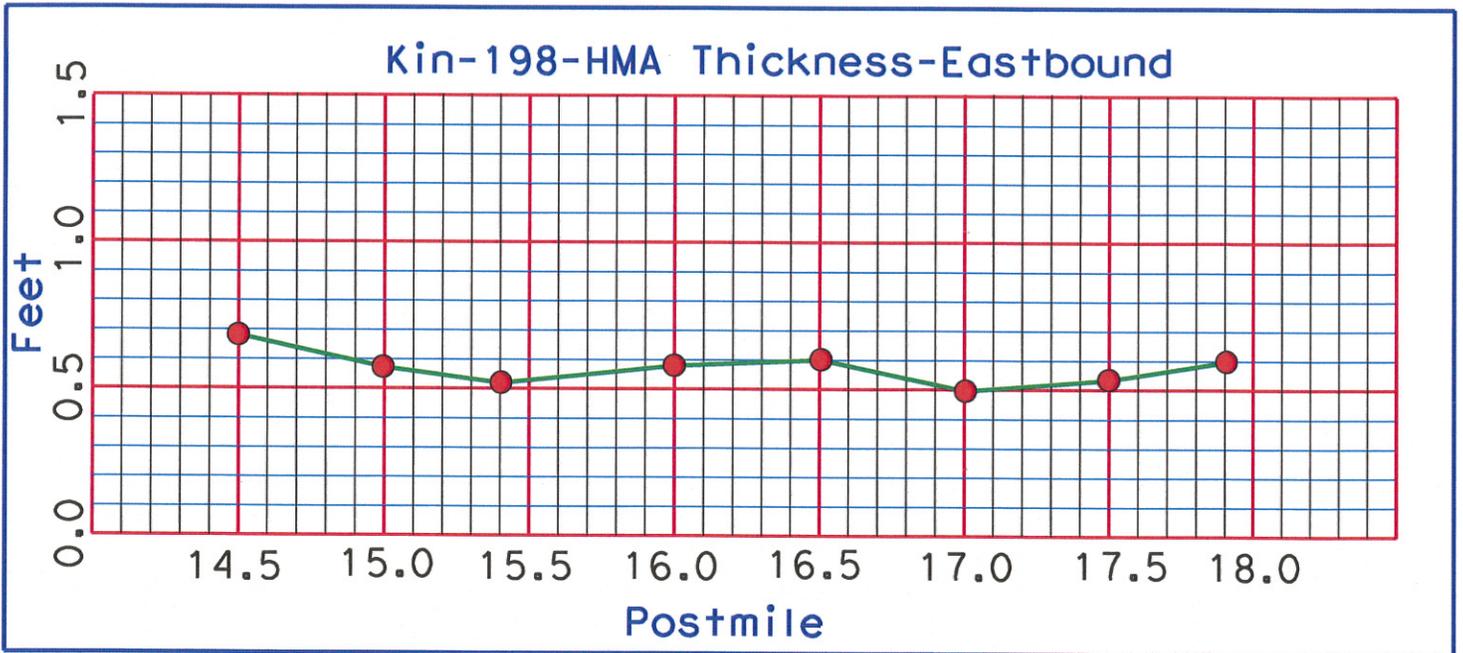
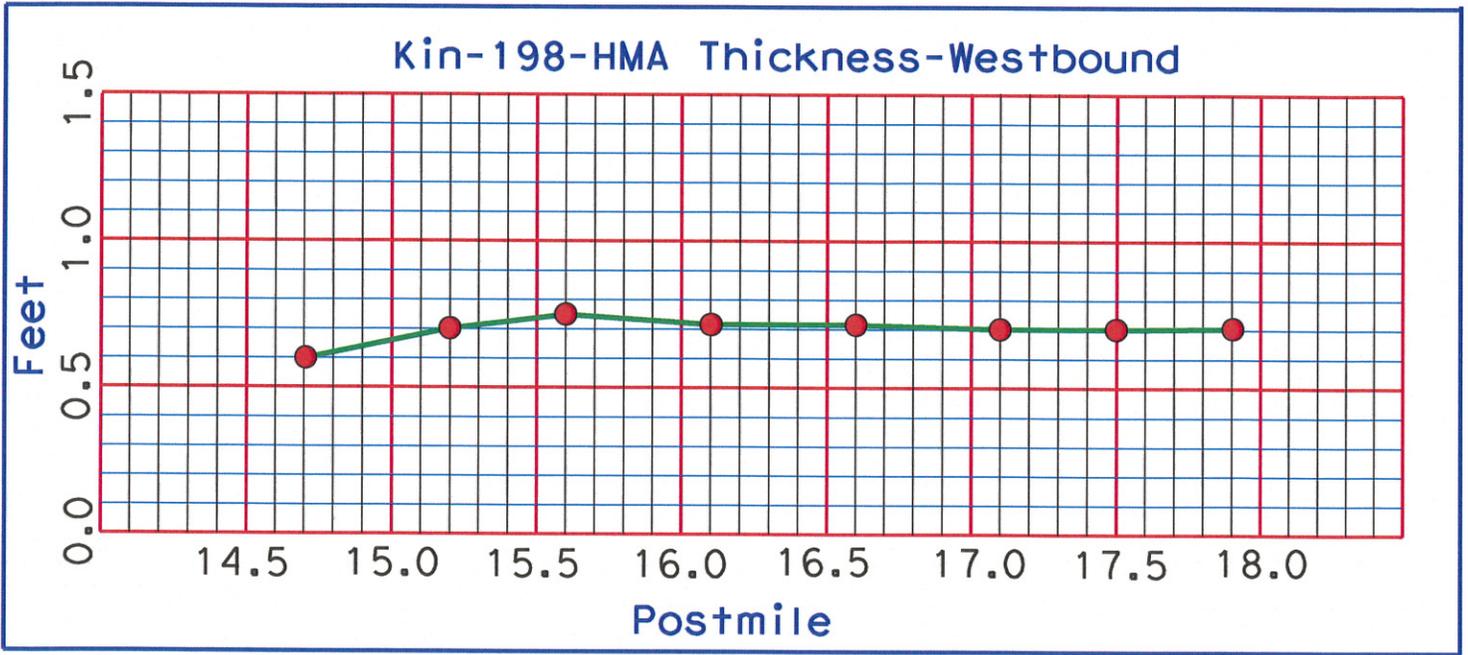
Summary of Investigations

Pavement investigations and coring were conducted on September 25-26, 2013 on Route 198 in Kings County from PM R14.7 to PM R17.9 in both eastbound and westbound directions for cold-in-place recycling.

The typical existing structural section consists of dense graded hot mix asphalt (HMA) over cement treated base (CTB). The pavement surface is HMA. A total of 16 cores were taken. Eight cores were obtained in the westbound direction and another eight cores in the eastbound direction. Cores indicated a depth of HMA ranging from 0.52 foot to 0.75 foot. The majority of the core samples taken were intact. However, the CTB underlying the HMA was found to be degraded and no longer bound together or cemented as an integral layer. The CTB core samples consisted of fragmented pieces as shown in the attached photos, pages 5, 6, 8, 14, 20, 24, 26, 28, 30, and 32.

There are alligator C cracks found throughout the project limits. Pumping failures were present in some areas within the project limits. There were transverse and longitudinal cracks found on lanes one and two in the both westbound and eastbound directions. Some cracks were wider than ½ inch. It was observed in the areas of alligator C cracking that a treatment remedy of overspraying the pavement surface with liquid sealant had occurred (photo, page 9).

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 for obtaining the pavement mix design.



**DEPARTMENT OF TRANSPORTATION
CENTRAL REGION CONSTRUCTION
MATERIALS ENGINEERING AND DEFLECTION TESTING**



Kin-198_PM R14.7/ R17.9 EA06-0P1601

CORE 1-EB LANE 2 OF 2 -PM 16.00



Kin-198_PM R14.7/ R17.9 EA06-0P1601 MAINLINE

CORE-2 - EB LANE 2 OF 2 -PM 15.50



KIN-198_PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE 1- EB LANE 2 OF 2 -PM 15.50



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-3- EB LANE 2 OF 2 -PM 15.00



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-2- EB LANE 2 OF 2 -PM 15.00



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-4 - EB LANE 2 OF 2 -PM 14.50



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-5- EB LANE 2 OF 2 -PM 17.90



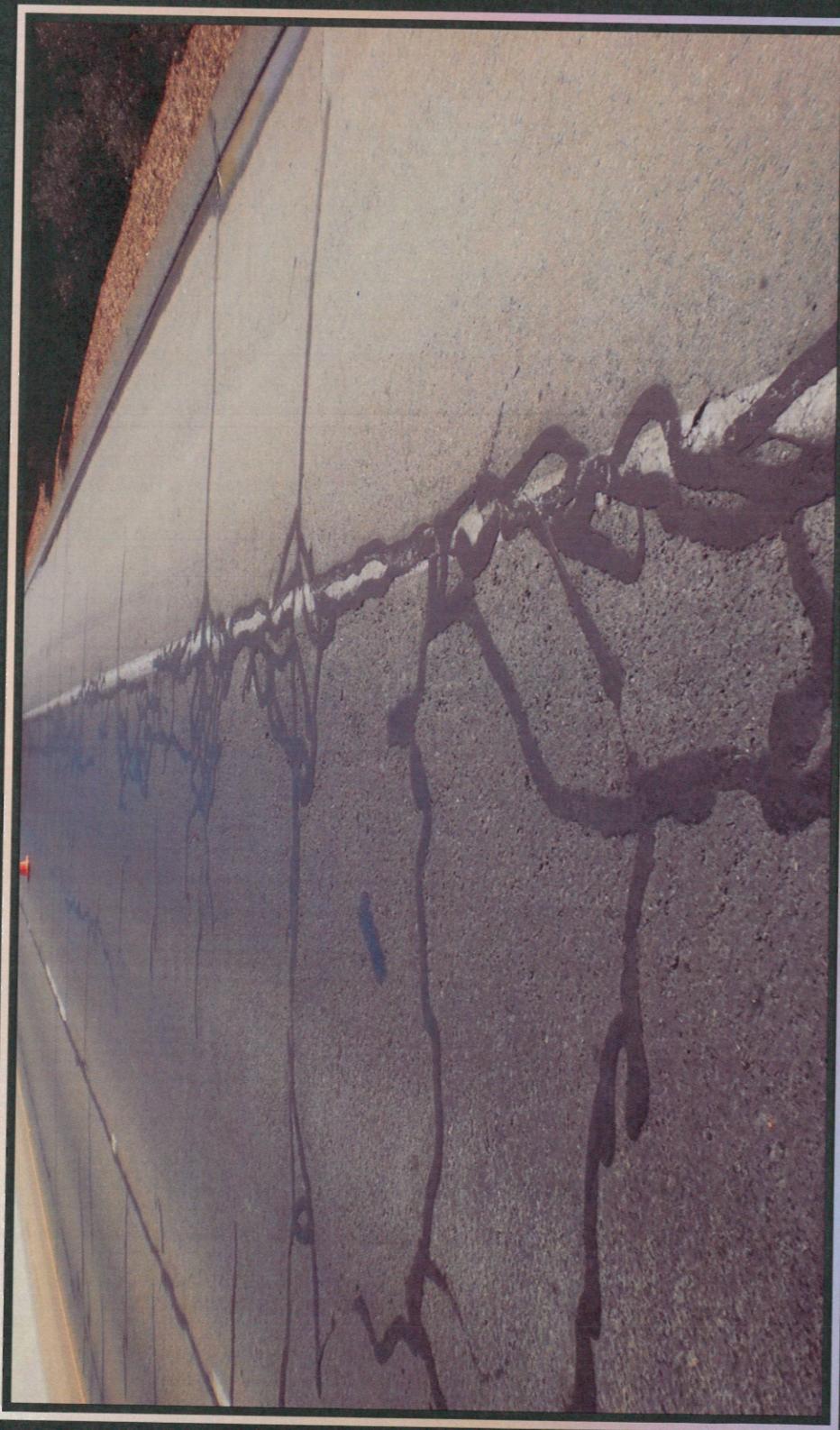
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-6-NB LANE 2 OF 2 -PM 17.50



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-3- EB LANE 2 OF 2 -PM 17.50



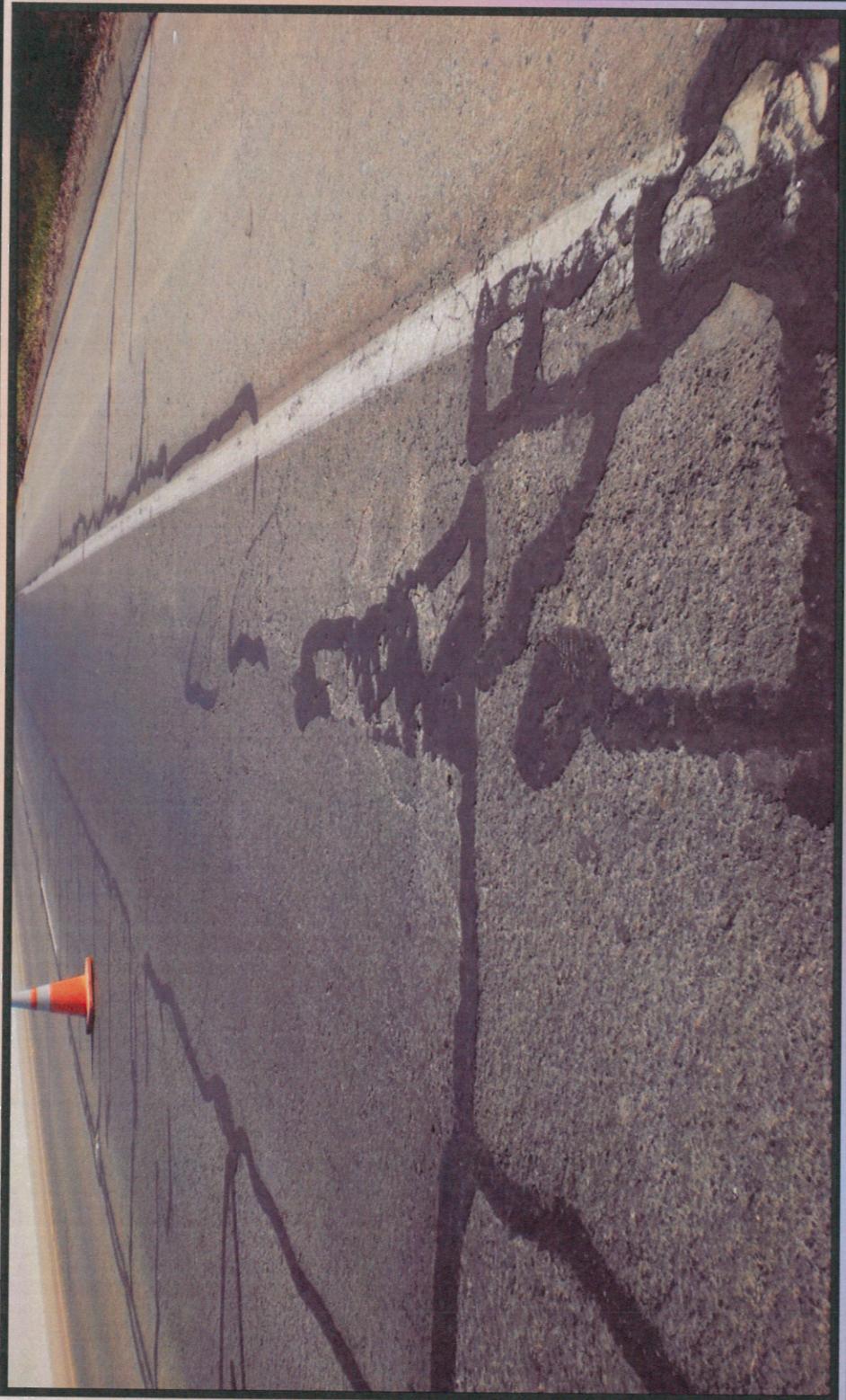
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-7- EB LANE 2 OF 2 -PM 17.00



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-4-EB LANE 2 OF 2 -PM 17.00



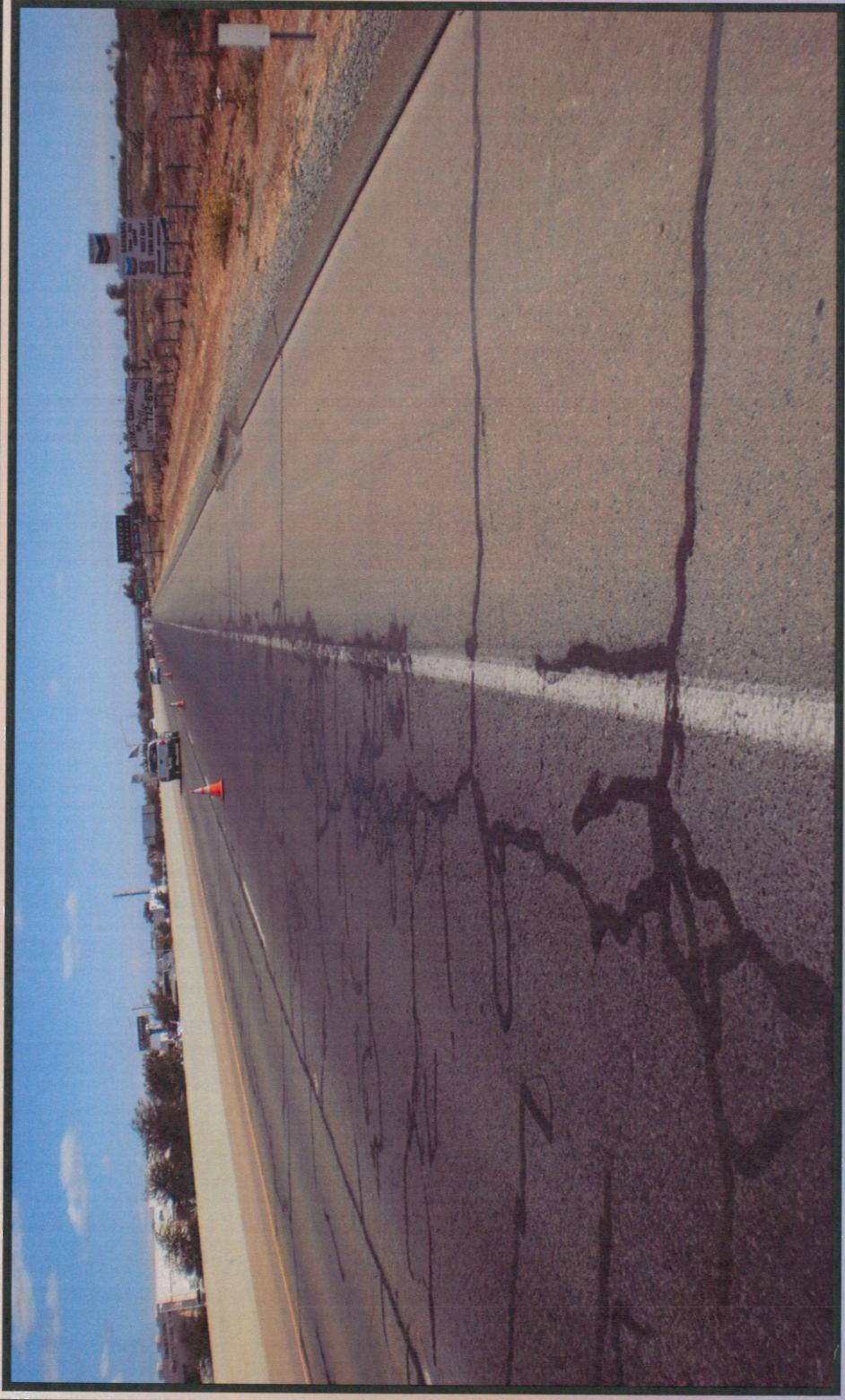
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-8- EB LANE 2 OF 2 -PM 16.50



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-5- EB LANE 2 OF 2 -PM 16.50



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-9- WB LANE 2 OF 2 -PM 14.70



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-6- WB LANE 2 OF 2 -PM 14.70



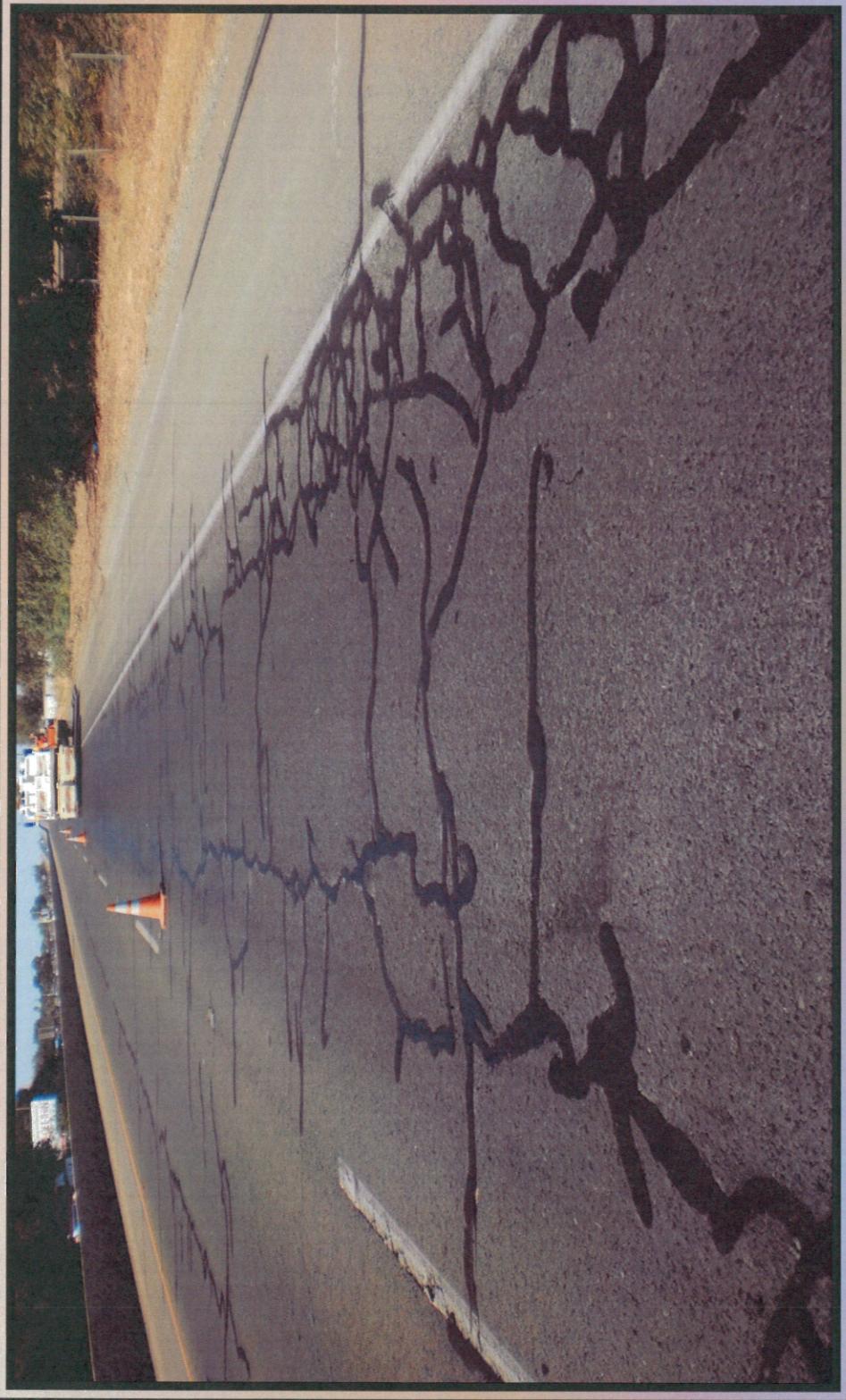
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-10- WB LANE 2 OF 2 -PM 15.20



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-7-WB LANE 2 OF 2 -PM 15.20



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-11- WB LANE 2 OF 2 -PM 15.60



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-8- WB LANE 2 OF 2 -PM 15.60



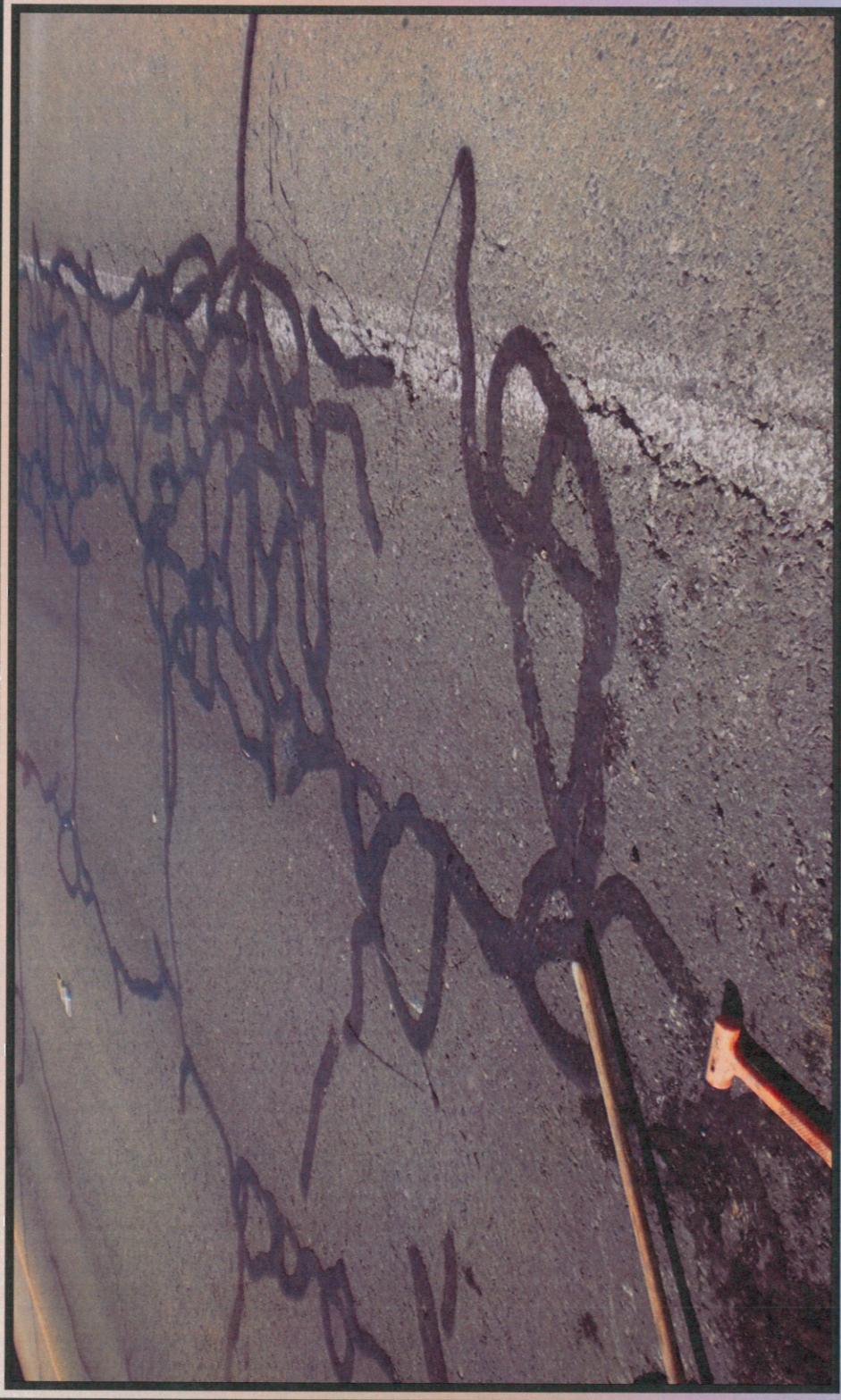
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-12- WB LANE 2 OF 2 -PM 16.10



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-9- WB LANE 2 OF 2 -PM 16.10



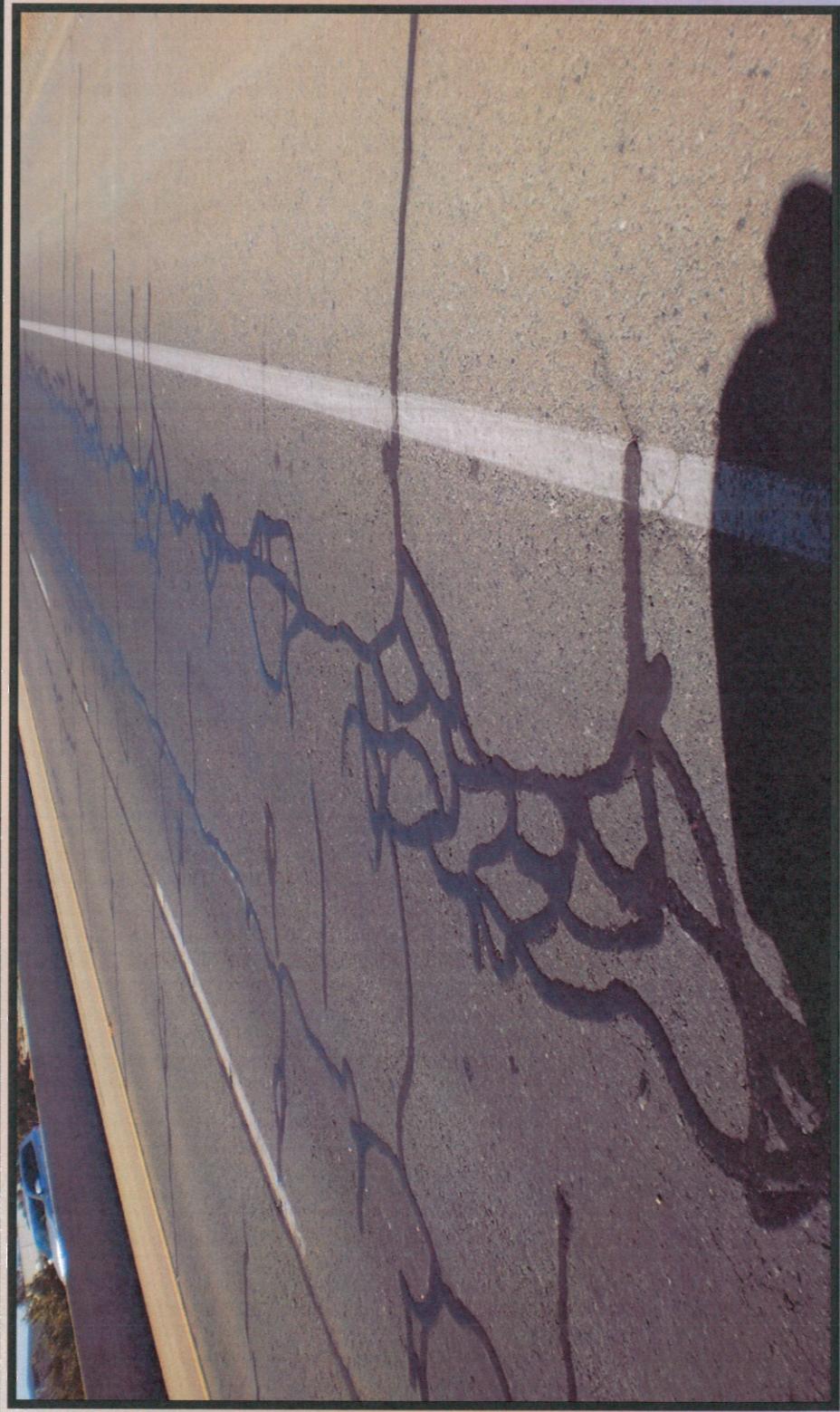
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-13- WB LANE 2 OF 2 -PM 16.60



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-10-WB LANE 2 OF 2 -PM 16.60



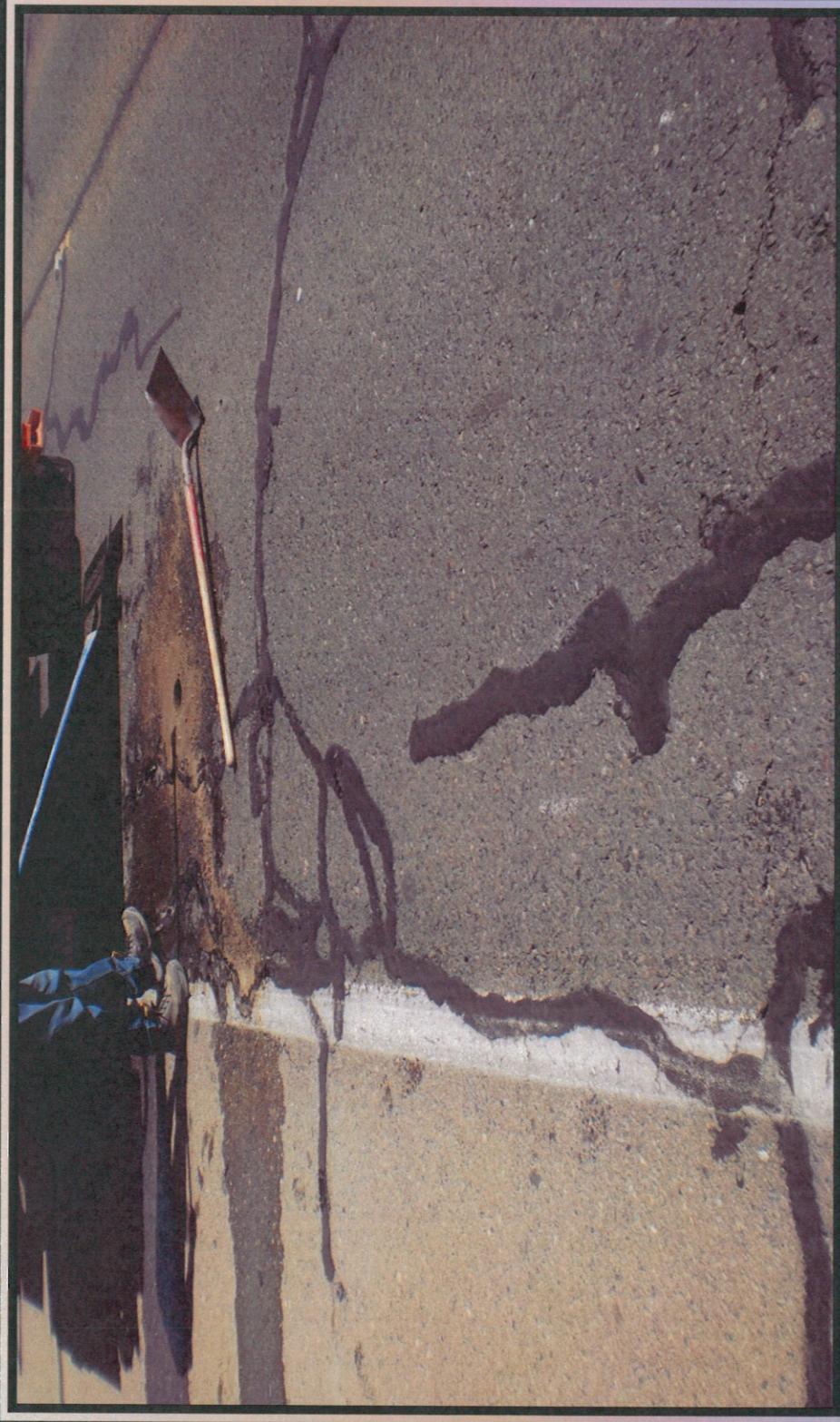
KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

CORE-14- WB LANE 2 OF 2 -PM 17.10



KIN-198-PM R14.7/ R17.9 EA 06-0P1601 MAINLINE

PICTURE-11- WB LANE 2 OF 2 -PM 17.10



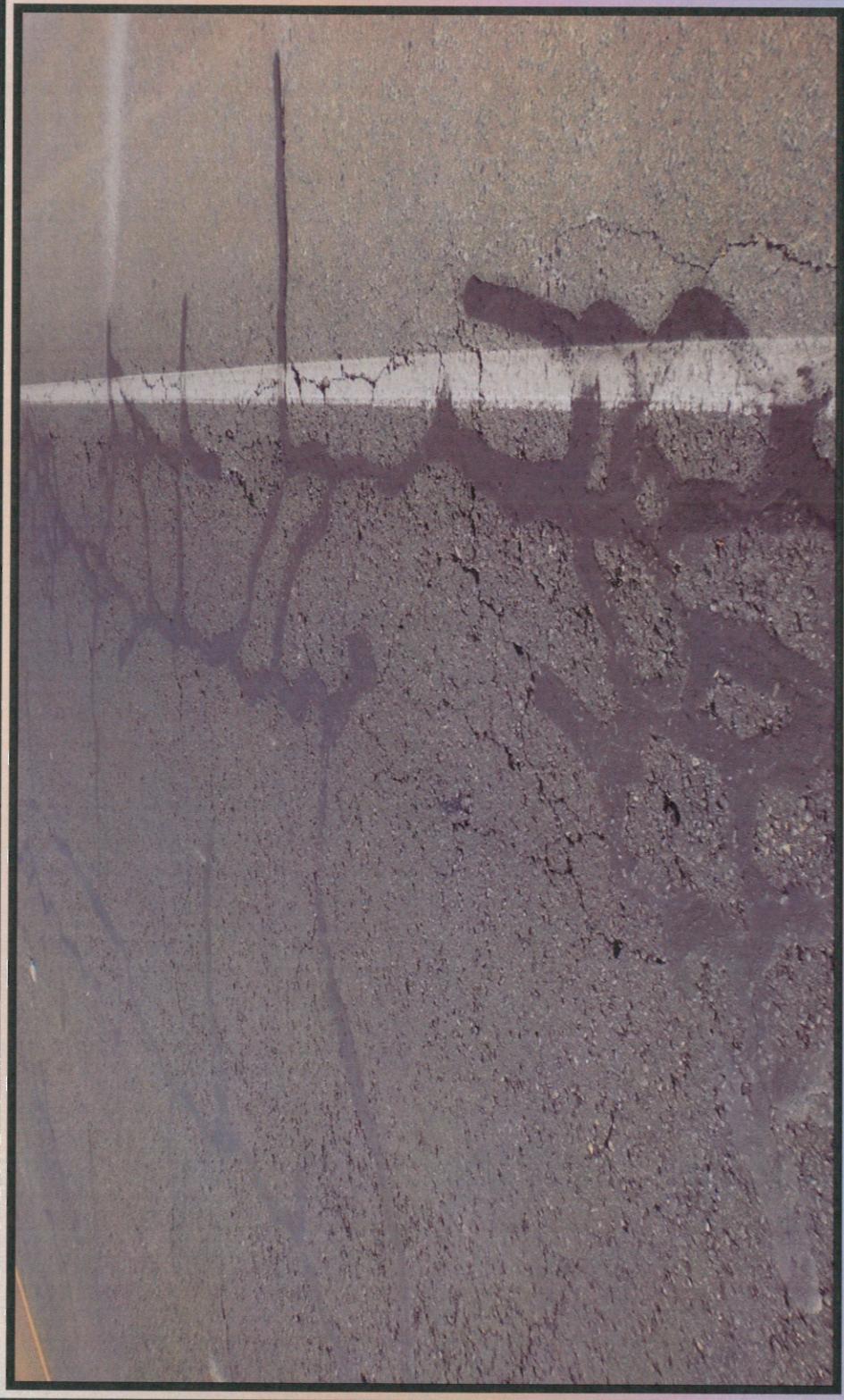
KIN-198-PM R14.7/ R17.9 EA 06-0R1601 MAINLINE

CORE-15- WB LANE 2 OF 2 -PM 17.50



KIN-198-PM R14.7/ R17.9 EA 06-0R1601 MAINLINE

PICTURE-12- WB LANE 2 OF 2 -PM 17.50



KIN-198-PM R14.7/ R17.9 EA 06-0R1601 MAINLINE

CORE-16- WB LANE 2 OF 2 -PM 17.90



KIN-198-PM R14.7/ R17.9 EA 06-0R1601 MAINLINE

PICTURE-13- WB LANE 2 OF 2 -PM 17.90



KIN-198-PM R14.7/ R17.9 EA 06-0R1601 MAINLINE