



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

Cored By: **TEST LAB, INC**

Coring Completion Date: 10/15/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 45 (US 41)				Lanes:	6 Lane Urban Principal Arterial Roadway							
Fin. Proj. ID:	441512-1	From:	N of Old US 41				Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	03010000				To:	S of Gulf Park Dr.				Inside:	NONE		
County:	COLLIER	SR No.:	45		Beg MP:	1.181	End MP:	5.888	Length:	4.707	Outside:	PAVED			
Overall Pavement Condition (from DMO field review):					Fair		Median Curbed (Y/N):	Y	Paved:		Lawn: Y	Other:		Curb & Gutter (Y/N):	Y

**Mainline, Bridge, and Gore Area Cores (ML/BR/GO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	FC9.5	S	T1	S	T1	WC					ABC-2		LR	CONC	DEPTH (IN.)	TYPE			CLASS
47	2.479	GO	GO	N		1.1	3.8						4.9	6.0								F		
48	2.530	ML	R1	N		1.1	3.4						4.5	9.5					1.7	B	IB	L	F	
50	2.593	ML	L1	Y		1.2	2.1						3.3	9.4					1.5	A	IB	L	F	
52	2.687	ML	R3	Y		0.7	4.5						5.2	6.8									F	
53	2.730	ML	L2	N		1.1	4.4						5.5	5.9			16.6		4.5	B	IB	L	F	
54	2.777	ML	R2	Y		1.0	4.0						5.0	7.1									F	
57	2.846	ML	L3	Y		1.0	3.0						4.0	8.6									F	
58	2.850	ML	R1	Y		1.0	3.0						4.0	8.7				3.0	B	II	L	F		
60	2.966	ML	L1	Y		1.0	4.0						5.0	6.3									F	
62	3.021	ML	R3	N		0.7	4.3						5.0	9.8			13.7						F	
64	3.073	ML	L2	Y		1.0	4.8	0.8	3.1	4.2	0.6		14.5		3.5			0.6	B	IB	L	F		
67	3.107	ML	R2	Y		0.7	2.3						3.0	7.9				3.0	B	II	L	F		
68	3.136	ML	L3	Y		1.0	3.3						4.3		18.7			3.1	A	II	L	F		
69	3.176	ML	R1	Y		1.2	3.8						5.0	5.6				2.2	A	IB	L	F		
71	3.243	ML	L2	N		0.9	2.3	1.1			0.7		5.0		13.0			5.0	B	III	M	F		Possible widening crack.
72	3.273	ML	R3	N		1.0	4.0						5.0	7.0									F	
74	3.279	ML	L1	N		1.3	1.5	2.1			0.9		5.8		10.7			3.7	B	III	S	P		
75	3.321	ML	L1	Y		1.0	1.5	2.6			0.7		5.8		10.4		12.8	5.3	B	IB	L	F		
78	3.426	ML	L3	Y		0.9	1.6	2.5			0.6		5.6		12.9			5.6	B	III	M	F		Possible widening crack.
79	3.451	ML	R2	Y		0.9	4.6						5.5	6.8				0.2	B	IB	L	F		
81	3.518	ML	R1	Y		1.3	4.2						5.5	6.3			14.2	4.3	B	III	L	F		
82	3.561	ML	L1	Y		1.3	2.1						3.4		10.6			3.4	A	III	M	F		
84	3.658	ML	L2	Y		1.2	1.8	1.6			0.7		5.3		8.5			3.3	B	II	M	F		
85	3.683	ML	R3	N		0.9	4.1						5.0	6.7				1.5	B	II	L	F		
86	3.727	ML	L3	Y		1.0	1.6	1.6			0.6		4.8		17.7		12.5	2.6	C	III	M	P		
89	3.772	ML	R2	Y		0.9	3.4						4.3	7.7				0.9	B	IB	L	F		
91	3.819	ML	L3	N		1.1	4.4						5.5	8.8									F	
92	3.856	ML	R1	Y		0.9	3.7						4.6	6.8									F	
93	3.925	ML	L1	Y		1.1	2.0	4.6			0.6		8.3		13.2			2.6	A	II	L	F		
95	4.013	ML	L2	Y		1.1	1.9	1.7			0.5		5.2		17.1			0.4	B	IB	L	F		

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County:	COLLIER	SR No.:	45		Beg MP:	1.181	End MP:	5.888	Length:	4.707	Outside:	PAVED		
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved:		Lawn: Y		Other:		Curb & Gutter (Y/N):	Y

**Mainline, Bridge, and Gore Area Cores (ML/BR/GO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	FC9.5	S	T1	S	T1	WC					ABC-2		LR	CONC	DEPTH (IN.)	TYPE			CLASS
96	4.074	ML	R3	N		0.9	4.5						5.4	6.1					2.6	B	II	L	F	
97	4.085	GO	GO	N		1.2	3.2						4.4	7.3									F	
98	4.108	ML	L3	Y		0.9	1.4	1.5				0.5	4.3		18.7				4.3	B	II	M	F	
99	4.141	ML	R2	Y		1.0	4.0						5.0	6.0			15.0		0.2	B	IB	L	F	
101	4.208	ML	R1	Y		0.8	4.2						5.0	7.0									F	
102	4.244	ML	L2	Y		1.3	1.6	2.2				0.8	5.9		13.6			14.5	1.4	B	II	L	F	Separation in T1-layer.
104	4.270	ML	R3	N		1.0	4.0						5.0	7.0									F	
105	4.316	ML	L1	Y		1.1	1.5	2.9				0.7	6.2		15.8				2.5	B	III	L	F	
108	4.423	ML	L3	Y		1.0	3.8						4.8	6.8									F	
109	4.428	ML	R2	N		1.1	2.9						4.0	7.0					1.1	B	IB	L	F	
113	4.533	ML	R1	Y		1.1	9.5						10.6		17.4				1.3	B	II	M	F	
114	4.581	ML	L1	N		1.2	3.3	0.9				0.6	6.0		14.5								F	
118	4.694	ML	R3	Y		1.3	3.6						4.9		9.9			13.8	2.2	C	IB	S	P	
119	4.707	ML	L2	N		1.0	1.5	0.7				0.6	3.8		20.7				2.7	A	IB	L	F	
120	4.782	ML	R2	Y		1.2	3.2						4.4		9.1				1.3	B	IB	M	F	
121	4.786	ML	L3	Y		1.0	3.9						4.9	8.1									F	
122	4.836	ML	R1	N		1.0	11.1						12.1		13.9				1.0	A	IB	L	F	
124	4.904	ML	R3	N		1.3	3.5						4.8		10.2				3.1	B	II	S	P	
125	4.949	ML	L1	Y		1.2	3.3	4.7				0.6	9.8		19.2			13.0	9.8	B	III	L	F	Separation in T1-layer. Possible joint or widening area.
129	5.033	ML	L2	Y		1.3	1.4	3.2				0.7	6.6		14.7				2.4	A	II	L	F	
130	5.078	ML	R2	Y		1.3	2.7						4.0		12.5				1.8	C	IB	M	F	
131	5.120	ML	L3	Y		1.0	2.5	1.7				0.7	5.9		11.6				5.9	A	III	M	F	
132	5.163	ML	R1	N		1.2	2.8						4.0	9.4					0.9	A	IB	L	F	
135	5.278	ML	L1	Y		1.0	2.0	5.3				0.6	8.9		18.6				3.2	A	II	L	F	
136	5.323	ML	R3	Y		0.9	3.9						4.8		9.2				2.2	B	IB	L	F	
137	5.364	ML	L2	Y		0.9	2.0	2.2				0.6	5.7		13.8				1.5	A	II	L	F	Bottom-up crack.
138	5.395	ML	R2	Y		1.1	3.4						4.5		11.0				3.3	B	IB	M	F	
140	5.436	ML	L3	Y		1.0	3.0	0.9				0.5	5.4		8.6				5.4	A	III	M	F	Possible widening crack.
141	5.494	ML	L2	Y		1.0	1.4	1.0				0.5	3.9		11.6				3.9	A	III	L	F	Base crack.
142	5.504	ML	R1	N		1.0	3.0						4.0	8.2					1.0	A	IB	L	F	

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F.A. Project No.:		Roadway ID:	03010000			Inside:	NONE
County:	COLLIER	SR No.:	45			Outside:	PAVED
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	Paved:	Lawn: Y	Other:
						Curb & Gutter (Y/N):	Y

**Mainline, Bridge, and Gore Area Cores (ML/BR/GO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	FC9.5	S	T1	S	T1	WC	ABC-2		LR	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT				
145	5.612	ML	L1	N		1.1	2.9						4.0	11.2				1.5	C	IB	M	F		
146	5.661	ML	R3	Y		1.1	3.8						4.9		8.6			1.6	A	IB	L	F		
147	5.675	ML	L2	Y		0.9	2.0	3.1			0.7		6.7		11.3			3.8	B	III	M	F		
148	5.756	ML	R2	Y		1.2	3.1						4.3		16.0			1.5	B	IB	L	F		
149	5.770	ML	L3	Y		1.2	3.0						4.2	7.3				0.8	B	IB	L	F		
152	5.870	ML	R1	N		1.3	2.0						3.3		11.7							F		
<b>AVERAGE</b>					<b>1.45</b>	<b>1.09</b>	<b>3.25</b>	<b>2.22</b>	<b>3.10</b>	<b>4.20</b>	<b>0.64</b>		<b>5.08</b>	<b>7.42</b>	<b>13.08</b>			<b>15.20</b>	<b>2.68</b>					
<b>MAX</b>					<b>1.70</b>	<b>1.60</b>	<b>11.10</b>	<b>5.30</b>	<b>3.10</b>	<b>4.20</b>	<b>0.90</b>		<b>14.50</b>	<b>11.20</b>	<b>20.70</b>			<b>26.20</b>	<b>9.80</b>					
<b>MIN</b>					<b>1.20</b>	<b>0.70</b>	<b>0.70</b>	<b>0.70</b>	<b>3.10</b>	<b>4.20</b>	<b>0.50</b>		<b>1.70</b>	<b>5.30</b>	<b>3.50</b>			<b>12.50</b>	<b>0.20</b>					
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>			<b>0.16</b>	<b>0.18</b>	<b>0.20</b>			<b>0.08</b>					

- Notes:
1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
  2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
  3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
  4. The cross slope is approximate and measured in the center of the lane.
  5. A blank cell indicates measurement was not recorded.
  6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

Lane Designations - Decreasing MP OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	Lane Designations - Increasing MP OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	Lane Type ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	Crack Type A - Alligator B - Block C - Combination Crack Rating 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	Extent L - Light M - Moderate S - Severe	Pavement Condition G - Good F - Fair P - Poor
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F.A. Project No.:		Roadway ID:	03010000			Inside:	NONE
County:	COLLIER	SR No.:	45			Outside:	PAVED
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	Paved:	Lawn: Y	Other:
						Curb & Gutter (Y/N):	Y

**Turn Lane and Crossover Cores (TL/CO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	S	T1	S	T1	WC	ABC-2		LR	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT			
3	1.251	TL	RR	N	1.5		2.5						4.0	7.0			15.0					F	
5	1.283	TL	RL	N	1.5		1.9						3.4	8.8								F	
7	1.327	TL	LR	N		1.2	11.8						13.0		5.5		14.0					F	
8	1.334	TL	LL	Y		1.3	2.7						4.0	7.5								F	
11	1.448	TL	RR	N		1.1	4.3						5.4	7.4				1.4	B	IB	L	F	
12	1.500	TL	RL	Y		1.0	3.5						4.5	7.4								F	
15	1.547	TL	LL	N		1.9	1.9						3.8	8.7								F	1ST
16	1.551	TL	RR	N		1.6	2.7						4.3	8.9								F	
19	1.654	TL	RL	N		1.2	2.5						3.7	9.3				2.7	A	IB	L	P	
56	2.830	TL	RL	Y		1.2	4.6						5.8	6.0				2.7	A	II	L	F	
61	3.017	TL	RR	Y		1.5	2.7						4.2	9.5				1.7	A	IB	L	F	
63	3.022	TL	RL	Y		1.2	3.8						5.0	6.1				2.1	B	II	L	F	1ST
65	3.075	TL	LR	Y		1.1	2.9						4.0	7.7								F	
66	3.079	TL	LL	Y		1.0	4.3						5.3	9.7			19.0					P	2ND
73	3.273	TL	RL	N		0.9	4.1						5.0	5.7								F	
76	3.322	TL	LL	N		0.6	4.9						5.5	5.9								F	
88	3.758	TL	RL	N		0.8	4.2						5.0	6.4								F	
90	3.813	TL	LL	N		0.7	3.8						4.5	7.0								F	
103	4.268	TL	RL	N		0.8	3.2						4.0	7.5								P	1ST
106	4.317	TL	LR	Y	2.4		3.8						6.2	7.7								F	
111	4.526	TL	RR	N		0.8	2.7						3.5	8.4								F	
112	4.529	TL	RL	N		1.0	9.4						10.4		16.6		14.0					F	2ND
115	4.584	TL	LR	N		1.0	4.0						5.0	7.9				1.0	B	IB	L	F	
116	4.595	TL	LL	N		1.2	3.3						4.5	9.7								F	1ST
126	4.957	TL	LL	Y		1.0	15.1						16.1		14.9							F	
139	5.408	CO	CO	N		1.0	3.8						4.8	6.6			15.6					F	
150	5.823	CO	CO	N		1.2	2.3						3.5		9.0							F	
<b>AVERAGE</b>					<b>1.80</b>	<b>1.10</b>	<b>4.32</b>						<b>5.50</b>	<b>7.69</b>	<b>11.50</b>		<b>15.52</b>	<b>1.93</b>					
<b>MAX</b>					<b>2.40</b>	<b>1.90</b>	<b>15.10</b>						<b>16.10</b>	<b>9.70</b>	<b>16.60</b>		<b>19.00</b>	<b>2.70</b>					
<b>MIN</b>					<b>1.50</b>	<b>0.60</b>	<b>1.90</b>						<b>3.40</b>	<b>5.70</b>	<b>5.50</b>		<b>14.00</b>	<b>1.00</b>					

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					FC5	FC9.5	S	T1	S	T1	WC	ABC-2		LR	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT			
LAYER COEF.					0.00	0.25	0.25	0.23	0.25	0.23	UNKW		0.16	0.18	0.20	0.08							

Notes:

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Lane Designations - Decreasing MP OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	Lane Designations - Increasing MP OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	Lane Type ML - Mainline TL - Turn Lane CO - Crossover	Lane Type S - Shoulder SS - Side Street BR - Bridge Approach/Departure	Crack Type A - Alligator B - Block C - Combination	Crack Rating Class I - 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	Extent L - Light M - Moderate S - Severe	Pavement Condition G - Good F - Fair P - Poor
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County: COLLIER		SR No.: 45		Beg MP: 1.181		End MP: 5.888		Length: 4.707		Outside: PAVED			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved:		Lawn: Y		Other:		Curb & Gutter (Y/N): Y	

**Shoulder Cores (S)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS		
					FC5	FC9.5	S	T1	S	T1	WC					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS			EXTENT	
2	1.207	S	OR	N	1.6		5.9								7.5		14.0					0.7	A	IB	L	F	BIKE
14	1.546	S	OL	N		1.6	4.6								6.2	6.9				14.4						F	BIKE
17	1.567	S	OR	N		1.5	2.5								4.0	8.0										F	BIKE
25	1.854	S	OL	N		1.3	2.4								3.7	7.4										F	BIKE
28	1.942	S	OR	N		1.4	4.1								5.5	6.4										F	
35	2.206	S	OL	N		2.0	3.0								5.0	8.2										F	
36	2.254	S	OR	N		1.4	2.1								3.5	9.7			14.8							F	
49	2.533	S	OL	N		1.3	1.9								3.2	9.1										F	
51	2.601	S	OR	N		1.2	3.4								4.6	7.4										F	
55	2.786	S	OL	N		1.3	4.7								6.0	6.9										F	BIKE
59	2.936	S	OR	N		1.2	3.8								5.0	7.2			0.4	A	IB	L			F	BIKE	
70	3.196	S	OL	N		1.2	3.8								5.0	6.0										F	BIKE
77	3.376	S	OR	N		1.1	4.6								5.7	6.2										F	
80	3.483	S	OL	N		1.0	4.9								5.9	7.3										F	BIKE
83	3.588	S	OR	N		1.5	4.4								5.9	6.0										F	
87	3.730	S	OL	N		1.0	2.0								3.0	3.7										F	
94	3.964	S	OR	N		1.0	4.5								5.5	6.7										F	
100	4.193	S	OL	N	1.1		2.4								3.5	4.5										F	BIKE
107	4.352	S	OR	N		1.2	4.6								5.8	6.6			15.6							F	BIKE
110	4.498	S	OL	N		1.1	3.9								5.0	7.0										F	BIKE
117	4.619	S	OR	N		0.7	6.8								7.5	16.0										F	
123	4.868	S	OL	N		1.1	1.1								2.2	4.8										F	
127	4.980	S	OL	N		1.8	1.8								3.6	5.4										F	BUS_PAD
128	5.003	S	OR	N		1.0	5.4								6.4	13.1										F	
133	5.173	S	OL	N		1.4	2.6								4.0	7.8										F	BIKE
134	5.258	S	OR	N		1.1	5.3								6.4	9.9										F	
143	5.531	S	OL	N		1.1	1.5								2.6	2.9										F	
144	5.587	S	OR	N		1.1	5.1								6.2	15.3										F	
151	5.854	S	OL	N		2.5									2.5	11.0			13.8							F	
<b>AVERAGE</b>					<b>1.35</b>	<b>1.30</b>	<b>3.68</b>								<b>4.86</b>	<b>6.61</b>	<b>13.21</b>			<b>14.64</b>	<b>0.55</b>						
<b>MAX</b>					<b>1.60</b>	<b>2.50</b>	<b>6.80</b>								<b>7.50</b>	<b>9.70</b>	<b>16.00</b>			<b>15.60</b>	<b>0.70</b>						
<b>MIN</b>					<b>1.10</b>	<b>0.70</b>	<b>1.10</b>								<b>2.20</b>	<b>2.90</b>	<b>9.85</b>			<b>13.75</b>	<b>0.40</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>				<b>0.16</b>	<b>0.18</b>	<b>0.20</b>			<b>0.08</b>							

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary. A blank cell indicates measurement was not recorded.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**  
 Coring Completion Date: 10/15/2024

Cored By: **TEST LAB, INC**

Typical Section: 1

W.P.I. No.:				Name: SR 45 (US 41)				Lanes: 6 Lane Urban Principal Arterial Roadway					
Fin. Proj. ID: 441512-1				From: N of Old US 41				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 03010000		To: S of Gulf Park Dr.				Inside: NONE					
County: COLLIER		SR No.: 45		Beg MP: 1.181		End MP: 5.888		Length: 4.707		Outside: PAVED			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved:		Lawn: Y		Other:		Curb & Gutter (Y/N): Y	

**Shoulder Cores (S)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	S	T1	S	T1	WC	ABC-2		LR	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT			

2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit. A value of "UNK" indicates material was encountered but the total thickness was not determined.

3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization. The cross slope is approximate and measured in the center of the lane.

Lane Designations - Decreasing MP OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	Lane Designations - Increasing MP OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover	Lane Type S - Shoulder SS - Side Street BR - Bridge Approach/Departure	Crack Type A - Alligator B - Block C - Combination	Crack Rating Class I - 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	Extent L - Light M - Moderate S - Severe	Pavement Condition G - Good F - Fair P - Poor
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