

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 10/13/2025

Typical Section: 1

W.P.I. No.:		Name:	I-75 SB around Daniels Interchange			Lanes:	6 Lane Urban Principle Arterial Roadway		
Fin. Proj. ID:	452793-1	From:				Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	12075000	To:					
County:	LEE	SR No.:	93	Beg MP:	16.100	End MP:	17.227		
Overall Pavement Condition (from DMO field review):				Fair	Length:	1.127	Outside:	PAVED	
				Median Curbed (Y/N):	Y	Paved	Lawn	Other:	
							Curb & Gutter (Y/N):	Y	

**Mainline and Bridge Cores (ML/BR)**

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	SP9.5	S											LR	CONC				DEPTH (IN.)	TYPE		
1	16.103	ML	L1	Y	0.7	2.0	2.6								5.3	25.7							F			
3	16.227	ML	L2	Y	1.1	3.0	2.7								6.8	24.2							F			
5	16.338	ML	L3	Y	1.0	2.7	4.0								7.7	23.3							F			
6	16.383	ML	L2	Y	0.6	2.2	4.4								7.2	19.8							F			
8	16.398	BR	L3	Y	0.6	1.8	2.4								4.8		UNK						P	Departure slab.		
9	16.445	BR	L1	N	0.9	1.2									2.1		UNK			2.1	B	III	M	F	Approach slab.	
10	16.517	ML	L3	Y	0.9	2.5	3.8								7.2	23.8							F	Pavement change.		
12	16.635	ML	L1	Y	1.1	2.1	2.5								5.7	23.8							F			
13	16.670	ML	L2	Y	0.5	2.3	3.9								6.7	18.3			9.8				F			
15	16.780	ML	L1	Y	0.7	4.1									4.8	13.2			17.0				F			
17	16.890	ML	L3	Y	0.8	2.5	3.6								6.9	19.6							F			
18	16.939	ML	L2	Y	0.7	2.6	4.2								7.5	21.5							P	Culvert.		
19	16.996	ML	L1	Y	0.8	1.7	2.7								5.2	20.3							F			
21	17.090	ML	L3	Y	0.9	3.3	3.3								7.5	19.0							F			
23	17.225	ML	L2	Y	0.9	3.2	3.8								7.9	19.1							F			
24	16.514	ML	L3	Y	0.8	2.4	4.0								7.2	23.3							F	Pavement change.		
<b>AVERAGE</b>					<b>0.81</b>	<b>2.48</b>	<b>3.42</b>								<b>6.28</b>	<b>21.06</b>			<b>13.38</b>	<b>2.10</b>						
<b>MAX</b>					<b>1.10</b>	<b>4.10</b>	<b>4.40</b>								<b>7.90</b>	<b>25.70</b>			<b>17.00</b>	<b>2.10</b>						
<b>MIN</b>					<b>0.50</b>	<b>1.20</b>	<b>2.40</b>								<b>2.10</b>	<b>13.20</b>			<b>9.75</b>	<b>2.10</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</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.

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							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	SP9.5	S											LR	CONC				DEPTH (IN.)	TYPE			CLASS	EXTENT
2	16.140	S	IL	N		1.3									1.3	15.7					13.0					F		
4	16.293	S	OL	N		4.3	2.2								6.5	26.5										F		
7	16.393	S	IL	N		1.1	0.9								2.0	29.0										F		
11	16.568	S	OL	N		3.9	2.6								6.5	23.5										F		
14	16.702	S	IL	N		1.3									1.3	24.7										F		
16	16.822	S	OL	N		3.9	2.9								6.8	23.5										F		
20	17.049	S	OL	N		3.0									3.0	14.5										F		
22	17.146	S	IL	N		1.0									1.0	22.0										F		
<b>AVERAGE</b>						<b>2.48</b>	<b>2.15</b>								<b>3.55</b>	<b>22.42</b>					<b>13.00</b>							
<b>MAX</b>						<b>4.30</b>	<b>2.90</b>								<b>6.80</b>	<b>29.00</b>					<b>13.00</b>							
<b>MIN</b>						<b>1.00</b>	<b>0.90</b>								<b>1.00</b>	<b>14.50</b>					<b>13.00</b>							
<b>LAYER COEF.</b>						<b>0.00</b>	<b>0.25</b>	<b>0.25</b>								<b>0.18</b>	<b>0.20</b>				<b>0.08</b>							

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<u>Lane Designations - Decreasing MP</u>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				