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 2 - I-75 New Cores					Lanes:			
Fin. Proj. ID:	446320-1			From:	Toll Booth					Shoulder Type and Condition:			
F.A. Project No.:				To:	Collier Blvd.					Inside:			
County:	Collier	SR No.:	I-75	Beg MP:	48.281	End MP:	50.657	Length:	2.376	Outside:			
Overall Pavement Condition (from DMO field review):	Poor			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	SP1C	S									LR	ABC-1	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT					
70	49.080	ML	R1	N	0.9	1.1	2.7								4.7	15.4									P				Raveling.
71	50.404	ML	R1	N	0.9	1.6	0.6								3.1			√							F				Bridge approach. Large Drag marks.
72	50.447	ML	L1	N	0.8	2.2	4.7								7.7	11.8					0.6		II	L	P				Transverse cracking.
73	50.445	ML	L1	N	0.9	1.1	1.2								3.2			√							F				Bridge approach. Raveling.
74	49.403	ML	L1	Y	1.5	1.2	1.8								4.5	13.1				15.1	1.5		II	M	P				Reveling. Longitudinal cracking.
75	49.112	ML	L1	Y	1.2	1.1	2.4								4.7	12.3					2.2		III	M	P				Reveling. Longitudinal cracking.
76	49.865	ML	R2	Y	0.8	1.5	4.0								6.3	14.0									F				Raveling and drag marks.
77	50.449	ML	R2	Y	0.8	1.3	1.4								3.5			√							F				Bridge departure. Raveling and drag marks.
78	50.501	ML	R2	Y	0.6	1.2	6.0								7.8	11.2									F				Raveling and drag marks.
79	50.447	ML	L2	Y	1.0	1.5									2.5		16.7	√		29.0	2.5		III	S	P				Core taken between bridge approach slab and roadway. Therefore, 1/2 core has ABC-1 base and 1/2 core had concrete base. Full depth transverse crack at transition zone.
80	50.400	ML	L2	Y	1.5	1.7									3.2			√							P				Bridge departure. Drag marks.
81	49.476	ML	L2	Y	1.3	1.1	2.4								4.8	11.9					0.3		II	L	P				Transverse cracking and raveling.
82	49.403	ML	L2	N	1.2	0.8	2.5								4.5	12.9									P				Raveling.
83	49.111	ML	L2	Y	0.7	1.3	2.4								4.4	15.0					1.2		III	M	P				Longitudinal cracking and raveling.
AVERAGE					***1.0***	***1.3***	***2.7***								***4.64***	***13.07***	***16.70***			***22.05***	***1.38***								
LAYER COEF.					***0.00***	***0.15***	***0.15***									***0.18***	***0.10***	***0.00***		***0.08***									
MAX					***1.5***	***2.2***	***6.0***								***7.80***	***15.40***	***16.70***			***29.00***	***2.50***								
MIN					***0.6***	***0.8***	***0.6***								***2.50***	***11.20***	***16.70***			***15.10***	***0.30***								

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