

Pavement Evaluation Coring and Condition Data

Cored By: UNIVERSAL				Date: 07/22/21		Page 1 of 4		Typical Section: 1 of 1			
Project No.: 210565-3-52-01				Name: SR115 From Duval County Line To US1						Lanes: 2	
State Road No.: SR115				From: Duval County Line						Shoulders	
County: Nassau				To: US1						Inside: -	
Section No: 74070000				Beg MP: 0.000		End MP: 5.058		Length: 5.058		Outside: 5' 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:
				FC125	SP125	T1	ST					Depth	Type	Class	Extent					
1	0.047	R1	N	1.1	2.0		0.4			3.5	LR	1.1	B	II	M	P				
2	0.400	R1	I	1.3	2.0	1.3	0.6			5.2	LR=5.1	1.3	B	II	M	P				grinding, separated at 1.3"
3	0.700	R1	N	1.8	1.3	3.4	0.7			7.2	LR					P				
4	1.100	R1	I	1.1	2.0	0.5	0.6			4.2	LR	1.1	B	II	M	P				grinding, shoving, separated at 1.1"
5	1.400	R1	O	1.4	2.0		0.5			3.9	LR	1.4	B	II	M	P				
6	1.773	R1	N	1.4	1.8					3.2	LR	0.9	B	II	M	P				patch, grinding, spalling, separated at 1.4"
7	2.100	R1	I	1.5	1.6	1.5	0.6			5.2	LR	2.7	B	II	M	P				curve
8	2.420	R1	O	1.4	3.1					4.5	LR=11.8	4.5	B	II	M	P				curve, widening, shoving
9	2.880	R1	O	2.1	2.0					4.1	LR	4.1	C	III	M	P				patch, shoving, spalling
10	3.100	R1	I	1.3	1.6		0.6			3.5	LR	1.3	B	II	M	P				shoving, grinding, separated at 1.3"
11	3.593	R1	O	1.3	1.6	2.2	0.7			5.8	LR	2.9	B	II	M	P				curve, shoving, grinding
12	3.700	R1	I	1.5	1.7	1.3	0.7			5.2	LR	1.5	B	II	M	P				curve, shoving, separated at 1.5"
13	4.068	R1	O	1.5	1.0	3.5				6.0	LR	1.6	B	II	M	P				shoving
14	4.400	R1	I	1.7	1.7	3.8	0.5			7.7	LR	1.0	B	II	M	P				super elevated, shoving
15	4.740	R1	N	1.5	2.1					3.6	LR	1.5	B	III	M	P				shoving, grinding, separated at 1.5"
16	4.875	R1	I	1.5	1.4	3.0	0.6			6.5	LR=6.8	1.5	B	II	M	P				super elevated, shoving, grinding, separated at 1.5"
17	4.941	R1	N	1.5	1.8	1.8	0.6			5.7	LR	1.5	B	II	S	P				super elevated. Shoving, grinding, separated at 1.5"
18	0.300	L1	I	1.5	1.9	4.5	0.6			8.5	LR					F				super elevated, shoving, separated at 1.6", grinding
19	0.510	L1	O	1.7	1.9	1.8				5.4	ABC=6.7					F				
20	0.800	L1	I	1.7	1.8	0.7	0.8			5.0	LR	1.7	B	II	M	P				grinding, separated at 1.7"

Remarks:	pavement change all: 2.246, 2.456, 2.706, 3.060
	2.458: small patch in L1

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Core Number	Mile Post	Lane	Wheel Path	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">← top</div> Pavement Layer </div>						Core Length	Base Type	Crack				Pavement Condition	Rut Depth (inches)	Cross Slope (%)	Slope Direction (in / out)	Comments:
				FC125	SP125	T1	ST					Depth	Type	Class	Extent					
21	1.300	L1	N	1.7	2.1	1.7	0.8			6.3	LR					P				shoving, curve
22	1.500	L1	I	1.3	2.0		0.4			3.7	LR	1.3	B	II	M	P				grinding, separated at 1.3"
23	1.895	L1	O	1.3	1.8	0.7	0.6			4.4	LR	1.3	B	II	M	P				grinding, separated at 1.3"
24	2.300	L1	I	1.2	2.6	0.9				4.7	LR=6.6	4.7	B	II	M	P				super elavated
25	2.458	L1	O	1.2	1.6	1.9	0.9			5.6	LR	5.6	C	II	M	P				grinding, patch, separated at 1.2"
26	2.988	L1	O	1.6	1.3					2.9	ABC=4.4					P				widening
27	3.300	L1	I	1.5	1.7	2.1	0.7			6.0	LR	1.2	B	IB	L	P				curve
28	3.500	L1	N	1.5	1.8					3.3	LR	1.5	B	II	M	P				grinding, separated at 1.5"
29	3.800	L1	N	1.5	1.5	1.6	0.7			5.3	LR=6.0	0.3	B	IB	L	P				curve
30	4.376	L1	O	1.1	1.5	0.3	0.7			3.6	LR	3.6	C	II	M	P				grinding, shoving, curve, spalled to 1.69", separated at 1.1"
31	4.552	L1	O	1.3	1.8	1.0	0.6			4.7	LR	1.3	B	II	M	P				super elevated, grinding, shoving
32	4.777	L1	I	1.6	1.4	0.6	0.7			4.3	LR	1.6	B	II	M	P				grinding, separated at 1.6"
33	4.922	L1	O	1.4	1.5	5.6	0.7			9.2	LR	1.9	B	II	M	P				curve
34	0.400	OR	N	1.7	3.9					5.6	LR					F				
35	1.773	OR	N	1.5	3.6					5.1	LR=5.6					F				
36	2.420	OR	N	1.1	0.9					2.0	LR					F				curve
37	3.593	OR	N	1.5	4.0					5.5	LR					F				curve
38	4.875	OR	N	1.6	1.5					3.1	ABC=2.5					F				super elevated
39	0.510	OL	N	1.2	3.1					4.3	ABC=4.5					F				
40	1.500	OL	N	1.4	4.2					5.6	LR					F				

Remarks:

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				FC125	SP125	T1	ST					Depth	Type	Class	Extent					
41	2.458	OL	N	1.2	4.3					5.5	LR					F				
42	3.500	OL	N	1.4	3.8					5.2	LR					F				
43	4.552	OL	N	1.5	4.0					5.5	LR=1.1					F				super elevated
44	2.301	RRTTL	N	2.1	2.0					4.1	LR					F				super elevated, overbuild
45	3.328	RLTTL	I	1.8	2.1	2.6	0.6			7.1	LR	2.3	B	II	M	P				
46	3.171	RTO	N	1.5	1.6					3.1	LR					F				
47	4.493	RTO	N	1.5	1.4					2.9	LR					F				
48	1.989	LTO	N	1.4	1.7					3.1	LR					F				
Remarks:																				

Bridge Approach / Slab Asphalt Thickness

[illegible]