

**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: HighSpans Engineering, Inc.

Coring Completion Date: 10/21/2022

Typical Section: **2: Ramps (I-75): 12075035, 036, 037, 038**

W.P.I. No.:				Name:	SR 78 from W of I-75 ramps to W of Wells Road				Lanes:	1-2			
Fin. Proj. ID:	448956-1			From:	Exit 143 SB Ramps				Shoulder Type and Condition:				
F.A. Project No.:				Roadway ID <sup>7</sup> :	12060000			To:	Exit 143 NB Ramps				
County:	Lee		SR No.:	78		Beg MP:	20.934	End MP:	21.430	Length:	0.496	Inside:	Paved
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	No

**Ramps: All Cores**

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	SP9.5	S								LR		ABC-2		DEPTH (IN.)	TYPE			CLASS	EXTENT
25	21.030	S	OR	N			3.0						3.0	6.1			24.0					F	12075036, EB OFF		
26	21.030	ML	R1	Y	0.6		3.2	1.7					5.5	10.6								F	12075036, EB OFF		
27	21.202	S	OL	N			2.0	2.0					4.0	5.8								F	12075037, WB OFF		
28	21.202	ML	L1	Y	0.8		2.5	2.3					5.6	8.2								F	12075037, WB OFF		
29	21.030	ML	R1	Y	1.1	3.0	1.4						5.5	7.4								F	12075036, EB OFF		
30	21.202	ML	L1	Y	1.1	3.0	1.1						5.2	10.0								F	12075037, WB OFF		
31	20.960	S	OL	N			2.2	0.9					3.1	4.8								F	12075038, WB ON		
32	20.960	ML	L1	N	1.1		2.0	2.6					5.7	6.2								F	12075038, WB ON		
33	21.179	TL	RL	N	0.9		2.4	2.1					5.4	10.0								P	12075035, WB ON TURNOUT. RLTL (2nd).		
34	21.267	TL	RR	N	1.0		2.5	2.2					5.7	7.1								F	12075035, EB ON		
35	21.267	ML	R1	N	0.7		2.6	2.2					5.5	8.5								F	12075035, EB ON		
36	21.179	GO	GO	N		1.3	3.5						4.8	24.0								F	12075035, WB ON TURNOUT, Gore area / Right Shoulder		
37	21.267	S	OR	N		1.5							1.5	4.5								F	12075035, EB ON, emergency pullover area		
<b>AVERAGE</b>					<b>0.91</b>	<b>2.20</b>	<b>2.37</b>	<b>2.00</b>					<b>4.65</b>	<b>8.87</b>	<b>7.80</b>		<b>24.00</b>								
<b>MAX</b>					<b>1.10</b>	<b>3.00</b>	<b>3.50</b>	<b>2.60</b>					<b>5.70</b>	<b>24.00</b>	<b>8.50</b>		<b>24.00</b>								
<b>MIN</b>					<b>0.60</b>	<b>1.30</b>	<b>1.10</b>	<b>0.90</b>					<b>1.50</b>	<b>4.50</b>	<b>7.10</b>		<b>24.00</b>								
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>						<b>0.18</b>	<b>0.16</b>		<b>0.08</b>								

Notes:

- 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.
- Mile posts are presented at the location of the intersection of a ramp and the mainline of the subject roadway and are found on the SLD.
- 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.
- A blank cell indicates measurement was not recorded.
- A value of "UNK" indicates material was encountered but the total thickness was not determined.
- Interchange ramp Roadway ID numbers and travel directions are provided in the comments.

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