

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS

Coring Completion Date: 12/12/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 31						Lanes:	2 Lanes		
Fin. Proj. ID:		From:	North of CR 74						Shoulder Type and Condition:			
F.A. Project No.:	451103-1-31-01	Roadway ID:	01030000		To:	Desoto County Line			Inside:	NA		
County:	Charlotte	SR No.:	31		Beg MP:	12.432	End MP:	18.397	Length:	5.965	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn X		Other:		Curb & Gutter (Y/N):	N	

Mainline Cores (ML)																											
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP9.5	ARMI	S	S2	WC						SAHM	ABC-2	RAP	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	13.040	ML	R1	N	1.3	1.7	0.5	1.1	3.6	0.5					8.7	4.7						3.4	C	III	S	P	
3	17.783	ML	R1	Y	1.5	1.5	0.6	1.4	3.0	0.3					8.3	4.2						6.5	C	III	S	P	
4	18.393	ML	L1	N	1.2	2.4	0.5		3.3	0.5					7.9	4.1					12.0	3.3	C	III	S	P	
5	15.680	ML	L1	Y	1.3	1.6	0.5	1.0	2.4	0.6					7.4	3.3						5.7	C	III	S	P	SAHM Fell Apart
6	12.448	ML	R1	Y	1.6	1.9	0.5		3.3	0.5					7.8	3.4						2.0	C	III	S	P	SAHM Fell Apart
8	12.707	ML	R1	N	1.6	1.7	0.5	1.9	4.7	0.5					10.9	4.8						3.3	C	III	S	P	SAHM Fell Apart
10	12.942	ML	R1	Y	1.5	1.8	0.7	1.7	2.0	0.8					8.5	5.1						3.4	C	III	S	P	SAHM Fell Apart - Bottom up crack
12	13.191	ML	R1	Y	1.4	1.6	0.5	1.9	2.3						7.7	4.8						2.6	C	III	S	P	SAHM Fell Apart - Edge of SAHM limits
14	13.474	ML	R1	N	1.2	2.6	0.6	1.3	1.1						6.8				11.7			3.1	C	III	S	P	
16	13.697	ML	R1	Y	1.6	1.5	0.5	1.3	3.0	0.7					8.6	5.4					12.0	3.2	C	III	S	P	SAHM Fell Apart - Base Crack
18	13.946	ML	R1	N	1.9	1.8	0.5	0.5	3.7	0.3					8.7	4.3						3.3	C	III	S	P	SAHM Fell Apart
20	14.195	ML	R1	Y	1.3	1.7	0.4	2.1	2.8	0.4					8.7	4.0						3.0	C	III	S	P	SAHM Fell Apart
22	14.440	ML	R1	Y	1.1	1.8	0.5	1.3	3.7	0.5					8.9	3.7					12.0	2.7	C	III	S	P	SAHM Fell Apart - Edge of SAHM Limits
24	14.690	ML	R1	Y	1.5	1.4	0.5	0.9	2.7	0.7					7.7	4.5						3.1	C	III	S	F	SAHM Fell Apart
26	14.931	ML	R1	Y	1.6	1.4	0.5	1.1	3.1	0.3					8.0	4.5						3.4	C	III	S	P	SAHM Fell Apart
28	15.185	ML	R1	Y	1.5	1.8	0.5	0.5	5.2	0.4					9.9	5.1						2.5	C	III	S	F	SAHM Fell Apart
30	15.431	ML	R1	Y	1.1	1.8	0.6	1.2	5.2	0.5					10.4	4.8						3.2	C	III	S	F	SAHM Fell Apart
32	15.659	ML	R1	Y	1.4	1.5	0.6	2.1	5.9	0.3					11.8	3.1						5.1	C	III	S	F	SAHM Fell Apart
34	15.909	ML	R1	Y	1.7	2.2	0.5	1.4	3.5	0.7					10.0	4.5						3.9	C	III	S	P	SAHM Fell Apart
36	16.197	ML	R1	Y	1.5	1.8	0.5	3.2	2.7	0.5					10.2	5.1						3.3	C	III	S	P	SAHM Fell Apart
38	16.420	ML	R1	Y	1.5	1.6	0.6	0.9	4.2	0.6					9.4	4.3					12.0	3.3	C	III	S	P	SAHM Fell Apart
40	16.674	ML	R1	N	1.6	6.1	0.5	0.9	2.6	0.6					12.3	4.0										F	SAHM Fell Apart - Bleeding Spot
42	16.935	ML	R1	Y	1.5	2.3	0.5	1.1	3.0	0.4					8.8	4.4						2.4	C	II	M	P	
44	17.166	ML	R1	N	1.3	3.2	0.5	3.5	5.0	0.6					14.1	3.4					12.0					F	
46	17.414	ML	R1	Y	1.5	6.3	0.6	5.7	1.8						15.9	X										F	SAHM Fell Apart - 0.5 inch of core Fell Apart
48	17.706	ML	R1	Y	1.5	1.2	0.5	2.0							5.2		7.7					3.0	C	III	S	P	
50	17.950	ML	R1	Y	1.4	1.6	0.5	1.5	3.5	0.4					8.9	4.6						3.0	C	II	S	P	SAHM Fell Apart
52	18.199	ML	R1	Y	1.2	1.1	0.6	1.0	3.6	0.2					7.7	5.5						7.7	C	III	S	P	
54	18.382	ML	R1	Y	1.3	1.7	0.3		5.1	0.6					9.0	4.7						4.9	C	III	S	P	
56	18.301	ML	L1	Y	1.2	1.9	0.5	0.7	4.6	0.6					9.5	4.5						3.1	C	III	S	P	SAHM Fell Apart
58	18.072	ML	L1	N	1.3	1.8	0.5	1.5	3.8	0.6					9.5	5.3					12.0	3.0	C	III	S	P	SAHM Fell Apart
60	17.816	ML	L1	Y	1.3	1.5	0.5	0.8	4.1	0.3					8.5	5.2						3.3	C	III	S	F	SAHM Fell Apart
62	17.550	ML	L1	Y	1.3	7.4	0.4	1.1	3.3	0.5					14.0	2.4										F	SAHM Fell Apart
64	17.290	ML	L1	Y	1.1	4.5	0.5	1.7	3.4	0.6					11.8	3.3										F	SAHM Fell Apart
66	17.049	ML	L1	N	1.3	1.2	0.6	3.0	2.7	0.5					9.3	4.9						2.9	C	II	S	P	

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Cored By: RCS

Coring Completion Date: 12/12/2024

Typical Section: 1

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Fin. Proj. ID:				From: North of CR 74						Shoulder Type and Condition:		
F.A. Project No.:	451103-1-31-01	Roadway ID:	01030000	To: Desoto County Line						Inside: NA		
County:	Charlotte	SR No.:	31	Beg MP: 12.432		End MP:	18.397		Length:	5.965	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N): N		Paved	Lawn X		Other:		Curb & Gutter (Y/N): N	

Mainline Cores (ML)																											
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP9.5	ARMI	S	S2	WC						SAHM	ABC-2	RAP	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
68	16.791	ML	L1	N	1.3	4.3	0.6	2.1	3.9	0.4					12.6	3.7					12.0					F	Core Seperated at SP Layer at Milling Line
70	16.536	ML	L1	N	1.4	2.2	0.6	3.3							7.5				11.8			2.5	C	III	S	P	
72	16.328	ML	L1	Y	1.7	1.7	0.5	2.0	4.1						10.0	3.0						2.1	C	III	S	P	
74	16.054	ML	L1	Y	1.1	1.8	0.6	1.3	4.8	0.5					10.1	4.4						3.1	C	III	S	P	SAHM Fell Apart
76	15.812	ML	L1	Y	1.2	1.7	0.7		6.3	0.8					10.7	4.0						3.6	C	III	S	P	SAHM Fell Apart
78	15.571	ML	L1	Y	1.5	2.7	0.5	1.7	3.6						10.0	4.3					12.0	2.8	C	III	S	P	SAHM Fell Apart
80	15.341	ML	L1	N	1.8	2.0	0.7	1.8	3.2	0.5					10.0	4.4						3.2	C	III	S	P	SAHM Fell Apart - Bottom up crack
82	15.034	ML	L1	N	1.8	1.8	0.5	1.7	4.0	0.6					10.4	4.4						3.5	C	III	S	P	SAHM Fell Apart
84	14.822	ML	L1	Y	1.9	1.7	0.5	1.7	4.0	0.3					10.1	4.3						3.3	C	III	S	P	SAHM Fell Apart
86	14.551	ML	L1	N	1.5	1.7	0.6	0.9	3.1	0.6					8.4	5.3						3.2	C	III	S	P	SAHM Fell Apart
88	14.332	ML	L1	Y	1.5	1.7	0.5	1.2	3.3	0.8					9.0	4.5					12.0	3.3	C	III	S	P	SAHM Fell Apart
90	14.076	ML	L1	Y	1.4	1.5	0.6	1.2	4.1	0.5					9.3	4.7						3.3	C	III	S	P	SAHM Fell Apart
92	13.839	ML	L1	N	1.7	1.6	0.8	0.7	4.8	0.7					10.3	5.2						2.8	C	III	S	P	
94	13.579	ML	L1	N	1.7	1.7	0.6	1.4	3.5	0.4					9.3	6.3						2.4	C	II	L	F	
96	13.345	ML	L1	Y	1.6	1.6	0.5	0.6	4.0	0.5					8.8	5.8						3.4	C	III	S	P	
98	13.071	ML	L1	Y	1.3	1.9	0.6	0.7	3.7	0.4					8.6	4.8					12.0	3.5	C	III	S	P	SAHM Fell Apart
100	12.819	ML	L1	N	1.5	2.1	0.5	1.1	4.5	0.6					10.3	4.9						2.5	C	III	S	P	SAHM Fell Apart - Bottom up crack
102	12.578	ML	L1	Y	1.4	1.7	0.5	0.4	3.6	0.5					8.1	5.0						3.4	C	II	S	P	SAHM Fell Apart
AVERAGE					1.44	2.16	0.54	1.53	3.65	0.51					9.52	4.47	7.70		11.75		12.00	3.37					
MAX					1.90	7.40	0.80	5.70	6.30	0.80					15.90	6.30	7.70		11.80		12.00	7.70					
MIN					1.10	1.10	0.30	0.40	1.10	0.20					5.20	2.40	7.70		11.70		12.00	2.00					
LAYER COEF.					0.25	0.25	0.00	0.25	0.25	UNKW						0.11	0.16	UNKW	0.18	0.18	0.08						

- Notes:
- The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
 - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
 - The cross slope is approximate and measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.
 - A value of "UNK" indicates material was encountered but the total thickness was not determined.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	SS - Side Street	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor

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Typical Section: 1

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Fin. Proj. ID:		From:	North of CR 74					Shoulder Type and Condition:				
F.A. Project No.:	451103-1-31-01	Roadway ID:	01030000		To:	Desoto County Line			Inside:	NA		
County:	Charlotte	SR No.:	31		Beg MP:	12.432	End MP:	18.397	Length:	5.965	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn X	Other:		Curb & Gutter (Y/N):	N	

Shoulder Cores (S)

CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP9.5	ARMI	S	S2	WC						SAHM	ABC-2	RAP	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
7	12.448	S	OR	N	1.7	2.0									3.7		1.5				12.0					F	
9	12.707	S	OR	N	2.0	0.9									2.9		2.5									F	
11	12.942	S	OR	N	1.6	1.3									2.9		2.4									F	
13	13.191	S	OR	N	1.8	1.2									3.0		2.5									F	
15	13.474	S	OR	N	1.6	1.1									2.7		2.1									F	
17	13.697	S	OR	N	2.1	1.1									3.2		2.5									F	
19	13.946	S	OR	N	2.1	0.9									3.0		2.4					3.0	C	III	M	P	Base Crack
21	14.195	S	OR	N	1.8	1.2									3.0		2.0					3.0	C	II	M	P	
23	14.440	S	OR	N	1.5	1.0									2.5		2.2				12.0					F	
25	14.690	S	OR	N	1.5	1.1									2.6		2.5					3.1	C	II	M	P	Base Crack
27	14.931	S	OR	N	2.2	1.3									3.5		2.5									F	
29	15.185	S	OR	N	1.9	1.2									3.1		2.8									F	
31	15.431	S	OR	N	1.4	1.0									2.4		2.5									F	
33	15.659	S	OR	N	2.0	1.0									3.0		2.4									F	
35	15.909	S	OR	N	2.6	0.7									3.3		2.9									F	
37	16.197	S	OR	N	2.3	1.0									3.3		2.1									F	
39	16.420	S	OR	N	1.9	0.9									2.8		2.6									F	
41	16.674	S	OR	N	1.8										1.8					8.4						F	
43	16.935	S	OR	N	1.8										1.8					8.7						F	
45	17.166	S	OR	N	3.0										3.0				9.5		12.0					F	
47	17.414	S	OR	N	1.9										1.9				7.8							F	
49	17.706	S	OR	N	1.6	2.1		0.8							4.5			2.9								F	Base Fell Apart
51	17.950	S	OR	N	1.7	2.9									4.6	3.4										F	
53	18.199	S	OR	N	1.8	2.7									4.5			2.5								F	
55	18.382	S	OR	N	1.4	3.4									4.8			0.7								F	
57	18.301	S	OL	N	1.7	3.6									5.3			0.9								F	
59	18.072	S	OL	N	1.3	3.3									4.6			1.9			12.0					F	
61	17.816	S	OL	N	2.1	3.5									5.6			4.9								F	Base Fell Apart
63	17.550	S	OL	N	1.8										1.8				7.6							F	
65	17.290	S	OL	N	1.8										1.8				7.5							F	
67	17.049	S	OL	N	1.5	0.5									2.0			1.2				2.0	C	III	S	P	
69	16.791	S	OL	N	1.8										1.8				4.4							F	
71	16.536	S	OL	N	2.3	3.7									6.0					10.2						F	
73	16.328	S	OL	N	2.5										2.5		3.8									F	
75	16.054	S	OL	N	1.3	1.2									2.5		2.7									F	

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F.A. Project No.:	451103-1-31-01	Roadway ID:	01030000	To: Desoto County Line					Inside: NA	
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Shoulder Cores (S)																											
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					FC12.5	SP9.5	ARMI	S	S2	WC						SAHM	ABC-2	RAP	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
77	15.812	S	OL	N	1.6	1.0									2.6		2.5								F		
79	15.571	S	OL	N	3.2	0.9									4.1		3.2								F		
81	15.341	S	OL	N	2.5	1.0									3.5		3.5								F		
83	15.034	S	OL	N	2.0	1.0									3.0		3.0								F		
85	14.822	S	OL	N	2.3	0.8									3.1		3.2								F		
87	14.551	S	OL	N	1.3	0.9									2.2		2.8								F		
89	14.332	S	OL	N	1.7	1.3									3.0		2.3								F		
91	14.076	S	OL	N	1.6	1.0									2.6		2.5								F		
93	13.839	S	OL	N	2.3	0.8									3.1		2.8								F		
95	13.579	S	OL	N	1.8	1.2									3.0		2.3								F		
97	13.345	S	OL	N	1.9	1.3									3.2		2.6								F		
99	13.071	S	OL	N	1.5	1.1									2.6		2.4					2.6	C	III	M	P	Base Crack
101	12.819	S	OL	N	1.5	1.0									2.5		2.6								F		
103	12.578	S	OL	N	1.4	1.1									2.5		2.5					2.5	C	II	M	P	
AVERAGE					1.87	1.47		0.80							3.12	3.40	2.58	2.14	7.36	9.10	12.00	2.70					
MAX					3.20	3.70		0.80							6.00	3.40	3.80	4.90	9.50	10.20	12.00	3.10					
MIN					1.30	0.50		0.80							1.80	3.40	1.50	0.70	4.40	8.40	12.00	2.00					
LAYER COEF.					0.25	0.25	0.00	0.25	0.25	UNKW						0.11	0.16	UNKW	0.18	0.18	0.08						

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
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Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
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L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	SS - Side Street	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor

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F.A. Project No.:	451103-1-31-01	Roadway ID:	01030000					Inside:	NA
County:	Charlotte	SR No.:	31					Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Median Curbed (Y/N):	N	Paved	Lawn X		Other:	Curb & Gutter (Y/N):	

Turn Lane Cores (TL)																											
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP9.5	ARMI	S	S2	WC						SAHM	ABC-2	RAP	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	15.079	TL	RR	N	1.0	4.4									5.4		2.6									F	
AVERAGE					1.00	4.40									5.40		2.60										
MAX					1.00	4.40									5.40		2.60										
MIN					1.00	4.40									5.40		2.60										
LAYER COEF.					0.25	0.25	0.00	0.25	0.25	UNKW						0.11	0.16	UNKW	0.18	0.18	0.08						

- Notes:
- The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
 - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
 - The cross slope is approximate and measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.
 - A value of "UNK" indicates material was encountered but the total thickness was not determined.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	SS - Side Street	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor