THE EFFECTIVENESS OF PAVEMENT REHABILITATION AT KUALA LUMPUR KARAK HIGHWAY

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Specially dedicated to my beloved father, mum, my sisters, brothers and all my friends.
I would like to express my appreciation to many people who have contributed to successful completion of this project paper. Most especially, I thank my supervisor, for all his entire guidance, advices and suggestions in preparing this project. To all examiners, thank you for the suggestion, comment and ideas for overall my project.

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Thank you………..
ABSTRACT

General function of a pavement is to provide a safe and comfortable riding surface to road users. However, pavement distress is major problems faced by contractor. Pavement rehabilitation is essential which can be improve and remain the functional of the roads networks and can be retard of deterioration. Since rehabilitation of pavement is a vital and continuous activity, maintenance shall be done effectively to avoid any reoccurrence and repeatedly works. Thus, in fulfill and meet pavement goals, the aim of this study is to determine sources of pavement distress and to determine the effectiveness of rehabilitation works in term of cost, quality and time at Kuala Lumpur Karak Highway. In view to the above, a thorough planning and scheduling had been organized on the methodology such as reading, adopting literature review, combination of analyzing of case study and adopting of actual data on site. The process of data collection involved obtaining data from contract document, bill of quantity, consultant reports and operations report. Then, the data are presented and analyzed conjunction with the aim and objectives of this study. In conclusion, some sources of distress identified to improve the effectiveness of pavement rehabilitation implemented at KL Karak Highway.
ABSTRAK

# TABLE OF CONTENT

<table>
<thead>
<tr>
<th>CHAPTER</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>DECLARATION</td>
<td></td>
<td>ii</td>
</tr>
<tr>
<td>DEDICATION</td>
<td></td>
<td>iii</td>
</tr>
<tr>
<td>ACKNOWLEDGEMENT</td>
<td></td>
<td>iv</td>
</tr>
<tr>
<td>ABSTRACT</td>
<td></td>
<td>v</td>
</tr>
<tr>
<td>ABSTRAK</td>
<td></td>
<td>vi</td>
</tr>
<tr>
<td>LIST OF TABLES</td>
<td></td>
<td>xii</td>
</tr>
<tr>
<td>LIST OF FIGURES</td>
<td></td>
<td>xiii</td>
</tr>
<tr>
<td>LIST OF ABBREVIATIONS</td>
<td></td>
<td>xv</td>
</tr>
</tbody>
</table>

## 1 INTRODUCTION TO STUDY

1.1 Introduction 1
1.2 Problem of Study 2
1.3 Aim and Objectives of Study 3
1.4 Scope of Study 4
1.5 Methodology 4

## 2 FLEXIBLE PAVEMENT

2.1 Introduction 6
2.2 Pavement Behavior and Performances 6
  2.2.1 Pavement Component and Materials 6
    2.2.1.1 Surfacing 7
    2.2.1.2 Road Base 8
    2.2.1.3 Sub Base 8
2.2.1.4 Sub Grade

2.3 Functions of Flexible Pavement
2.3.1 Road user Requirement
2.3.2 Engineering Requirement

2.4 Failure Definitions
2.4.1 Failure Modes
2.4.2 Failure Manifestations
2.4.3 Failure Mechanism
2.4.4 Pavement Behavior

2.5 Types and Sources of Pavement Distress
2.5.1 Crack
2.5.1.1 Crocodile Cracks
2.5.1.2 Block Cracks
2.5.1.3 Longitudinal Cracks
2.5.1.4 Transverse Cracks
2.5.1.5 Crescent Shaped Cracks
2.5.1.6 Edge Cracks

2.5.2 Surface Deformation
2.5.2.1 Rutting
2.5.2.2 Corrugations
2.5.2.3 Shoving

2.5.3 Surface Defects
2.5.3.1 Bleeding
2.5.3.2 Ravelling
2.5.3.3 Polishing
2.5.3.4 Delimination

2.5.4 Patch
2.5.5 Pothole
2.5.6 Edge Cracks
2.5.6.1 Edge Cracks
2.5.6.2 Edge Drop-offs

3 METHOD OF REHABILITATION
3.1 Introduction
3.2 Selection Procedure 41
3.3 Rehabilitation Options 43
  3.3.1 Restoration 43
  3.3.2 Resurfacing Structural 44
  3.3.3 Reconstruction 45
3.4 Restoration 46
3.5 Rejuvenating 47
  3.5.1 Crack Sealing 48
  3.5.2 Cutting and Patch 49
  3.5.3 Thin Bituminous Overlays 53
    3.5.3.1 Surface Dressings 53
    3.5.3.2 Slurry Seals 55
    3.5.3.3 Thin Hot Mix 56
3.6 Resurfacing 58
  3.6.1 Resurfacing on Cracked Surfaces 59
  3.6.2 Resurfacing on Rutted Surfaces 61
  3.6.3 Resurfacing on Bleeding Surface 62
  3.6.4 Resurfacing on Corrugated Surface 62
  3.6.5 Resurfacing on Weathered Surface 62
3.7 Reconstruction 63

4 RESEARCH METHODOLOGY
  4.1 Introduction 67
  4.2 Determination of the Research Objectives 67
  4.3 Literature Review 68
  4.4 Data Collections 68
  4.5 Data Analysis 69

5 DATA COLLECTIONS AND ANALYSIS
  5.1 Introduction 71
  5.2 To determined sources of pavement distress 72
    5.2.1 Water Factor 72
      5.2.1.1 Pavement Infiltration 74
      5.2.1.2 Water Seepage from Raise of
6 DISCUSSION OF RESULTS

6.1 Introduction
6.2 To determined sources of pavement distress
   6.2.1 Water Factor
      6.2.1.1 Pavement Infiltration
      6.2.2.2 Water Seepage from Raise of
            Water table
      6.2.2.3 Water Seepage from Higher Level
   6.2.2 Diesel Spillage Factor
   6.2.3 Climbing Lane Factor
6.3 To Evaluate the Effectiveness of
   Pavement Rehabilitation
   6.3.1 Time
   6.3.2 Quality
   6.3.3 Cost

7 CONCLUSIONS AND RECOMMENDATIONS

7.1 Introduction
7.2 Conclusion and Recommendation
7.3 Recommendation for further study

REFERENCES
# LIST OF TABLE

<table>
<thead>
<tr>
<th>TABLE NO.</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Relationship between failure mode, manifestation and probable mechanism</td>
<td>13</td>
</tr>
<tr>
<td>2.2</td>
<td>Possible causes and probable treatments of crocodile cracks</td>
<td>17</td>
</tr>
<tr>
<td>2.3</td>
<td>Possible causes and probable treatments of block cracks</td>
<td>18</td>
</tr>
<tr>
<td>2.4</td>
<td>Possible causes and probable treatments of longitudinal cracks</td>
<td>19</td>
</tr>
<tr>
<td>2.5</td>
<td>Possible causes and probable treatments of transverse cracks</td>
<td>21</td>
</tr>
<tr>
<td>2.6</td>
<td>Possible causes and probable treatments of crescent shaped cracks</td>
<td>22</td>
</tr>
<tr>
<td>2.7</td>
<td>Possible causes and probable treatments of edge cracks</td>
<td>24</td>
</tr>
<tr>
<td>2.8</td>
<td>Possible causes and probable treatments of Rutting</td>
<td>26</td>
</tr>
<tr>
<td>2.9</td>
<td>Possible causes and probable treatments of Corrugated</td>
<td>27</td>
</tr>
<tr>
<td>2.10</td>
<td>Possible causes and probable treatments of Shoving</td>
<td>29</td>
</tr>
<tr>
<td>2.11</td>
<td>Possible causes and probable treatments of Bleeding</td>
<td>31</td>
</tr>
<tr>
<td>2.1.2</td>
<td>Possible causes and probable treatments of Raveling</td>
<td>32</td>
</tr>
</tbody>
</table>
2.13 Possible causes and probable treatments of Polishing 34
2.14 Possible causes and probable treatments of Delimination 35
2.15 Severity levels of pothole 37
2.16 Possible causes and probable treatments of Pothole 37
2.17 Possible causes and probable treatments of Edge breaks 39
2.18 Possible causes and probable treatments of edge drops 40
5.1 Comparison Average between JPS and KLK 73
5.2 Diesel Spillage at Kuala Lumpur Karak Highway years 2004-2006 76
5.3 Breakdown and Stopped Vehicle at Kl Karak Highway (2004-2006) 77
5.4 Time to Complete Pavement Rehabilitation Works 79
5.5 Differences JKR specification with concessionaire 81
5.6 Types of Pavement Distress 82
5.7 Cost Distributions on Pavement Rehabilitation at KLK Highway (Contract Amount) 84
5.8 Cost Distribution on Pavement Rehabilitation at KLK Highway Based on Site Activity 86
### LIST OF FIGURES

<table>
<thead>
<tr>
<th>FIGURE NO.</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Research methodology sequence</td>
<td>4</td>
</tr>
<tr>
<td>2.1</td>
<td>Sources of subsurface water in pavement (FHWA, 1992)</td>
<td>9</td>
</tr>
<tr>
<td>2.2</td>
<td>Typical serviceability requirement for different class of road AASHO (AASHO road test)</td>
<td>10</td>
</tr>
<tr>
<td>2.3</td>
<td>Stresses and strains in a bituminous pavement.</td>
<td>15</td>
</tr>
<tr>
<td>2.4</td>
<td>Photograph of crocodile cracks</td>
<td>17</td>
</tr>
<tr>
<td>2.5</td>
<td>Photograph of block cracks</td>
<td>18</td>
</tr>
<tr>
<td>2.6</td>
<td>Photograph of longitudinal cracks</td>
<td>20</td>
</tr>
<tr>
<td>2.7</td>
<td>Photograph of transverse cracks</td>
<td>21</td>
</tr>
<tr>
<td>2.8</td>
<td>Photograph of crescent shaped cracks</td>
<td>23</td>
</tr>
<tr>
<td>2.9</td>
<td>Photograph of edge cracks</td>
<td>24</td>
</tr>
<tr>
<td>2.10</td>
<td>Photograph of rutting</td>
<td>26</td>
</tr>
<tr>
<td>2.11</td>
<td>Photograph of corrugated</td>
<td>28</td>
</tr>
<tr>
<td>2.12</td>
<td>Photograph of shoving</td>
<td>29</td>
</tr>
<tr>
<td>2.13</td>
<td>Photograph of bleeding</td>
<td>31</td>
</tr>
<tr>
<td>2.14</td>
<td>Photograph of raveling</td>
<td>33</td>
</tr>
<tr>
<td>2.15</td>
<td>Photograph of polishing</td>
<td>34</td>
</tr>
<tr>
<td>2.16</td>
<td>Photograph of delamination</td>
<td>35</td>
</tr>
<tr>
<td>2.17</td>
<td>Photograph of potholes</td>
<td>38</td>
</tr>
<tr>
<td>2.18</td>
<td>Photograph of edge breaks</td>
<td>39</td>
</tr>
<tr>
<td>5.1</td>
<td>Comparison average graf between JPS and KLK</td>
<td>74</td>
</tr>
<tr>
<td>5.2</td>
<td>Diesel Spillage at Kuala Lumpur Karak Highway years 2004-2002</td>
<td>76</td>
</tr>
<tr>
<td>5.3</td>
<td>Breakdown and Stopped Vehicle at KL Karak</td>
<td></td>
</tr>
</tbody>
</table>
Highway (2004-2006) 78
5.4 Total of NCR recorded during pavement rehabilitation 82
5.5 Total of Defects Recorded after Pavement Rehabilitation 83
5.6 Cost Distributions on Pavement Rehabilitation at KLK Highway (Contract Amount) 85
5.7 Cost Distributions on Pavement Rehabilitation at KLK Highway Based on Site Activity 86
LIST OF ABBREVIATIONS

ADT - Average Daily Traffic
IKRAM - Institut Kerja Raya Malaysia
ISSA - International Slurry Seal Association
MHA - Malaysia Highway Authority
NCR - Non Conforming Records
SAMI - Stress Absorbing Membrane Interlayer
CHAPTER 1

INTRODUCTION TO STUDY

1.1 Introduction

Flexible pavements almost are being used at all networks of local roads, federal roads, expressway, highways and others road in our country. It is important that of these flexible pavements meet the required of pavement performances goals. Once the construction of the pavement works is completed, it is most essential to implement pavement preventive maintenance that emphasizes keeping roads in good condition through early application of maintenance treatments.

Pavement maintenance and rehabilitation major and minor incorporates all activities undertaken to provide and maintain serviceable roadways. Huge amount of money or capital had already being invested in the construction of roads and highways. In this country, several highways had been constructed namely North South Highways, East Coast Expressway, Penang Bridge, Shah Alam Expressway, Kulim-Butterworth Expressway, Seremban – Port Dickson Hihgway, Malaysia – Singapura Second Crossing Expressway, Sungai Besi Highway, Cheras – Kajang Highway, Damansara Puchong Highway, Ampang Kuala Lumpur Elevated Highway, Lebuhraya Penyuraian Trafik Kuala Lumpur Barat (SPRINT), Lebuhraya
Baru Pantai (NPE), Lebuhraya Lingkaran Penyuraian Trafik Kajang (SILK), Lebuhraya Koridor Guthrie (GCE) and Kuala Lumpur - Karak Highway. Huge amount of money would also be invested on the continuous maintenance of highways which is vital to ensure road worthiness, safety and end user satisfaction.

Kuala Lumpur Karak Highway was privatise in year October 1994, responsible on operations and maintenance of highways. Kuala Lumpur - Karak highway start from KM 19.20 and ends at KM 79.20 with total length will be 60km. On August 2004, highway concessionaire was executing theirs major project at KL Karak, pavement rehabilitation. This project is divided to six main packages and was awarded to three main contractors with sum of contract amounting around RM 60,000,000.

1.2 Problem Of Study

Since 2004, several problems are frequently encountered during operations and maintenance of KL Karak Highways. Some of the problems such as ageing of operations and services building, slope stability, highways safety and flexible pavement distress.

However, flexible pavement distress is a major problem faced by concessionaire of KL Karak Highway during their operations and maintenances. The problems during operations were identified as follows:

1. Poorly identifying type of flexible pavement distresses
2. Poorly identifying sources of pavement distresses
3. Ineffectively corrective maintenance of pavement
5. Poorly implementation method of rehabilitations during constructions

1.3 Aim And Objectives Of Study

The aim of this study is to evaluate the Pavement Rehabilitation as a method to repair the existing pavement in order to meet pavement performances goals and to fulfill the standard requirement. The study will cover the pavement behaviour and performances, types of distresses in flexible pavement, sources of pavement problems, selection methods or options of rehabilitations and standard specifications requirement during constructions works. This study will evaluate the performance of flexible pavement from completed pavement rehabilitation and to ensure that the initial objectives are achieved. To achieve the above aim, the following objectives are identified:

1. To determine sources of pavement distress at Kuala Lumpur Karak Highway

2. To evaluate the effectiveness of pavement rehabilitation in term of time, cost and quality at Kuala Lumpur Karak Highway

1.4 Scope of Study

The scope of this study shall be on the highway flexible pavement on the problem at Kuala Lumpur - Karak Highways and limited to year 2004 until 2006.
1.5 Brief of Methodology

The methodology used in conducting this research is through literature search. The literature search for the study obtained through are journal papers, conference papers, technical reports, books and websites browsing to understand and meet the objectives of the study. Besides that, the data for study has been generated using methodology case study. The overall sequence of research process undertaken is shown in Figure 1.1.

![Research Methodology Sequence Diagram](image)

Figure 1.1 Research methodology sequence