STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid Engineering Group | Coring Completion Date: 11/5/2020 | Typical Section:

W.P.I. No.:			Name:	I-75			Lanes:	
Fin. Proj. ID:	446344-1		From:	Bonita Beach Road			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	To:	Alico Road			Inside:	
County:	Lee	SR No.:	Beg MP:	0.000	End MP: 13.598	Length: 13.598	Outside:	
Overall Pavement Condition (from DMO field review):	Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N

Mainline Cores (ML)

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) SP9.5	FC5	SP12.5	S							TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-1			STABILIZED SUBGRADE [3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	1.076	ML	L1	Y		1.1	2.2	2.5							5.8	13.0									F	
2	1.476	ML	L2	Y		0.9	3.5	3.5							7.9	11.0									F	
3	1.677	ML	L3	Y		0.9	3.0	4.3							8.2	10.0									G	
7	2.344	ML	L1	Y		0.7	2.1	2.4							5.2	12.0									G	
8	2.564	ML	L2	N		1.1	4.2	2.4							7.7	12.0									F	
9	2.728	ML	L3	N		0.7	1.7	4.8							7.2	12.0									F	
11	9.804	ML	L1	N		1.0	2.1	1.7							4.8	18.0									G	
13	3.273	ML	L1	Y		0.9	2.1	2.0							5.0	12.0				12.0					G	
14	3.490	ML	L2	Y		0.7	3.5	4.2							8.4	12.0									G	
15	3.647	ML	L3	N		1.1	2.5	4.1							7.7	12.0									G	
18	4.370	ML	L1	N		1.0	2.2	2.3							5.5	11.0									G	
19	4.632	ML	L2	N		1.2	4.2	2.7							8.1	12.0									F	
20	4.873	ML	L3	Y		0.8	3.5	3.8							8.1	21.0									G	
23	5.516	ML	L1	Y		1.0	3.4	1.2							5.6	12.0									F	
24	5.669	ML	L2	Y		1.3	3.8	2.7							7.8	12.0				10.0					F	
25	5.825	ML	L3	N		0.9	3.9	3.1							7.9	12.0									F	
28	6.347	ML	L1	Y		0.9	2.2	2.4							5.5	12.0									G	
29	6.516	ML	L2	Y		1.1	3.8	2.6							7.5	12.0									F	
30	6.809	ML	L3	Y		0.5	3.4	3.2							7.1	12.0									G	
33	7.289	ML	L1	Y		0.8	2.6	2.7							6.1	12.0									G	
34	7.459	ML	L2	Y		0.8	1.3	5.1							7.2	12.0									F	
35	7.735	ML	L1	Y		0.9	2.1	2.4							5.4	12.0									G	
38	8.265	ML	L1	Y		1.0	1.9	2.6							5.5	12.0									G	
39	8.452	ML	L2	Y		1.0	2.5	4.4							7.9	12.0									F	
40	8.651	ML	L3	Y		0.8	2.4	3.8							7.0	15.0									F	
43	9.246	ML	L1	Y		0.9	2.1	2.3							5.3	13.0									G	
44	9.450	ML	L2	N		1.2	2.0	4.3							7.5	12.0									F	
45	9.669	ML	L1	Y		1.0	1.5	4.0							6.5	11.0									G	
48	10.258	ML	L1	Y		1.0	1.4	2.4							4.8	14.0									G	
49	10.450	ML	L2	N		0.8	2.9	4.0							7.7	12.0									F	
50	10.624	ML	L3	N		1.1	2.4	3.9							7.4	10.0									G	
53	11.741	ML	L1	Y		1.0	1.9	2.4							5.3	15.0									G	
54	11.343	ML	L1	N		1.2	2.1	2.5							5.8	15.0									G	
55	12.967	ML	L1	Y		0.9	2.6	2.5							6.0	12.0									G	

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County:	Lee	SR No.:		Beg MP:	0.000	End MP:	13.598	Length: 13.598	Outside:	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N):	N

Mainline Cores (ML)

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) SP9.5	FC5	SP12.5	S							TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-1			STABILIZED SUBGRADE [3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
58	12.165	ML	L1	N		1.2	1.8	2.2							5.2	13.0									G	
59	12.338	ML	L2	Y		1.1	2.5	3.9							7.5	12.0				11.5					F	
60	12.569	ML	L3	Y		0.8	3.4	3.4							7.6	17.0									F	
62	11.485	ML	L2	N		1.0	2.6	3.5							7.1	12.0									F	
64	10.797	ML	L1	Y		0.8	1.6	2.7							5.1	14.0									F	
65	11.879	ML	L3	Y		0.9	2.8	3.1							6.8	12.0									F	
66	13.270	ML	L1	N		1.1	2.2	2.1							5.4	15.0									F	
67	7.577	ML	L3	Y		0.9	2.7	3.8							7.4	12.0									S	Patch
68	0.516	ML	L1	Y		0.9	3.0	2.2							6.1	12.0									F	Patch
69	3.822	ML	L1	Y		0.9	2.3	2.4							5.6	12.0					4.0	C	III	S	F	
70	1.817	ML	L1	Y		0.9	2.3	2.3							5.5	12.0									G	
71	13.366	ML	L2	N		1.0	1.7	4.9							7.6	10.0									F	
74	0.380	ML	L2	N		0.9	2.8	4.1							7.8	12.0									F	
75	0.582	ML	L3	N		0.7	2.6	3.8							7.1	12.0									F	
77	2.853	ML	L1	Y		1.0	2.3	2.2							5.5	14.0									G	
78	4.754	ML	L1	Y		1.0	2.0	2.5							5.5	11.0									G	
79	5.130	ML	L1	N		1.3	1.9	2.5							5.7	12.0									G	
80	6.675	ML	L1	Y		0.8	2.0	2.3							5.1	12.0									G	
81	8.806	ML	L1	Y		0.9	2.1	2.4							5.4	14.0									G	
82	13.195	ML	L3	Y		1.0	2.3	3.8							7.1	11.0									G	
83	13.596	ML	L1	Y		1.0	2.5	2.7							6.2	12.0				10.0					F	
85	12.236	ML	L1	Y		1.0	1.7	2.1							4.8	15.0									G	Patch
86	9.720	ML	L1	Y		0.6	1.9	2.6							5.1	12.0									P	Patch
87	9.711	ML	L1	Y		0.8	1.9	3.1							5.8	12.0									P	
88	7.208	ML	L1	Y		0.9	2.9	2.0							5.8	12.0									G	No joint cracks
89	7.214	ML	L1	N		0.9	2.2	2.9							6.0	12.0									G	No joint cracks
90	7.221	ML	L1	Y		0.7	2.8	2.2							5.7	15.0									G	No joint cracks
91	6.664	ML	L1	Y		0.8	1.9	2.6							5.3	12.0									P	
92	12.053	ML	L2	N		1.1	2.7	3.8							7.6	11.0									F	
93	11.629	ML	L2	Y		0.8	2.7	4.0							7.5	12.0									F	
94	11.388	ML	L2	Y		0.8	2.9	3.6							7.3	12.0									F	Patch
95	11.245	ML	L2	Y		0.9	2.3	3.6							6.8	12.0									F	
96	10.372	ML	L2	Y		0.9	2.7	3.9							7.5	12.0									F	
97	11.820	ML	L3	N		0.9	2.7	3.5							7.1	12.0									F	

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County:	Lee	SR No.:		Beg MP:	0.000	End MP:	13.598	Length:	13.598
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								Outside:	
								Curb & Gutter (Y/N):	N

Mainline Cores (ML)

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) SP9.5	FC5	SP12.5	S							TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-1			STABILIZED SUBGRADE [3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
98	11.383	ML	L3	Y		1.0	2.1	4.0							7.1	12.0									F	
99	9.972	ML	L3	N		0.9	1.7	3.9							6.5	13.0									G	
100	7.553	ML	L3	Y		0.9	2.5	4.0							7.4	12.0									P	
101	6.528	ML	L1	Y		1.0	2.2	2.4							5.6	12.0									F	
102	6.229	ML	L1	N		1.1	2.0	2.5							5.6	12.0					2.4	C	II	M	F	Patch, cut on joint of patch and existing asphalt
103	5.757	ML	L1	N		1.4	2.0	2.6							6.0	12.0									F	Patch
104	5.482	ML	L1	Y		1.4	1.7	2.5							5.6	12.0									F	Patch
105	4.469	ML	L1	N		0.9	2.0	2.4							5.3	12.0					5.3	C	III	S	G	Joint
106	4.466	ML	L1	N		0.8	3.0	3.6							7.4	12.0					7.4	C	III	S	G	Joint
107	4.475	ML	L1	N		0.9	4.4								5.3	12.0					5.3	C	III	S	G	Joint crack between lanes
108	0.725	ML	L1	Y		0.9	3.7	0.8							5.4	13.0									G	
109	5.941	ML	L2	Y		0.8	3.0	3.7							7.5	13.0									F	Patch
110	4.509	ML	L2	Y		0.9	3.0	4.0							7.9	13.0									F	Joint
111	4.040	ML	L2	N		0.9	2.9	4.0							7.8	12.0									F	
112	2.011	ML	L2	Y		0.9	2.3	5.2							8.4	12.0				12.0					F	
113	2.622	ML	L3	Y		1.1	2.1	2.3							5.5	18.0					5.5	C	III	S	F	
114	0.628	ML	L3	Y		0.7	3.4	3.5							7.6	16.0									F	
115	0.619	ML	L3	Y		0.7	2.4	4.5							7.6	12.0									F	
116	10.356	ML	L1	N		1.0	1.7	2.3							5.0	14.0									P	
117	10.360	ML	L2	Y		0.7	2.3	4.2							7.2	12.0									P	
118	10.368	ML	L3	Y		0.8	2.4	3.9							7.1	12.0									F	Bottom-up cracking (not reflected at surface)
119	9.638	ML	L1	Y		1.0	0.6								1.6	Conc					1.6	C	III	S	F	Approach Slab
120	8.358	ML	L1	N		0.8	1.2								2.0	Conc									P	Departure Slab
121	8.001	ML	L1	N		1.1	1.6	2.4							5.1	12.0									F	
122	7.610	ML	L1	Y		1.0	1.1								2.1	Conc									F	Approach Slab
123	1.301	ML	L1	Y		0.8	3.7	1.9							6.4	Conc									P	Departure Slab
124	1.286	ML	L1	Y		1.2	2.2	2.6							6.0	12.0				13.0					F	
125	1.017	ML	L1	Y		0.9	1.5								2.4	Conc									P	Departure Slab
126	0.769	ML	L1	N		1.1	4.6								5.7	11.0									F	
127	12.665	ML	L2	Y		0.4	2.3	2.8							5.5	Conc									F	Departure Slab
128	9.636	ML	L2	Y		0.7	1.2								1.9	Conc					1.9	C	III	S	F	Approach Slab
129	9.636	ML	L3	Y		0.6	1.5								2.1	6.0					2.1	C	III	S	F	
130	9.928	ML	L2	N		1.1	2.5	4.0							7.6	11.0									F	
131	11.092	ML	L2	Y		0.8	2.3	3.9							7.0	11.0									F	

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Mainline Cores (ML)

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) SP9.5	FC5	SP12.5	S	TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-1	STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
132	11.286	ML	L2	Y		0.7	2.7	3.3	6.7	12.0							F	
133	11.261	ML	L2	Y		0.9	2.7	3.2	6.8	11.0							F	
134	9.129	ML	L2	Y		1.1	2.0	4.3	7.4	12.0	6.7						F	
135	8.354	ML	L2	N		0.8	2.3	3.1	6.2	Conc			6.2	C	III	S	P	Departure Slab
136	8.351	ML	L3	Y		0.6	2.4	1.7	4.7	Conc			1.8	C	IB	M	P	Departure Slab
137	7.611	ML	L2	N		1.2	1.3	2.0	4.5	Conc							F	Approach Slab
138	8.298	ML	L2	N		0.8	2.1	4.3	7.2	12.0							P	
139	7.774	ML	L2	N		0.8	2.4	4.3	7.5	12.0							F	
140	3.957	ML	L2	Y		0.7	3.4	4.0	8.1	11.0							F	
141	3.017	ML	L2	Y			2.4	4.2	6.6	12.0							P	Raveling
142	2.243	ML	L2	N		0.9	3.0	4.4	8.3	12.0							F	
143	2.675	ML	L2	N		0.9	3.0	4.9	8.8	11.0							P	
144	2.959	ML	L2	N		0.6	2.8	4.2	7.6	12.0							P	
145	1.152	ML	L2	Y		1.0	2.8	3.3	7.1	11.0							F	
146	0.292	ML	L2	Y		1.0	2.9	4.1	8.0	13.0							F	
147	13.324	ML	L3	Y		0.9	3.2	3.0	7.1	11.0							F	
148	12.660	ML	L3	Y		1.1		7.3	8.4	Conc							F	Departure Slab
149	10.792	ML	L3	Y		0.8	2.2	4.2	7.2	10.0							P	
150	7.614	ML	L3	N		1.0	3.0	2.7	6.7	12.0							P	
151	2.698	ML	L3	N		1.0	2.8	4.0	7.8	10.0							F	
152	4.238	ML	L3	Y		0.6	3.0	3.4	7.0	16.0							G	
153	4.527	ML	L3	Y		0.8	2.1	3.9	6.8	16.0							G	
154	2.080	ML	L3	Y		0.9	3.0	3.7	7.6	12.0							F	
155	0.008	ML	L3	Y		0.9	3.1	3.2	7.2	15.0			6.3	C	III	S	P	
156	12.723	ML	L1	Y		1.5	3.3		4.8	Conc							F	Approach Slab
157	9.634	ML	L1	N		1.5	1.1		2.6	Conc							F	Approach Slab
158	8.402	ML	L1	Y		1.2	1.1		2.3	Conc							F	Approach Slab
159	7.608	ML	L1	Y		1.0	1.4		2.4	Conc							G	Approach Slab
160	1.361	ML	L1	Y		0.8	1.1		1.9	Conc							F	Approach Slab
161	1.056	ML	L1	Y		0.9	2.0		2.9	Conc							G	Approach Slab, Separation at friction course
162	2.052	ML	L1	N		1.2	2.1	2.7	6.0	16.0							G	
163	9.565	ML	L1	N		1.3	1.7	2.5	5.5	15.0							G	
164	10.949	ML	L3	N		0.9	2.7	3.4	7.0	12.0							P	Extra Core
165	2.681	ML	L3	Y		0.7	2.9	3.9	7.5	10.0		10.0					P	Extra Core

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Mainline Cores (ML)

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE [3]	CRACK				PAVEMENT CONDITION	COMMENTS
					SP9.5	FC5	SP12.5	S								LR	ABC-1				DEPTH (IN.)	TYPE	CLASS	EXTENT		
166	1.917	ML	L3	N		0.9	3.2	3.1							7.2	12.0									P	Extra Core, Patch
AVERAGE						***0.93***	***2.44***	***3.24***							***6.25***	***12.43***	***6.70***			***11.21***	***4.15***					
MAX						***1.50***	***4.60***	***7.30***							***8.80***	***21.00***	***6.70***			***13.00***	***7.40***					
MIN						***0.40***	***0.60***	***0.80***							***1.60***	***6.00***	***6.70***			***10.00***	***1.60***					
LAYER COEF.					***0.25***	***0.00***	***0.25***	***0.25***								***0.18***	***0.14***			***0.08***						

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

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Fin. Proj. ID:	446344-1			From:	Bonita Beach Road						Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:		To:	Alico Road						Inside:		
County:	Lee	SR No.:		Beg MP:	0.000	End MP:	13.598	Length:	13.598		Outside:		
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):	N	Paved		Lawn		Other:	Curb & Gutter (Y/N):		N

Shoulder Cores (S)

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE[3]	CRACK				PAVEMENT CONDITION	COMMENTS
					SP9.5	FC5	SP12.5	S								LR	ABC-1				DEPTH (IN.)	TYPE	CLASS	EXTENT		
4	1.246	S	IL	N	1.7										1.7	13.0									G	
5	1.928	S	OL	N	1.5			1.6							3.1	9.0									G	
6	2.152	S	IL	N	1.4										1.4	13.0					1.4	C	IB	M	P	
10	2.958	S	OL	N	1.8		1.5	0.8							4.1	5.0									G	
12	3.079	S	IL	N	1.4										1.4	13.0									G	
16	3.992	S	OL	N	1.8			1.6							3.4	6.0									G	
17	4.180	S	IL	N	1.5										1.5	13.0									F	
21	4.951	S	OL	N	1.8		1.2	1.2							4.2	10.0									F	
22	5.273	S	IL	N	1.5										1.5	12.0									P	
26	5.947	S	OL	N	1.2		1.0	1.3							3.5	11.0									F	
27	6.158	S	IL	N	1.5										1.5	12.0									G	
31	6.910	S	OL	N	1.5			1.9							3.4	15.0					3.4	C	III	S	P	
32	7.122	S	IL	N	1.5										1.5	13.0									G	
37	8.109	S	IL	N	1.5										1.5	16.0				12.5					G	
42	9.095	S	IL	N	1.7										1.7	16.0									G	
46	9.906	S	OL	N	1.6			2.1							3.7	8.0									G	
47	10.083	S	IL	N	1.4										1.4	16.0									G	
51	10.946	S	OL	N	1.6			1.5							3.1	6.0									G	
52	11.933	S	IL	N	1.7										1.7	17.0									G	
56	11.194	S	OL	N	1.3	0.5	0.5	1.2							3.5	17.0									G	
57	12.057	S	IL	N	1.3										1.3	16.0									G	
61	12.868	S	OL	N	1.4		0.9	2.5							4.8	10.0									G	
63	13.072	S	IL	N	1.6										1.6	12.0				12.0					G	
76	0.875	S	OL	N	1.3		0.8	1.1							3.2	10.0				14.0					G	
84	13.485	S	OL	N		1.5	1.0	2.2							4.7	24.0				11.0					G	
167	1.437	S	OL	N	1.1		2.9								4.0	10.0									P	Extra Core, Raveling
168	0.126	S	OL	N	1.0		1.1								2.1	10.0					2.1	C	III	S	P	Extra Core
169	12.871	S	IL	N	0.7		1.0								1.7	14.0					1.7	C	II	M	P	Extra Core, Shoving
170	11.341	S	IL	N	1.4										1.4	12.0					0.7	A	IB	S	P	Extra Core
171	3.523	S	IL	N	1.7										1.7	11.0									F	
AVERAGE					***1.46***	***1.00***	***1.19***	***1.58***							***2.51***	***12.33***				***12.38***	***1.86***					
MAX					***1.80***	***1.50***	***2.90***	***2.50***							***4.80***	***24.00***				***14.00***	***3.40***					
MIN					***0.70***	***0.50***	***0.50***	***0.80***							***1.30***	***5.00***				***11.00***	***0.70***					
LAYER COEF.					***0.25***	***0.00***	***0.25***	***0.25***								***0.18***	***0.14***			***0.08***						

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid Engineering Group Coring Completion Date: 11/5/2020 Typical Section:

W.P.I. No.:				Name:	I-75							Lanes:			
Fin. Proj. ID:	446344-1			From:	Bonita Beach Road							Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:		To:	Alico Road							Inside:			
County:	Lee	SR No.:		Beg MP:	0.000	End MP:	13.598	Length:	13.598			Outside:			
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):	N	Paved		Lawn		Other:		Curb & Gutter (Y/N):	N		

Shoulder Cores (S)

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)									TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE[3]	CRACK				PAVEMENT CONDITION	COMMENTS
					SP9.5	FC5	SP12.5	S							LR	ABC-1				DEPTH (IN.)	TYPE	CLASS	EXTENT		

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