



PAVEMENT  
MANAGEMENT  
SYSTEMS

August 12, 1987

*Rec 8-24-87  
MRT*

Mr. William Neal  
Wheeler Realty  
1125 W. Drake  
Fort Collins, CO 80526

RE: Street Acceptance Testing - Charleston Way

Dear Mr. Neal:

Enclosed are the results of the pavement analysis for the above referenced street. The purpose of this analysis is to provide a simple acceptance procedure (station-by-station "pass/fail" results) for the City. based on these results, the City will decide if repair work at a given test location, or if an overlay is required. In the latter case an engineering report indicating the actual required thickness or repair may be required at a later date.

The following items are enclosed for your use (a copy has also been sent to Mike Herzig at the City):

- 1) Deflection readings at each test location (copies of the field data sheet).
- 2) A determination of "structural adequacy" at each test location.

Please note that this analysis assumes that no final asphalt concrete lift is to be placed. Therefore, "structurally adequate" means that the test location will be structurally adequate for the anticipated traffic. "Structurally inadequate" means strengthening is required; an asphalt concrete overlay or dig out and repair is needed at the given test location.

We have developed this concept in order to provide you and other developers an easy, cost-effective method of obtaining City



acceptance for your roads using deflection testing. We look forward to providing further service to you in the future.

Sincerely,

Jon K. Poli  
Project Engineer

JKP:sm

cc: Mike Herzig

Enclosure

PAVEMENT MANAGEMENT SYSTEMS

CLIENT: WHEELER REALTY  
 PROJECT: CITY OF FORT COLLINS ACCEPTANCE  
 DATE: AUGUST 1987

DEVELOPMENT: CHARLESTON  
 LOCATION: CHARLESTON WAY FROM SOMERVILLE DR. TO CEDARWOOD DR.

EASTBOUND LANE			WESTBOUND LANE		
STATION	STRUCTURALLY ADEQUATE	STRUCTURALLY INADEQUATE	STATION	STRUCTURALLY ADEQUATE	STRUCTURALLY INADEQUATE
00+50	✓				
01+50	✓		01+00	✓	
02+50	✓		02+00	✓	
03+50	✓		03+00	✓	
04+50	✓		04+00	✓	
05+50	✓		05+00	✓	
06+50	✓		06+00	✓	
07+50		✓	07+00	✓	



