

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL				Date: 04/17/25				Page 1 of 2				Mainline									
Project No.: 209697-6-52-01				Name: SR13(SAN JOSE BLVD)				Lanes: 6													
State Road No.: SR13				From: St. Johns C/L				Shoulders													
County: Duval				To: Lake Mandarin Ct				Inside: Curb and gutter													
Section No: 72160000				Beg MP: 0.000		End MP: 3.055		Length: 3.055		Outside: Curb and gutter											
Core Number	Mile Post	Lane	Wheel Path	Pavement Layer							Core Length (in.)	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:
				FC125	SP125	S							Depth (in.)	Type	Class	Extent					
1	0.004	R1	I	1.4	1.8	0.4					3.6	LR=13.5"	3.6	B	II	M	P				(+/-), light raveling
2	0.500	R1	I	1.4	1.6	1.0					4.0	LR	4.0	B	II	M	P				light raveling
3	1.065	R1	I	1.3	1.5	0.4					3.2	LR	0.2	B	IB	L	P				light raveling
4	1.519	R1	O	1.4	1.2	0.9					3.5	LR	3.5	B	II	M	P				shoving
5	2.000	R1	O	1.3	1.5	1.2					4.0	LR=9.2"	4.0	B	III	M	P				light raveling, shoving
6	2.500	R1	O	1.7	1.4	1.2					4.3	LR	4.3	B	II	M	P				curve, light raveling
7	3.000	R1	N	1.5	2.1	1.1					4.7	LR					F				curve, light raveling
8	0.100	R2	O	1.5	1.6	2.0					5.1	LR					F				curve, light raveling
9	0.225	R3	O	1.4	1.9	0.4					3.7	LR	1.4	B	III	M	P				light raveling, spalling
10	0.700	R3	I	1.2	2.8	0.4					4.4	LR	1.9	B	II	M	P				light raveling
11	1.200	R3	O	1.5	1.6						3.1	LR=9.7"	1.5	B	IB	L	F				light raveling
12	1.700	R3	N	1.0	1.4	0.7					3.1	LR					F				light raveling
13	2.409	R3	O	1.6	1.4	0.7					3.7	LR	3.7	B	II	M	P				light raveling, spalling
14	2.686	R3	O	1.5	1.5	0.4					3.4	LR=9.6"	3.4	B	II	M	P				light raveling
15	3.020	R3	N	2.3	1.9						4.2	FLOW FILL					F				curve, light raveling
16	0.100	L1	N	1.5	1.5	1.5					4.5	LR	2.0	B	II	M	F				curve, light raveling
17	0.600	L1	I	1.4	1.7						3.1	LR=8.9"	3.1	B	II	M	F				light raveling, spalling
18	1.100	L1	I	1.3	1.5	1.0					3.8	LR	3.8	B	II	L	F				light raveling
19	1.600	L1	I	1.6	1.4	1.0					4.0	LR	1.7	B	IB	L	F				light raveling
20	2.256	L1	I	1.3	1.5	1.3					4.1	LR	2.2	B	II	M	F				curve
Remarks:				Patches: Lanes: R1-MP 2.047, L1/2-MP 2.239, L2/3-MP 1.945, L3- MP 0.720, MP 2.055, MP 2.352, All Left Lanes-MP 2.726 to 2.773 and MP 2.822 to 2.853 Lane shifts (all lanes) due to median utility work: MP 2.686-2.870 Lane L3, MP 1.600: spalled to structural in OWP Lane L2, MP 0.555: B,II,S severe raveling, spalled to structural Conc spill: Lane R3-MP 2.894, Lane L3-MP 1.001; Lane R3 Dip in OWP: MP 2.075, MP 2.240 (+/-) = Performed adjacent to approach slab																	

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21	2.600	L1	N	1.6	1.8	0.8						4.2	LR					F				light raveling
22	2.973	L1	I	1.5	1.2	1.1						3.8	LR=9.2"					P				patch, severe raveling, spalled to structural(1"), shoving
23	0.005	L2	N	1.4	0.8	1.3						3.5	LR	2.2	B	II	M	P				light raveling, spalling, super elevated
24	0.282	L3	O	1.7	1.4	0.5						3.6	LR	1.7	B	II	M	P				light raveling, spalling
25	0.800	L3	I	2.0	1.2	1.0						4.2	LR	3.2	B	II	M	P				light raveling, spalling, shoving
26	1.300	L3	I	1.5	1.4	0.4						3.3	LR=9.2"	3.3	B	II	L	P				light raveling
27	1.812	L3	O	1.5	1.5	1.1						4.1	LR	1.5	B	II	M	P				light raveling
28	2.337	L3	O	1.5	1.5	1.0						4.0	LR					F				light raveling
29	2.792	L3	O	1.3	1.9	0.9						4.1	LR=7.6"	4.1	B	II	M	P				light raveling
30	3.065	L3	O	1.2	0.9	2.4						4.5	LR	4.5	B	II	L	P				light raveling
31	0.314	RLTTL	O	2.0	2.2							4.2	LR					F				light raveling
32	1.065	RLTTL	O	1.1		2.7						3.8	LR					F				light raveling
33	2.887	RLTTL	N	1.9	2.5	5.0						9.4	LR					F				light raveling
34	1.653	RTO	N	0.9		3.7						4.6	LR					F				
35	1.195	LLTTL	N	1.3	2.5							3.8	LR					F				light raveling
36	2.190	LLTTL	N	1.4	2.4							3.8	LR					F				curve
37	3.001	LLTTL	N	1.8		4.3						6.1	LR	2.2	B	II	L	P				light raveling, spalling

Remarks: _____

