

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL				Date: 06/11/19		Page 1 of 12		Typical Section: 1 of 11														
Project No.: 443310-1-52-01				Name: SR115				Lanes: 4														
State Road No.: SR115				From: Southside Blvd				Shoulders														
County: Duval				To: Mathews Bridge				Inside: 2' paved														
Section No: 72040000				Beg MP: 9.640		End MP: 13.177		Length: 3.537		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:	
				FC5	FC125	SP125	ARMI	T2	T1	BIND			Depth	Type	Class	Extent						
			← top																			
102	9.790	R1	O		1.7	1.3	0.5		1.7		5.2	LR					P					light raveling
106	9.920	R1	I		1.2	1.3	0.5		2.8		5.8	LR					P					light raveling
108	9.947	R1	N	1.0		1.7			2.2		4.9	LR					P					severe raveling/spalling/shoving
109	9.975	R1	I	1.1		3.3					4.4	LR					P					light raveling
110	10.135	R1	N	1.0		3.7					4.7	LR					P					light raveling
1	10.300	R1	I	0.9		3.6					4.5	LR					P					light raveling
2	10.800	R1	N	0.8		3.7			1.3		5.8	LR					P					light raveling/super elevated
3	11.300	R1	N	0.8		3.3			2.1		6.2	LR=6.1					P					light raveling
4	11.800	R1	N	0.8		3.5		0.8	1.4		6.5	LR					P					light raveling
5	12.300	R1	I	0.8		2.7			0.9		4.4	LR					P					light raveling
6	12.810	R1	I	0.8		3.6			1.8	1.4	7.6	LR	0.9	B	II	L	P					severe raveling
7	13.000	R1	N	0.9		2.4			0.6		3.9	CONC	0.9	B	III	M	P					light raveling/conc joint cracking/joint fabric
8	10.500	R2	N	0.7		3.7					4.4	LR					P					light raveling
9	11.000	R2	O	0.8		3.3		0.5	1.1		5.7	LR	1.8	B	III	M	P					moderate raveling/spalling
10	11.500	R2	O	0.5		3.1		1.3	1.7		6.6	LR	0.5	B	III	M	P					moderate raveling
11	11.930	R2	N	0.8		3.3		0.8	1.5		6.4	LR					P					light raveling
12	12.500	R2	I	1.1		3.0		0.9	1.4		6.4	LR	1.1	B	III	M	P					light raveling/spalling
97	9.707	L1	I		1.5	2.7	0.5	0.5	2.3	1.4	8.9	LR					P					light raveling
13	10.800	L1	N	0.7		3.7			0.6	1.6	6.6	LR	6.6	B	III	M	P					light raveling
14	11.300	L1	I	0.7		3.0			1.0	1.3	6.0	LR	2.3	B	III	M	P					severe raveling/spalling
15	11.800	L1	I	0.8		3.2			1.3	1.7	7.0	LR					P					light raveling
Remarks:				Concrete pavement in both roadways MP 12.300-12.380 / severe raveling in L1: MP 12.050																		

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL				Date: 06/11/19		Page 2 of 12		Typical Section 2 of 11											
Project No.: 443310-1-52-01				Name: SR115 From: Southside Blvd To: Mathews Bridge															
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	FC125	SP125	T1	BIND			Depth	Type	Class	Extent					
16	12.300	L1	N	1.0		3.7	0.9	1.5		7.1	LR				P				severe raveling
17	12.800	L1	N	0.8		3.9	2.9	1.6		9.2	LR=9.9				P				light raveling
18	13.000	L1	N	0.7		3.4				4.1	CONC				P				tranverse concrete reflective cracking / moderate raveling
19	10.233	L1	O	0.7		4.0				4.7	LR	4.7	B	II	M	P			light raveling
20	10.532	L2	N	0.7		3.7				4.4	LR				P				moderate raveling/spalling
21	11.000	L2	O	0.9		3.1	0.3	1.4		5.7	LR	5.7	B	II	M	P			moderate raveling/spalling
22	11.586	L2	O	0.6		3.1	1.3	1.6		6.6	LR	1.6	B	III	M	P			moderate raveling/spalling
23	12.000	L2	O	1.0		3.1	1.1	1.6		6.8	LR=8.3	2.3	B	II	M	P			MODERATE raveling/SPALLING/BOTTOM UP CRACKING OF 2.7"
24	12.500	L2	N	1.0		3.5	1.0	1.6		7.1	LR				P				LIGHT raveling
107	9.920	IR	N		2.1					2.1	ABC=5.0				F				
111	10.135	IR	N	1.8		1.9				3.7	LR				F				
25	10.300	IR	N	1.1		2.0				3.1	LR				F				
26	10.800	IR	N	1.1		5.4				6.5	LR				F				SUPER ELEVATED
27	11.300	IR	N	0.8		5.7				6.5	LR				F				
28	12.300	IR	N	1.2		2.3				3.5	LR				F				
103	9.790	OR	N		1.5					1.5	ABC=4.4				F				
105	9.895	OR	N		1.5					1.5	ABC=4.9				F				
29	13.000	OR	N	0.9		2.5	0.7			4.1	CONC				F				joint fabric
30	10.500	OR	N	0.9		1.5				2.4	LR				F				
31	11.500	OR	N	0.6		3.5	1.5	1.5		7.1	LR				F				
32	12.500	OR	N	0.8		4.5				5.3	LR	2.2	B	II	L	P			

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL				Date: 06/11/19		Page 3 of 12			Typical Section 3 of 11														
Project No.: 443310-1-52-01				Name: SR115 From: Southside Blvd To: Mathews Bridge																			
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	FC125	SP125	FC2	SP125	ARMI	S1	T1			BIND	Depth	Type	Class						Extent
98	9.707	IL	N		1.2	1.4	0.6	2.0	0.5	2.8		8.5	ABC=5.0					F					
33	10.800	IL		OMITTED																			
34	11.300	IL	N	0.8		0.9						1.7	ABC=4.5					F					
35	12.300	IL	N	1.1		2.8						3.9	LR					F					
36	10.233	OL	N	0.8		1.2						2.0	LR					F					
37	10.532	OL	N	0.9		1.2						2.1	LR					F					
38	11.586	OL	N	1.3		3.5						4.8	LR					F					
39	12.500	OL	N	0.9		3.1				0.7	1.9	6.6	LR					F					
113	9.947	RRTTL	N	0.6		1.2					2.9	4.7	LR					P				severe raveling/spalling/shoving	
Remarks:																							

Pavement Evaluation Coring and Condition Data

Cored By:		UNIVERSAL		Date:		06/11/19		Page		4 of 12		Typical Section		3 of 11								
Project No.:				443310-1-52-01				Name:				SR115 From: Southside Blvd To: Mathews Bridge										
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	FC125	SP125	ARMI	T1	T2	T1	BIND			Depth	Type	Class	Extent					
99	9.669	RDCL	O		1.3	1.3		1.0	1.3		1.5	6.4	LR					P				light raveling
104	9.895	RACL	O		1.3	2.7	0.5			2.1		6.6	LR					P				light raveling
40	10.573	RDCL	N	0.5		1.4				1.5	1.5	4.9	LR	1.8	B	II	M	P				light raveling
41	10.782	RACL	O	1.5		2.7						4.2	ABC=6.1					F				super elevated
42	11.345	RDCL	O	0.9		3.3						4.2	ABC=10.4	1.5	B	III	M	P				moderate raveling
112	12.050	RDCL	N	0.9		2.7			0.5	1.2		5.3	LR	0.9	B	III	M	P				moderate raveling
43	12.730	RACL	N	0.8		3.8				2.0		6.6	ABC=10.2	2.2	B	III	M	P				light raveling/2.4" asphalt in gutter
51	10.627	LDCL	O	1.0		4.5						5.5	ABC=9.0					P				light raveling
50	10.954	LDCL	N	0.9		3.3				1.4		5.6	LR					P				light raveling
49	11.372	LDCL	N	0.6		3.6						4.2	ABC=10.3					P				spalled to structural:0.65"/moderate raveling
48	12.250	LDCL	N	1.0		2.7				0.3	1.2	5.2	LR					P				moderate raveling
47	12.690	LDCL	N	0.8		4.1				0.8	2.6	3.4	LR	3.0	B	III	S	P				severe raveling/spalling

Remarks: RDCL = right decel, LDCL = left decel, RACL = right accel

Pavement Evaluation Coring and Condition Data

Cored By:		UNIVERSAL			Date:		06/11/19		Page		5 of 12		Typical Section		4 of 11				
Project No.:				443310-1-52-01				Name:				SR115 From: Southside Blvd To: Mathews Bridge				Section No: 72040345			
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	FC125	SP125	T1	BIND			Depth	Type	Class	Extent					
201	0.050	R1	N	1.3		4.0			5.3	LR					P				light raveling
207	0.185	R2	O	0.6		3.3		1.5	5.4	LR	2.2	B	III	S	P				severe raveling/spalling/super elevated
210	0.369	R2	N	0.7		3.6	0.7	1.0	6.0	LR					P				light raveling
213	0.236	L1	I	1.0		3.0		2.1	6.1	LR	6.1	B	III	M	P				moderate raveling
212	0.350	L2	O	0.9		3.3		0.8	5.0	LR	1.5	B	III	M	P				light raveling
202	0.050	IR	N	1.3		1.8			3.1	LR					F				
219	0.358	IR	N	1.2		1.3			2.5	ABC=4.7					F				
209	0.341	OR	N	0.8		1.4			2.2	ABC=4.1					F				
206	0.003	OL	N	0.9		1.7			2.6	LR					F				
203	0.245	UTURN	N	1.0		3.8			4.8	ABC=7.0					P				light raveling
204	0.245	IS	N	1.3		2.8			4.1	ABC=4.4					F				
205	0.003	LACL	O	0.7		4.0			4.7	LR					P				
208	0.341	RRTTL	O	0.7		4.0			4.7	LR	2.0	B	III	M	P				light raveling
211	0.412	TO	N		0.8		2.0		2.8	LR					P				light raveling
214	0.216	LACL	N	1.0		1.5	1.3		3.8	LR					P				light raveling
215	0.155	LR TTL	O	0.9		5.4			6.3	LR					P				light raveling
216	0.115	LR TTL	N		1.4	3.9			5.3	LR					P				light raveling
217	0.097	LACL	N		1.5	2.3			3.8	LR					P				moderate raveling
218	0.358	RL TTL1	N	0.7		3.9	0.8		5.4	LR	1.3	B	III	M	P				moderate raveling

Remarks: LACL = left accel

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL Date: 06/11/19 Page: 6 of 12 Typical Section: 5 of 11

Project No.: 443310-1-52-01 Name: SR115 From: Southside Blvd To: Mathews Bridge Section No: 72110 / SR 109 (University Blvd.)

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:		
				FC125	FC4	SP125	S1	BIND			Depth	Type	Class	Extent							
301	0.043	R1	O	1.3		4.2				5.5	LR					P			light raveling		
302	0.080	L1	N	1.1		2.8				3.9	LR	1.1	B	III	M	P			light raveling/slipping/shoving/spalled to structural		
303	0.718	L1	O		1.4		1.1	1.5		4.0	LR	2.6	B	IB	L	P			light raveling		
304	0.095	L2	O	1.5		3.6				5.1	LR=10.7					P			light raveling		
G	0.083	L2	O	1.0		3.2				4.2	LR	1.0	B	III	M	P			light raveling/slipping/shoving/spalled to structural		
305	0.718	OL	N		2.1			1.7		3.8	LR					F					
306	0.060	TO	N	2.0		3.5				5.5	LR					F					

Remarks: _____

Pavement Evaluation Coring and Condition Data

Cored By:		UNIVERSAL		Date:		06/11/19		Page		7 of 12		Typical Section		6 of 11					
Project No.:		443310-1-52-01		Name:		SR115 From: Southside Blvd To: Mathews Bridge													
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:
				FC4	FC125	S1	T2	BIND			Depth	Type	Class	Extent					
← top																			
Right Service Road between Swelo Rd and SR115																			
76	-	SR	N				2.0		2.0	LR	2.0	C	III	S	P			light raveling	
77	-	SR	O				1.4		1.4	LR	1.4	C	III	S	P			moderate raveling	
78	-	SR	N				1.3		1.3	LR	1.3	C	III	S	P			light raveling	
79	-	SR	N	1.1		0.8		1.7	3.6	LR					P			light raveling	
← top																			
Right Service Road between SR115 and N Arlington Road																			
53	-	RAMP	O		1.8	2.2			4.0	ABC=7.0					P			light raveling	
54	-	SR	O		1.8	2.7			4.5	ABC=7.4					F				
55	-	SR	O		1.4	1.7			3.1	ABC=5.5					F				
56	-	SR	O	1.8				1.6	3.4	LR	2.6	B	II	L	P				
57	-	SR	N	1.3			0.5	1.3	3.1	LR=9.3	3.1	B	II	L	P				
80	-	SR	O		0.9	0.9	0.8	1.0	3.6	LR					F				
81	-	SR	O		0.9	1.0	1.0		2.9	LR					P			light raveling	
82	-	SR	N		1.3	2.6			3.9	LR					P			light raveling	
83	-	SR	O		0.9	0.7		1.2	2.8	LR					F				
84	-	RAMP	N		1.8	1.5			3.3	ABC=6.7					P			light raveling	
85	-	SR	N	1.5				1.5	3.0	LR					P			light raveling	
86	-	SR	O		1.4	1.8			3.2	LR=9.8					P			light raveling	
← top																			
Right Service Road between N Arlington Road and Cesery Road																			
58	-	SR	N	1.6	1.2				2.8	LR=7.9					F				
59	-	RAMP	O	2.1	1.5				3.6	LR	2.2	B	II	L	P				
60	-	SR	O	1.4	1.6				3.0	LR					F				
87	-	SR	O	1.4	1.2				2.6	LR	2.6	B	IB	L	P			light raveling	
← top																			
Right Service Road between Cesery Road and SR109																			
61	-	SR	O	1.9			1.3		3.2	LR	1.3	B	IB	L	P				
62	-	RAMP	N	1.4		1.1	1.5		4.0	LR	3.3	B	IB	L	P				
88	-	SR	I	1.2	1.0	0.7	1.7		4.6	LR	4.6	B	IB	M	P			light raveling	

Remarks: SR=service road, see aerial

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL				Date: 06/11/19				Page 8 of 12				Typical Section 7 of 11								
Project No.: 443310-1-52-01				Name: SR115 From: Southside Blvd To: Mathews Bridge																
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	FC125	SP125	T1	ST	Depth			Type	Class	Extent						
Left Service Road between Swelo Rd and SR115																				
100	-	SR	I		1.0	1.3	1.5	0.5	4.3	LR					P				light raveling	
101	-	SR	N		1.9				1.9	ABC=4.0					F					
114	-	SR	O	0.9		2.7	1.2		4.8	LR					P				light raveling	
Left Service Road between SR115 and N Arlington Road																				
				FC125	FC4	SP125	S1	T1	BIND											
52	-	SR	N	0.9		0.5		2.3	0.9	4.6	LR					P			light raveling	
73	-	SR	I		1.5			0.8	1.5	3.8	LR	1.4	B	IB	L	P				
74	-	SR	N	1.1		1.0			1.0	3.1	LR					P			light raveling/delaminated to 1.55" near core	
75	-	SR	O	1.2		0.9			1.8	3.9	LR=10.6					P			light raveling	
89	-	SR	N		1.5			0.3	1.7	3.5	LR=9.0	3.5	B	II	M	P			light raveling/transverse crack	
90	-	SR	N		1.3			0.2	1.5	3.0	LR					P			light raveling	
91	-	SR	I	1.3		2.5				3.8	LR	1.3	B	IB	L	P			light raveling	
92	-	SR	O	0.9		1.4	2.6			4.9	LR					P			light raveling/super elevated	
Left Service Road between N Arlington Road and Cesery Road																				
				FC4	T1	BIND														
70	-	SR	N	1.4		1.5				2.9	LR					P			light raveling	
71	-	SR	O	1.2	0.6	1.3				3.1	LR					P			light raveling	
72	-	SR	N	1.5	0.2	1.5				3.2	LR					F				
Left Service Road between Cesery Road and SR109																				
				FC4	S1	T1	BIND													
65	-	SR	N			1.7	1.7			3.4	LR	3.4	B	II	S	P				
66	-	SR	I	1.7			1.1			2.8	LR					F				
67	-	SR	I	1.5		1.3	1.2			4.0	LR					P			light raveling	
68	-	SR	O	1.6	3.0					4.6	ABC=9.2					P			light raveling	
69	-	SR	N	1.0		0.8	1.6			3.4	LR=8.1	1.7	B	IB	L	P			light raveling/separated at 1.8"	

Remarks: SR=service road, see aerial

Pavement Evaluation Coring and Condition Data

Cored By:		UNIVERSAL			Date:		06/11/19		Page		9 of 12		Typical Section		8 of 11					
Project No.:		443310-1-52-01			Name:		SR115 From: Southside Blvd To: Mathews Bridge													
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:
				FC4	FC125	S1	T2	BIND	Depth			Type	Class	Extent						
72040336: SR115 SB OFF RAMP TO SR109 NB																				
307	0'	L1	O		1.5	0.8		0.7	3.0	LR					P			light raveling		
316	147'	L1	O	1.0		1.5	0.8		3.3	LR	3.3	B	II	M	P			light raveling		
72040335: SR115 NB ON RAMP FROM SR109 NB																				
311	0'	R1	I	1.4			1.4		3.9	LR	1.4	B	II	M	P			light raveling		
317	303'	R1	N		1.4			3.1	4.5	ABC=11.8	1.4	B	IB	L	P			light raveling		
318	303'	OR	N			1.7			1.7	LR					F					
72040020: SR115 NB ON RAMP FROM SR109 SB																				
312	0	DECEL	O		0.9		1.6		3.7	LR	1.2	B	II	L	P					
313	OMIT																			
63	12.922	ACCEL	I	0.7	3.6			1.1 1.7	7.1	LR	1.0	B	III	M	P			moderate raveling		
64	12.922	GORE	N	0.8	3.5			1.9 2.0	8.2	LR	2.5	B	II	M	P					
314	574'	L1	O			1.6	2.8		4.4	ABC=9.9	1.5	B	II	L	P			severe raveling/spalling		
315	574'	OL	N			2.0	2.5		4.5	ABC=10.3					F					
72040340: SR115 NB OFF RAMP TO SR109 SB																				
44	12.810	DECEL	N	1.1	FC4	SP125	T1	BIND	7.6	ABC=9.2					P			light raveling		
310	223'	R1	O		2.0			1.3	3.3	LR					P			light raveling		
72040019: SR115 SB OFF RAMP TO SR109 SB																				
45	12.592	DECEL	I	0.8		2.0	1.5	1.2	5.5	LR	5.5	B	IB	L	P			light raveling		
46	12.592	OL	N			2.3			2.3	LR					F					
308	250'	L1	O		1.5	2.9			4.4	LR					P			light raveling		
309	250'	OL	N		1.5	2.6			4.1	LR					F					
Remarks: _____																				

Pavement Evaluation Coring and Condition Data

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Project No.: 443310-1-52-01 Name: SR115 From: Southside Blvd To: Mathews Bridge

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:
				FC125	SP125	ARMI	T2	T1			Depth	Type	Class	Extent					
SR115 SB OFF RAMP TO SR113 SB																			
93	330'	L1	I	1.2	1.9	0.5		2.8	6.4	LR					P				light raveling
94	330'	IL	N	1.1	1.2		0.8	3.0	6.1	LR					F				
95	9.772	ACCEL	O	0.7	2.9	0.5		2.1	6.2	LR					P				light raveling
96	9.772	OL	N	1.7					1.7	ABC=5.0					F				
				Pavement Layer															
				Pavement Layer															
				Pavement Layer															
				Pavement Layer															

Remarks: _____

EXTRA INFORMATIONAL CORES

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 Project No.: 443310-1-52-01 Name: SR115 From: Southside Blvd To: Mathews Bridge

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								Depth	Type	Class	Extent					
				FC5	SP125	T2	T1	BIND												
A	13.000	IL	N	0.9	3.3				4.2	CONC					F				grinding/separated at 0.9" / joint fabric	
B	12.800	IL	N	2.0	3.5				5.5	STAB					F				separated at 2.0"	
C	11.700	L1	N	0.9	3.6		1.5	1.5	7.5	LR					P				light raveling	
D	10.300	L1	N	0.6	3.2				3.8	LR					P				light raveling	
E	10.300	IL	N	1.3	1.2				2.5	LR					F					
F	11.695	R2	O	1.0	3.3		1.7	1.6	7.6	LR=10.6					F				severe raveling/spalled to structural	

Remarks: _____