DEPARTMENT OF TRANSPORTATION
500 South Main Street
BISHOP, CA 93514

(619) 872-0691

April 7, 1995

MR. BRAD METTAM, Project Manager
Inyo County Planning Department
Office of Yucca Mountain Repository Assessment
Drawer L
Independence, CA 93526

Dear Brad:

Here is an example of a *Deflection Study* done on a segment of Route 14 in Kern County. We have requested a similar study to be performed for Route 127 within the upcoming three months by our Headquarters personnel. One study will be based on existing truck conditions, and another analysis will use twice the existing truck volumes. I will send you the results, as soon as we receive them, for you to forward to ESA (Consultant) if you wish it to be incorporated and referenced in the *Route Concept Report* (RCR).

Also attached is a computer print-out of the *Pavement History and Plan* for Route 127. This reflects the blankets, overlays, chip seals, etc. since 1980 by Post Mile. Even though the dates go back to 1964, we feel the data has only been collected since 1980. Again, this could be referenced or used in updating the RCR. If you agree, then pass it on to ESA.

Your consideration and cooperation with assessing potential impacts to the California Transportation System is appreciated. We will continue to work with you and the Consultant in any way we can on these cooperative studies. If I can supply additional information, please call me at 872-0691.

Sincerely,

KATY WALTON, Chief
Transportation Planning & Public Transportation

Enclosures
cc: Dennis Manning
Route 127 RCR file

AC PAVEMENT DEFLECTION STUDY REPORT DATED December 12, 1994 Page 1 of 2

To: MR. MIKE CARRINGTON, District Materials Engineer - 09

From: Office of Materials Engineering & Testing Services

Project 09-Ker-14-R14.41/16.06 EA: 5A3000

Requested By: Otto Mikes From: 09 Date Requested: July 25, 1994

Facility Tested: Traveled Way X Shoulder ___ Ramp ___ Other ___

Date Tested: October 5, 1994 Operator AFN Equipment No. 7503/0001

94 DEC 15 PM 3:15 CAL. TRANS. DIST. 09

Recommendations

Alternate 1 - Conduct a field review and locate specific areas of severe failure identified by rutting greater than 13 mm (1/2 inch) and/or loose or spalling pavement. Dig out and repair these localized areas and seal all cracks wider than 6 mm (1/4 inch). Then place an asphalt-rubber interlayer (SAMI-R) prior to placing a dense graded AC (DGAC) overlay 45 m (0.15 foot) thick; or place a pavement reinforcing fabric (PRF) prior to placing a DGAC overlay 60 mm (0.20 foot) thick. In lieu of placing either the SAMI-R or PRF interlayers, increase the DGAC overlay thickness to 90 m (0.30 foot) for reflection crack retardation (less is required for structural adequacy).

Alternate 2 - Dig out and repair localized failed areas and seal cracks as described above. Then place an Asphalt Rubber Hot Mix - Gap Graded (ARHM-GG) overlay 45 mm (0.15 foot) thick.

Alternate 3 - Cold plane the existing pavement 45 mm (0.15 foot) deep Dig out and repair localized failures and seal cracks as defined above. Then place ARHM-GG 45 mm (0.15 foot) thick to maintain the existing profil grade.

Alternate 4 - Cold plane the existing pavement 75 mm (0.25 foot) deep Dig out and repair localized failures and seal cracks as defined above. Then place DGAC 75 mm (0.25 foot) thick to maintain the existing profile grade.

Alternate 5 - Dig out and repair localized failures as defined above. Then cold recycle 45 mm (0.15 foot) of the existing AC pavement. Finally, place a DGAC overlay 45 mm (0.15 foot) thick.

REMARKS: Prior to choosing cold recycling as the planned alternative, a preliminary investigation must be made of the existing asphalt concrete pavement. Depending on the variation in the properties of the existing in-place material, recycling may not be appropriate. See Deputy Directive DD-17 dated November 17, 1993 on Recycling Asphalt Concrete.

Rehabilitation is recommended, even though the average evaluated deflection level is below the tolerable level, due to the amount of load-

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associated alligator cracks. For further information regarding the cold recycle procedure, the ARHM-GG, or the SAMI-R, contact Jack Van Kirk (8-498-7300).

The recommended rehabilitation should provide an additional ten years of service life at minimum maintenance costs for this facility. Refer correspondence or calls to Bob Page (8-498-7299) or Paul Mason (8-498-7049). A copy of this report was sent to: KHerritt, MLeja, PEMason. Attachment: Yes_X_ No___

Signature B G Page

NAME: B. G. PAGE

Title: Senior M & R Engineer

Pavement Engineering Branch

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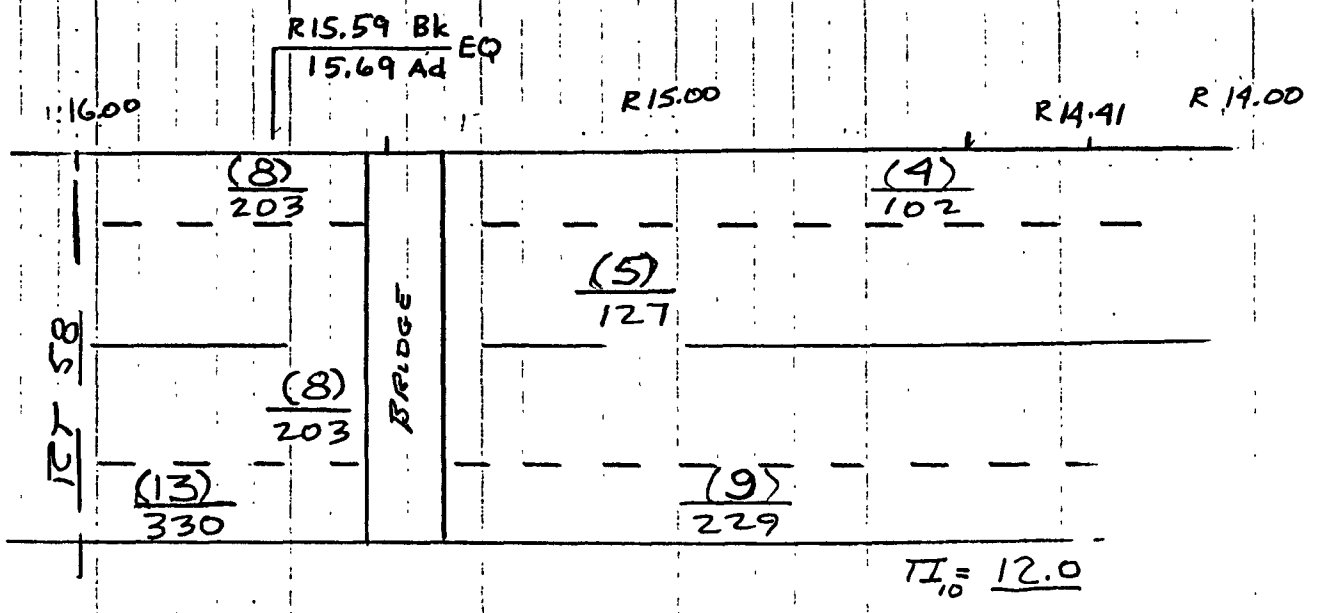
NAME: B. G. PAGE

Title: Senior M & R Engineer

Pavement Engineering Branch

09-KER-14-R14.41/16.06

10-5-94



TI_{10} = 12.0

AVERAGE EVALUATED DEFLECTION (.008 in) 203

TOLERABLE DEFLECTION (.009 in) 229

AVERAGE AC THICKNESS (0.59') 180 mm

MAX. DEFLECTION LEVEL (13) 330

MIN. ✓ ✓ (4) 102

MAX. RIDE SCORE 9

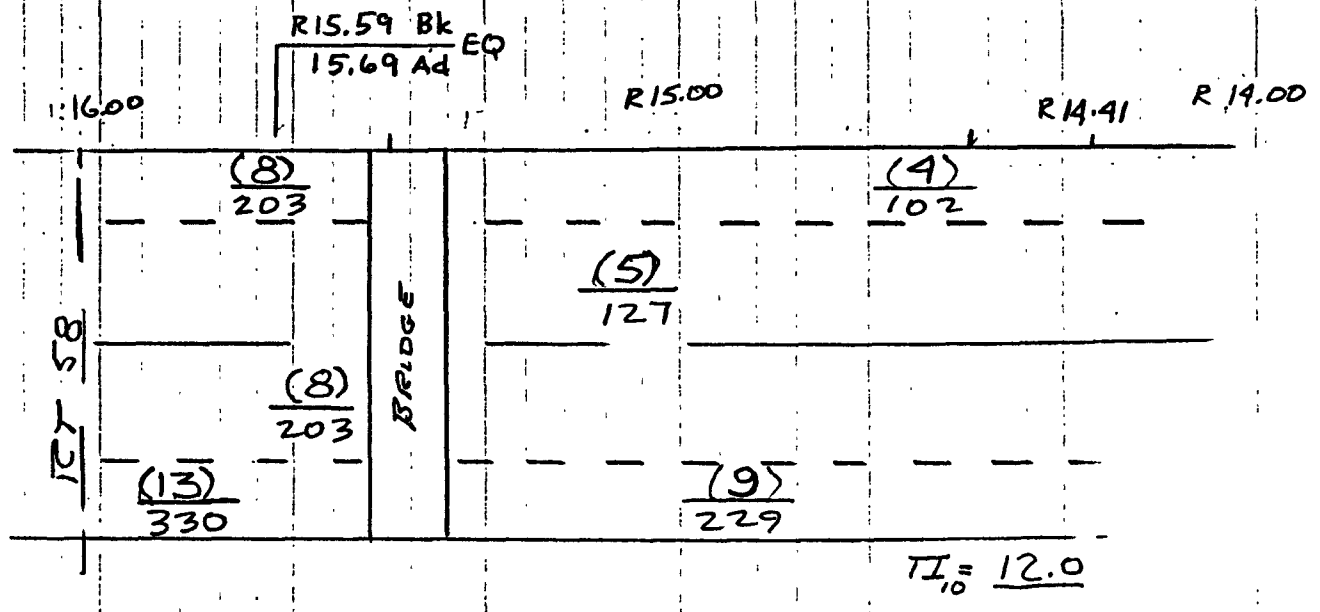
AVERAGE ANNUAL RAINFALL (10") 254 mm

NOTE: ALL DEFLECTIONS ARE IN TERMS OF EQUIVALENT DEFLECTOMETER VALUES. SHOWN ARE 80TH PERCENTILE DEFLECTIONS (INCHES X 10^{-3}) FOR 1000' TEST SECTIONS PAVEMENT DEFLECTIONS MEASURED AT 0.01 MILE INTERVALS.

IN MM x 10^{-3}

09-KER-14-R14.41/16.06

10-5-94



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IN MM x 10^{-3}

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DEFLECTION TEST DATA

MR-6050 (REV. 9/91)

09-KER-14-R14.41/16.06

Date Tested 10-5-94

Test Section	(Approx.) Existing Mean Structural Section T.I.$_{10}$ = 12.0	Deflection (Inches x 10^{-3}) 5mm x 10^{-3} Mean: Dynaflect	Mean: Equivalent Deflectometer	Evaluated (80th Percentile): Dynaflect	Evaluated (80th Percentile): Equivalent Deflectometer	Appearance
○ P.M. 15.90 to P.M. 15.70 SB LN2	(0.50FT) AC AB	(0.86)	(11)	(1.01)	(13)	INTERMITTENT TO OCCASIONAL ALLIGATOR CRACKING
	152mm AC AB	22	279	26	330	
○ P.M. 15.00 to P.M. 14.80 SB LN2	(0.50FT) AC ATPB	(0.67)	(7)	(0.76)	(9)	OCCASIONAL HAIRLINE LONGITUDINAL CRACKING
	152mm AC AB	17	178	19	229	
○ P.M. 14.50 to P.M. 14.70 NB LN2	(0.75FT) AC AB	(0.43)	(3)	(0.51)	(4)	INTERMITTENT ALLIGATOR CRACKING
	229mm AC AB	11	76	13	102	
○ P.M. 15.60 to P.M. 15.80 NB LN2	(0.50FT) AC OG	(0.66)	(7)	(0.74)	(8)	INTERMITTENT TO NEARLY CONTINUOUS LONGITUDINAL AND ALLIGATOR CRACKING
	152mm AC OG	17	178	19	203	
○ P.M. 15.70 to P.M. 15.50 SB LN1	(0.55FT) AC AB	(0.64)	(7)	(0.73)	(8)	NO VISIBLE CRACKING
	168mm AC AB	16	178	19	203	
○ P.M. 14.90 to P.M. 15.00 NB LN1	(0.73FT) AC AB	(0.45)	(3)	(0.53)	(5)	NEARLY CONTINUOUS LONGITUDINAL AND INTERMITTENT ALLIGATOR CRACKING
	223mm AC AB	11	76	13	127	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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Date Tested 10-5-94

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DISTRICT=9 COUNTY=KER ROUTE=14 RTE_SFX=' ' PM_A=' 14.410' PM_B=' 14.700'

DPCTN	LANE_NUM	MONTH	YEAR	FRFX_A	FRFX_B	RAIN	ADT	RIDE_SCR	COST_0	COST_1	COST_2	ALLIG_A	ALLIG_B	ALLIG_C	BLOCK	TRANS_SV	TRANS_EX	LONG_SV	LONG_EX	RAVEL_SV	RAVEL_EX	RAVEL_DR	RUTTING	PATCH_CD	PATCH_EX	SHLDR_CD
L	1	4	92			10	15000	1	0	62	0		00		0								00		00	
L	1	3	87	T		10	11000	23	560	65	260	15	15		0	2	2	1	1				00		00	0
L	1	3	89	T		10	13000	19	60	275	560	07	55	X	0	1	3						00		00	0
L	2	4	92			10	15000	1	0	62	0		00		0								00		00	
R	1	4	92			10	15000	1	0	62	0		00		0								00		00	
R	1	3	87	T		10	11000	26	560	65	260	10	08		0	2	3	1	1				00	G	01	0
R	1	3	89	T		10	13000	24	60	275	560	12	02	X	0	1	1						00	G	01	0
R	2	4	92			10	15000	1	0	62	0		00		0								00		00	

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L	1	4	92			10	15000	1	0	62	0		00		0								00		00	
L	1	3	87	T		10	11000	23	560	65	260	15	15		0	2	2	1	1				00		00	0
L	1	3	89	T		10	13000	19	60	275	560	07	55	X	0	1	3						00		00	0
L	2	4	92			10	15000	1	0	62	0		00		0								00		00	
R	1	4	92			10	15000	1	0	62	0		00		0								00		00	
R	1	3	87	T		10	11000	26	560	65	260	10	08		0	2	3	1	1				00	G	01	0
R	1	3	89	T		10	13000	24	60	275	560	12	02	X	0	1	1						00	G	01	0
R	2	4	92			10	15000	1	0	62	0		00		0								00		00	

DISTRICT=9 COUNTY=KER ROUTE=14 RTE_SFX=' ' PM_A=' 14.700' PM_B=' 15.300'

LANE NUM	MONTH	YEAR	FRFX_A	FRFX_B	FAIN	ADT	RIDE_SCR	COST_0	COST_1	COST_2	ALLIG_A	ALLIG_B	ALLIG_C	BLOCK	TRANS_SV	TRANS_EX	LONG_SV	LONG_EX	RAVEL_SV	RAVEL_EX	RAVEL_DR	RUTTING	FATCH_CD	FATCH_EX	SILOR CD
1	4	92			10	16000	1	117	35	0		00		0								00		00	
1	3	87		T	10	12000	25	925	55	620	14	18		0	2	2	1	1				00		00	G
1	3	89		T	10	13000	19	50	585	925	02	10		0	1	2						00	F	02	F
2	4	92			10	16000	1	117	35	0		00		0								00		00	
1	4	92			10	16000	4	117	35	0		00		0								00		00	
1	3	87		T	10	12000	29	925	55	620	07	02		0	2	2						00		00	G
1	3	89		T	10	13000	25	50	585	925	03	13		0	1	2						00		00	F
2	4	92			10	16000	4	117	35	0		00		0								00		00	

DISTRICT=9 COUNTY=KER ROUTE=14 RTE_SFX=' ' PM_A=' 14.700' PM_B=' 15.300'

LANE NUM	MONTH	YEAR	FRFX A	FRFX B	FAIN	ADT	FIDE SCR	COST 0	COST 1	COST 2	ALLIG A	ALLIG B	ALLIG C	BLOCK	TRANS SV	TRANS EX	LDNG SV	LDNG EX	RAVEL SV	RAVEL EX	RAVEL DR	RUTTING	PATCH CD	PATCH EX	SILOR CD
																						00		00	
1	4	92			10	16000	1	117	35	0		00		0								00		00	B
1	3	87		T	10	12000	25	925	55	620	14	18		0	2	2	1	1				00	F	02	T
1	3	89		T	10	13000	19	50	585	925	02	10		0	1	2						00		00	
2	4	92			10	16000	1	117	35	0		00		0								00		00	
1	4	92			10	16000	4	117	35	0		00		0								00		00	B
1	3	87		T	10	12000	29	925	55	620	07	02		0	2	2						00		00	F
1	3	89		T	10	13000	25	50	585	925	03	13		0	1	2						00		00	
2	4	92			10	16000	4	117	35	0		00		0											

DISTRICT=9 COUNTY=KER ROUTE=14 RTE_SFX=' ' PM_A=' 15.400' PM_B=' 16.060'

DIST	LANE NUM	MONTH	YEAR	PRFX_A	FRFX_B	RAIN	ADT	RIDE_SCR	COST_0	COST_1	COST_2	ALLIG_A	ALLIG_B	ALLIG_C	BLOCK	TRANS_SVX	TRANS_EX	LONG_SVX	LONG_EX	RAVEL_SVX	RAVEL_EX	RAVEL_DR	RUTTING	PATCH_CD	PATCH_EX	CHIP_CD
I	1	4	92			10	16000	5	237	35	0		00		0								00		00	
I	1	3	87	T		10	12000	23	1165	120	910	08	00		0	1	1						00		00	0
I	1	3	89	T		10	13000	16	170	745	1165	01	00		0								00		00	0
L	2	4	92			10	12000	5	237	35	0		00		0								00		00	
R	1	4	92			10	16000	9	237	35	0		00		0								00		00	
R	1	3	87	T		10	12000	24	1165	120	910	02	00		0	1	1						00		00	0
R	1	3	89	T		10	13000	25	170	745	1165	01	00		0								00		00	0
R	2	4	92			10	16000	9	237	35	0		00		0								00		00	

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DPCTN	LANE_NUM	MONTH	YEAR	PRFX_A	PRFX_B	RAIN	ADT	RIDE_SCR	COST_0	COST_1	COST_2	ALLIG_A	ALLIG_B	ALLIG_C	BLOCK	TRANS_SV	TRANS_EX	LONG_SV	LONG_EX	RAVEL_SV	RAVEL_EX	RAVEL_DR	RUTTING	PATCH_CD	PATCH_EX	SHLDR_CD
L	1	4	92			10	16000	5	237	35	0		00		0								00		00	
L	1	3	87	T		10	12000	23	1165	120	910	08	00		0	1	1						00		00	0
L	1	3	89	T		10	13000	16	170	745	1165	01	00		0								00		00	0
L	2	4	92			10	16000	5	237	35	0		00		0								00		00	
R	1	4	92			10	16000	9	237	35	0		00		0								00		00	
R	1	3	87	T		10	12000	24	1165	120	910	02	00		0	1	1						00		00	0
R	1	3	89	T		10	13000	25	170	745	1165	01	00		0								00		00	0
R	2	4	92			10	16000	9	237	35	0		00		0								00		00	

DISTRICT 9 PAVEMENT HISTORY AND PLAN

COUNTY: INYO ROUTE: 127 POST MILE 0.00 TO 20.00

```
       0    1    2    3    4    5    6    7    8    9   10   11   12   13   14   15   16   17   18   19   20
2000   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1999   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1998   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1997   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1996   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1995   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1994   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1993   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1992   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1991   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1990   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    xxxx MEDIUM CHIP SEAL W/LATEX xxx
1989   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1988   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1987   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1986   :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :    :
1985   :xxxxxxxxxxxxxxx CHIP SEAL (0.0/16.2) xxxxxxxxxxxxxx
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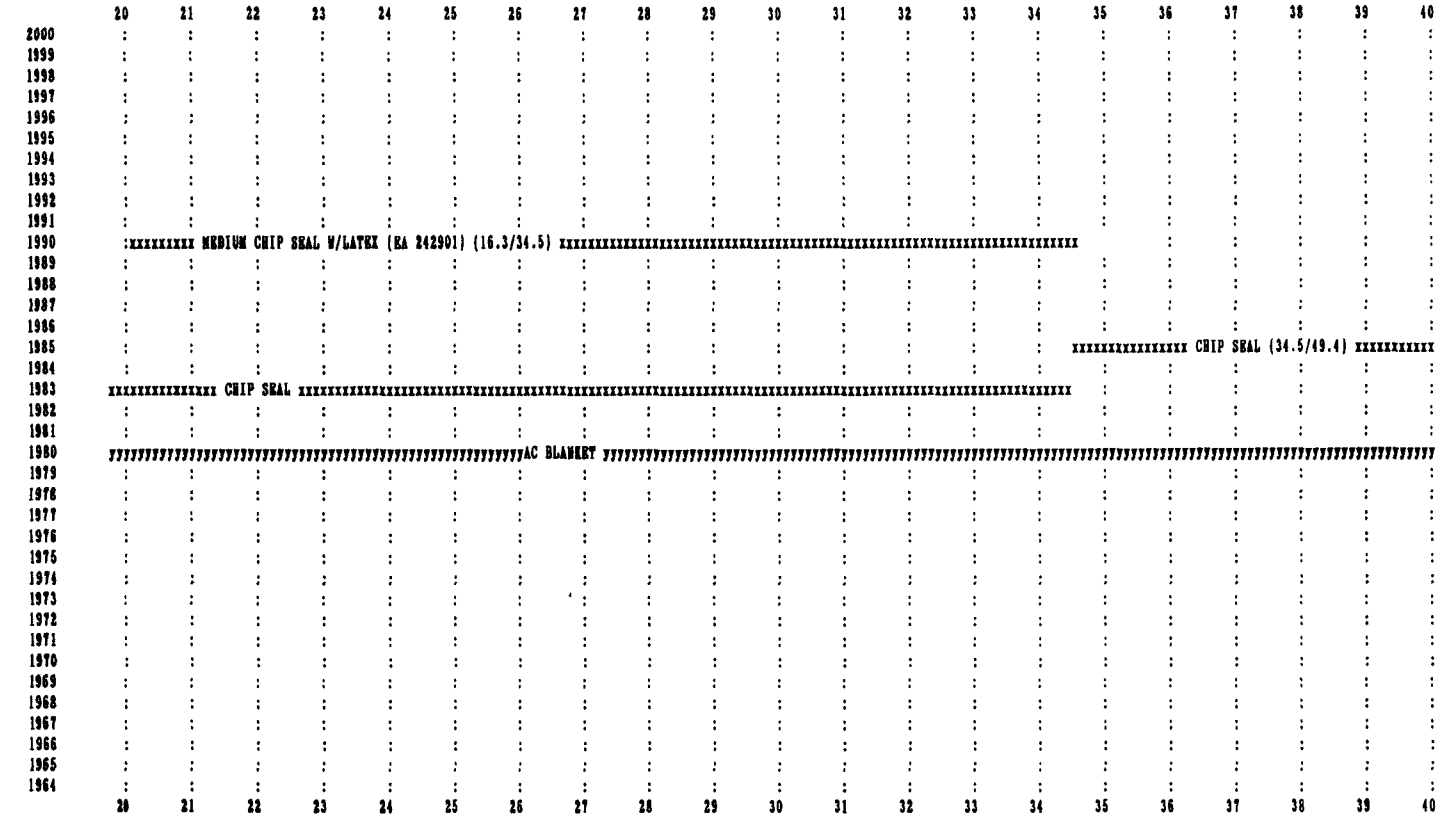
DISTRICT 9 PAVEMENT HISTORY AND PLAN SHEET 2 OF 4

COUNTY: INYO ROUTE: 127 POST MILE 20.00 TO 40.00


20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
2000
1999
1998
1997
1996
1995
1994
1993
1992
1991
1990
xxxxxxxxx MEDIUM CHIP SEAL W/LATEX (EA 242901) (16.3/34.5) xxxxxxxx

DISTRICT 9 PAVEMENT HISTORY AND PLAN SHEET 3 OF 4

COUNTY: INYO ROUTE: 127 POST MILE 40.00 TO 49.42

```
        40     41     42     43     44     45     46     47     48     49   *
2000     :      :      :      :      :      :      :      :      :      :   *
1999     :      :      :      :      :      :      :      :      :      :   *
1998     :      :      :      :      :      :      :      :      :      :   *
1997     :      :      :      :      :      :      :      :      :      :   *
1996     :      :      :      :      :      :      :      :      :      :   *
1995     :      :      :      :      :      :      :      :      :      :   *
1994     :      :      :      :      :      :      :      :      :      :   *
1993     :      :      :      :      :      :      :      :      :      :   *
1992     :      :      :      :      :      :      :      :      :      :   *
1991     :      :      :      :      :      :      :      :      :      :   *
1990     :      :      :      :      :      :      :      :      :      :   *
1989     :      :      :      :      :      :      :      :      :      :   *
1988     :      :      :      :      :      :      :      :      :      :   *
1987     :      :      :      :      :      :      :      :      :      :   *
1986     :      :      :      :      :      :      :      :      :      :   *
1985  xxxxxxxxxxxxxxxxxxxxCHIP SEAL xxxxxxxxxxxxxxxxxxxx
```

DISTRICT 9 PAVEMENT HISTORY AND PLAN

COUNTY: SbD ROUTE: 127 POST MILE 27.00 TO 41.47

	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	41.7
2000	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1999	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1997	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1996	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1995	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1994	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1993	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1992	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1991	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1990	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1989	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1988	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1987	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1986	:xxxxxxxxxxxxxxxxxxxxxxx MEDIUM CHIP SEAL (EA 221201) (27.0/41.5) xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx																*
1985	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1984	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1983	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1982	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1981	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1980	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1979	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1978	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1977	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1976	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1975	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1974	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1973	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1972	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1971	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1970	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1969	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1968	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1967	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1966	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1965	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
1964	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	*
	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	INY/SBD CO. LINE