

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROOF ROLLING

Daily Report

Date: _____ (1)

Project No.: _____ (2) ID No.: _____ (3) Report No.: _____ (4)

County: _____ (5) Make of Roller: _____ (6)

Tire Size and No. Plies: _____ (7) Weight (Tons Gross): _____ (8)
Use 48-50 Tons

Air Pressure (Checked Daily): _____ (9) PSI
Use 68-72 psi

Time: Started: _____ (10) Stopped: _____ (10) Hours Rolled: _____ (10)
(Units, Decimals)
Started: _____ Stopped: _____
Started: _____ Stopped: _____

Area Rolled: Sta. _____ (11) to Sta. _____ (11) Coverages:* _____ (11)
Sta. _____ to Sta. _____ Coverages:* _____
Sta. _____ to Sta. _____ Coverages:* _____

Failures: ** Sta. _____ (12) to Sta. _____ (12)
*** Sta. _____ to Sta. _____
**** Sta. _____ to Sta. _____

Cause of Failure: _____ (13)

Method of Correction: _____ (14)

Remarks: _____ (15)

*A coverage is considered that stage in the rolling procedure when the entire width of the section designated has been in contact with the pneumatic tires of the roller.

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Inspector: _____ (16)

Resident Engineer: _____ (16)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROOF ROLLING

Daily Report

Date: 7-12-98

Project No.: 8.1234567

ID No.: R-1234A

Report No.: 3

County: Peaacy

Make of Roller: Ferguson

Tire Size and No. Plies: 18.00 x 25 (32 Ply)

Weight (Tons Gross): 49.2 Tons

Use 43-46 Metric Tons (48-50 Tons)

Air Pressure (Checked Daily): 70, 70, 69, 71

MPa.

(PSI)

Use 460-500 Mpa (68-72 psi)

Time: Started: 7:51 a.m.

Stopped: 8:21 a.m.

Hours Rolled: 1.3

(Units, Decimals)

Started: 8:50 a.m.

Stopped: 9:08 a.m.

Started: 10:04 a.m.

Stopped: 10:36 a.m.

Area Rolled: Sta. 11+00 Rt - L-

to Sta. 16+50 Rt - L-

Coverages:* 1

Sta. 16+50 Rt - L-

to Sta. 21+75 Rt - L-

Coverages:* 1

Sta. 21+75 Lt - L-

to Sta. 30+00 Lt - L-

Coverages:* 1

Failures: ** Sta. 17+25 Rt - L-

to Sta. 18+75 Rt - L-

*** Sta. 22+00 Lt - L-

to Sta. 26+50 Lt - L-

Sta.

to Sta.

Cause of Failure: ** Excessive moisture due to improper drainage (standing water on subgrade).

*** Unsuitable material was encountered one foot below subgrade in cut section.

Method of Correction: ** Contractor aerated, recompactd, and re-rolled subgrade.

*** Contractor undercut unsuitable material and replaced with approved borrow material, recompactd, and re-rolled material.

Remarks: ** All work at Contractor's expense.

*** All work performed at state's expense including re-proof rolling (see Report #2)

*A coverage is considered that stage in the rolling procedure when the entire width of the section designated has been in contact with the pneumatic tires of the roller.

SIGNED

Inspector: J. M. Inspector

Resident Engineer: J. M. Resident

Engineer: