

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Ardaman and Associates, Inc.

Date: 1/20/2019

Typical Section: _____

W.P.I. No.:		Name: Table 2 - I-75 Core Data from 2019		Lanes:	
Fin. Proj. ID: 425843-2		From:		Shoulder Type and Condition:	
F.A. Project No.:		To:		Inside:	
County: Collier	SR No.: 93 (I-75)	Beg MP: 49.608	End MP: 51.053	Length: 1.445	Outside:
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N):	Paved	Lawn	Other:
				Curb & Gutter (Y/N):	

All Cores																											
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC9.5	Type SP	S								LR					DEPTH (IN.)	TYPE					
10	51.053	S	OR	N			1.4	2.7						4.1	8.9						G						
29	51.053	ML	R1	N	0.9		1.5	3.8						6.2	11.8						G						
30	51.053	S	IR	N			1.3	3.8						5.1	11.9						G						
AVERAGE					0.8	2.0	1.6	2.5						4.48	10.53												
MAX					1.3	2.0	2.1	5.5						7.80	14.60												
MIN					0.5	2.0	1.1	0.4						1.10	5.30												
LAYER COEF.					0.15	0.25	0.25	0.25						0.12													

- Notes:
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
 - The cross slope is measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>	
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline	A - Alligator B - Block C - Combination	Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor	ML - Mainline TL - Turn Lane CO - Crossover
					S - Shoulder SS - Side Street	