

INFORMATION HANDOUT

MATERIALS INFORMATION

SUMMARY OF EXISTING PAVEMENT INVESTIGATIONS

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Investigations carried out on the existing road, Tri – 36 – PM 27.1/R41.14, indicate that these materials are suitable for cold in-place recycling. Coring tests conducted on the subject roadbed indicate that the engineering properties of these materials may be improved to provide sufficient strength required to extend the life of this pavement for 10 years by recycling the upper layer with asphalt emulsion and capping with hot mix asphalt.

The general structural section, from the bottom up is native material, with varying thickness of old asphalt concrete various chip seals as the wearing surface. Cores indicated that the depth of asphalt concrete ranged from 0.75-ft to 0.4-ft between PM 27.0/R34.2, and ranged between 0.2-ft to 0.7-ft from PM R34.2/R41.14. Core samples taken were uniform in appearance.

Ground Penetrating Radar soundings were also collected and generally were in agreement with the core samples collected. The sounding showed the existing asphalt concrete thickness from PM 27.0 to PM R34.2 was fairly consistent at approximately 0.5 ft. From PM R34.2 to PM R41.14, the GPR sounding showed the existing asphalt concrete thickness ranged from 0.2 ft to 0.4 ft. The GRP sounding indicated the section between PM 34.2 to R41.14 is underlain with aggregate base.

The existing AC appears distressed, as the last treatment was a minimum of 15 years ago.

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.