

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	Beg MP: 48.281	End MP: 50.657
SR No.: I-75	Length: 2.376	Outside:
Overall Pavement Condition (from DMO field review): Poor	Median Curbed (Y/N):	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																	Raveling.		
71	50.404	ML	R1	N	0.9	1.6	0.6								3.1			√															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			√															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					Raveling. Longitudinal cracking.		
75	49.112	ML	L1	Y	1.2	1.1	2.4								4.7	12.3							2.2			III	M	P					Raveling. Longitudinal cracking.		
76	49.865	ML	R2	Y	0.8	1.5	4.0								6.3	14.0																	Raveling and drag marks.		
77	50.449	ML	R2	Y	0.8	1.3	1.4								3.5			√																Bridge departure. Raveling and drag marks.	
78	50.501	ML	R2	Y	0.6	1.2	6.0								7.8	11.2																		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			√																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																			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:
- 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.

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