STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Ardaman and Associates,Inc. - Mark Ochs Date: 11/01/2020 - 11/04/2020 Typical Section:

W.P.I. No.:				Name:	Table 3 - SR 951 at I-75 New Cores					Lanes:	
Fin. Proj. ID:	425843-2			From:	Business Circle South					Shoulder Type and Condition:	
F.A. Project No.:				To:	South of Mongolia Pond Drive					Inside:	
County:	Collier	SR No.:	951	Beg MP:	15.800	End MP:	16.843	Length:	1.043	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
					FC9.5	SP1C	S	T1	S							LR	ABC-1				DEPTH (IN.)	TYPE	CLASS	EXTENT				
50	15.826	ML	L1	Y	1.6		4.0								5.6	13.4									G				
51	15.826	ML	L2	N	1.4		3.6								5.0	16.1									F				Utility road.
52	15.826	ML	L3	N	1.5		3.4								4.9	18.6									F				Utility road. Rutting and raveling.
53	15.826	TL/CO	L3	Y	1.5		9.2								10.7	15.3									F				Rutting and raveling.
54	16.239	ML	R4	N	1.5	1.5	3.2								6.2	11.9					1.3		IB	L	P				
55	16.239	ML	R3	Y	1.5	2.2	3.2								6.9	15.1					2.3		III	M	P				Transverse cracking.
56	16.239	ML	R2	Y	1.3	2.3	3.6								7.2	16.0					1.1	C	II	M	P				Longitudinal cracking.
58	16.239	TL/CO	L1	N	1.4		4.1								5.5	14.5									G				Combination cracking. Debonding at 3.50 inches.
59	16.239	TL/CO	L1	Y	1.5		3.5								5.0	11.5									G				Light raveling.
60	16.239	ML	L1	Y	1.3	1.5	11.7								14.5	4.3									G				Light raveling.
61	16.239	ML	L2	N	1.5	2.3	11.5								15.3	4.9				12.1					F				Raveling at center. Core length was longer than barrel, core was cut in two sections at 14.5 inches
62	16.239	ML	L3	Y	1.5	1.0	4.3								6.8	10.0					1.5	C	IB	L	P				Rutting and combination cracking.
63	16.239	TL/CO	L3	N	1.2	1.2	2.3	1.2	2.1						8.0	11.1									G				
64	16.239	TL/CO	L3	N	0.8	1.1	4.4								6.3		8.4				2.0		II	M	P				Longitudinal cracking.
57	16.243	ML	R1	N	1.6		4.9								6.5	16.4					2.6		III	M	P				Longitudinal cracking.
67	16.780	ML	L3	N	1.5	1.3	3.2								6.0	13.0									G				Raveling at center.
65	16.782	ML	L1	Y	1.5	1.1	2.8								5.4	11.8									G				
69	16.782	TL/CO	L4	N	1.5	1.1	2.6								5.2	14.3					2.1		II	L	P				Longitudinal cracking.
66	16.783	ML	L2	N	1.5	1.9	1.9								5.3	11.7									G				Raveling at center.
68	16.785	ML	L4	Y	1.6	1.3	2.4								5.3	11.6					2.3		II	L	P				Longitudinal cracking.
AVERAGE					***1.4***	***1.5***	***4.5***	***1.2***	***2.1***						***7.08***	***12.71***	***8.40***			***12.10***	***1.90***								
MAX					***1.6***	***2.3***	***11.7***	***1.2***	***2.1***						***15.30***	***18.60***	***8.40***			***12.10***	***2.60***								
MIN					***0.8***	***1.0***	***1.9***	***1.2***	***2.1***						***4.90***	***4.30***	***8.40***			***12.10***	***1.10***								
LAYER COEF.					***0.25***	***0.25***	***0.25***	***0.23***	***0.25***							***0.18***	***0.14***			***0.08***									

Notes:

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

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

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C - Combination Class III - Cracks > 1/4 inch S - Severe P - Poor CO - Crossover