Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.E.
SECRETARY

MEMORANDUM

DATE: February 2, 2021

FROM: V. Seth Collie, P.E., District Pavement Evaluation Engineer
Marlene Hebert, District Materials Pavement Coordinator

SUBJECT: Pavement Coring Data Memo
FPN: 201277-3
Description: SR 72 (Road ID 17070000) and I-75 (Road ID 17075000)
County: Collier

The District 1 and 7 Materials Office conducted a field exploration that included extracting core samples. This work was completed in May 2018 and additional cores were extracted in January 2021 and is documented on the attached pavement core reporting sheets.

The data presented in this report 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.

If we can be of further assistance, please contact this office.

Appendices

- 2018 Core Data
- 2021 Core Data

2018 CORE DATA

201277-3 / SARASOTA / SR 93 (I-75)

MAINLINE									TOTAL ASPHALT THICKNESS	SUB-BASE				
CORE	MP	LANE	W/P	FC-5	SP2F	S				ABC	LR		STAB	COMMENTS
1	33.300	R1	Y	0.7	1.7	0.7			3.1	9.7			12	
3	33.300	L1	Y	0.8	1.3	1.6			3.7	8.8			12	
5	33.500	R2	Y	0.8	1.4	1.0			3.2	9.8			12	
6	33.500	L2	Y	0.7	1.5	1.3			3.5	9.0			12	
7	34.000	R3	Y	0.6	1.3	1.2			3.1	9.7			12	
9	34.000	L3	Y	0.9	1.5	1.6			4.0	10.0			12	
11	34.200	R2	N	0.8	1.4	2.0			4.2	9.3			12	
12	34.200	L2	Y	0.8	1.2	2.0			4.0	9.4			12	
13	34.600	R1	Y	0.8	1.1	3.3			5.2		11.5		12	
15	34.600	L1	Y	0.7	1.3	3.4			5.4		10.5		12	
17	35.000	R2	N	0.8	1.2	2.4			4.4		9.5		12	
18	35.000	L3	N	0.8	1.3	2.9			5.0		9.0		12	
19	35.500	R3	N	0.8	1.4	2.5			4.7		11.0		12	
21	35.500	L3	Y	0.8	1.1	2.8			4.7		10.0		12	
AVG				0.771	1.336	2.050			4.157	9.463	10.250		12.000	

SHOULDERS									TOTAL ASPHALT THICKNESS	SUB-BASE				
CORE	MP	LANE	W/P	FC-5	SP2F	S				ABC	LR		STAB	COMMENTS
2	33.3	IR	N			2.9			2.9	2.9			12	
4	33.3	IL	N			1.5			1.5	3.9			12	
8	34	OR	N			1.2			1.2	5.8			12	
10	34	OL	N			1.7			1.7	4.5			12	
14	34.6	IR	N			4.6			4.6		8.0		12	
16	34.6	IL	N			1.5			1.5		5.5		12	
20	35.5	OR	N			3.4			3.4		10.0		12	
22	35	OL	N			0.9			0.9		5.5		12	
AVG						2.213			2.213	4.275	7.250		12.000	

201277-3 / SARASOTA / SR 72 (CLARK ROAD)

MAINLINE								TOTAL ASPHALT THICKNESS				
CORE	MP	LANE	W/P	FC-12.5	S	T1	ST		ABC	SHELL	STAB	COMMENTS
23	4.300	R1	Y	1.1	2.4			3.5		10	12	
24	4.300	R2	N	1.5	2.7			4.2		9.5	12	
25	4.300	L1	N	1.3	3.2			4.5		9.5	12	
26	4.300	L2	Y	1.5	3.2			4.7		9	12	
27	4.400	R2	Y	1.4	2.8			4.2		9	12	
28	4.400	R3	N	1.2	2.1	1		4.3		9.5	12	
29	4.400	L2	N	1.3	2.3			3.6		11	12	
30	4.400	L3	Y	1.5	2.9			4.4		10.5	12	
31	5.000	R1	Y	1.8	1.7			3.5		9	12	
32	5.000	R2	Y	1.9	1.8			3.7		10.5	12	
33	5.000	L1	N	1.9	1.5			3.4		11	12	
34	5.000	L2	Y	1.5	0.8			2.3		11.5	12	
35	5.200	R1	N	1.8	1.9			3.7		9.5		
36	5.200	L1	Y	1.6	1.8			3.4		10.5		
37	5.200	L2	N	1.5	1.3			2.8		11		
				1.520	2.160	1.000		3.747			12.000	

2021 CORE DATA

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Ardaman & Associates - Mark Ochs   Date: 01/18/2021 - 01/20/2021   Typical Section:

W.P.I. No.:		Name:	I-75 at SR 72 (Clark Road)	Lanes:	
Fin. Proj. ID:	201277-3	From:	I-75 (32.880) & SR 72 (4.245)	Shoulder Type and Condition:	
F.A. Project No.:		To:	I-75 (35.708) & SR 72 (5.296)	Inside:	
County: Sarasota	SR No.: I-75 & SR 72	Beg MP:	End MP: / Length: 0.000	Outside:	
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):	Paved / Lawn / Other:	Curb & Gutter (Y/N):	

All Cores

					PAVEMENT LAYER (IN.)						BASE					CRACK								
CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	FC5	FC9.5	SP1C	S	BIND	TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-1	SHEL	CONC	STABILIZED SUBGRADE [3]	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) [4]	COMMENTS
1	32.935	TL/CO	CO	N		1.0				1.0										P				No base in pavement.
2	33.226	S	IR	N		0.9	3.1			4.0		3.1								P				Raveling.
3	33.776	S	IR	N		1.0	1.9			2.9		3.1			18.0					G				
4	34.224	S	IR	N		1.2	1.0			2.2		1.9								F				Raveling.
5	34.330	ML	R1	N	0.9		4.1			5.0		7.6								F				Bridge approach. Raveling.
6	34.559	S	IR	N	0.4		2.3	2.1		4.8	10.6					3.0	C		S	P				Raveling.
7	35.169	S	IR	N		1.0	1.1	1.8		3.9	9.1									G				
8	35.521	S	IR	N		0.9	1.6	1.3		3.8	8.7									G				
9	35.269	S	IL	N		1.2				1.2	5.5					0.6			L	F				Longitudinal cracking.
10	34.850	S	IL	N	1.2		1.0			2.2	5.8									P				Severe raveling.
11	34.470	S	IL	N	0.6		0.7			1.3	5.3					1.3			S	P				Longitudinal full depth cracking. Core in pieces. Severe raveling. Delamination.
12	34.329	ML	L1	N	1.3		1.7			3.0		8.1								P				Bridge departure. Severe raveling.
13	34.026	S	IL	N		1.5	2.0			3.5		2.0								F				
14	33.376	S	IL	N		1.0	0.7			1.7		4.0								G				
15	32.880	S	IL	N		1.2	1.8			3.0		2.4				2.5	C		M	P				Raveling.
16	33.027	S	OR	N		1.2	1.8			3.0		3.4				3.0	C		S	P				
17	33.526	S	OR	N		1.2	1.9			3.1		3.2				2.2			L	F				Longitudinal cracking.
18	33.726	ML	ML	Y	0.7		1.3	1.9		3.9		8.3								F				Raveling.
19	33.927	S	OR	N		1.0	2.2			3.2		3.8				3.2			M	P				Longitudinal cracking.
20	34.377	ML	R3	N	0.8		2.1			2.9		2.6			9.0					F				Bridge departure.
21	34.419	S	OR	N	0.8		2.1	1.8		4.7	7.8					2.9			S	F				Longitudinal cracking. Raveling. Chunks of core missing.
22	34.746	ML	R3	N	1.0		1.3	2.8		5.1	10.0									P				Severe raveling and drag marks.
23	35.018	S	OR	N		0.9		2.6		3.5	8.9									G				
24	35.311	S	OR	N		1.0		2.5		3.5	10.1									P				Core at possible roadway seam. Broke into 3 pieces.
25	35.613	ML	R3	Y	0.8		2.0	1.8		4.6	9.5									P				Severe raveling and rutting.
26	35.400	S	OL	N		0.7				0.7	5.4					0.7			S	P				Core at possible roadway seam. Transverse full depth cracking.
27	35.116	S	OL	N		1.2				1.2	4.0									G				
28	34.985	ML	L3	Y	0.6		1.8	2.4		4.8	9.7				13.8					F				Raveling.
29	34.500	S	OL	N	0.4		1.4			1.8	5.6									F				Light raveling.
30	34.378	ML	L3	Y	0.7		1.8	2.3		4.8	11.2					4.8	C		S	P				Bridge approach. Full depth combination cracking.
31	34.275	S	OL	N		1.0	3.0			4.0		4.7				3.2			S	P				Core taken near seam in shoulder. Longitudinal cracking.
32	34.199	ML	L3	Y	1.0		1.3	1.4		3.7		8.8								F				Raveling.
33	33.681	S	OL	N		1.3	1.9			3.2		2.2			10.0	3.2			S	P				Full depth longitudinal cracking. Base cracked.
34	33.312	ML	L3	Y	0.8		1.5	1.2		3.5		8.9			12.8					F				Drag marks and raveling.
35	33.124	S	OL	N		1.2	1.9			3.1		2.3				1.5			S	P				Longitudinal cracking.
36	34.068	S	OR	N		0.6	3.3			3.9		2.0								G				
37	34.108	TL/CO	G	N	1.1		2.5			3.6		8.3								F				Raveling and drag marks.
38	34.146	ML	R1	Y	1.0		1.7	0.8		3.5				8.8						G				Drag marks.
39	34.200	S	OR	N	1.0		1.9	1.6		4.5				8.9		4.5			S	P				Full depth transverse cracking.
40	34.255	ML	R1	Y	1.1		1.9	1.7		4.7				9.2						G				

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Ardaman & Associates - Mark Ochs Date: 01/18/2021 - 01/20/2021 Typical Section:

W.P.I. No.:				Name:	I-75 at SR 72 (Clark Road)			Lanes:	
Fin. Proj. ID:	201277-3			From:	I-75 (32.880) & SR 72 (4.245)			Shoulder Type and Condition:	
F.A. Project No.:				To:	I-75 (35.708) & SR 72 (5.296)			Inside:	
County:	Sarasota	SR No.:	I-75 & SR 72	Beg MP:		End MP:	Length: 0.000	Outside:	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):		Paved	Lawn / Other:	Curb & Gutter (Y/N):	

All Cores

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	RUT DEPTH - LWP (IN)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
					FC5	FC9.5	SP1C	S	BIND							LR	ABC-1	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT					
41	34.322	TL/CO	G	N	1.5		1.4								2.9				8.6						G				
42	34.350	TL/CO	G	N		1.6	2.1								3.7			11.0							G				
43	34.369	TL/CO	G	N		1.6	1.2								2.8			11.1							G				
44	34.399	TL/CO	G	N	0.8		1.8	1.0							3.6				8.9						G				Two cross slope value: 1.0 on left side and 4.3 on right side of core.
45	34.477	ML	R2	Y	0.9		1.6	2.6							5.1				9.5	10.0	5.1	C		S	P				Full depth combination cracking.
46	34.516	S	OR	N	0.9		2.8	2.3							6.0				9.3						G				Core taken at seam in shoulder (cracks at seam).
47	34.595	S	OR	N		0.7	2.7								3.4	8.7									G				Core taken at seam in shoulder (cracks at seam).
48	34.630	ML	R2	Y	0.8	1.6		2.4							4.8	9.6									F				
49	34.412	S	IR	N	0.9		2.7								3.6			12.4							G				Core taken near seam in shoulder.
50	34.441	ML	R1	Y	0.8		1.7	2.7							5.2	10.5									F				Rutting.
51	34.549	ML	R1	Y	0.9		2.0	2.1							5.0	11.0									F				Raveling.
52	34.581	S	IR	N	1.2		1.0	3.1							5.3	9.7									G				Core taken near seam in shoulder.
53	34.613	TL/CO	G	N	1.0		2.7	2.0							5.7	9.9									F				
54	34.635	TL/CO	G	N	1.0		2.0	2.5							5.5	10.2				12.2					G				
55	34.591	ML	L1	Y	1.3		1.9	2.9							6.1	9.5									G				
56	34.541	S	OL	N		1.0	2.4								3.4				9.7		3.4	C	L	S	P				Core taken near seam in shoulder. Full depth combination cracking. Base cracked.
57	34.486	ML	L1	Y	0.7		2.0								2.7				9.4						F				
58	34.432	S	OL	N		1.0	3.0								4.0				9.0		1.2	C		L	F				Core taken near shoulder seam.
59	34.395	TL/CO	G	N	1.4										1.4				9.2						G				Two cross slope value: 1.8 on left side and 1.6 on right side of core.
60	34.385	TL/CO	G	N		1.5	2.0								3.5			8.0							G				
61	34.350	TL/CO	G	N		1.0	1.2	1.8							4.0			11.7							G				
62	34.331	TL/CO	G	N	1.4		1.0	0.8							3.2				8.8						G				
63	34.293	ML	L1	Y	0.9		1.3	1.5	0.3						4.0				9.4						G				
64	34.227	S	OL	N	1.3		1.8								3.1				8.7		3.1	C		M	P				Full depth combination cracking.
65	34.167	ML	L1	Y	1.0		1.8	2.1							4.9				9.1	6.0	2.2	C		M	P				Base cracked.
66	34.150	S	OL	N		1.8									1.8				8.9		1.8	C		S	P				Core at possible shoulder seam. Full depth combination cracking.
67	34.101	TL/CO	G	N	1.0		1.8	1.7							4.5		8.1								F				Raveling.
68	4.321	TL/CO	R1	Y		1.7	2.6								4.3	10.0									G				
69	4.438	TL/CO	R1	N		1.6	2.9								4.5	11.9									G				
70	4.589	ML	R1	Y		1.4	2.8								4.2			12.3			2.5	C		L	P				
71	4.723	TL/CO	CO	Y		1.3	2.1								3.4			12.3			2.0	C		L	P				
72	4.795	TL/CO	R1	Y		1.2	2.5								3.7			12.6			3.7	C		M	P				Full depth combination cracking.
73	4.827	TL/CO	R1	Y		1.5	2.5								4.0			12.5			1.6			M	P				Rutting. Longitudinal cracking.
74	4.852	ML	R1	Y		1.5	1.8								3.3			9.4		13.2					F				Rutting.
75	4.874	TL/CO	CO	Y		1.5		1.4							2.9			11.2			2.9	C		M	P				Full depth combination cracking.
76	5.048	TL/CO	R1	Y		1.7									1.7			12.9		9.6					G				
77	5.070	TL/CO	CO	N		1.3		1.8							3.1			10.4			2.5	C		S	P				Debonding at 2.5 inches.
78	5.081	TL/CO	L1	Y		1.1		2.7							3.8			9.0			2.7	C		M	P				

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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F.A. Project No.:			To:	I-75 (35.708) & SR 72 (5.296)				Inside:	
County:	Sarasota	SR No.: I-75 & SR 72	Beg MP:		End MP:		Length: 0.000	Outside:	
Overall Pavement Condition (from DMO field review):	Fair		Median Curbed (Y/N):		Paved	Lawn	Other:	Curb & Gutter (Y/N):	

All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC5	FC9.5	SP1C	S	BIND						TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-1	SHEL	CONC	STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
79	4.768	TL/CO	L1	Y		1.3	1.3	2.0							4.6			11.4			4.6	C		S	P				Full depth combination cracking.
80	4.739	ML	L1	N		1.0	1.5	1.5							4.0			11.2			2.5	C		M	F				
81	4.520	TL/CO	L1	N		1.3		2.3							3.6	11.2									G				Widening crack at bottom of core.
82	4.502	ML	L1	Y		1.3	1.0	1.9							4.2	10.7					4.2			S	P				Full depth longitudinal cracking.
83	4.420	TL/CO	L1	N		1.9	1.9								3.8	16.3									F				Early signs of debonding at 1.90 inches. Light raveling.
84	4.244	ML	R3	N		1.0	2.7								3.7			11.5		10.3	3.7			M	P				Full depth longitudinal cracking. Debonding at 1.75 inches.
85	4.335	SS	R3	Y		1.0	1.6	1.5							4.1			10.1							F				Raveling.
86	4.457	TL/CO	R3	Y		1.1	3.3								4.4			9.3			2.0	C		M	F				Longitudinal cracking.
87	4.468	SS	R3	Y		1.2	2.6								3.8			12.2							F				Raveling.
88	4.513	ML	R3	Y		1.0	2.5								3.5			10.5							G				Raveling.
89	4.620	S	OR	N		1.2		1.2							2.4			5.1							G				Possible roadway seam.
90	4.706	ML	R3	Y		1.4		2.4							3.8			11.2			3.0			S	P				Rutting and longitudinal cracking.
91	4.989	S	OR	N		1.6		0.6							2.2			5.6							G				
92	5.065	SS	R2	Y		1.6		2.1							3.7			9.4							G				Light raveling and drag marks.
93	5.246	TL/CO	R1	Y		1.2	1.8								3.0			11.3			3.0	C		M	P				Full depth combination cracking.
94	5.261	S	OR	N		1.4	1.6	2.0							5.0			10.0							G				
95	5.275	SS	R1	N		1.0	2.0	2.8							5.8			10.4			3.0	C		S	P				Chunk of core missing due to cracking.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	

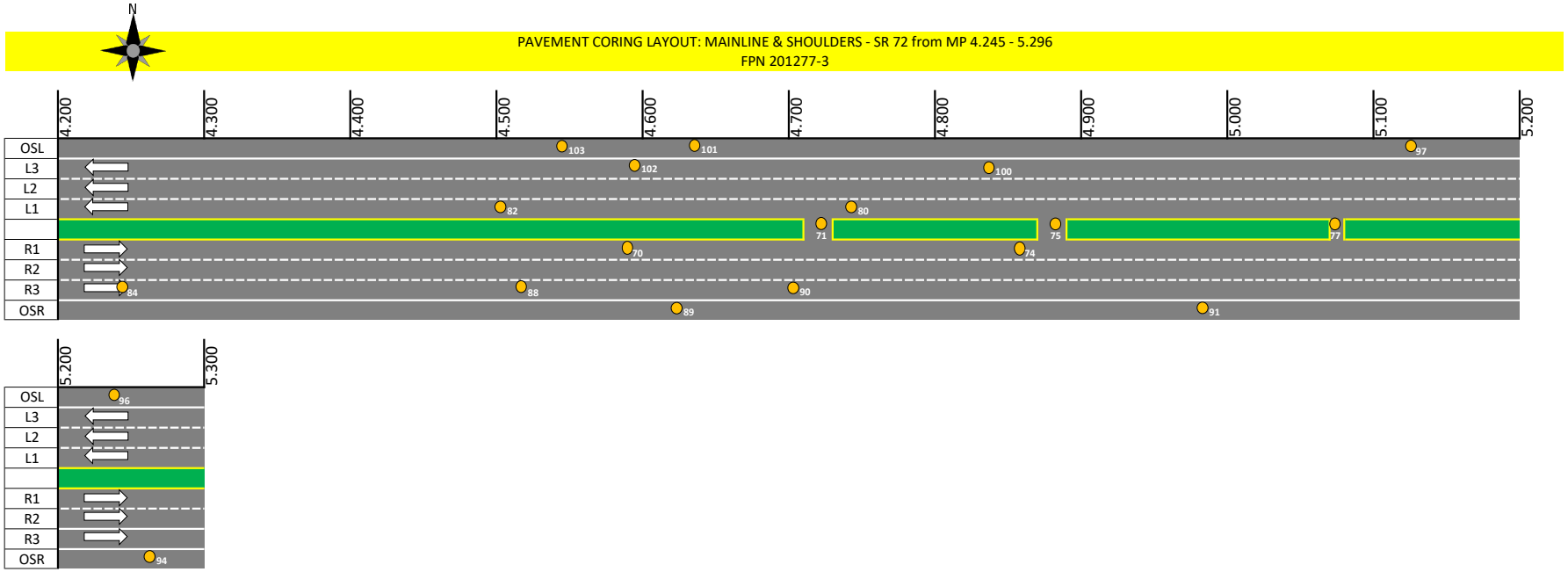
All Cores

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	RUT DEPTH - LWP (IN)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
					FC5	FC9.5	SP1C	S	BIND							LR	ABC-1	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT					
96	5.238	S	OL	N		1.1	0.7								1.8			10.4		14.1					G				
97	5.123	S	OL	N		1.8		1.2							3.0			13.0							G				
98	5.098	TL/CO	L2	N		1.5		1.5							3.0			11.7							G				
99	5.070	SS	R2	N		1.0	3.1								4.1			12.0							F				Large drag marks.
100	4.836	ML	L3	Y		1.5		1.7							3.2			11.5			3.2	C		S	F				Full depth combination cracking. Cracked base.
101	4.633	S	OL	N		1.0		1.2							2.2			7.0							G				
102	4.598	ML	L3	N		1.4		1.6							3.0			9.5		11.5	1.8	C		M	P				
103	4.540	S	OL	N		1.4	2.1								3.5			11.5							F				
104	4.500	TL/CO	L3	N		1.1	2.9								4.0			11.2							F				Raveling.
105	4.478	SS	L3	N		1.7	1.7								3.4		8.0								F				Raveling.
106	4.360	TL/CO	L3	Y		1.2	3.4								4.6			11.5			2.5	C		M	F				
107	4.345	SS	L3	N		1.6	3.4								5.0		9.2								G				
108	4.277	SS	L3	Y		1.0		1.4							2.4			11.6			2.4	C		S	P				Full depth combination cracking. Core in pieces.
AVERAGE					***0.94***	***1.25***	***2.00***	***1.89***	***0.30***						***3.60***	***9.19***	***5.04***	***10.69***	***9.09***	***11.58***	***2.75***								
MAX					***1.50***	***1.90***	***4.10***	***3.10***	***0.30***						***6.10***	***16.30***	***9.20***	***13.00***	***9.70***	***18.00***	***5.10***								
MIN					***0.40***	***0.60***	***0.70***	***0.60***	***0.30***						***0.70***	***4.00***	***1.90***	***5.10***	***8.60***	***6.00***	***0.60***								
LAYER COEF.					***0.00***	***0.25***	***0.25***	***0.25***	***0.20***							***0.18***	***0.14***	***0.18***	***UNKW***	***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).
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 measured in the center of the lane.
5. 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	S - Shoulder
IL - Inside Left Shoulder	IR - Inside Right Shoulder	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane	SS - Side Street
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	
G - Gore							

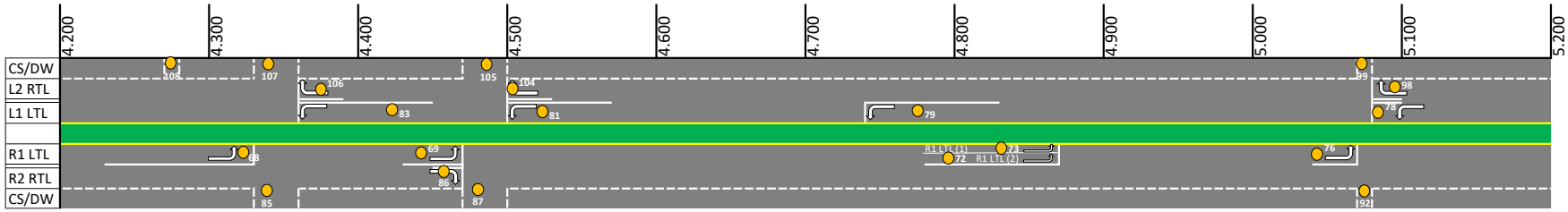


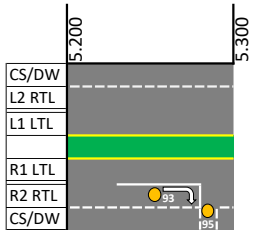
NOTES

NOT TO SCALE
MILEPOSTS ARE APPROXIMATE
REFER TO PECCD TABLES FOR ADDITIONAL LOCATION DATA

Coring Layout does not include FDOT cores taken in 05/2018

PAVEMENT CORING LAYOUT: TURN LANES & SIDESTREETS - SR 72 from MP 4.245 - 5.296
FPN 201277-3





NOTES

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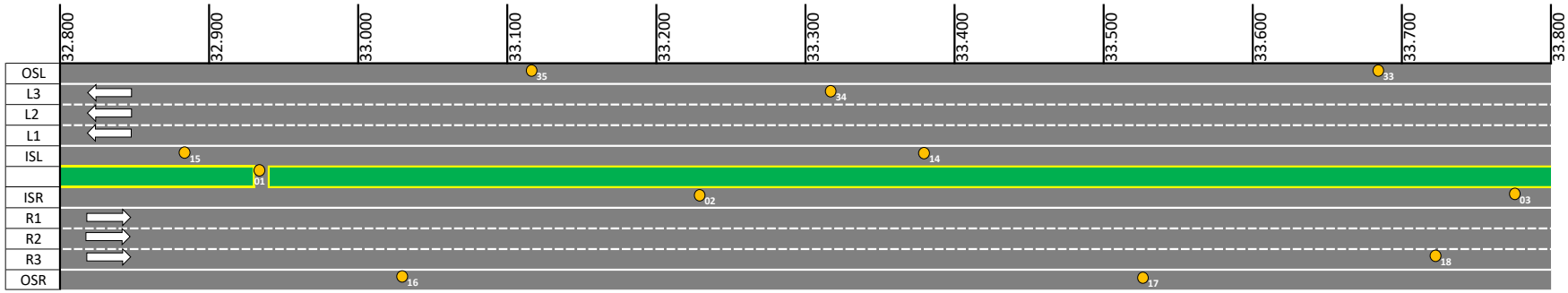
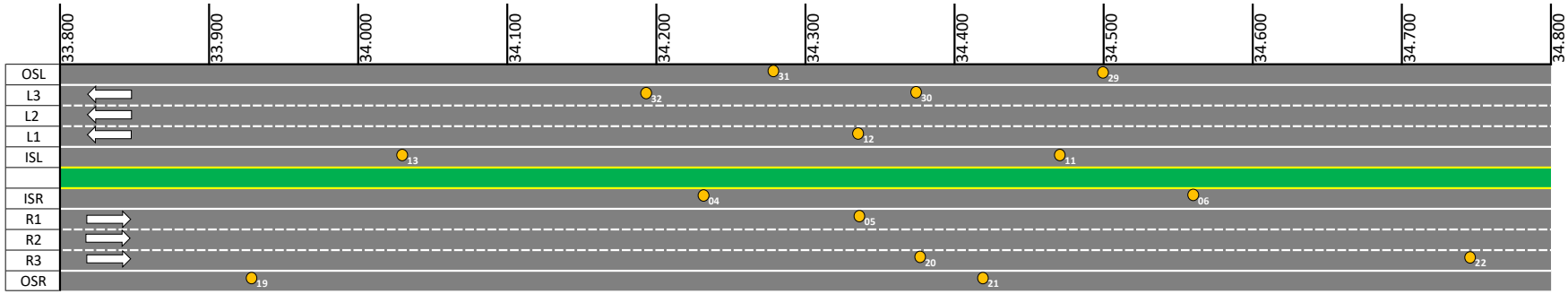
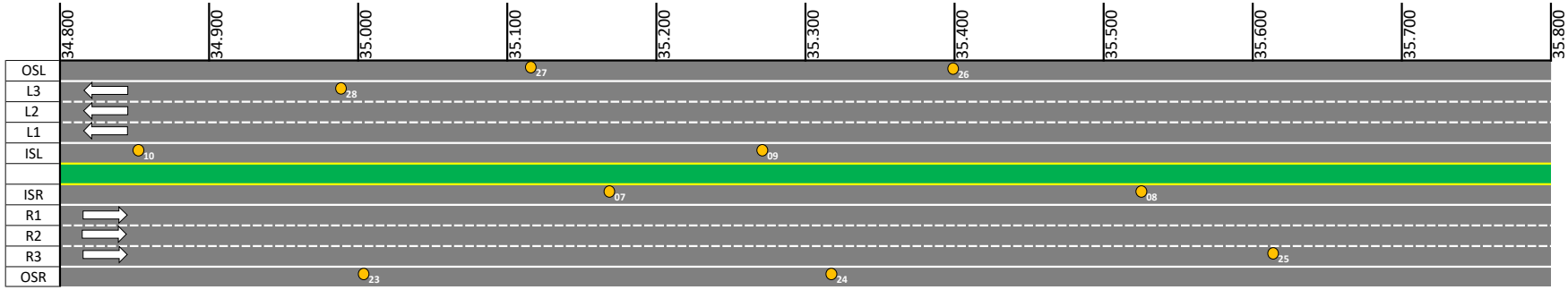
REFER TO PECCD TABLES FOR ADDITIONAL LOCATION DATA

Coring Layout does not include FDOT cores taken in 05/2018

PAVEMENT CORING LAYOUT: MAINLINE & SHOULDERS - SR I-75 from MP 32.880 - 35.708
FPN 201277-3







NOTES

NOT TO SCALE
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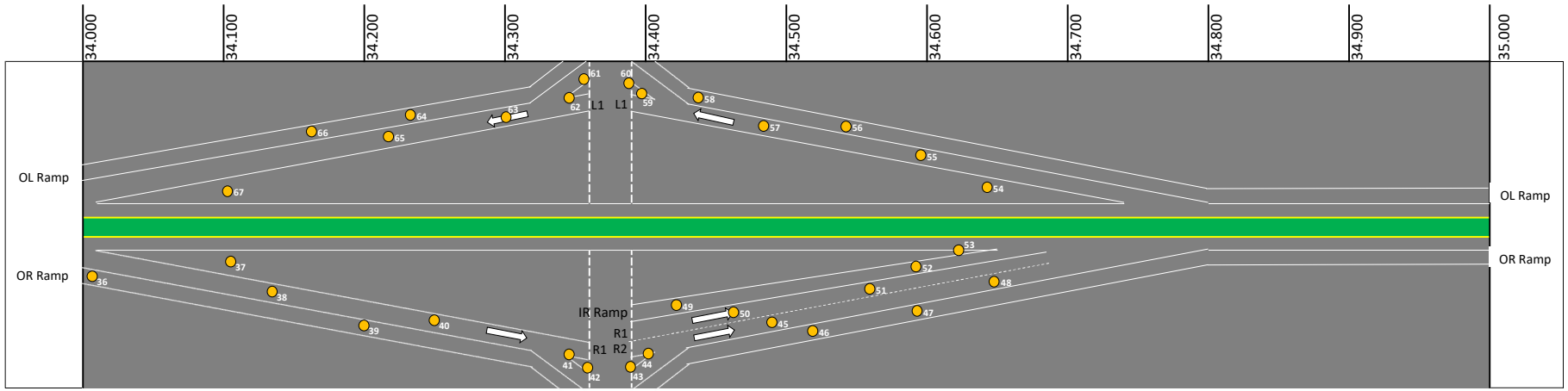
Coring Layout does not include FDOT cores taken in 05/2018

PAVEMENT CORING LAYOUT: RAMPS - I-75 at SR 72 (Clark Road) Interchange
FPN 201277-3



NOTES

NOT TO SCALE
MILEPOSTS ARE APPROXIMATE
REFER TO PECCD TABLES FOR ADDITIONAL LOCATION DATA

Coring Layout does not include FDOT cores taken in 05/2018