

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL		Date: 03/23/20		Page 1 of 10		Typical Section: 1 of 7																
Project No.: 446042-1-52-01		Name: SR 8 (I-10)				Lanes: 4																
State Road No.: SR 8		From: SR 121				Shoulders																
County: Baker		To: Nassau County Line				Inside: 2' PAVED																
Section No: 27090000		Beg MP: 20.400		End MP: 25.462		Length: 5.062																
						Outside: 10' PAVED																
Core Number	Mile Post	Lane	Wheel Path	Pavement Layer ← top							Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:	
				FC5	SP125	S2	SAM	ARMI	SP125	T1			BIND	Depth	Type	Class						Extent
1	20.400	R1	N	1.0	2.5	0.6		0.5		2.6	1.7	8.9	LR					P				severe raveling
2	21.200	R1	I	1.0	3.2	1.2		0.5		2.8	1.3	10.0	LR					F				super elevated/light raveling
3	21.870	R1	N	1.0	1.5		0.2		1.1		1.5	5.3	LR					P				moderate raveling/maintenance patch
4	22.100	R1	N	1.0	3.2	1.0		0.5		1.0	1.3	8.0	LR=10.7					P				severe raveling/spalling/patch
5	22.700	R1	I	0.9	3.2	0.9		0.5		1.9	1.4	8.8	LR	0.9	B	IB	L	P				light raveling
6	23.200	R1	N	0.8	3.5	1.3		0.5		1.7	1.4	9.2	LR					P				light raveling
7	23.700	R1	I	1.0	2.8	1.4		0.5		2.0	1.0	8.7	LR	1.0	B	IB	L	P				light raveling
8	24.200	R1	N	0.8	3.2	1.2		0.5		2.3	0.8	8.8	LR					F				super elevated/light raveling
9	24.700	R1	I	1.0	2.9	1.1		0.5		2.1	1.1	8.7	LR					P				light raveling
10	25.200	R1	N	0.7	3.4	0.7		0.5		1.4	2.1	8.8	LR=10.3					F				light raveling
11	20.400	R2	O	0.8	2.1	0.8		0.5		0.9	1.7	6.8	LR=9.5	0.8	B	II	M	P				severe raveling
12	20.862	R2	O	0.9	4.7	0.8		0.5		1.0	1.4	9.3	LR	0.9	B	II	M	P				moderate raveling
13	21.600	R2	O	0.6	3.6	1.5		0.5		0.6	1.3	8.1	LR					P				severe raveling/spalling/patch
14	21.924	R2	O	0.9	1.5			0.5	1.1		0.7	4.7	LR=10.0	3.0	B	III	M	P				severe raveling/spalling/grinding
15	22.400	R2	O	1.1	3.5	1.0		0.5		1.0	1.3	8.4	LR					P				light raveling
16	22.900	R2	O	0.9	3.0	1.0		0.5		1.0	0.6	7.0	LR	0.2	B	IB	L	P				light raveling
17	23.400	R2	O	0.7	3.3	1.3		0.5		1.5	0.9	8.2	LR=9.8					P				moderate raveling
18	23.720	R2	O	0.7	3.1	1.0		0.5		0.9	1.3	7.5	LR	3.8	B	II	M	P				moderate raveling/spalling/grinding
19	23.815	R2	O	0.9	2.8	1.5		0.5		1.3	0.7	7.7	LR					P				severe raveling/spalling/patch
20	24.400	R2	O	0.9	3.1	1.7		0.5		1.3	0.9	8.4	LR					P				moderate raveling

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By:		UNIVERSAL											Date:		03/23/20			Page		2 of 10			Typical Section		2 of 7									
Project No.:		446042-1-52-01											Name:											SR 8 (I-10): SR-121 - Nassau County Line										
Core Number	Mile Post	Lane	Wheel Path	Pavement Layer									Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:											
				FC5	SP125	S1	S2	SAM	SP125	ARMI	T1	BIND			Depth	Type	Class	Extent																
21	24.900	R2	O	0.8	3.0		1.9			0.5	1.5	1.6	9.3	LR	4.0	B	II	M	P				moderate raveling/spalling											
22	25.200	R2	N	0.5	9.8								10.3	FF>5.0					P				light raveling/patch in patch/cross drain, FF=flowable fill											
23	25.400	R2	N	0.7	1.6			0.2	1.0	0.4		1.1	5.0	LR	3.5	B	II	M	P				moderate raveling/spalling											
24	20.400	L1	N	0.7	2.6	1.6				0.5	2.1	1.7	9.2	LR=10.1					P				light raveling											
25	20.900	L1	I	0.8	4.1	1.2	1.1			0.5	2.6	1.6	11.9	LR					P				super elevated/light raveling											
26	21.400	L1	N	1.0	3.6		2.7			0.5	2.0	1.7	11.5	LR					P				super elevated/light raveling											
27	21.950	L1	I	1.0	2.7		1.9			0.5	3.0	1.0	10.1	LR					P				light raveling											
28	22.400	L1	N	0.8	3.0		1.4			0.5	1.8	1.9	9.4	LR					P				light raveling/separated at 2.5"											
29	22.900	L1	I	1.0	2.8		2.1			0.5	2.5	1.0	9.9	LR					P				light raveling											
30	23.400	L1	N	0.7	3.6		1.3			0.5	1.6	1.0	8.7	LR=10.3					P				light raveling/separated at 2.6"											
31	23.900	L1	N	0.6	2.8		1.8			0.5	1.8	2.3	9.8	LR					P				light raveling											
32	24.400	L1	I	0.6	3.2		1.0			0.5	3.0	1.0	9.3	LR					P				super elevated/light raveling											
33	24.900	L1	N	0.5	3.5		1.6			0.5	1.8	1.8	9.7	LR					P				light raveling/separated at 2.5"											
34	25.400	L1	I	0.7	3.8		0.6			0.5	2.5	1.1	9.2	LR					F				light raveling											
35	20.654	L2	N	0.8	3.1		2.7			0.5	0.3	1.7	9.1	LR					P				light raveling											
36	21.400	L2	O	0.9	2.4		3.0			0.5	0.5	1.7	9.0	LR					F				super elevated/light raveling											
37	21.870	L2	I	0.8	2.3		0.4			0.5		1.1	5.1	LR	3.5	B	III	M	P				severe raveling/spalling/grinding											
38	21.882	L2	O	0.7	1.9		1.1			0.5		0.7	4.9	LR=11.9	1.8	B	II	S	P				moderate raveling/spalling/grinding											
39	22.000	L2																					omit											
40	22.200	L2	O	0.6	3.0		1.5			0.5	1.5	1.6	8.7	LR	2.4	B	III	M	P				moderate raveling/spalling											

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By:		UNIVERSAL		Date:		03/23/20		Page		3 of 10		Typical Section		3 of 7							
Project No.:		446042-1-52-01		Name:		SR 8 (I-10): SR-121 - Nassau County Line															
Core Number	Mile Post	Lane	Wheel Path	Pavement Layer							Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:
				← top	FC5	SP125	S2	ARMI	T1	ST			BIND	Depth	Type	Class					
41	22.700	L2	O	0.7	3.0	1.1	0.5	1.1		1.3	7.7	LR					P				light raveling
42	22.984	L2	O	0.7	4.0	0.7	0.5	1.5		1.5	8.9	LR	0.7	B	II	M	P				moderate raveling/spalling
43	23.200	L2	O	0.7	3.1	1.3	0.5	1.9		1.7	9.2	LR					P				light raveling
44	23.575	L2	O	0.8	2.8	1.0	0.5	2.0		1.1	8.2	LR	2.8	B	II	M	P				light raveling
45	24.200	L2	N	1.4	2.9	1.8	0.5	1.0		1.3	8.9	LR					P				super elevated/light raveling
46	24.700	L2	O	1.1	4.0	1.4	0.5	1.5		1.7	10.2	LR	0.2	B	IB	L	P				light raveling/separated at 3.2"
47	25.200	L2	O	0.7	3.3	1.5	0.5	1.2		1.6	8.8	LR=9.7	2.5	B	II	M	P				light raveling
48	21.200	IR	N		1.8	4.0					5.8	LR					P				super elevated/separated at 1.8"
49	22.100	IR	N		1.5	0.7					2.2	LR					F				
50	23.200	IR	N		1.5	2.6					4.1	LR					F				
51	24.200	IR	N		0.9	2.9					3.8	LR=4.8					F				super elevated
52	25.200	IR	N		1.2	0.7		0.5			2.4	LR					F				
53	20.900	OR	N		3.0			3.3	0.5		6.8	LR=5.7					F				
54	21.924	OR	N		1.6						1.6	LR					F				
55	22.400	OR	N		1.3			3.0			4.3	LR					F				
56	23.815	OR	N		1.4			1.7	0.5		3.6	LR					F				
57	24.900	OR	N		1.9			1.8	0.5		4.2	LR					F				
58	20.900	IL	N		4.2						4.2	LR=6.6					F				super elevated
59	21.950	IL	N		1.2	2.4		1.1			4.7	LR					F				
60	22.900	IL	N		1.1			2.6			3.7	LR					F				

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL Date: 03/23/20 Page 4 of 10 Typical Section 4 of 7

Project No.: 446042-1-52-01 Name: SR 8 (I-10): SR-121 - Nassau County Line

Core Number	Mile Post	Lane	Wheel Path	Pavement Layer ← top						Core Length	Base Type	Crack				Pavement Condition	Rut Depth (Inches)	Cross Slope (%)	Slope Direction (In / out)	Comments:		
				SP125	S1	S2	ARMI	T1	ST			Depth	Type	Class	Extent							
61	23.900	IL	N	1.1	0.6	0.8	0.5	1.1		4.1	LR					F						
62	24.900	IL	N	1.0		0.8	0.5	0.9		3.2	LR					F						
63	21.400	OL	N	1.1				3.8	0.5	5.4	LR					F				super elevated		
64	22.200	OL	N	1.7				1.2	0.5	3.4	LR					P				separated at 1.1"		
65	23.200	OL	N	1.1	1.0			1.7	0.5	4.3	LR					F						
66	24.200	OL	N	1.6				0.6	0.6	2.8	LR=5.0					F				super elevated		
67	25.200	OL	N	1.9				1.8	0.6	4.3	LR					F						

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL Date: 03/23/20 Page 5 of 10 Typical Section 5 of 7

Project No.: 446042-1-52-01 Name: SR8 (I-10): SR 121 - Nassau County Line

Core Number	*Mile Post or Distance from Bullnose	Lane	Wheel Path	Pavement Layer					Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:
				FC5	SP125	S1	BIND	ST			Depth	Type	Class	Extent					
				← top					Ramp No. 27090011 SR 121 WB ON										
68	80'	RP	I	1.0	1.2	1.2	1.7		5.1	LR					F			light raveling	
69	710'	RP	N	0.6	1.5	1.8	1.1		5.0	LR=11.2					F			light raveling	
70	930'	RP	I	1.3	1.7	1.2	1.1		5.3	LR					F			light raveling	
71	20.494	Accel	N	1.2	2.7	3.2	0.8		7.9	LR	2.6	B	III	M	P			light raveling/spalling/shoving	
72	80'	IR	N	1.0	1.0				2.0	CONC					F			overlay in gutter	
73	930'	IR	N	1.2	1.3	0.9			3.4	LR					F				
A2	710'	OR	N	0.6	1.1	1.1			2.8	LR					F				
				← top					Ramp No. 27090012 SR 121 WB OFF										
74	20.795	Decel	O	0.8	1.6				2.4	ABC=6.0	2.0	B	IB	M	P			light raveling	
75	100'	RP	I	0.7	1.4	1.8	1.9		5.8	LR					F			light raveling	
76	350'	RP	N	0.8	1.3	2.0	1.7		5.8	LR=8.5					F			light raveling	
77	675'	RP	O	0.9	1.5	2.0			4.4	LR					F			light raveling	
78	100'	IR	N	0.7	1.4	0.5			2.6	LR					F				
79	675'	OR	N	1.0	1.7	1.7		0.5	4.9	LR					F				
A1	765'	OR	N						3.2	CONC					F			overlay in gutter	
				← top					27090013 SR 121 EB OFF										
80	20.667	Decel	N	0.8	2.6	3.7			7.1	ABC=8.4					F			light raveling	
81	150'	RP	I	0.8	1.5	1.1	1.3		4.7	LR					F			light raveling	
82	470'	RP	N	0.7	1.6	1.7	1.3		5.3	LR=9.7					F			light raveling	
83	700'	RP	O	0.8	1.8	2.2	1.3		6.1	LR					F			light raveling	
84	150'	IR	N	1.3	1.4				2.7	LR					F				
85	700'	OR	N	1.2	2.2	1.9			5.3	LR					F				

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL Date: 03/23/20 Page 6 of 10 Typical Section 6 of 7

Project No.: 446042-1-52-01 Name: SR8 (I-10): SR 121 - Nassau County Line

Core Number	*Mile Post or Distance from Bullnose	Lane	Wheel Path	Pavement Layer						Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:
				FC5	SP125	S1	S2	T1	BIND			Depth	Type	Class	Extent					
				← top						Ramp No. 27090014 SR 121 EB ON										
86	0'	RP	O	1.5	1.4	0.5			3.4	LR					F			light raveling		
87	468'	RP	N	0.7	1.4	2.3		0.7	5.1	LR=9.3					F			light raveling		
88	910'	RP	I	0.8	1.9	1.3		1.2	5.2	LR					F			light raveling		
89	20.005	Accel	N	1.3	5.0			1.8	1.5	9.6	LR				P			super elevated/moderate raveling		
90	910'	IR	N	1.0	1.9	0.7			1.8	5.4	LR				F					
91	0'	OR	N	1.4	1.8				3.2	ABC=2.0					F					
				← top						Ramp No. 27090015 SR 228 WB ON										
				FC5	SP125	S1	S2	T1	BIND											
92	65'	RP	I	1.1	2.2		1.8		1.4	6.5	LR				F			light raveling		
93	530'	RP	N	0.9	1.4		2.8		1.3	6.4	LR=10.2				F			light raveling		
94	965'	RP	O	1.1	1.3		2.5		0.9	5.8	LR				P			moderate raveling		
95	20.570	Accel	N	1.0	3.2		0.4		1.7	6.3	LR				F			light raveling		
96	65'	IR	N	1.8	1.6					3.4	CONC				F			overlay in gutter		
97	965'	OR	N	0.9	1.6		1.3			3.8	LR				F					
				← top						27090016 SR 228 EB OFF										
				FC5	SP125	S1	S2	T1	BIND											
98	21.674	Decel	N	1.2	2.8		2.8		1.0	7.8	LR				F			light raveling		
99	100'	RP	I	1.0	1.2		1.7		1.4	5.3	LR				F			light raveling		
100	720'	RP	N	1.1	1.2		2.9		1.0	6.2	LR=10.8				F			light raveling		
101	1070'	RP	O	1.1	1.2		1.4		1.1	4.8	LR				F			light raveling		
102	100'	IR	N	1.2	1.2		1.4		1.5	5.3	LR				F					
103	1070'	OR	N	1.0	1.2					2.2	LR				F					

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL Date: 03/23/20 Page 7 of 10 Typical Section 6 of 7

Project No.: 446042-1-52-01 Name: SR8 (I-10): SR 121 - Nassau County Line

Core Number	*Mile Post or Distance from Bullnose	Lane	Wheel Path	Pavement Layer						Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:
				FC5	SP125	S1	S2	T1	BIND			Depth	Type	Class	Extent					

Ramp No. 27090017 SR 228 WB OFF																			
104	22.091	Decel	N	1.1	3.5	3.7			1.4	9.7	LR					F			light raveling
105	100'	RP	I	1.0	1.5	2.0			1.4	5.9	LR					F			light raveling
106	600'	RP	N	0.7	1.6	3.1			0.6	6.0	LR=9.5					F			light raveling
107	1150'	RP	O	0.9	1.2	1.8			1.2	5.1	LR					F			light raveling
108	100'	IR	N	1.2	1.9	0.6				3.7	LR					F			
109	1150'	OR	N	1.1	1.3	0.7				3.1	LR					F			
A4	1330'	IR	N	1.3	1.5					2.8	CONC					F			overlay in gutter

Ramp No. 27090018 SR 228 EB ON																			
110	75'	RP	I	1.5	1.3		1.4		1.9	6.1	LR					F			light raveling
111	600'	RP	N	0.8	1.5		1.3		0.7	4.3	LR=10.5					P			light raveling
112	925'	RP	I	1.0	1.0		1.8		1.1	4.9	LR					F			light raveling
113	22.215	Accel	N	1.1	2.9				2.0	6.0	LR	1.1	B	II	L	P			light raveling/separaeted at 2.5"
114	925'	IR	N	0.8	1.5		0.8			3.1	LR					F			
115	600'	OR	N	0.9	1.7					2.6	LR					F			
A3	75'	IR	N	1.5	1.8					3.3	CONC					F			overlay in gutter

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL	Date: 04/06/20	Page 9 of 10	Typical Section: 7 of 7
Project No.: 446042-1-52-01	Name: SR 8 (I-10)		Lanes: 2
State Road No.: SR 121	From: SR 121		Shoulders
County: Baker	To: Nassau County Line		Inside: curb and gutter
Section No: 27030000	Beg MP: 9.015	End MP: 9.303	Length: 0.288 Outside: 4' paved

Core Number	Mile Post	Lane	Wheel Path	Pavement Layer							Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in/out)	Comments:
				← top	FC6	FC125	SP125	T2	S1	T1			BIND	Depth	Type	Class					
116	9.105	R1	I	1.6				1.6	1.7	4.9	LR	2.7	B	II	M	P					
118	9.247	R1	I		1.2	2.8			1.6	5.6	LR	2.5	B	II	M	P				spalling	
119	9.357	R1	N		1.4	1.6	0.4		1.4	4.8	LR=11.0	3.4	B	II	M	P					
120	9.041	L1	O	1.4				2.4		3.8	LR=5.9	3.8	C	III	S	P				spalling/shoving/grinding/delaminated/pumping	
121	9.144	L1	O	1.3					1.3	2.6	LR=12.0	2.6	B	II	S	P				spalling/grinding	
123	9.258	L1	I		1.1	2.5			1.4	5.0	LR	2.5	B	II	L	P					
B3	9.110	LLTL	I	1.1				2.8		3.9	ABC=7.9	0.2	B	IB	M	P				shoving	

Remarks: _____
