

FOR CONTRACT NO.: 08-0Q7304

INFORMATION HANDOUT

LOG OF CORE HOLE

TORTOISE TRAINING BROCHURE

ROUTE: 08-SBd-62-15.1/29.3

Log Of Core Hole

District-County-Route-PM/PM: 08 SBd 062 PM 115.1/ 29.3
 Expense Authorization (EA): 0Q7301 / 0800020455
 Date Of Coring: Between 11/21/2011 and 01/11/2012
 Coring Rig Operator: Steve Dickey & Ali Taha

Core Hole Location									
Post Mile	Direction, Lane	Photo Name	Layer 1	Layer 2	Layer 3	PMCTB	Class II AB or Native	Total Thickness	Remarks
15.20	E/B # 2 Lane	01 Photo	0.19' OG	0.41' DG	0.10' RM		NAT	0.70'	Stripping btw DG & RM, Alligator Cracking full width of lane
16.20	E/B # 2 Lane	02 Photo	0.23' OG	0.07' DG	0.19' RM		NAT	0.49'	Alligator Cracking full width of lane, Slury Seal btw 2 layer of OG.
17.10	E/B # 2 Lane	03 Photo	0.05' OG	0.19' DG	0.25' RM		NAT	0.49'	Alligator Cracking full width of lane Stripping btw DG & RM,
18.24	E/B # 2 Lane	04 Photo	0.43' DG	0.19' RM			NAT	0.62'	Block Cracking Some Stripping btw DG & RM,
18.47	E/B # 2 Lane	05 Photo	0.34' DG				NAT	0.34'	Alligator Cracking full width & Pumping
19.00	E/B # 2 Lane	06 Photo	0.13' DG	0.23' RM			NAT	0.36'	Alligator Cracking full width & Pumping
20.00	E/B # 2 Lane	07 Photo	0.20' DG	0.08' RM			NAT	0.28'	Alligator Cracking full width of lane
23.68	E/B # 2 Lane	08 Photo	0.08' OG	0.40' DG			NAT	0.48'	Fresh Rehab
24.00	E/B # 2 Lane	09 Photo	0.44' DG				NAT	0.44'	Block Cracking & Alligator Cracking in left wheel track Core was cracked
25.00	E/B # 2 Lane	10 Photo	0.08' OG	0.29' DG			NAT	0.37'	Alligator Cracking & Pumping showing in wheel tracks
26.00	E/B # 2 Lane	11 Photo	0.11' OG	0.25' DG			NAT	0.36'	Alligator Cracking & Pumping showing in wheel tracks
27.00	E/B # 2 Lane	12 Photo	0.04' RA	0.11' OG	0.25' DG		NAT	0.40'	Alligator Cracking & Pumping showing in wheel tracks
28.00	E/B # 2 Lane	13 Photo	0.06' RA	0.31' DG	0.16' RM		NAT	0.53'	Alligator Cracking showing in wheel tracks
29.00	E/B # 2 Lane	14 Photo	0.05' RA	0.37' DG			NAT	0.42'	Alligator Cracking showing in wheel tracks
									NAT = Native Material, Coarse Grained Sand, Silt & Clay
									RA = Rubberized AC
									DG = Dense graded AC
									OG = Open Graded AC
									RM = Road Mix
X = means that product was visible, but, technician was unable to measure thickness.									

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15.20	W/B # 2 Lane	15 Photo	0.12' OG	0.20' DG	0.40' RM		NAT	0.72'	Alligator Cracking full width of lane Stripping in the DG,
16.20	W/B # 2 Lane	16 Photo	0.16' OG	0.12' DG	0.24' RM		NAT	0.52'	Alligator Cracking full width of lane.
17.20	W/B # 2 Lane	17 Photo	0.07' OG	0.63' DG			Class II	0.70'	The OG Overlay looks to recent.
17.98	W/B # 2 Lane	18 Photo	0.07' OG	0.17' DG	0.30' RM		NAT	0.54'	Alligator Cracking full width of lane
18.33	W/B # 2 Lane	19 Photo	0.08' OG	0.12' DG	0.46' RM		NAT	0.66'	Alligator & Block Cracking
19.00	W/B # 2 Lane	20 Photo	0.26' DG				NAT	0.26'	Alligator Cracking full width of lane Granite boulder encountered in base
20.10	W/B # 2 Lane	21 Photo	0.30' DG				NAT	0.30'	Alligator Cracking full width & Pumping
23.50	W/B # 2 Lane	22 Photo	0.11' OG	0.28' DG			NAT	0.39'	Fresh Rehab
24.00	W/B # 2 Lane	23 Photo	0.04' RA	0.25' DG			NAT	0.29'	Alligator Cracking full width & Pumping
25.00	W/B # 2 Lane	24 Photo	0.10' OG	0.25' DG			NAT	0.35'	Alligator Cracking full width of lane
26.00	W/B # 2 Lane	25 Photo	0.07' OG	0.20' DG			NAT	0.27'	Alligator Cracking full width of lane
27.00	W/B # 2 Lane	26 Photo	0.04' RA	0.08' OG	0.27' DG		NAT	0.39'	Alligator Cracking in wheel tracks & Pumping
28.00	W/B # 2 Lane	27 Photo	0.04' RA	0.26' DG			NAT	0.30'	Alligator Cracking in wheel tracks & Pumping
29.00	W/B # 2 Lane	28 Photo	0.04' RA	0.26' DG			NAT	0.30'	Alligator Cracking in wheel tracks & Pumping
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15.16	E/B # 1 Lane	29 Photo	0.20' OG	0.12' DG	0.30' RM		NAT	0.62'	Alligator Cracking full width of lane
15.75	Left Turn Lane	30 Photo	0.09' OG	0.27' RM			NAT	0.36'	Block Cracking
16.00	E/B # 1 Lane	31 Photo	0.10' OG	0.13' DG	0.13' RM		NAT	0.36'	Alligator Cracking full width of lane Striping btw DG & RM,
16.50	E/B # 1 Lane	32 Photo	0.14' OG	0.14' DG	0.30' RM		NAT	0.58'	Alligator Cracking full width of lane, Slury Seal btw OG & DG layers.
17.10	Left Turn Lane	33 Photo	0.09' OG	0.20' DG	0.25' RM		NAT	0.54'	Block Cracking
17.50	E/B # 1 Lane	34 Photo	0.20' DG	0.41' RM			NAT	0.61'	Block Cracking
18.00	E/B # 1 Lane	35 Photo	0.41' DG	0.31' RM			NAT	0.72'	
18.46	E/B # 1 Lane	36 Photo	0.44' DG	0.28' RM			NAT	0.72'	
19.50	E/B # 1 Lane	37 Photo	0.04' RA	0.18' DG	0.25' RM		NAT	0.47'	Alligator Cracking in right wheel track & Block Cracking
20.50	E/B # 1 Lane	38 Photo	0.03' RA	0.22' DG	0.28' RM		NAT	0.53'	Alligator Cracking in wheel tracks
23.66	E/B # 1 Lane	39 Photo	0.08' OG	0.30' DG	0.41' RM		NAT	0.79'	Fresh Rehab
24.00	E/B # 1 Lane	40 Photo	0.30' DG	0.33' RM			NAT	0.63'	Block Cracking
24.50	E/B # 1 Lane	41 Photo	0.31' DG	0.33' RM			NAT	0.64'	Block Cracking
25.55	E/B # 1 Lane	42 Photo	0.08' OG	0.12' DG	0.44' RM		NAT	0.64'	Alligator Cracking in right wheel track & Block Cracking
26.50	E/B # 1 Lane	43 Photo	0.10' OG	0.28' DG	0.28' RM		NAT	0.66'	Alligator Cracking in right wheel track & Block Cracking
27.50	E/B # 1 Lane	44 Photo	0.11' OG	0.30' DG	0.39' RM		NAT	0.80'	Block Cracking
28.50	E/B # 1 Lane	45 Photo	0.09' OG	0.26' DG	0.23' RM		NAT	0.58'	Alligator Cracking in right wheel track & Block Cracking
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Post Mile	Direction, Lane	Photo Name	Layer 1	Layer 2	Layer 3	PMCTB	Class II AB or Native	Total Thickness	Remarks
15.90	W/B # 1 Lane	46 Photo	0.18' OG	0.40' RM			NAT	0.58'	Alligator Cracking full width of lane
16.90	W/B # 1 Lane	47 Photo	0.24' OG	0.36' RM			NAT	0.60'	Alligator & Block Cracking Slury Seal btw OG layers.
17.80	W/B # 1 Lane	48 Photo	0.10' OG	0.27' DG	0.35' RM		NAT	0.72'	Alligator Cracking in right wheel track & Block Cracking
18.90	W/B # 1 Lane	49 Photo	0.26' DG	0.31' RM			NAT	0.57'	Block Cracking
19.90	W/B # 1 Lane	50 Photo	0.30' DG	0.33' RM			NAT	0.63'	Alligator Cracking in left wheel track & Block Cracking
20.10	W/B # 1 Lane	51 Photo	0.04' RA	0.20' DG	0.25' RM		NAT	0.49'	Alligator Cracking in wheel tracks & Block Cracking
23.90	W/B # 1 Lane	52 Photo	0.03' RA	0.30' DG	0.36' RM		NAT	0.69'	Block Cracking
24.90	W/B # 1 Lane	53 Photo	0.03' RA	0.24' DG	0.44' RM		NAT	0.71'	Alligator Cracking in wheel tracks & Block Cracking
25.80	W/B # 1 Lane	54 Photo	0.05' OG	0.34' DG			NAT	0.39'	Alligator Cracking in wheel tracks & Block Cracking
26.80	W/B # 1 Lane	55 Photo	0.08' OG	0.20' DG	0.30' RM		NAT	0.58'	Alligator Cracking in wheel tracks & Block Cracking
27.80	W/B # 1 Lane	56 Photo	0.08' OG	0.27' DG	0.18' RM		NAT	0.53'	Alligator Cracking full lane width
28.80	W/B # 1 Lane	57 Photo	0.04' RA	0.07' OG	0.31' DG		NAT	0.42'	Alligator & Block Cracking
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Caltrans
Information Brochure

Protection
Of the
DESERT TORTOISE
(Gopherus agassizii)
During
LIMITED SCOPE
PROJECTS

THE
DESERT TORTOISE
(A THREATENED SPECIES)

“IS PROTECTED BY LAW”

**ANY UNAUTHORIZED PERSON
WHO COLLECTS, HANDLES
OR DELIBERATELY MOLESTS A
TORTOISE
CAN
BE
PROSECUTED**

VIOLATIONS CAN RESULT IN

- 1) FINES UP TO \$50,000
AND/OR**
- 2) IMPRISONMENT UP TO 1 YEAR**

APPLICABLE LAWS INCLUDE:

The Federal Endangered Species Act of 1973
(16 U.S.C. 1531-1543)

and

The California Endangered Species Act

THIS BROCHURE IS INTENDED TO PROVIDE YOU WITH INFORMATION AND GUIDANCE
TO AVOID VIOLATION OF THE ENDANGERED SPECIES ACTS

RESOURCE AGENCY FORMAL CONSULTATION

Limited scope projects normally have a low risk of encountering or harming a tortoise and no “TAKE” is anticipated. Therefore, Formal Consultation between Caltrans and the U.S. Fish and Wildlife Service under Section 7 of the federal Endangered Species Act has not been undertaken for this project to authorize “TAKE” during the conduct of this project.

“TAKE” is defined as:

Harassing, Harming, Pursuing, Hunting, Shooting, Wounding, Killing, Capturing, Collecting, or attempting to engage in any such conduct. Engaging in any of these activities can place you in violation of the law.

Tortoises found within Caltrans Right of Way are not exempt from this protection.

WHAT TO DO AND NOT DO.

CHECK UNDER MOTORIZED EQUIPMENT & VEHICLES – that have been parked over night or stationary for some length of time before moving the vehicle.

CHECK AROUND MATERIAL STACKS & UNITS - that have been stored in the open before moving them.

VISUALLY CHECK AROUND THE WORK AREA – for the presence of live tortoise that may have wandered into the disturbance zone. It is not intended to divert your attention from your work tasks and create a hazard for you or others on the job, but it is good practice to utilize a few seconds and visually scan the area around you when it is safe to do so.

IF A TORTOISE IS PRESENT – stop all work activities that could harm the tortoise and contact the Resident Engineer or designated contact person, or on-site biologist to have the tortoise removed to safety. Contact your supervisor (contractor’s) for direction on proceeding with work activities.

DO NOT HANDLE OR MOVE A TORTOISE – yourself. Only a qualified biologist is authorized to do so.

DO NOT RETURN A TORTOISE – to the wild that has been held in captivity. They may have been infected with a pneumonia type virus that is the cause of pneumonia infections in humans. The tortoise is highly susceptible to this virus which attacks the lungs and the tortoise has no means to cure itself. More tortoises die from pneumonia than any other cause. Symptoms of infection include runny or bubbly nose, loss of appetite and gasping for breath. Returning them to the wild increases the potential for exposure of the virus into an otherwise healthy tortoise population.

HELP MAKE THE LITTER CONTROL REQUIREMENTS ON THIS PROJECT – work by using the closeable trash containers to dispose of left over food scraps, wrappers, cans bottles, etc., or secure and remove them from the project with you when you leave the job site. The purpose of litter control is to avoid attracting Ravens which are highly efficient hunters and killers of baby tortoises.

DO NOT NEEDLESSLY VENTURE OUT OF THE DESIGNATED WORK AREA – into adjoining habitat areas unless directed to do so after the area has been approved for such activity. Doing so, disturbs habitat which is also protected under the Endangered Species Acts.

ASK YOUR SUPERVISOR - if any other environmentally related special provisions have been placed in the contract exist that you should know about. We do recommend that environmental protection measures be reiterated and discussed at on-site “tail gate” meetings with safety and other project related issues brought up by your supervisor(s).

**WE THANK YOU FOR YOUR COOPERATION
AND CARE**

IN KEEPING WITH AMERICA’S DESIRE TO PROTECT THE ENVIRONMENT