

Reflective Cracking Construction Notes

Date: December 8, 2014

Project: Reflective Cracking Indoor Phase IV

Weather:

	6:54 AM	3:54 PM
Temperature (°F):	34.0	33.1
Dew Point (°F):	28.9	32.0
Humidity (%):	82	96
Visibility (Miles):	4.0	2.5
Wind (MPH):	13.8 NE	24.2 NNE
Conditions:	Light Snow	Overcast

Working Hours: 7:00 AM – 4:30 PM

Sub-Contractor(s): SVT, ARA, JBT

Personnel: (1) engineer (SVT), (1) technician (ARA), (1) supervisor, (1) equipment operator, (1) laborer (JBT)

Equipment: (1) backhoe, (1) excavator, (1) tandem dump truck, (1) articulated dump truck, (1) jumping jack

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JBT excavated a portion of the existing high strength subgrade from beneath the proposed lead-in slab to the West end of the test rig. The excavated area was then backfilled with 12 inches of compacted P-209 to create a base layer for the support of the proposed slab, as shown in Figure 1. The finished surface of the P-209 layer was established at approximately 14 inches below the surrounding pavement surface in order to accommodate the placement of the 9-inch thick cement concrete slab and at least 5 inches of HMA (hot mix asphalt) test pavement. The excavated subgrade soil was stockpiled in the NAPTF for removal at a later date.



(a)



(b)

Figure 1. Compacted P-209 to Create a Base Layer for Support of the Proposed Slab.