

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS
PAVEMENT CORE DATA SHEET

DATE: 7/10/2008 PROJECT NUMBER: 18-100-08-A
TIME: _____
CORED BY: R. MARTIN CORE NUMBER: LS-9

CORE LOCATION (MILE POST OR STATION NUMBER): GPS: 30 26.213'N 84 16.148'W

CORE LANE LOCATION (SEE BELOW): EBL
R1: NORTH BOUND OR EAST BOUND INSIDE LANE IL: INSIDE SHOULDER, LEFT LANE
R2: NORTH BOUND OR EAST BOUND OUTSIDE LANE OL: OUTSIDE SHOULDER, LEFT LANE
L1: SOUTH BOUND OR WEST BOUND INSIDE LANE IR: INSIDE SHOULDER, RIGHT LANE
L2: SOUTH BOUND OR WEST BOUND OUTSIDE LANE OR: OUTSIDE SHOULDER, RIGHT LANE
NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING
MILE POSTS

DETAILED CORE LOCATION: WP
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): 1.625-INCHES OF ASPHALT / THEN ENCOUNTERED CONCRETE
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): CONCRETE - SEE NOTES

BASE DCP TEST VALUE (0.0-INCH): -

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): BROWN CLAYEY SAND

SUBGRADE DCP TEST VALUE (12.0-INCH): 8 / 10

NATURAL MATERIAL DESCRIPTION (36.0-INCH): BROWN CLAYEY SAND

NATURAL DCP TEST VALUE (36.0-INCH): 10 / 12

PAVEMENT CONDITION: FAIR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCOUNTERED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE
ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE
ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: 0.000-INCH
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING
THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE
LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: 0.9%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD
THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE
IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: O
O: CROSS SLOPE IS GOING 'OUT' TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING 'IN' TO THE INSIDE MEADIAN

INSIDE SHOULDER TYPE: N/A
OUTSIDE SHOULDER TYPE: CURB AND GUTTERED
SHOULDER CONDITIONS: GOOD
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: 44-INCHES FROM THE OUTSIDE SHOULDER
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR
THE EDGE FROM THE MEDIAN (INSIDE SHOULDER). SPECIFY WHICH OFFSET WAS USED.

CRACK DEPTH: 1.625-INCHES

CRACK TYPE: B
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE FO THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS
PAVEMENT CORE DATA SHEET

DATE: 7/10/2008 PROJECT NUMBER: 18-100-08-A
TIME: _____
CORED BY: R. MARTIN CORE NUMBER: LS-10

CORE LOCATION (MILE POST OR STATION NUMBER): GPS: 30 26.199'N 84 16.084'W

CORE LANE LOCATION (SEE BELOW): WBL
R1: NORTH BOUND OR EAST BOUND INSIDE LANE IL: INSIDE SHOULDER, LEFT LANE
R2: NORTH BOUND OR EAST BOUND OUTSIDE LANE OL: OUTSIDE SHOULDER, LEFT LANE
L1: SOUTH BOUND OR WEST BOUND INSIDE LANE IR: INSIDE SHOULDER, RIGHT LANE
L2: SOUTH BOUND OR WEST BOUND OUTSIDE LANE OR: OUTSIDE SHOULDER, RIGHT LANE
NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING MILE POSTS

DETAILED CORE LOCATION: CO
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): 3.75-INCHES / THEN ENCOUNTERED CONCRETE
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): CONCRETE - SEE NOTES

BASE DCP TEST VALUE (0.0-INCH): -

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): BROWN CLAYEY FINE SAND

SUBGRADE DCP TEST VALUE (12.0-INCH): 8 / 12

NATURAL MATERIAL DESCRIPTION (36.0-INCH): BROWN CLAYEY FINE SAND

NATURAL DCP TEST VALUE (36.0-INCH): 3 / 5

PAVEMENT CONDITION: FAIR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCOUNTERED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: 0.062-INCHES
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: 1.8%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: O
O: CROSS SLOPE IS GOING 'OUT' TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING 'IN' TO THE INSIDE MEADIAN

INSIDE SHOULDER TYPE: N/A
OUTSIDE SHOULDER TYPE: CURB AND GUTTERED
SHOULDER CONDITIONS: GOOD
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: 54-INCHES FROM THE OUTSIDE SHOULDER
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR THE EDGE FROM THE MEDIAN (INSIDE SHOULDER). SPECIFY WHICH OFFSET WAS USED

CRACK DEPTH: 3.75-INCHES

CRACK TYPE: C
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE FO THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS
PAVEMENT CORE DATA SHEET

DATE: 7/10/2008 PROJECT NUMBER: 18-100-08-A
TIME: _____
CORED BY: R. MARTIN CORE NUMBER: LS-11

CORE LOCATION (MILE POST OR STATION NUMBER): _____ GPS: 30 26.188°N 84 16.034°W

CORE LANE LOCATION (SEE BELOW): _____ EBL
R1: NORTH BOUND OR EAST BOUND INSIDE LANE IL: INSIDE SHOULDER, LEFT LANE
R2: NORTH BOUND OR EAST BOUND OUTSIDE LANE OL: OUTSIDE SHOULDER, LEFT LANE
L1: SOUTH BOUND OR WEST BOUND INSIDE LANE IR: INSIDE SHOULDER, RIGHT LANE
L2: SOUTH BOUND OR WEST BOUND OUTSIDE LANE OR: OUTSIDE SHOULDER, RIGHT LANE
NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING MILE POSTS

DETAILED CORE LOCATION: _____ WP
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO: CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): _____ 1.875-INCHES / THEN ENCOUNTERED CONCRETE
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): _____ CONCRETE - SEE NOTES

BASE DCP TEST VALUE (0.0-INCH): _____

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): _____ BROWN CLAYEY SAND

SUBGRADE DCP TEST VALUE (12.0-INCH): _____ 8 / 11

NATURAL MATERIAL DESCRIPTION (36.0-INCH): _____ BROWN CLAYEY SAND

NATURAL DCP TEST VALUE (36.0-INCH): _____ 3 / 6

PAVEMENT CONDITION: _____ FAIR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCOUNTERED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: _____ 0.000-INCHES
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: _____ 0.8%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: _____ O
O: CROSS SLOPE IS GOING 'OUT' TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING 'IN' TO THE INSIDE MEADIAN

INSIDE SHOULDER TYPE: _____ N/A
OUTSIDE SHOULDER TYPE: _____ CURB AND GUTTERED
SHOULDER CONDITIONS: _____ GOOD
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: _____ 41-INCHES FROM THE OUTSIDE SHOULDER
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR THE EDGE FROM THE MEDIAN (INSIDE SHOULDER) SPECIFY WHICH OFFSET WAS USED

CRACK DEPTH: _____ 0.00-INCHES

CRACK TYPE: _____ B
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS
PAVEMENT CORE DATA SHEET

DATE: 7/10/2008 PROJECT NUMBER: 18-100-08-A
TIME: _____
CORED BY: R. MARTIN CORE NUMBER: LS-12

CORE LOCATION (MILE POST OR STATION NUMBER): GPS: 30 26.180'N 84 15.969'W

CORE LANE LOCATION (SEE BELOW): WBL
R1: NORTH BOUND OR EAST BOUND INSIDE LANE IL: INSIDE SHOULDER, LEFT LANE
R2: NORTH BOUND OR EAST BOUND OUTSIDE LANE OL: OUTSIDE SHOULDER, LEFT LANE
L1: SOUTH BOUND OR WEST BOUND INSIDE LANE IR: INSIDE SHOULDER, RIGHT LANE
L2: SOUTH BOUND OR WEST BOUND OUTSIDE LANE OR: OUTSIDE SHOULDER, RIGHT LANE
NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING MILE POSTS

DETAILED CORE LOCATION: CO
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): 1.50-INCHES OF ASPHALT / 7.00-INCHES OF CONCRETE
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): CONCRETE - SEE NOTES

BASE DCP TEST VALUE (0.0-INCH): -

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): BROWN SILTY FINE SAND

SUBGRADE DCP TEST VALUE (12.0-INCH): 12 / 9

NATURAL MATERIAL DESCRIPTION (36.0-INCH): BROWN CLAYEY SAND

NATURAL DCP TEST VALUE (36.0-INCH): 2 / 5

PAVEMENT CONDITION: FAIR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCOUNTERED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: 0.125-INCHES
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: 1.8%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: O
O: CROSS SLOPE IS GOING 'OUT' TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING 'IN' TO THE INSIDE MEADIAN

INSIDE SHOULDER TYPE: N/A
OUTSIDE SHOULDER TYPE: CURB AND GUTTERED
SHOULDER CONDITIONS: GOOD
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: 34-INCHES FROM THE OUTSIDE SHOULDER
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR THE EDGE FROM THE MEDIAN (INSIDE SHOULDER). SPECIFY WHICH OFFSET WAS USED.

CRACK DEPTH: 0.00-INCHES

CRACK TYPE: B
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE FO THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS
PAVEMENT CORE DATA SHEET

DATE: 7/10/2008 PROJECT NUMBER: 18-100-08-A
TIME: _____
CORED BY: R. MARTIN CORE NUMBER: LS-13

CORE LOCATION (MILE POST OR STATION NUMBER): GPS: 30 26.166'N 84 15.898'W

CORE LANE LOCATION (SEE BELOW): EBL
R1: NORTH BOUND OR EAST BOUND INSIDE LANE IL: INSIDE SHOULDER, LEFT LANE
R2: NORTH BOUND OR EAST BOUND OUTSIDE LANE OL: OUTSIDE SHOULDER, LEFT LANE
L1: SOUTH BOUND OR WEST BOUND INSIDE LANE IR: INSIDE SHOULDER, RIGHT LANE
L2: SOUTH BOUND OR WEST BOUND OUTSIDE LANE OR: OUTSIDE SHOULDER, RIGHT LANE
NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING
MILE POSTS

DETAILED CORE LOCATION: WP
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): 1.25-INCH OF ASPHALT / 7.0-INCH OF CONCRETE
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): CONCRETE - SEE NOTES

BASE DCP TEST VALUE (0.0-INCH): _____

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): BROWN CLAYEY SAND

SUBGRADE DCP TEST VALUE (12.0-INCH): 7/7

NATURAL MATERIAL DESCRIPTION (36.0-INCH): BROWN HIGHLY PLASTIC CLAY

NATURAL DCP TEST VALUE (36.0-INCH): 5 / 7

PAVEMENT CONDITION: FAIR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCOUNTERED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE
ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE
ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: 0.000-INCHES
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING
THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE
LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: 1.4%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD
THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE
IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: O
O: CROSS SLOPE IS GOING 'OUT' TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING 'IN' TO THE INSIDE MEADIAN

INSIDE SHOULDER TYPE: N/A
OUTSIDE SHOULDER TYPE: CURB AND GUTTERED
SHOULDER CONDITIONS: GOOD
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: 32-INCHES FROM THE OUTSIDE SHOULDER
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR
THE EDGE FROM THE MEDIAN (INSIDE SHOULDER) SPECIFY WHICH OFFSET WAS USED.

CRACK DEPTH: 0.00-INCHES

CRACK TYPE: B
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE FO THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING

APPENDIX F
LABORATORY ASPHALT RESULTS

ASPHALTIC CONCRETE DENSITY WORKSHEET

PROJECT NUMBER: 18-100-08-A

PROJECT NAME: LAFAYETTE STREET

TESTED BY: JL & KH

CORE NUMBER:

LS-1	LS-5	LS-9	LS-13
7/14/2008	7/10/2008	7/11/2008	7/9/2008
2.50	1.75	2.00	1.25
1950.4	1554.4	1621.2	1143.4
1003.5	853.0	902.5	646.9
1959.7	1560.6	1644.6	1145.2
2.040	2.197	2.185	2.295
127.3	137.1	136.3	143.2

DATE PERFORMED:

EXTRACTION LENGTH (INCH):

DRY WEIGHT (GRAMS) (A):

WEIGHT IN WATER (GRAMS) (C):

SSD WEIGHT (GRAMS) (B):

CORE DENSITY (GRAMS PER CUBIC CENTIMETER) (A/(B-C))

CORE DENSITY (POUNDS PER CUBIC FOOT) (A/(B-C)x62.4)

REMARKS: 1. CORE LS-1 WAS FOUND TO HAVE LARGE CRACKS WITHIN THE ASPHALT LAYER WHICH MAY SLIGHTLY ALTER THE CORE DENSITY RESULTS

ENVIRONMENTAL & GEOTECHNICAL SPECIALISTS, INC.

ASPHALT IGNITION OVEN WORKSHEET - MARSHALL SIEVES

PROJECT NUMBER 18-100-08-A

PROJECT NAME LAFAYETTE STREET

TESTED BY JL & KH

CORE NUMBER:

LS-1	LS-5	LS-9	LS-13
7/15/2008	7/11/2008	7/16/2008	7/10/2008

DATE PERFORMED:

A BASKET ASSEMBLY WEIGHT, (GRAM):

1852.8	1854.1	1893.3	1894.1
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B BASKET ASSEMBLY + SAMPLE WEIGHT BEFORE TEST, (GRAM)

2670.2	2477.8	2660.5	2401.4
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C INITIAL SAMPLE WEIGHT, (GRAM) (B-A)

817.4	623.7	767.2	507.3
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D BASKET ASSEMBLY + SAMPLE WEIGHT AFTER TEST, (GRAM)

2602.8	2431.2	2601.4	2363.2
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E FINAL SAMPLE WEIGHT, GRAM (D-A)

750.0	577.1	708.1	469.1
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F ASPHALT CONTENT IN SAMPLE, (1 - (E/C)) %

8.25%	7.47%	7.70%	7.53%
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G WEIGHT OF EXTRACTED AGGREGATE (AFTER BASKET IS CLEANED), (GRAM)

749.7	576.8	706.9	468.6
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Note: The difference between E and G shall not be more than 0.2% of E

0.04%	0.05%	0.17%	0.11%
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H. WEIGHT OF WASHED SAMPLE, (GRAM):

682.9	547.1	659.0	438.1
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I. ACCUMULATED WEIGHT OF MATERIAL RETAINED 1", (GRAM):

0.0	0.0	0.0	0.0
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J. ACCUMULATED WEIGHT OF MATERIAL RETAINED 3/4", (GRAM):

0.0	0.0	0.0	0.0
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K. ACCUMULATED WEIGHT OF MATERIAL RETAINED 1/2", (GRAM):

3.4	0.0	0.0	0.0
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L. ACCUMULATED WEIGHT OF MATERIAL RETAINED 3/8", (GRAM):

12.4	0.0	0.0	0.0
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M. ACCUMULATED WEIGHT OF MATERIAL RETAINED No. 4, (GRAM)

130.3	63.0	129.9	112.3
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N. ACCUMULATED WEIGHT OF MATERIAL RETAINED No. 10, (GRAM)

259.8	230.1	354.6	258.1
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O. ACCUMULATED WEIGHT OF MATERIAL RETAINED No. 40, (GRAM)

458.3	375.4	480.5	328.7
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P. ACCUMULATED WEIGHT OF MATERIAL RETAINED No. 80, (GRAM)

594.5	485.2	586.7	390.4
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Q. ACCUMULATED WEIGHT OF MATERIAL RETAINED No. 200, (GRAM)

668.5	537.2	648.0	426.8
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R. WEIGHT OF MATERIAL IN PAN, (GRAM):

13.7	9.9	11.0	10.8
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Note: (H - Q - R) shall not be more than 0.2% of H.

0.10%	0.00%	0.00%	0.11%
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S. % MATERIAL PASSING 1":

100.0	100.0	100.0	100.0
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T. % MATERIAL PASSING 3/4":

100.0	100.0	100.0	100.0
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U. % MATERIAL PASSING 1/2":

99.5	100.0	100.0	100.0
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V. % MATERIAL PASSING 3/8":

98.3	100.0	100.0	100.0
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W. % MATERIAL PASSING No. 4:

82.6	89.1	81.6	76.0
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X. % MATERIAL PASSING No. 10:

65.3	60.1	49.8	44.9
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Y. % MATERIAL PASSING No. 40:

38.9	34.9	32.0	29.9
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Z. % MATERIAL PASSING No. 80:

20.7	15.9	17.0	16.7
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AA. % MATERIAL PASSING No. 200:

10.7	6.9	8.3	8.8
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ASPHALT MAXIMUM SPECIFIC GRAVITY WORKSHEET

PROJECT NUMBER: 18-100-08-A PROJECT NAME: LAFAYETTE STREET TESTED BY: JM

CORE NUMBER:

DATE TESTED:

LS-1	LS-5	LS-9	LS-13
7/15/2008	7/16/2008	7/16/2008	7/10/2008

FLASK 1

TEMPERATURE (°F):

WEIGHT OF FLASK (GRAMS):

WEIGHT OF FLASK + SAMPLE (GRAMS):

WEIGHT OF SAMPLE (GRAMS) (A):

WEIGHT OF FLASK + WATER (GRAMS) (D):

WEIGHT OF FLASK + WATER + SAMPLE (GRAMS) (E):

WEIGHT OF SAMPLE SURFACE DRY (GRAMS) (B):

Gmm = $A/(B+D-E)$

77.0	77.0	77.0	77.0
1391.9	1395.3	1392.8	1391.5
1984.6	1826.4	1774.6	1796.0
592.7	431.1	381.8	404.5
3505.4	3505.4	3505.4	3506.4
3832.4	3751.0	3726.1	3736.7
592.7	431.1	381.8	404.5
2.231	2.324	2.370	2.322

FLASK 2

TEMPERATURE:

WEIGHT OF FLASK (GRAMS):

WEIGHT OF FLASK + SAMPLE (GRAMS):

WEIGHT OF SAMPLE (GRAMS) (A):

WEIGHT OF FLASK + WATER (GRAMS) (D):

WEIGHT OF FLASK + WATER + SAMPLE (GRAMS) (E):

WEIGHT OF SAMPLE SURFACE DRY (GRAMS) (B):

Gmm = $A/(B+D-E)$:

77.0	77.0	77.0	77.0
1194.5	1196.2	1193.5	1191.0
1730.0	1664.5	1617.4	1563.2
535.5	468.3	423.9	372.2
3383.2	3383.2	3383.2	3384.3
3679.6	3651.1	3627.7	3595.7
535.5	468.3	423.9	372.2
2.240	2.337	2.363	2.315

DIFFERENCE BETWEEN Gmm's (≤ 0.013):

AVERAGE Gmm:

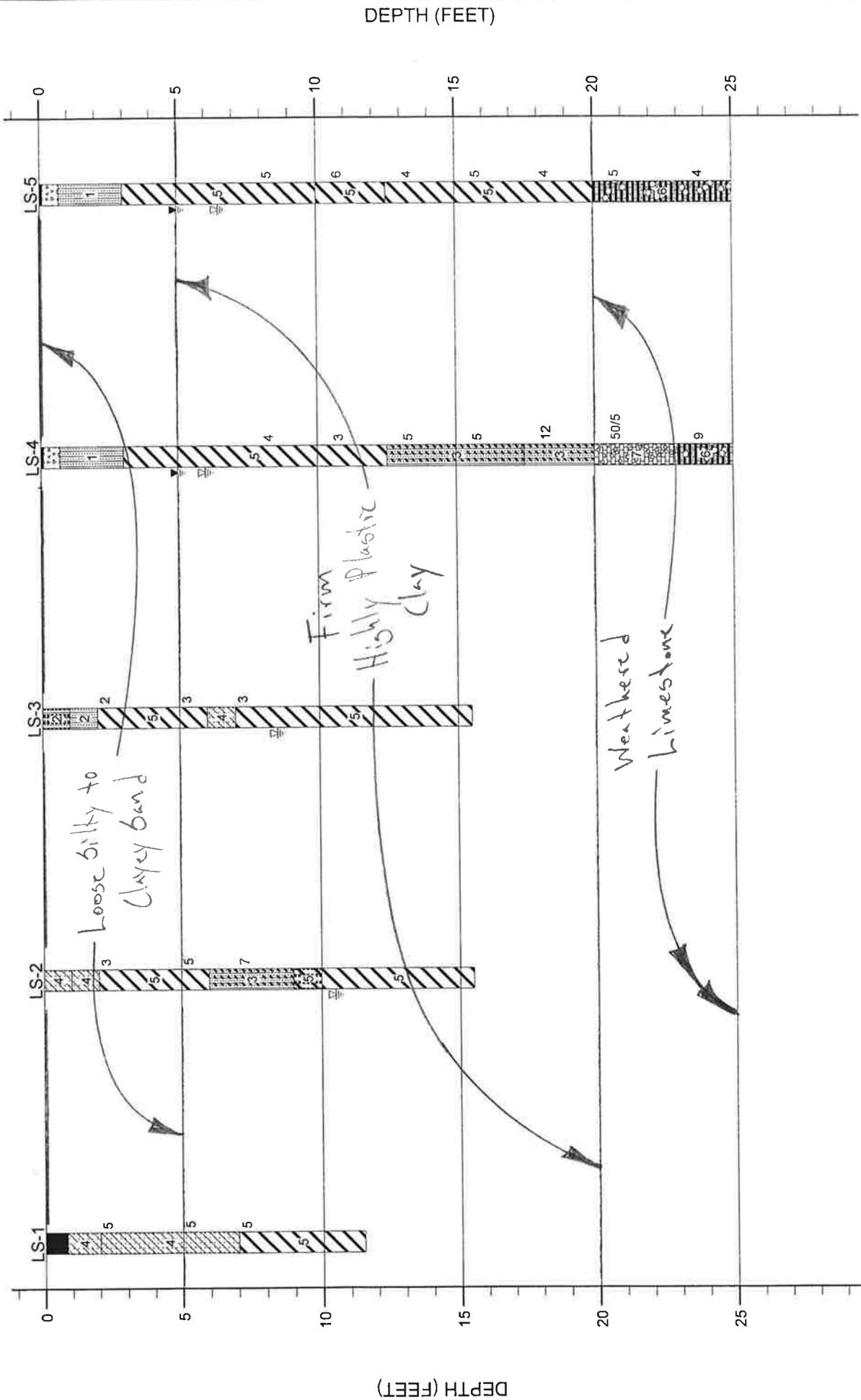
0.009	0.013	0.007	0.007
2.235	2.330	2.366	2.318

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APPENDIX G

**TEMPORARY SHEET PILE WALL
ANALYSIS**

"GENERALIZED" SOIL PROFILE



SOIL PROFILE
LAFAYETTE STREET DRAINAGE
LEON COUNTY, FL
SCALE: DATE: JULY 2008
PROJ. NO. 18-100-08-A | FIGURE NO.

EGS
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.
3154 ELIZA ROAD
TALLAHASSEE, FLORIDA
OFFICE: (850) 366-1253
FAX: (850) 365-8050

DRAWN BY: D. SHEPPARD, E.I.
REVISED: D. SHEPPARD, E.I.
CHECKED: M. HAYDEN, P.E.
ENGINEER: D. SHEPPARD, E.I.
SR. ENGINEER: M. HAYDEN, P.E.
PROJ. NO. 18-100-08-A

NOTES: SEE CLASSIFICATION DATA SHEETS FOR MATERIAL PROPERTIES
MEASURED GROUNDWATER
ESTIMATED "NORMAL" SEASONAL HIGH GROUNDWATER

Client: GENESIS GROUP

Title: LAFAYETTE STREET
DRAINAGE STUDY

Page: 1

Date: 7.30.08

Sheet: PZ22

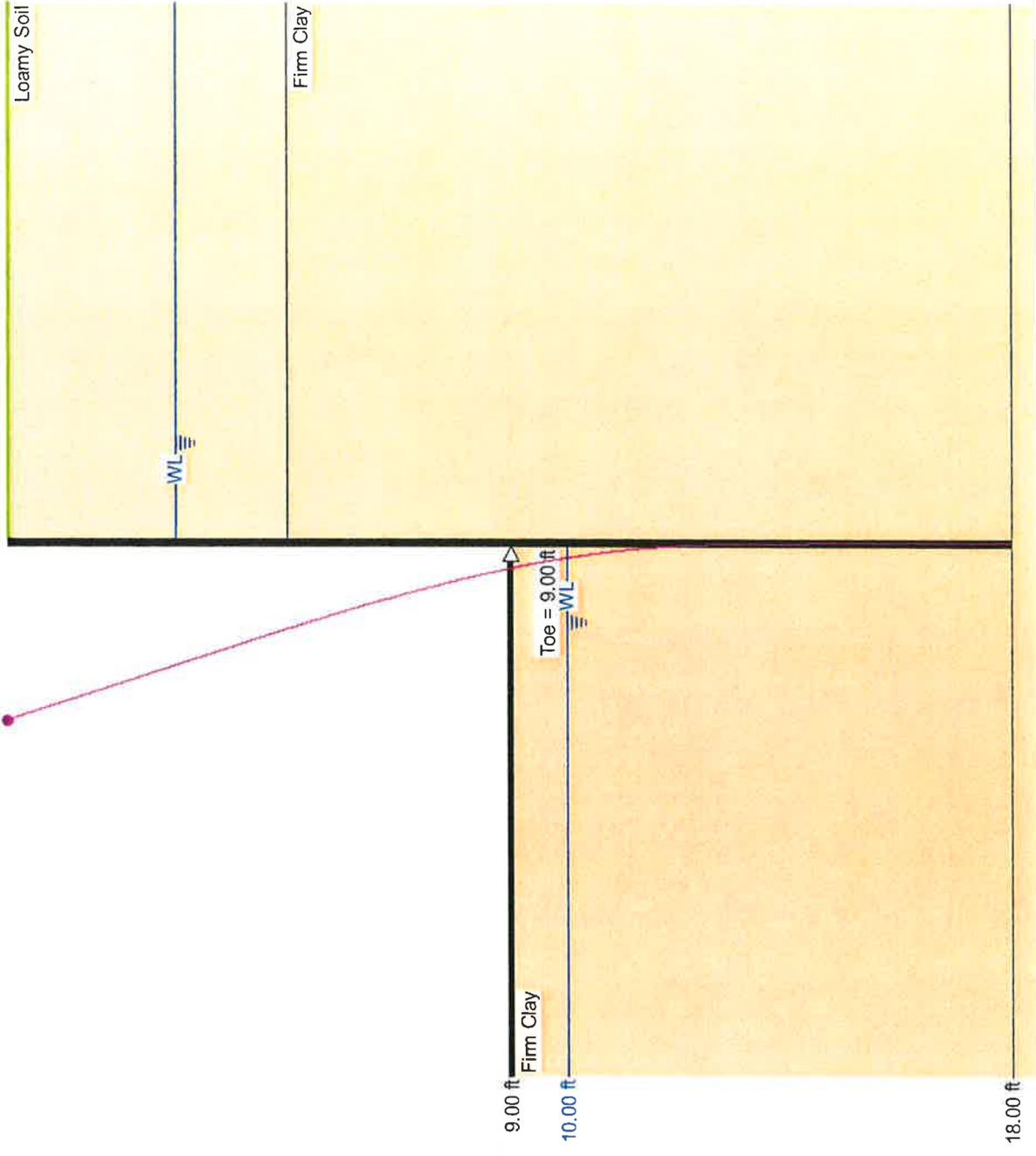
Pressure: Rankine

FOS: 2.1

Toe: Cantilever

Maximum	d (ft)
0.3 in	0.00

220.0 psf
▽▽▽▽▽▽▽▽▽▽



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Client: GENESIS GROUP

Title: LAFAYETTE STREET
DRAINAGE STUDY

Page: 2

Date: 7.30.08

Sheet: PZ22

Pressure: Rankine

FOS: 2.1

Toe: Cantilever

Input Data

Depth Of Excavation = 9.00 ft Depth Of Active Water = 3.00 ft Water Density = 62.40 pcf
 Surcharge = 220.0 psf Depth Of Passive Water = 10.00 ft Minimum Fluid Density = 31.82 pcf

Soil Profile

Depth (ft)	Soil Name	γ (pcf)	γ' (pcf)	C (psf)	C_a (psf)	ϕ (°)	δ (°)	K_a	K_{ac}	K_p	K_{pc}
0.00	Loamy Soil	110.00	47.60	0.0	0.0	28.0	18.0	0.32	0.00	4.48	0.00
5.00	Firm Clay	115.00	52.60	800.0	0.0	0.0	0.0	1.00	2.00	1.00	2.00
20.00	Stiff Clay	120.00	57.60	2000.0	0.0	0.0	0.0	1.00	2.00	1.00	2.00

Solution

Sheet

Sheet Name	I (in ⁴ /ft)	E (psi)	Z (in ² /ft)	f (psi)	Maximum Bending Moment (ftlb/ft)	Upstand (ft)	Toe (ft)	Pile Length (ft)
PZ22	84.40	3.04E+07	18.10	25000.0	37663.4	0.00	9.00	18.00

Maxima

	Maximum	Depth
Bending Moment	8015.2 ftlb/ft	10.32 ft
Deflection	0.3 in	0.00 ft
Pressure	331.3 psf	5.01 ft
Shear Force	1777.7 lb/ft	9.01 ft

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DRAINAGE STUDY

Page: 3

Date: 7.30.08

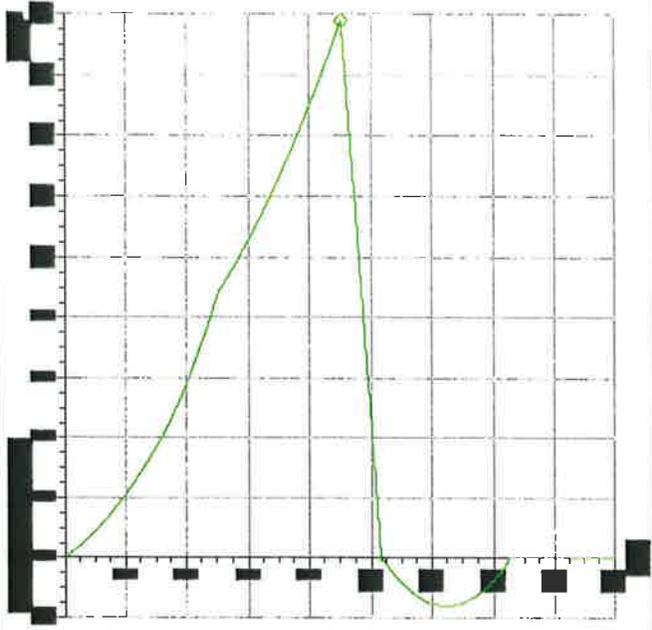
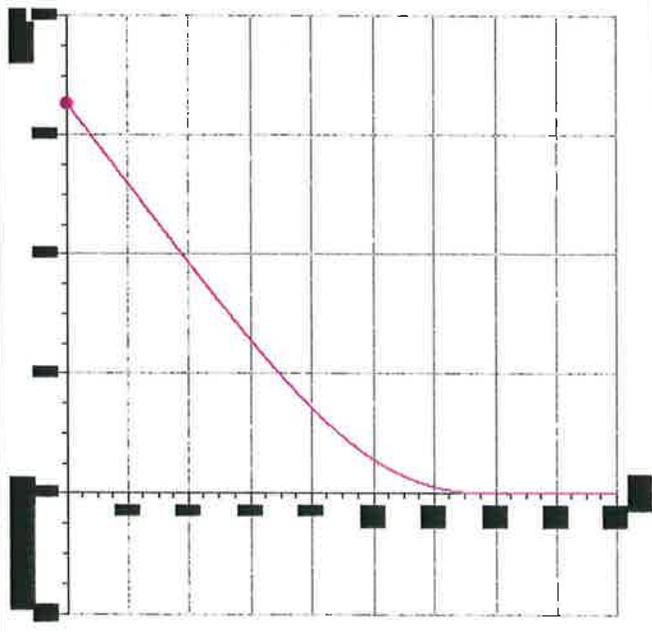
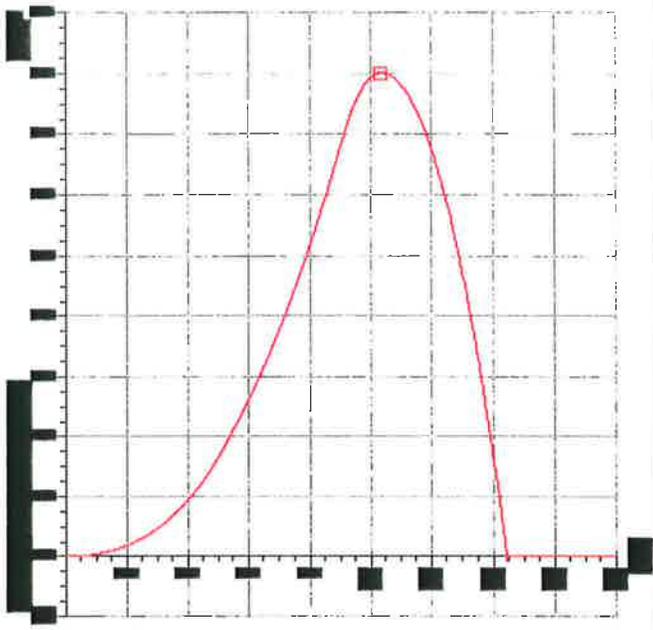
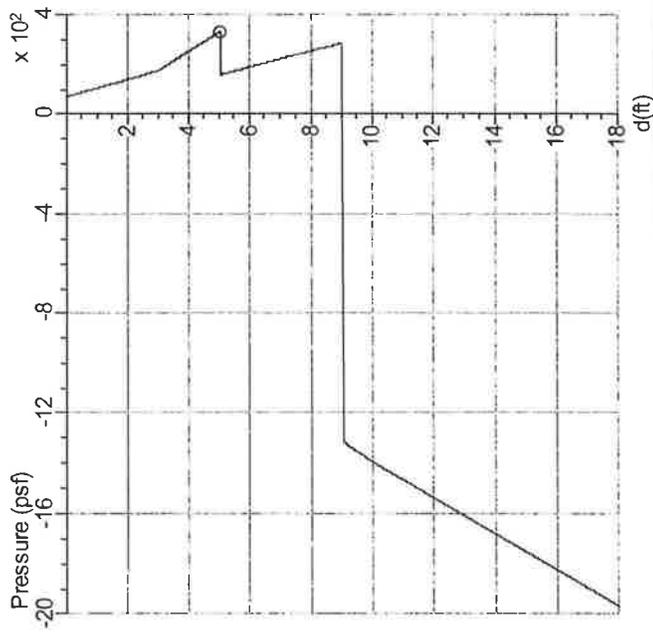
Sheet: PZ22

Pressure: Rankine

FOS: 2.1

Toe: Cantilever

	Maximum	d (ft)
○	331.3 psf	5.01
□	8015.2 ft/lb/ft	10.32
◇	1777.7 lb/ft	9.01
●	0.3 in	0.00



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Title: LAFAYETTE STREET
DRAINAGE STUDY

Page: 4

Date: 7.30.08

Sheet: PZZ2

Pressure: Rankine

FOS: 2.1

Toe: Cantilever

depth (ft)	P (psf)	M (ftlb/ft)	D (in)	F (lb/ft)	depth (ft)	P (psf)	M (ftlb/ft)	D (in)	F (lb/ft)	depth (ft)	P (psf)	M (ftlb/ft)	D (in)	F (lb/ft)
0.00	70.4	0.0	0.3	2.1	6.05	192.8	2701.3	0.1	1068.3	12.11	-1548.7	6509.8	0.0	-155.8
0.16	76.2	1.1	0.3	13.2	6.21	198.1	2880.0	0.1	1100.6	12.27	-1559.4	6244.8	0.0	-158.5
0.32	82.0	4.2	0.3	26.3	6.37	202.9	3047.1	0.1	1130.7	12.42	-1571.3	5957.7	0.0	-159.6
0.48	87.3	9.0	0.3	39.0	6.53	208.1	3236.2	0.1	1164.7	12.58	-1582.0	5648.4	0.0	-158.9
0.64	93.1	16.6	0.3	53.9	6.69	213.4	3431.0	0.1	1199.5	12.74	-1593.8	5273.8	0.0	-156.3
0.80	98.9	26.6	0.3	69.8	6.85	218.1	3613.1	0.1	1231.9	12.90	-1605.7	4870.8	0.0	-151.7
0.96	104.2	38.1	0.3	85.1	7.01	223.4	3819.0	0.1	1268.3	13.06	-1616.4	4488.6	0.0	-145.9
1.12	110.0	53.5	0.3	102.8	7.17	228.1	4011.6	0.1	1302.2	13.22	-1628.2	4031.4	0.0	-137.6
1.27	115.3	70.0	0.3	119.8	7.33	233.4	4229.3	0.1	1340.3	13.38	-1640.0	3600.9	0.0	-127.3
1.43	121.1	91.3	0.3	139.3	7.49	238.6	4453.4	0.1	1379.3	13.54	-1650.8	3147.3	0.0	-116.3
1.59	126.9	115.8	0.3	159.8	7.65	243.4	4662.7	0.1	1415.5	13.70	-1662.6	2609.4	0.0	-102.4
1.75	132.2	141.0	0.3	179.3	7.81	248.7	4899.3	0.1	1456.2	13.86	-1673.4	2106.6	0.0	-88.0
1.91	138.0	172.3	0.3	201.6	7.96	253.4	5120.3	0.1	1493.8	14.02	-1685.2	1513.1	0.0	-70.3
2.07	143.8	207.3	0.3	224.9	8.12	258.7	5369.9	0.1	1536.1	14.18	-1697.0	889.8	0.0	-50.6
2.23	149.1	242.5	0.3	246.9	8.28	263.9	5626.6	0.1	1579.3	14.34	-1707.8	310.7	0.0	-31.1
2.39	154.9	285.1	0.2	272.0	8.44	268.7	5866.2	0.1	1619.3	14.50	-1719.6	0.0	0.0	0.0
2.55	160.2	327.5	0.2	295.7	8.60	274.0	6136.7	0.1	1664.1	14.65	-1730.3	0.0	0.0	0.0
2.71	166.0	378.3	0.2	322.6	8.76	279.2	6414.7	0.1	1709.8	14.81	-1742.1	0.0	0.0	0.0
2.87	171.8	433.6	0.2	350.5	8.92	284.0	6674.1	0.0	1752.0	14.97	-1754.0	0.0	0.0	0.0
3.03	178.3	487.9	0.2	376.8	9.08	-1321.1	6963.1	0.0	1678.9	15.13	-1764.7	0.0	0.0	0.0
3.19	191.1	552.4	0.2	407.3	9.24	-1333.6	7201.5	0.0	1479.7	15.29	-1776.5	0.0	0.0	0.0
3.35	204.0	622.0	0.2	440.0	9.40	-1347.3	7429.1	0.0	1258.4	15.45	-1788.4	0.0	0.0	0.0
3.50	215.6	690.1	0.2	471.6	9.56	-1361.0	7620.0	0.0	1034.9	15.61	-1799.1	0.0	0.0	0.0
3.66	228.4	770.6	0.2	508.3	9.72	-1373.5	7761.4	0.0	829.7	15.77	-1810.9	0.0	0.0	0.0
3.82	240.0	849.2	0.2	543.5	9.88	-1387.2	7881.2	0.0	601.8	15.93	-1821.7	0.0	0.0	0.0
3.98	252.9	941.9	0.2	584.3	10.04	-1400.4	7963.3	0.0	371.7	16.09	-1833.5	0.0	0.0	0.0
4.14	265.7	1041.5	0.2	627.2	10.19	-1411.1	8004.9	0.0	160.8	16.25	-1845.3	0.0	0.0	0.0
4.30	277.3	1138.3	0.2	668.0	10.35	-1423.0	8014.7	0.0	-4.5	16.41	-1856.1	0.0	0.0	0.0
4.46	290.1	1252.0	0.2	714.9	10.51	-1433.7	7999.5	0.0	-26.1	16.57	-1867.9	0.0	0.0	0.0
4.62	301.8	1362.3	0.2	759.3	10.67	-1445.5	7957.7	0.0	-47.9	16.73	-1879.7	0.0	0.0	0.0
4.78	314.6	1491.3	0.2	810.3	10.83	-1457.3	7889.8	0.0	-67.8	16.88	-1890.5	0.0	0.0	0.0
4.94	327.4	1629.0	0.2	863.3	10.99	-1468.1	7807.2	0.0	-84.2	17.04	-1902.3	0.0	0.0	0.0
5.10	162.3	1761.3	0.2	897.6	11.15	-1479.9	7703.6	0.0	-100.4	17.20	-1913.0	0.0	0.0	0.0
5.26	167.5	1911.4	0.2	924.9	11.31	-1490.7	7578.9	0.0	-113.4	17.36	-1924.8	0.0	0.0	0.0
5.42	172.8	2066.1	0.1	953.0	11.47	-1502.5	7413.2	0.0	-125.8	17.52	-1936.7	0.0	0.0	0.0
5.58	177.6	2210.8	0.1	979.3	11.63	-1514.3	7220.4	0.0	-136.3	17.68	-1947.4	0.0	0.0	0.0
5.73	182.8	2374.6	0.1	1009.1	11.79	-1525.1	7026.2	0.0	-144.2	17.84	-1959.2	0.0	0.0	0.0
5.89	187.6	2527.9	0.1	1036.9	11.95	-1536.9	6781.8	0.0	-151.0	18.00	-1970.0	0.0	0.0	0.0

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