Maine Department of Transportation
Highway Program

GEOTECHNICAL SERIES 100 REPORT

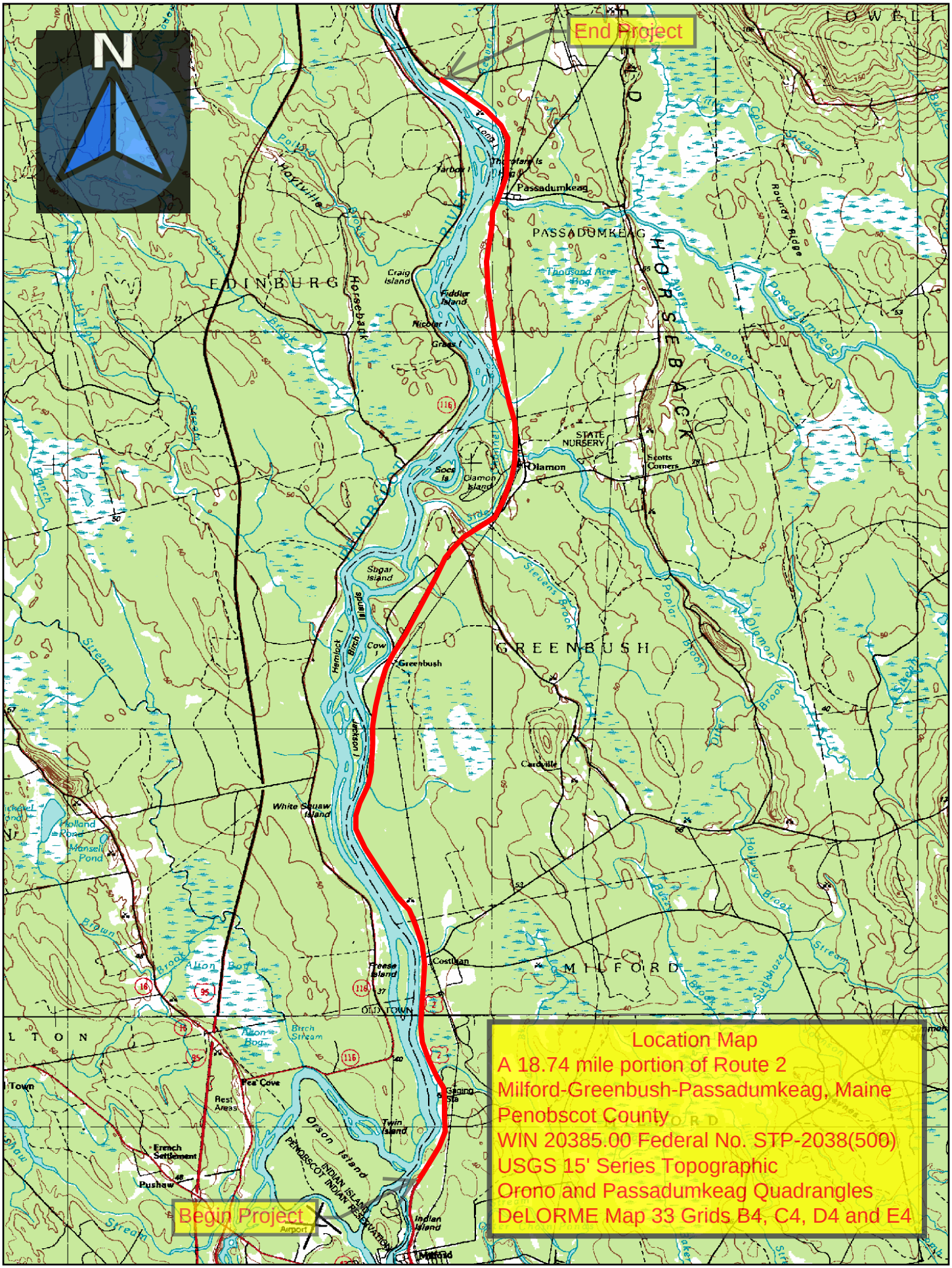
Route 2
Milford, Greenbush, Passadumkeag, Maine

Prepared by:
Scott A. Hayden, C.G.
Soils Research Scientist

Penobscot County

WIN 020385.00
Fed Project #: STP-2038(500)
February 11, 2014

Soils Report No. 2014-111
TEDOCS # 1351382



Map Scale 1:125000

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Highway Program

Brad Foley, Program Manager

Memorandum

DATE: February 11, 2014

TO: Shawn Davis **DEPT:** Region 4, Highway

FROM: Scott A. Hayden **DEPT:** Highway Program

SUBJECT: Geotechnical Pavement Assessment Report No. 2014-111
Milford, Greenbush, Passadumkeag, Route 2, WIN 020385.00

Project Information

A geotechnical pavement assessment investigation has been completed for the preservation of an 18.4 mile segment of Route 2 in the towns of Milford, Greenbush, and Passadumkeag. The investigation begins 0.76 miles northeast of the intersection of Route 178 and Route 2 in Milford and extends 19.2 miles northeasterly to 1.08 miles west of the Old County Road. A start station of 10+00 (RLM 157.22) was designated in the field by Region 4 personnel corresponding to an existing pavement joint adjacent the Milford Motel. All references to stationing in this report are based on stationing determined in the field using a vehicle mounted distance measuring instrument (DMI).

The scope of this geotechnical investigation was limited to the collection of falling weight deflectometer (FWD) data, ground penetrating radar (GPR) data and the cutting of pavement cores.

Existing Pavement Data

The existing roadway consists of two 12-foot travel lanes and variable width (5' – 8') paved shoulders. Pavement distress is considered low to moderate consisting primarily of cracking (fatigue, block, transverse, longitudinal) and rutting. It is anticipated that this pavement distress is due to frost effects, traffic loading, and fatigue.

<u>ARAN Data Summary</u>

A summary of the 2012 ARAN data is presented in Table 1 below. A complete listing of the ARAN data is presented on the Pavement Performance Assessment Summary (PPAS) found at the back of this report.

Table 1: Summary of 2012 ARAN Pavement Data

ARAN Pavement Data	Range	Average
Pavement Condition Rating (PCR)	1.65 – 4.09	3.16
International Roughness Index (IRI)	65 - 186	110
Rut Depth (left)	0 " – 0.2"	0.05"
Rut Depth (right)	0 " – 0.4"	0.18"

Pavement Condition Rating (PCR)

PCR is defined as the composite condition of the pavement on a roadway. The PCR is compiled from the severity and extent of pavement distresses such as cracking, rutting, and ride quality. The rating system uses a scale of 5.00 (perfect) to 0.00 (fully deteriorated). The PCR is the condition of the pavement only, not necessarily a reflection of the condition of the roadway base structure. A description PCR rating follows:

Scale Value	Scale Rating	Description
5	Excellent	New or nearly new pavements. Free of cracks, patches or rutting.
4	Good	Pavements exhibit little to no visible signs of surface deterioration. Evidence of initial cracking or rutting.
3	Fair	Visible defects including moderate cracking, distortion and rutting. Some patching may now be present.
2	Poor	Pavement deterioration consisting of advanced cracking and severe distortion. Extensive patching and rutting also present.
1	Very Poor	Extremely deteriorated pavements. Defects include severe cracking, distortion, rutting and typically very extensive patching.

The PCR rating for this project ranges from 1.65 – 4.09 with an average PCR of 3.16. The PCR rating is low (<3.5) between stations 10+00 – 444+00, 504+00 – 752+00, 883+00 – 943+50 and 973+00 – 997+00. The poorest values (< 3) were encountered between stations 10+00 – 63+00, 191+00 – 396+00, and 713+00 – 742+00. The lowest value (1.65) was encountered between stations 10+00 – 14+00.

International Roughness Index (IRI)

Ride quality is expressed in terms of International Roughness Index (IRI) and is measured in inches per mile. IRI is a measurement of the inches of vertical displacement experienced by a vehicle in a mile of roadway. The lower the IRI, the smoother the ride will be. A description IRI scale follows:

IRI Value (In./mile)	**Ride Rating**
< 100	Good Ride
100 - 170	Fair Ride
> 170	Poor Ride

The IRI value for this project ranged between 65 - 186 in/mile with an average IRI value of 110 in/mile. The IRI ride rating is generally acceptable (< 150) throughout most of the project. However between stations 10+00 – 14+00, 305+00 – 307+00, and 360+00 – 374+00 the ride rating diminishes slightly with values greater than or equal to 150. The poorest ride rating (186) was encountered between stations 10+00 – 14+00.

Wheel Path Rutting Values

Wheel path rutting is present along the project site but the rutting is less than 0.5 inches. Rut depths varied from 0” – 0.4” with the greatest rutting present in the outside wheel path between stations 305+00 – 307+00, and 360+00 – 374+00.

Existing HMA Thickness

Existing pavement thickness estimates have been provided based on pavement coring and ground penetrating radar data.

Coring Data – Fifty-five pavement cores were obtained using a stand mounted, Milwaukee electric coring drill, utilizing a 4" thin wall core bit. Pavement cores were drilled at stations 40+00, 100+00, 125+00, 210+00, 255+00, 320+00, 365+00, 430+00, 520+00, 585+00, 620+00, 700+00, 735+00, 785+00, 830+00, 880+00, 929+00, 950+00 and 998+00 (See attached pavement core summary sheet). The cores were transported to the Bangor Lab where they were photographed and stored. Photographs of the cores are included at the back of this report as part of the GPR documentation. A summary/comparison of the existing pavement thickness derived from coring data verses the GPR data is shown below in Table 2.

GPR Data – The GPR data confidence level is "fair" for this project. GPR reflection layers are described as moderately strong over some of the project and layer depths correlate fairly well with known pavement depths obtained from pavement cores. GPR data was collected at 1 foot intervals in the left and right wheel path of both the east and west bound lanes. Pavement thickness estimates were developed using Geophysical Survey Systems Inc. (GSSI) RADAN GPR Data Processing Software. Where available, pavement core thicknesses were used to ground truth the GPR data. The GPR pavement estimate data is presented on the attached GPR Estimated Pavement Thickness summary sheets as an average pavement thickness every 50' for each travel lane. A spread sheet containing the GPR data at 1 foot intervals is also available at Y:\20385\00\GEOTECH\MSTA\GPR Data.

Based upon coring and GPR reflections macadam may be present beneath the HMA surface between stations 753+00 and 914+00.

A summary/comparison of the existing pavement thickness derived from coring data verses the GPR data is shown below in Table 2.

Table 2: Pavement Thickness Summary/Comparison

	Travel		**Shoulder**	
	Westbound	**Eastbound**	**Westbound**	**Eastbound**
Pavement Core Data				
Range of Thickness	6.0" – 10.0"	6.25" – 12.0"	3.75" – 8.0"	4.0" – 7.75"
Average Thickness	8.4"	8.2"	5.0"	5.9"
Ground Penetrating Radar Data				
Range of Thickness	4.4" – 13.0"	4.0" – 13.5"	-	-
Average Thickness	7.7"	7.7"	-	-

Existing Concrete Pavement

A 20-foot wide by 7-inch thick concrete pavement layer is anticipated to be present directly beneath the existing HMA layer between stations 10+00 and 60+90. These conclusions are based on coring information and GPR data.

FWD Results

FWD data was collected every 500 feet for the entire length of the investigation area. FWD data was collected in the outside wheel path of the right lane (eastbound). An FWD analysis was not completed between stations 10+00 to 60+00 because of the presence of a buried concrete pavement surface. A summary of the FWD analysis is shown below in Table 3.

FWD Analysis

An FWD analysis was conducted using the following variables:

Design Life: 12	Future 18-kip P2.5 ESALs (Design Life)
Initial Serviceability: 4.5	Terminal Serviceability: 2.5
Reliability Level: 90	Overall Standard Deviation: .45

A Future 18-kip P2.5 ESAL of 2,360,820 was used for the FWD analysis from station 65+00 to 245+00. A Future 18-kip P2.5 ESAL of 849,720 was used for all remaining FWD tests.

Pavement depths used for DARWin analysis were taken from Ground Penetrating Radar Summary sheet included at the back of this report. Actual gravel depths are unknown. An assumed gravel depth of 24 inches was used for the DARWin analysis.

Table 3: FWD Analysis Summary

Design Variables	% Passing	Range	Average	75th Percentile
Existing SN exceeds Future SN	100 %			
Pavement Modulus (psi)		44,319 – 301,628	116,431	86,660
Subgrade Resilient Modulus (psi)		3,068 – 15,499	6,009	4,820

Existing Structural Number - The existing structural number exceeds the future structural number throughout the project.

Low Subgrade Resilient Modulus Values – A typical M_r value for a roadway built to a modern standard would range between 5000psi to 9000psi. However, several isolated areas along this project have relatively low M_r values (≈ 4000 psi or less). These lower values may indicate a change in subgrade soil conditions such as an increase in water content. These lower values were encountered between stations 312+50 – 332+50, 362+50 – 372+50, 462+50 – 482+50, 612+50 – 617+50, 712+50 – 722+50, and 912+50 – 917+50.

High Subgrade Resilient Modulus Values – Very high (>10,000psi), subgrade resilient modulus values (M_r) were encountered at several locations along the project site. These elevated values may indicate the presence of a relatively shallow bedrock surface.

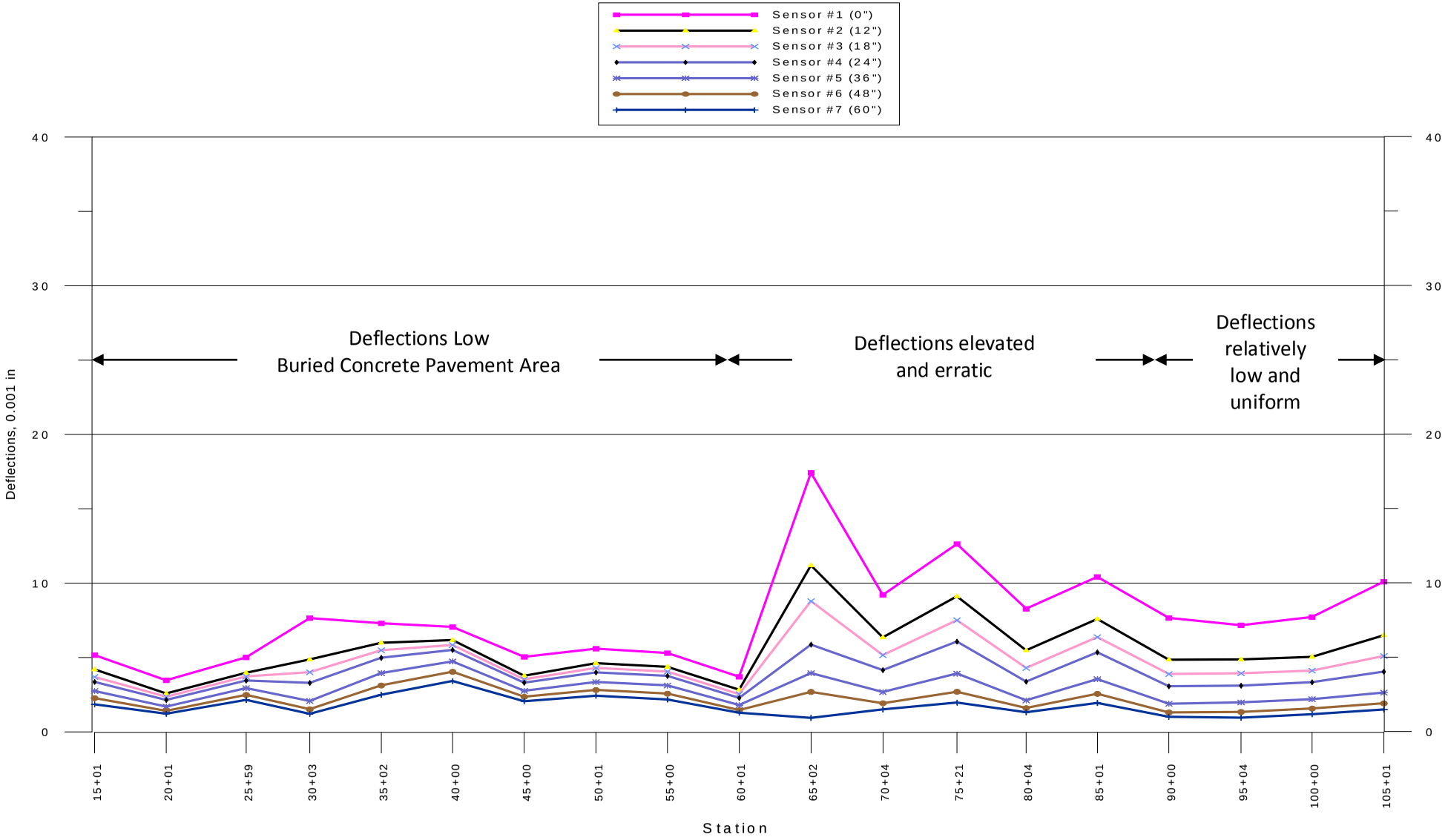
FWD Deflection Plots and Interpretation

FWD deflection plots are a graphical presentation of the numerical deflection values measured in mils (thousandth of an inch) obtained from the 7 recording sensors during testing. The plots are one of a combination of geotechnical tools used when assessing the existing pavement and subsurface soil conditions and relative pavement performance. Variation in the deflection plots can indicate changes in the pavement and subsurface soil conditions and ultimately the existing and future pavement performance expectations. Low (<10mils) and uniform deflections generally indicate uniform and more favorable subgrade conditions. When deflections increase and/or become less uniform, this is commonly the result of less favorable pavement and subsurface conditions and/or changes in the soil conditions such as soil type, layer thickness, silt content, plasticity and water content. Changes in deflections are generally further examined and understood through the use of subsurface explorations. The deflection plots for this project are included on the following pages.

MaineDOT

FWD DEFLECTION DATA

WIN/Town:	020385.00 - Milford, Greenbush, Passadumkeag			Reported By:	COLSON, STEPHEN W		
Route:	2	PMS Route Code:		Tested:	6/19/2013	Reported:	1/27/2014
Comments:	Deflection comments provided by Scott Hayden						



MaineDOT

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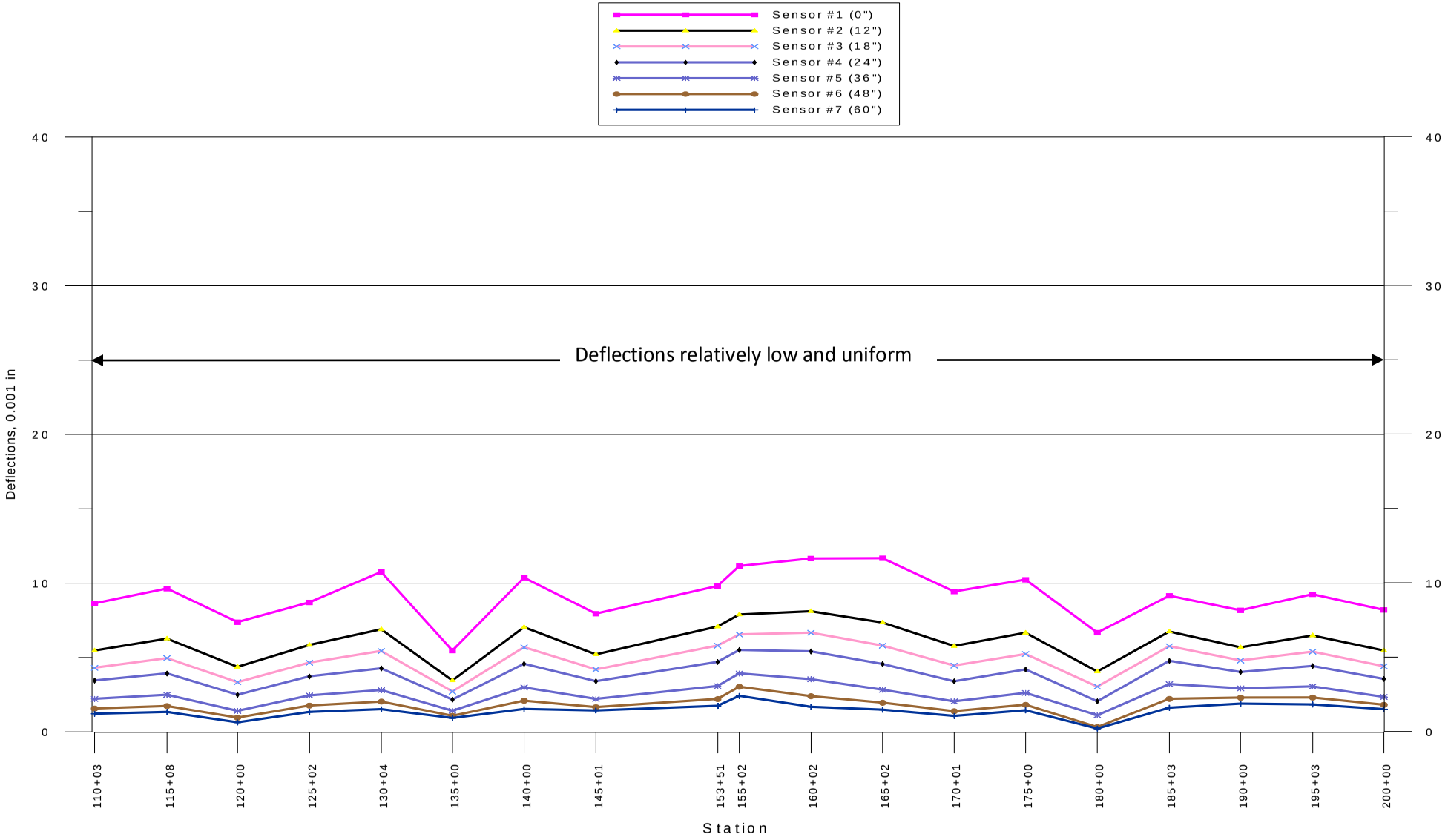

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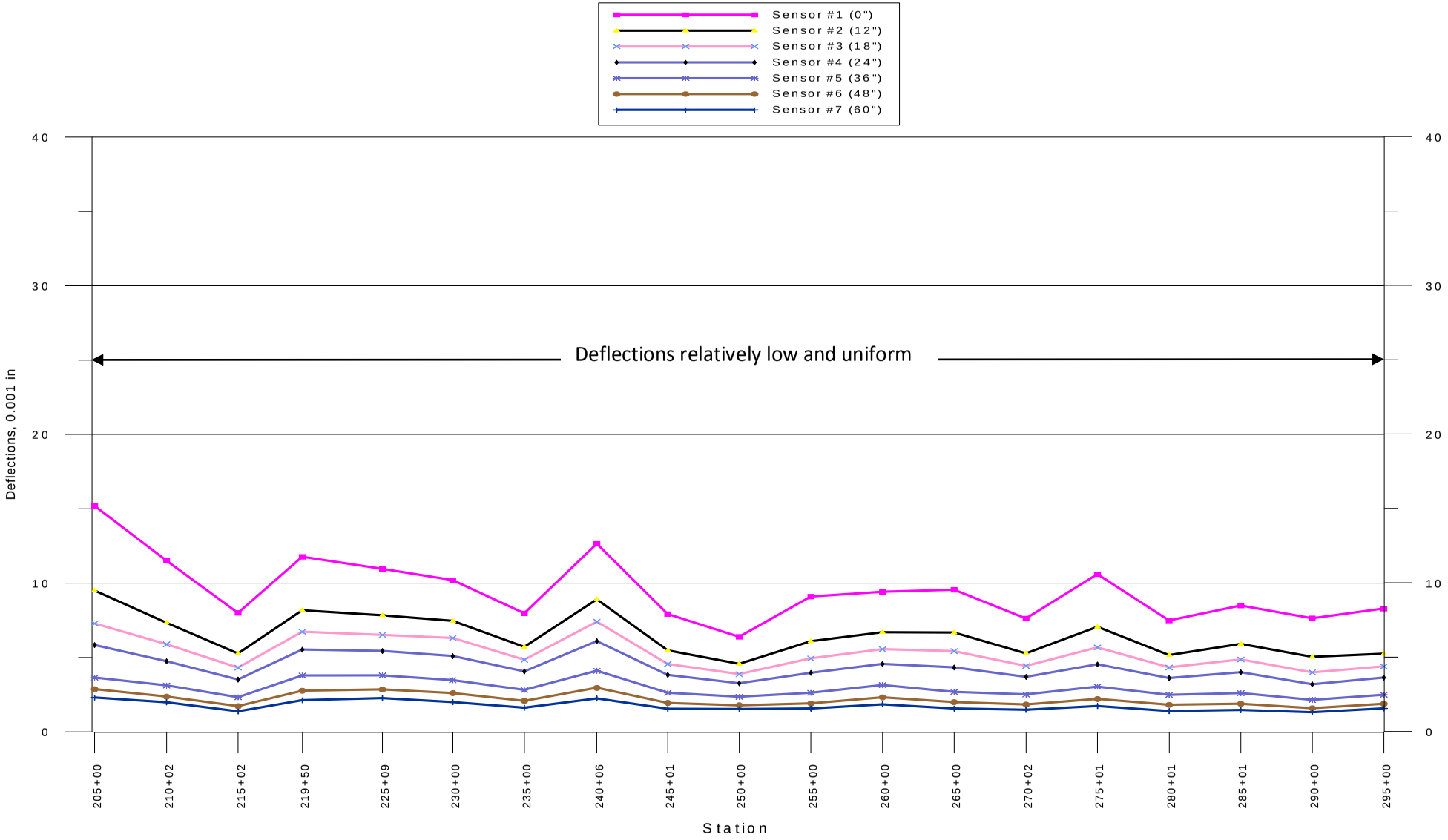

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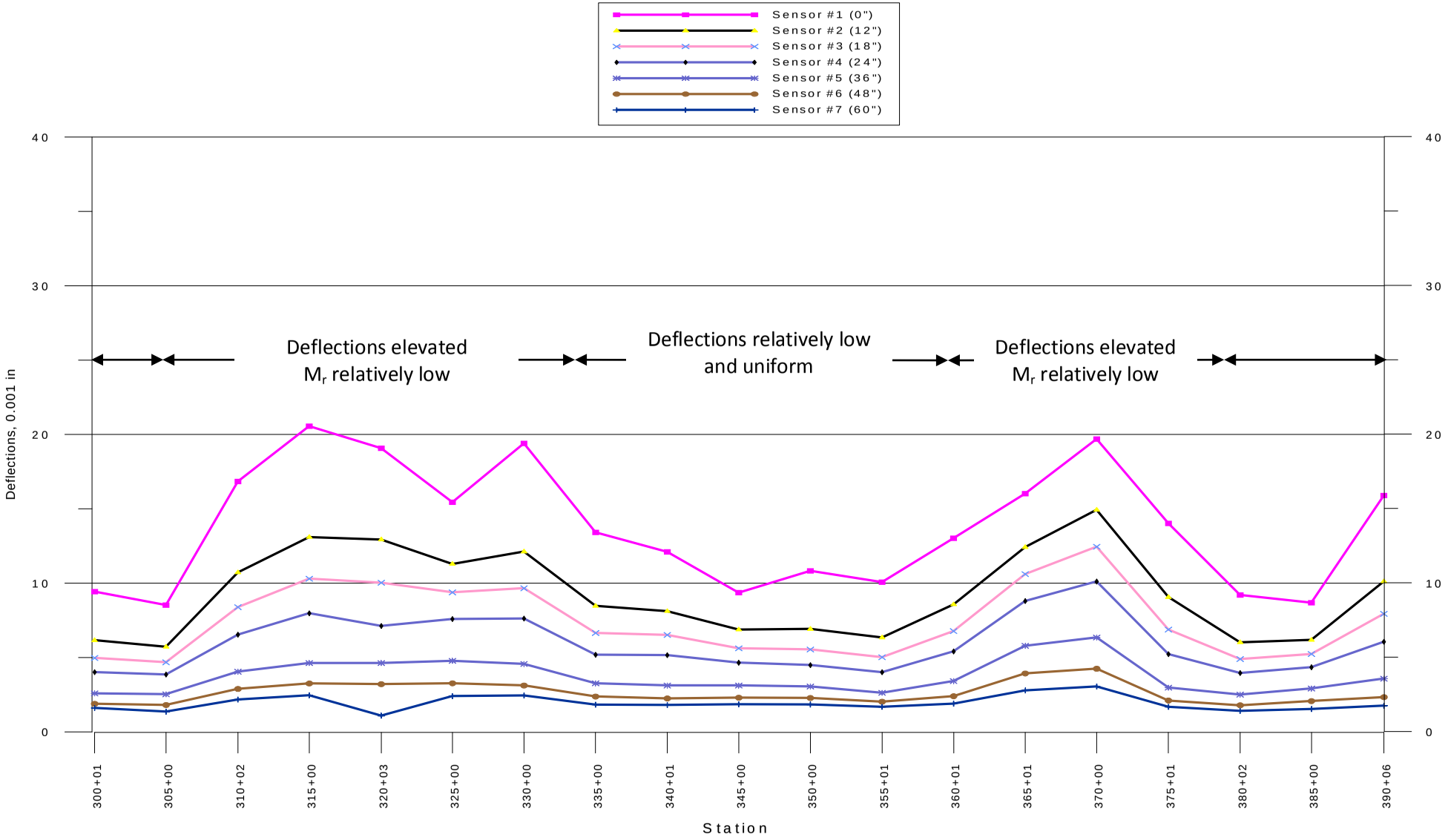

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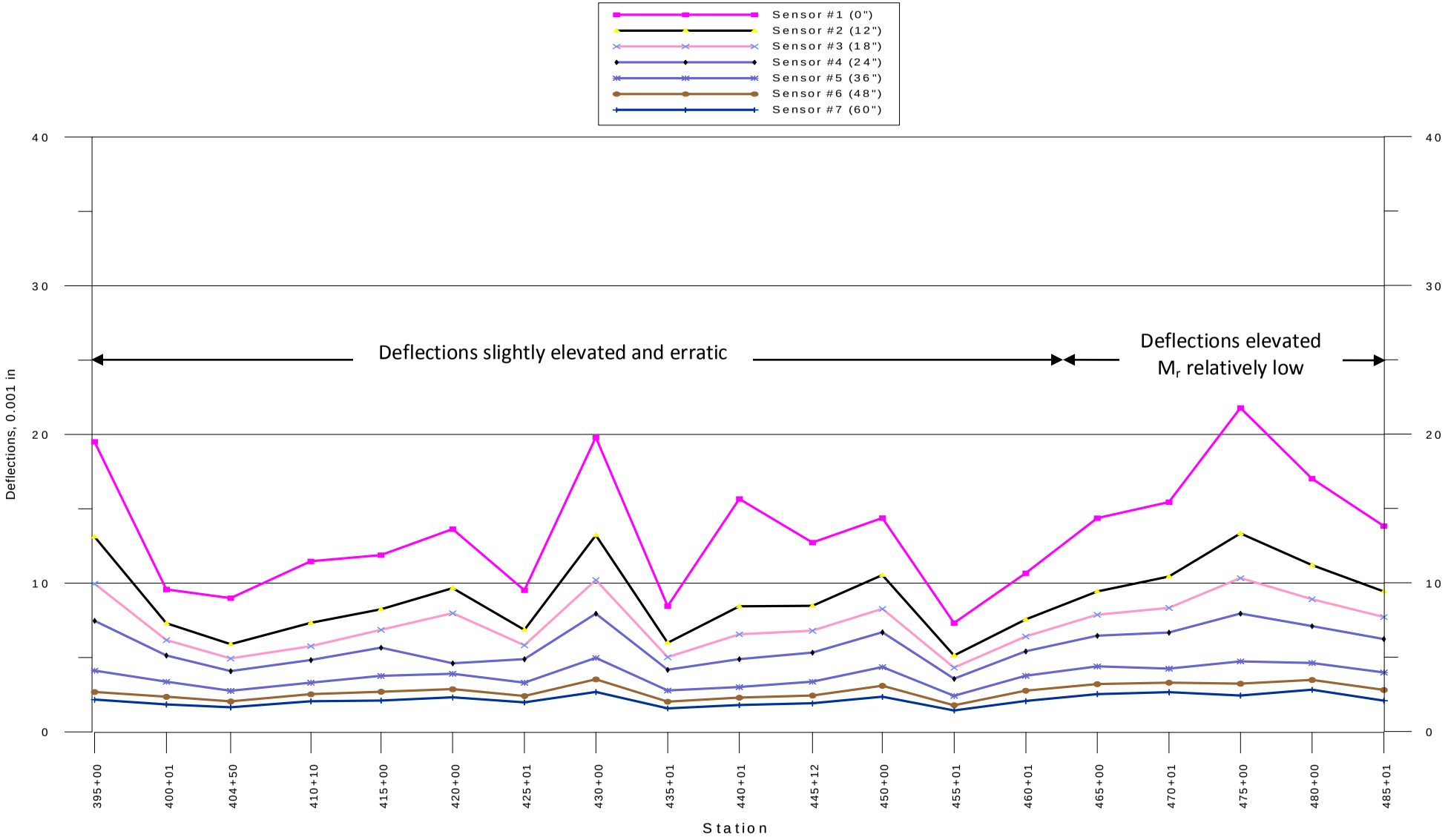

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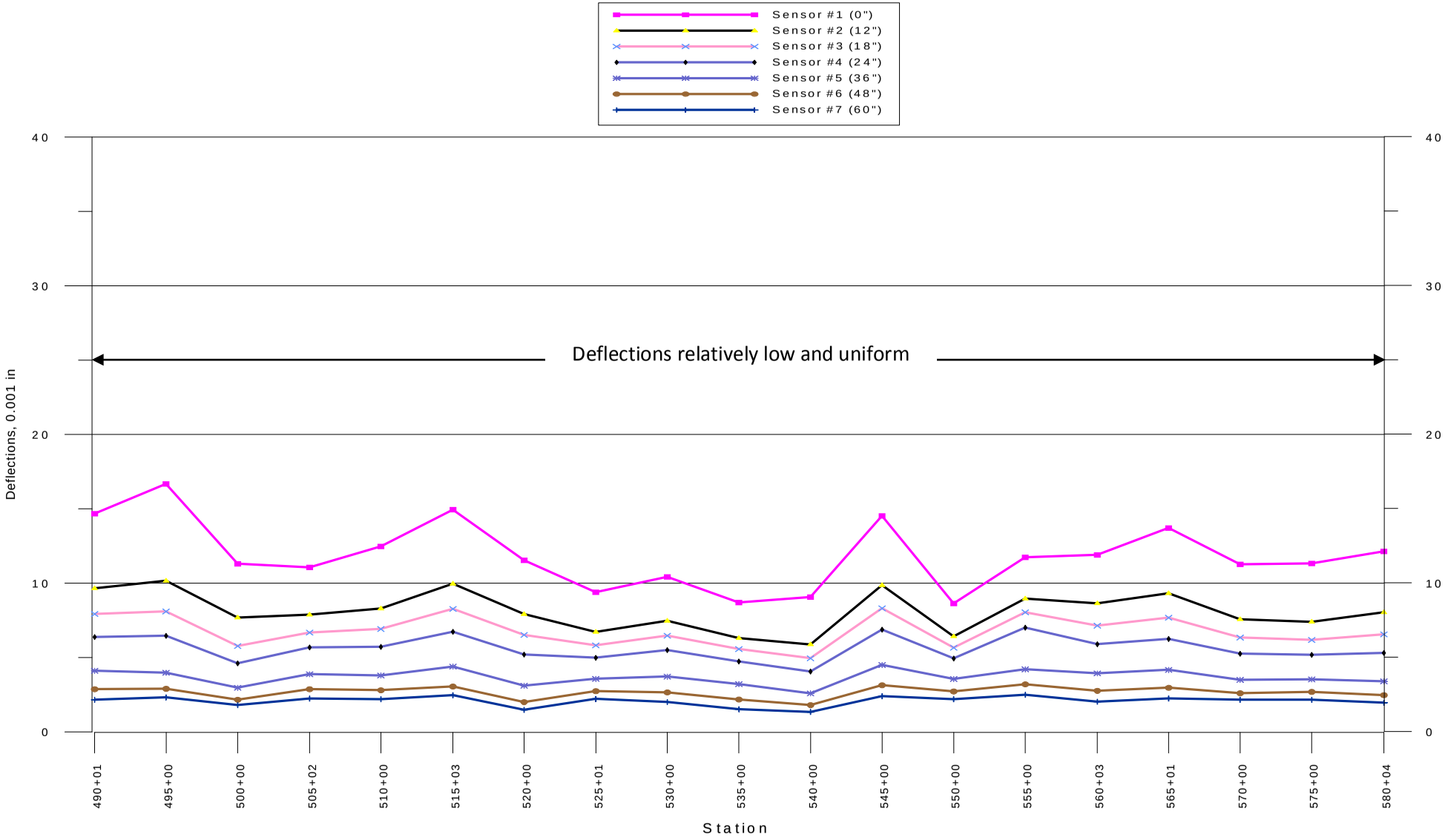

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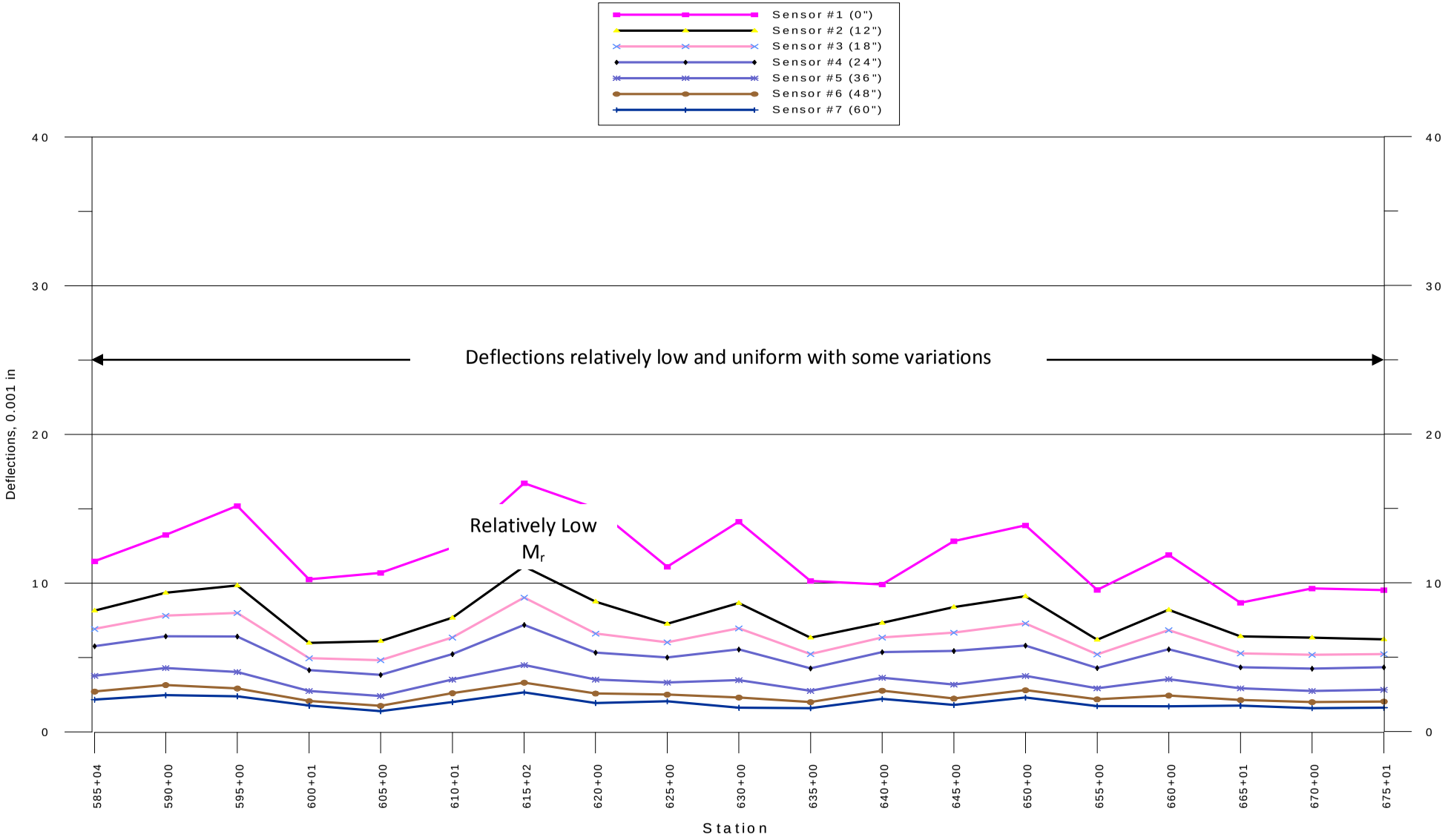

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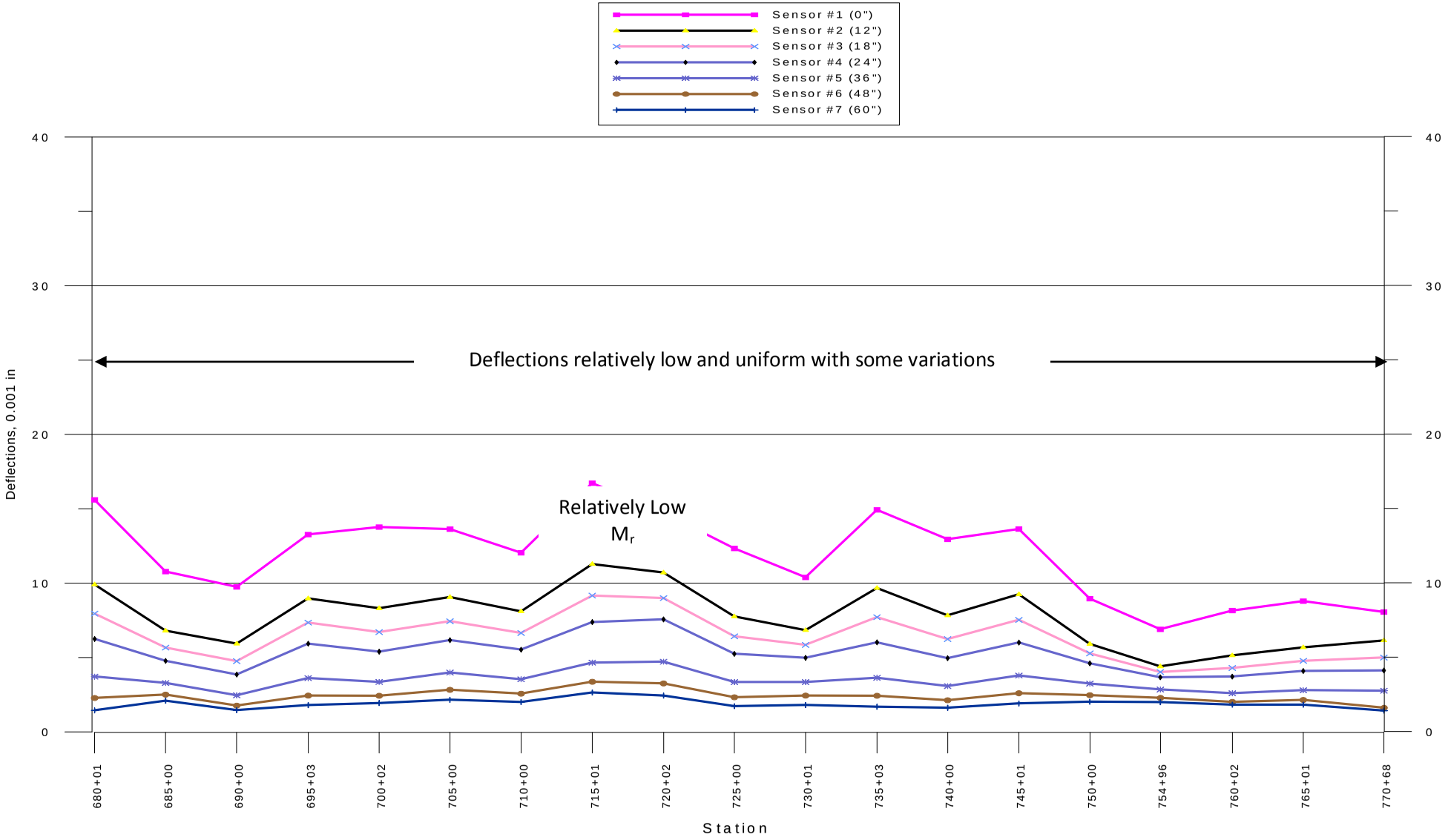

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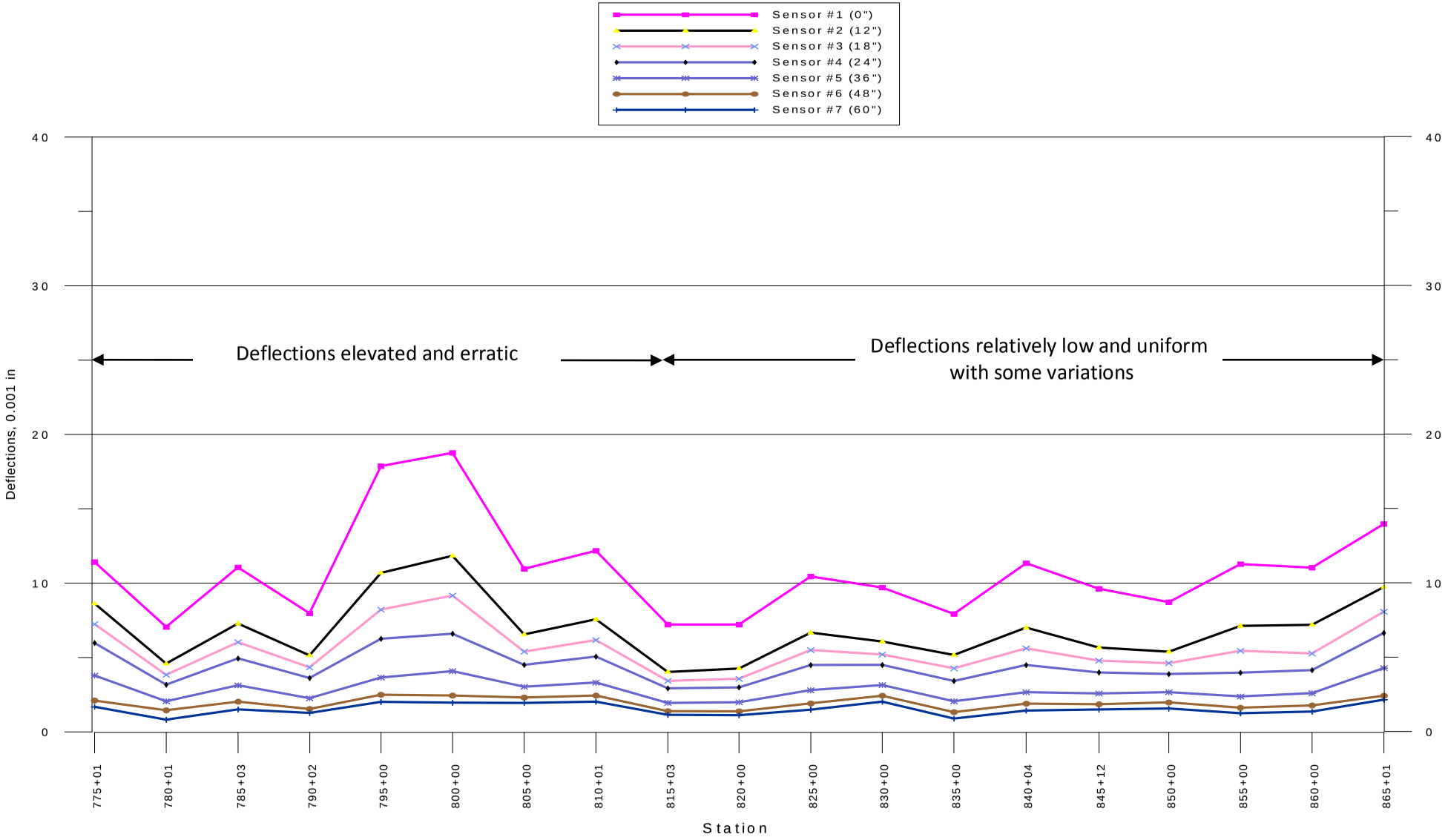

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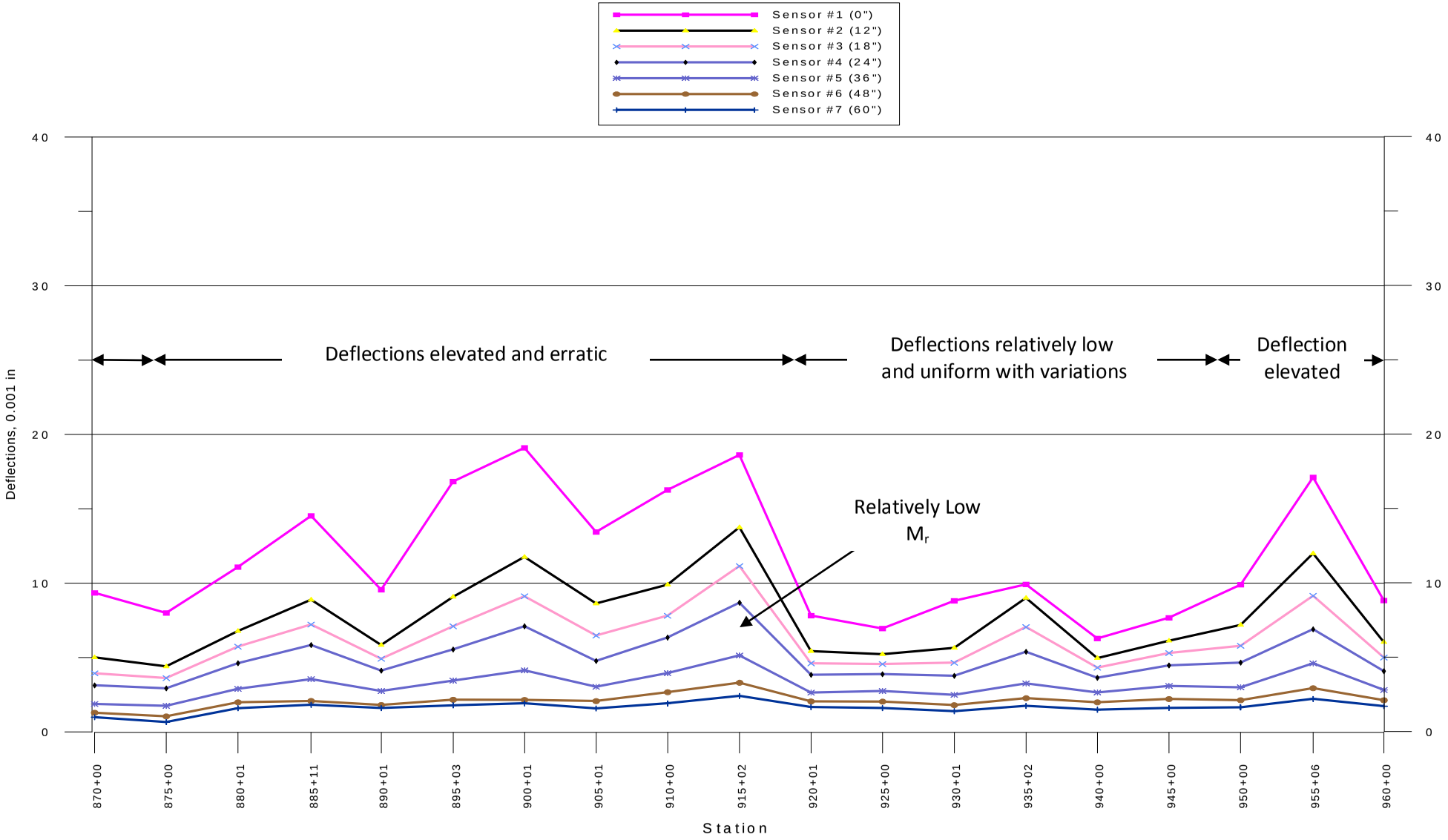

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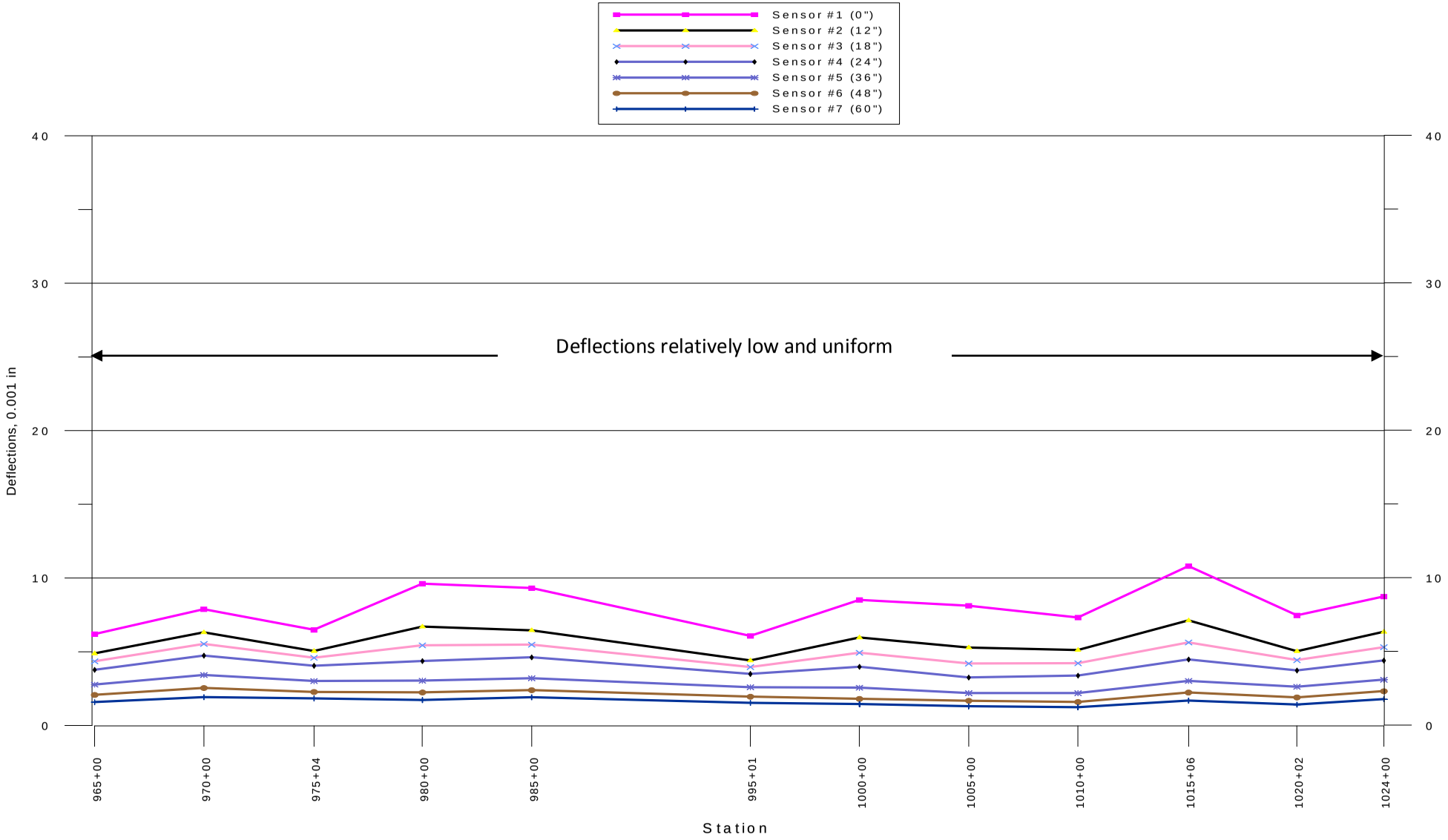

A Pavement Performance Assessment Summary (PPAS) has been provided for this project. The PPAS is a relative performance evaluation tool produced utilizing data obtained from FWD and ARAN testing. The data utilized from the FWD includes the deflections, existing structural number, and future structural number. The data utilized from the ARAN include the Pavement Condition Rating (PCR), International Roughness Index (IRI), and rutting depths from both wheel paths.

The purpose of the PPAS is to highlight relative differences in the existing roadway conditions/performance. Areas that are performing relatively better may require less substantial rehabilitation needs and may be at lower risk of existing/future pavement failure. Areas that are performing relatively worse may require more substantial rehabilitation needs and may be at higher risk of existing/future pavement failure. If substantial segments of a project are identified as having considerable performance differences, variable rehabilitation measures can be considered for each of these areas. The use of variable rehabilitation measures along a project may better meet the engineering needs along the project and may result in a reduction of overall cost.

Six potential performance criteria are used to develop the PPAS. An explanation of the six criteria used to create the PPAS is included at the back of the PPAS. The Pavement Performance Assessment Summary follows on the next page.

Based on Pavement Performance Assessment Summary a relative pavement condition/risk assessment is provided by station in the Table 4 below. The poorest roadway condition areas (relative) are listed first at the top of the table. Relative roadway conditions improve as one proceeds down the table. Please refer to the Pavement Performance Assessment Summary Sheets on the following pages for a complete listing of performance measurements. See Table 4 below and the PPAS on the following pages.

The worse area(s) along this project (3 deficiencies) are between stations: 302+50 – 332+00 and 361+00 – 380+00. General areas with 2 deficiencies include 10+00 – 14+00, 62+00 – 69+00, 204+00 – 207+00, 333+00 – 362+00, 380+00 – 396+00, 426+00 – 442+00, 465+00 – 597+00, 713+00 – 718+00, and 892+00 – 918+00.

Table 4: Relative Performance/Risk Delineation

Improving Roadway Conditions Decreasing Risk	Station	Relative Performance/Risk comments	# of Deficiencies on PPAS
	NA	Poorest Roadway Conditions (relative) Highest Risk Areas (relative)	5-6
	302+50 – 332+00 361+00 – 380+00	Reduced Roadway Conditions (relative) Moderate Risk Areas (relative)	3 - 4
	10+00 – 302+50 332+00 – 361+00 380+00 – 1029+00	Best Roadway Conditions/Performance Lowest Risk Areas	0 - 2

Pavement Performance Assessment Summary Criteria Explanation

1. Existing Structural Number (SN) is less than the Future Structural Number (FWD Data) - If the existing SN is less than the future SN at any station along the project an X will be placed in the corresponding column and the box will be shaded.

2. Increased and/or Non Uniform FWD Deflections (FWD Data) – An X is placed in this column anytime the pavement deflection (1st sensor) is greater than 15 mils, anytime the 2nd sensor is greater than 10 mils, and anytime the deflections become non uniform.

3. IRI > 150 (ARAN Data) – A complete listing of all ARAN IRI values collected for the project are listed on the PPAS in the IRI column. If the IRI value becomes greater than 150 (indicating a reduction in ride performance) for any station the box will be shaded on the PPAS. This information includes the complete data collection from the ARAN inventory for the project rather than just the node data points supplied in projex..

4. PCR < 3.5 (ARAN Data) – A complete listing of all ARAN PCR values collected for the project are listed on the PPAS in the PCR column. If the PCR value becomes 3.5 or less (indicating increased pavement deterioration) for any station the box will be shaded on the PPAS. This information includes the complete data collection from the ARAN inventory for the project rather than just the node data points supplied in projex..

5 & 6. Left Rut Depth / Right Rut Depth (ARAN Data) – A complete listing of all left and right rut depth values collected along the project are listed on the PPAS in the rut depth columns. If the rut depth becomes 0.5" or greater the box will be shaded on the PPAS. This information includes the complete data collection from the ARAN inventory for the project rather than just the node data points supplied in projex..

Deficiency Column - The total number of deficient performance criteria (0 – 6) are totaled and placed in the deficient column (Def) for each station identified in the PPAS. If the total listed becomes 3 or greater the box will then be shaded. Existing and future pavement performance is likely to be reduced in areas exhibiting a greater number in the deficiency column. Additional reclamation measures may want to be considered in these poorly performing areas.

Pavement Performance Assessment Summary

(PPAS)

20385.00 Milford, Greenbush, Passadumkeag

Route 2

		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
								Left	Right		Left		Right		
								(in.)	(in.)			ft		ft	
10+00	157.22	2	7			1.65	186	0.1	0.3	2012	Gravel	4	Gravel	4	2008
10+53	157.23	2	7			1.65	186	0.1	0.3	2012	Paved	6	Curb	6	2008
11+06	157.24	2	7			1.65	186	0.1	0.3	2012	Paved	6	Curb	6	2008
11+58	157.25	2	6			1.65	186	0.1	0.3	2012	Paved	6	Curb	6	2008
13+70	157.29	2	7			1.65	186	0.1	0.3	2012	Paved	6	Curb	6	2004
15+81	157.33	1	7			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
16+34	157.34	1	7			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
16+86	157.35	1	7			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
18+98	157.39	1	9			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
19+50	157.4	1	8			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
20+03	157.41	1	7			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
25+31	157.51	1	5			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
26+37	157.53	1	7			2.61	111	0	0.2	2012	Paved	6	Curb	6	2004
26+90	157.54	1	7			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
28+48	157.57	1	6			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
29+54	157.59	1	6			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
31+12	157.62	1	7			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
31+65	157.63	1	6			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
33+76	157.67	1	5			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
35+34	157.7	1	6			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
36+93	157.73	1	7			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
37+98	157.75	1	7			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
39+04	157.77	1	6			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
41+15	157.81	1	7			2.61	111	0	0.2	2012	Paved	6	Paved	6	2004
42+21	157.83	1	6			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
42+74	157.84	1	6			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
44+32	157.87	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
46+43	157.91	1	6			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
49+60	157.97	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
55+94	158.09	1	6			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
56+46	158.1	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
58+05	158.13	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
58+58	158.14	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
59+10	158.15	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
60+69	158.18	1	7			2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
63+00	158.22	2	4		X	2.37	134	0	0.3	2012	Paved	6	Paved	6	2004
68+61	158.33	2	4		X	3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
69+14	158.34	1	5			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
80+75	158.56	1	5			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
81+81	158.58	1	6			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
84+45	158.63	1	9			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004

Note: Dates provided for "Year Resurfaced" are provided from ARAN data and have not been verified.
GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

20385.00 Milford, Greenbush, Passadumkeag															
Route 2															
		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
88+14	158.7	1	8			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
89+20	158.72	1	7			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
90+78	158.75	1	8			3.21	107	0	0.2	2012	Paved	6	Paved	6	2004
99+23	158.91	1	7			2.85	141	0	0.3	2012	Paved	6	Paved	6	2004
99+76	158.92	1	8			2.85	141	0	0.3	2012	Paved	6	Paved	6	2004
129+86	159.49	1	9			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
130+38	159.5	1	8			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
144+64	159.77	1	8			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
145+17	159.78	1	8			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
146+75	159.81	1	7			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
147+28	159.82	1	7			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
149+39	159.86	1	0			3.14	98	0	0.1	2012	Curb	2	Curb	2	2004
149+92	159.87	1	0			3.14	98	0	0.1	2012	Curb	2	Curb	2	2004
151+50	159.9	1	11			3.14	98	0	0.1	2012	Curb	2	Curb	2	2004
152+56	159.92	1	8			3.14	98	0	0.1	2012	Curb	2	Curb	2	2004
153+09	159.93	1	8			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
156+26	159.99	1	9			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
157+31	160.01	1	7			3.14	98	0	0.1	2012	Paved	6	Paved	6	2004
160+48	160.07	1	7			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
161+01	160.08	1	8			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
178+43	160.41	1	7			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
178+96	160.42	1	8			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
179+49	160.43	1	8			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
184+77	160.53	1	8			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
185+30	160.54	1	6			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
186+88	160.57	1	6			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
187+94	160.59	1	6			3.09	97	0.1	0.1	2012	Paved	6	Paved	6	2004
191+10	160.65	1	7			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
191+63	160.66	1	6			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
194+80	160.72	1	7			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
195+33	160.73	1	8			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
195+86	160.74	1	7			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
201+14	160.84	1	7			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
201+66	160.85	1	7			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
204+30	160.9	2	6		X	2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
207+00	160.96	2	6		X	2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
217+50	161.15	1	6			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
218+56	161.17	1	8			2.68	131	0.1	0.3	2012	Paved	6	Paved	6	2004
221+73	161.23	1	0			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
222+26	161.24	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
222+78	161.25	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
225+42	161.3	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
232+29	161.43	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
232+82	161.44	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
239+68	161.57	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
242+85	161.63	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004

Note: Dates provided for "Year Resurfaced" are provided from ARAN data and have not been verified.
GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

20385.00 Milford, Greenbush, Passadumkeag															
Route 2															
		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
243+38	161.64	1	7			2.81	88	0	0.1	2012	Paved	6	Paved	6	2004
248+13	161.73	1	8			2.91	108	0	0	2012	Paved	7	Paved	7	2004
249+71	161.76	1	10			2.91	108	0	0	2012	Paved	7	Paved	7	2004
255+52	161.87	1	6			2.91	108	0	0	2012	Paved	7	Paved	7	2004
256+05	161.88	1	6			2.91	108	0	0	2012	Paved	7	Paved	7	2004
276+11	162.26	1	9			2.91	108	0	0	2012	Paved	7	Paved	7	2004
277+17	162.28	1	9			2.74	86	0	0	2012	Paved	7	Paved	7	2004
280+34	162.34	1	10			2.74	86	0	0	2012	Paved	7	Paved	7	2004
280+86	162.35	1	12			2.74	86	0	0	2012	Paved	7	Paved	7	2004
282+98	162.39	1	10			2.74	86	0	0	2012	Paved	7	Paved	7	2004
288+26	162.49	1	9			2.74	86	0	0	2012	Paved	7	Paved	7	2004
288+78	162.5	1	9			2.74	86	0	0	2012	Paved	7	Paved	7	2004
293+01	162.58	1	10			2.74	86	0	0	2012	Paved	7	Paved	7	2004
301+98	162.75	1	10			2.74	86	0	0	2012	Paved	7	Paved	7	2004
302+51	162.76	1	11			2.74	86	0	0	2012	Paved	7	Paved	7	2004
305+15	162.81	3	9		X	2.85	186	0.1	0.4	2012	Paved	7	Paved	7	2004
305+68	162.82	3	10		X	2.85	186	0.1	0.4	2012	Paved	7	Paved	7	2004
306+74	162.84	3	10		X	2.85	186	0.1	0.4	2012	Paved	7	Paved	7	2004
333+14	163.34	2	10		X	3.5	124	0	0.2	2012	Paved	7	Paved	7	2004
333+66	163.35	2	9		X	3.5	124	0	0.2	2012	Paved	7	Paved	7	2004
334+72	163.37	2	11		X	3.5	124	0	0.2	2012	Paved	7	Paved	7	2004
360+59	163.86	2	8			2.94	153	0	0.4	2012	Paved	7	Paved	7	2004
361+12	163.87	2	9			2.94	153	0	0.4	2012	Paved	7	Paved	7	2004
362+18	163.89	3	9		X	2.94	153	0	0.4	2012	Paved	7	Paved	7	2004
374+00	164.11	3	8		X	2.94	153	0	0.4	2012	Paved	7	Paved	7	2004
388+05	164.38	2	8		X	3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
388+58	164.39	2	8		X	3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
389+63	164.41	2	8		X	3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
395+44	164.52	2	7		X	3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
395+97	164.53	2	7		X	3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
408+64	164.77	1	10			3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
409+17	164.78	1	9			3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
412+34	164.84	1	8			3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
412+86	164.85	1	10			3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
413+39	164.86	1	8			3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
413+92	164.87	1	10			3.09	148	0	0.3	2012	Paved	7	Paved	7	2004
415+50	164.9	1	12			3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
416+56	164.92	1	10			3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
420+78	165	1	10			3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
421+31	165.01	1	9			3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
426+59	165.11	2	11		X	3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
429+76	165.17	2	13		X	3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
433+46	165.24	2	12		X	3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
435+57	165.28	1	12			3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
437+68	165.32	2	10		X	3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
438+21	165.33	2	13		X	3.37	105	0	0.3	2012	Paved	7	Paved	7	2004

Note: Dates provided for "Year Resurfaced" are provided from ARAN data and have not been verified.
GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

20385.00 Milford, Greenbush, Passadumkeag															
Route 2															
		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
442+00	165.4	2	10		X	3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
444+02	165.44	1	10			3.37	105	0	0.3	2012	Paved	7	Paved	7	2004
445+07	165.46	1	11			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
446+13	165.48	1	12			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
448+77	165.53	1	11			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
450+88	165.57	1	10			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
451+41	165.58	1	11			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
458+80	165.72	1	11			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
459+33	165.73	1	12			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
460+91	165.76	1	12			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
461+97	165.78	1	11			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
463+55	165.81	1	11			3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
465+00	165.84	2	11		X	3.55	91	0.1	0.2	2012	Paved	7	Paved	7	2004
474+64	166.02	2	11		X	3.74	111	0.1	0.3	2012	Paved	7	Paved	7	2004
482+00	166.16	2	6		X	3.74	111	0.1	0.3	2012	Paved	7	Paved	7	2004
490+00	166.31	1	9			3.74	111	0.1	0.3	2012	Paved	7	Paved	7	2004
492+00	166.35	2	9		X	3.74	111	0.1	0.3	2012	Paved	7	Paved	7	2004
497+00	166.44	2	9		X	3.74	111	0.1	0.3	2012	Paved	7	Paved	7	2004
502+62	166.55	1	9			3.74	111	0.1	0.3	2012	Paved	7	Paved	7	2004
504+21	166.58	1	10			3.46	109	0.1	0.1	2012	Paved	7	Paved	7	2004
512+66	166.74	2	10		X	3.46	109	0.1	0.1	2012	Paved	7	Paved	7	2004
513+71	166.76	2	11		X	3.46	109	0.1	0.1	2012	Paved	7	Paved	7	2004
519+52	166.87	2	9		X	3.46	109	0.1	0.1	2012	Paved	7	Paved	7	2004
522+16	166.92	1	9			3.46	109	0.1	0.1	2012	Paved	7	Paved	7	2004
533+78	167.14	1	10			3.5	78	0	0.1	2012	Paved	7	Paved	7	2004
542+00	167.3	2	9		X	3.38	87	0.1	0.1	2012	Paved	7	Paved	7	2004
547+00	167.39	2	8		X	3.38	87	0.1	0.1	2012	Paved	7	Paved	7	2004
563+34	167.7	1	6			3.38	87	0.1	0.1	2012	Paved	7	Paved	7	2004
592+91	168.26	2	9		X	3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
597+00	168.34	2	10		X	3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
599+78	168.39	1	10			3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
603+47	168.46	1	7			3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
604+53	168.48	1	8			3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
609+81	168.58	1	7			3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
612+45	168.63	1	8			3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
622+48	168.82	1	7			3.46	70	0	0.2	2012	Paved	7	Paved	7	2004
623+01	168.83	1	7			3.24	78	0	0.1	2012	Paved	7	Paved	7	2004
625+12	168.87	1	6			3.24	78	0	0.1	2012	Paved	7	Paved	7	2004
625+65	168.88	1	6			3.24	78	0	0.1	2012	Paved	7	Paved	7	2004
626+18	168.89	1	7			3.24	78	0	0.1	2012	Paved	7	Paved	7	2004
640+96	169.17	1	7			3.24	78	0	0.1	2012	Paved	7	Paved	7	2004
653+10	169.4	1	7			3.14	65	0	0.1	2012	Paved	7	Paved	7	2004
655+22	169.44	1	6			3.14	65	0	0.1	2012	Paved	7	Paved	7	2004
656+27	169.46	1	6			3.14	65	0	0.1	2012	Paved	7	Paved	7	2004
662+61	169.58	1	8			3.14	65	0	0.1	2012	Paved	7	Paved	7	2004
672+64	169.77	1	7			3.14	65	0	0.1	2012	Paved	7	Paved	7	2004

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GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

20385.00 Milford, Greenbush, Passadumkeag															
Route 2															
		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
683+20	169.97	1	8			3.42	70	0	0.1	2012	Paved	7	Paved	7	2004
713+30	170.54	2	7		X	2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
717+52	170.62	2	9		X	2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
718+05	170.63	2	9		X	2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
718+58	170.64	2	9		X	2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
719+63	170.66	2	8		X	2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
723+86	170.74	1	10			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
724+91	170.76	1	10			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
729+14	170.84	1	10			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
729+66	170.85	1	10			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
732+83	170.91	1	10			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
740+75	171.06	1	8			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
741+81	171.08	1	8			2.82	104	0	0.2	2012	Paved	7	Paved	7	2004
742+34	171.09	1	7			3.25	72	0	0.1	2012	Paved	7	Paved	7	2004
744+45	171.13	1	10			3.25	72	0	0.1	2012	Paved	7	Paved	7	2004
746+56	171.17	1	8			3.25	72	0	0.1	2012	Paved	7	Paved	7	2004
751+84	171.27	1	10			3.25	72	0	0.1	2012	Paved	7	Paved	7	2004
754+48	171.32	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
755+54	171.34	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
756+59	171.36	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
757+65	171.38	0	7			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
759+76	171.42	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
760+29	171.43	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
760+82	171.44	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
762+93	171.48	0	7			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
763+98	171.5	0	7			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
765+04	171.52	0	7			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
765+57	171.53	0	7			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
768+74	171.59	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
779+82	171.8	0	7			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
780+88	171.82	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
781+94	171.84	0	6			3.54	109	0	0.1	2012	Paved	7	Paved	7	2004
786+69	171.93	0	7			3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
787+74	171.95	0	7			3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
788+80	171.97	0	8			3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
791+97	172.03	1	7		X	3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
796+72	172.12	1	7		X	3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
804+00	172.26	1	8		X	3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
808+86	172.35	0	6			3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
813+62	172.44	0	6			3.66	117	0	0.2	2012	Paved	7	Paved	7	2004
818+90	172.54	0	6			3.68	87	0	0.1	2012	Paved	7	Paved	7	2004
819+95	172.56	0	6			3.68	87	0	0.1	2012	Paved	7	Paved	7	2004
821+01	172.58	0	6			3.68	87	0	0.1	2012	Paved	7	Paved	7	2004
841+60	172.97	0	6			3.68	87	0	0.1	2012	Paved	7	Paved	7	2004
845+30	173.04	0	6			3.68	87	0	0.1	2012	Paved	7	Paved	7	2004
848+99	173.11	0	7			3.68	87	0	0.1	2012	Paved	7	Paved	7	2004

Note: Dates provided for "Year Resurfaced" are provided from ARAN data and have not been verified.
GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

20385.00 Milford, Greenbush, Passadumkeag															
Route 2															
		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
851+10	173.15	0	7			3.57	100	0	0.1	2012	Paved	7	Paved	7	2004
854+27	173.21	0	6			3.57	100	0	0.1	2012	Paved	7	Paved	7	2004
856+91	173.26	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	2004
862+19	173.36	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
871+17	173.53	0	6			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
871+70	173.54	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
872+22	173.55	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
872+75	173.56	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
873+28	173.57	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
873+81	173.58	0	6			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
876+45	173.63	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
878+56	173.67	0	6			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
879+09	173.68	0	5			3.57	100	0	0.1	2012	Paved	7	Paved	7	1996
883+31	173.76	1	6			3.38	133	0.1	0.3	2012	Paved	7	Paved	7	1996
892+00	173.92	2	5		X	3.38	133	0.1	0.3	2012	Paved	7	Paved	7	1996
908+13	174.23	2	4		X	3.38	133	0.1	0.3	2012	Paved	5	Paved	5	1996
916+05	174.38	2	3		X	3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1996
918+00	174.42	2	10		X	3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1996
924+50	174.54	1	8			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1996
925+02	174.55	1	7			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1996
927+14	174.59	1	5			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
927+66	174.6	1	5			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
929+78	174.64	1	10			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
932+42	174.69	1	7			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
933+47	174.71	1	7			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
937+70	174.79	1	10			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
940+34	174.84	1	7			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
940+86	174.85	1	6			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
941+39	174.86	1	9			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
943+50	174.9	1	7			3.44	125	0.2	0.2	2012	Paved	5	Paved	5	1994
944+56	174.92	0	7			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
946+14	174.95	0	6			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
947+20	174.97	0	6			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
947+73	174.98	0	5			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
948+78	175	0	5			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
949+31	175.01	0	7			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
949+84	175.02	0	7			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
950+37	175.03	0	6			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
952+00	175.06	1	5		X	3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
957+00	175.15	1	6		X	3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
965+68	175.32	0	6			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
966+21	175.33	0	6			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
966+74	175.34	0	6			3.59	113	0.2	0.2	2012	Paved	5	Paved	5	1994
973+07	175.46	1	7			3.31	125	0.2	0.1	2012	Paved	5	Paved	5	1994
974+66	175.49	1	6			3.31	125	0.2	0.1	2012	Paved	5	Paved	5	1994
975+71	175.51	1	5			3.31	125	0.2	0.1	2012	Paved	5	Paved	5	1994

Note: Dates provided for "Year Resurfaced" are provided from ARAN data and have not been verified.
GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

20385.00 Milford, Greenbush, Passadumkeag

Route 2

		PERFORMANCE MEASURESUREMENTS								GENERAL PAVEMENT INFORMATION					
		Deficiencies	GPR	FWD Data		ARAN Performance Data				ARAN Supplemental Data					
Station	RLM	# Performance Deficiencies (0 - 6)	Pave Thck in	Existing SN < Future SN	Increased FWD Pavement Deflections	PCR ≤ 3.5	IRI ≥ 150	Wheel Path Rutting ≥ 0.5"		Inv Yr	Shoulder Type and Width				Yr. Resurf.
996+83	175.91	1	5			3.31	125	0.2	0.1	2012	Paved	5	Paved	5	1994
1001+58	176	0	7			3.59	126	0.2	0.2	2012	Paved	5	Paved	5	1994
1003+17	176.03	0	5			3.59	126	0.2	0.2	2012	Paved	5	Paved	5	1994
1004+22	176.05	0	5			3.59	126	0.2	0.2	2012	Paved	5	Paved	5	1994
1028+51	176.51	0	7			3.59	126	0.2	0.2	2012	Paved	5	Paved	5	1994
1029+04	176.52	0				4.09	74	0.1	0.2	2012	Paved	5	Paved	5	1994
Average		**1.0**	**7.5**			**3.16**	**110**	**0.05**	**0.18**						

Note: Dates provided for "Year Resurfaced" are provided from ARAN data and have not been verified.
GPR pavement thickness taken from outside wheel path, rounded to the nearest inch.

3/4 " Overlay

STATE OF MAINE

FILE: RTE 2

INTERDEPARTMENTAL MEMORANDUM

Date of Request: 1/13/2013 Return: 01/22/2014

Latest Date Needed By ASAP

To: **Ed Hanscom** Dept.: MDOT, Bureau of Planning

From: **Rob Clewley** Dept.: Highway Program

Subject: **Request for Traffic Information** Project Manager: **Shawn Davis**

TOWN(S): Milford/Greenbush/Passadumkeag W.I.N. **20385.00** Consultant Proj

COUNTY: Penobscot ROUTE: 2

LOCATION/ DESCRIPTION: Beginning in Milford 0.08 miles east of intersection of Grove St and extending easterly on Rte 2 for 17.74 miles to 1.04 miles west of Old County Rd. RLM 158.08-161.55 and RLM 166.40-175.71 are 5/8" and crackseal shldrs; rest is 3/4" overlay

	Roadway Changes or Relocation (Attach Sketch)	Turning Movement needed (Provide Locations under Comments)	Other Please Describe Under Comments
Please Check Box if Applicable:			

Prep By: MAM

	Sec. 1	Sec. 2	Sec. 3	Sec. 4	Sec. 5
Description of Sections	Milford - US 2 (Main Rd.) S/O IR 574 (Greenfield)	Greenbush - US 2 S/O IR 2003 (Lower River Rd.- S. Jct.)			
1 Latest AADT (Year)	4210 (2012)	1990 (2012)			
2 Current **2014** AADT	4210	1990			
3 Future **2026** AADT	4720	2230			
4 Future AADT					
5 DHV - % of AADT	10%	10%	%	%	%
6 Design Hourly Volume	472	223			
7 % Heavy Trucks (AADT)	15%	11%	%	%	%
8 % Heavy Trucks (DHV)	10%	5%	%	%	%
9 Direct.Dist. (DHV)	67%	56%	%	%	%
10 18-KIP Equivalent P 2.0	566	203			
11 18-KIP Equivalent P 2.5	539	194			

Notes or Remarks: 18-Kip ESALS is based on 12 year life

PLEASE PROVIDE: (1) WIN NUMBER, (2) THE CURRENT & FUTURE YEARS FOR WHICH YOU WANT AADT CALCULATED, AND SEND TO MIKE MORGAN. (A LOCATION MAP IS NO LONGER NEEDED.)

RAFFIC REQUESTS WILL BE FILLED ON A FIRST COME / SERVE BASIS. PLEASE SEND WHEN PROJECT KICKS OFF!

Need Only Data Items Numbered

Comments: Section 1 - US 2(South end of project to Greenfield Rd.)

Section 2 - US 2(Greenbush Rd. to north end of project) - 2012 AADTs vary from 1470to 1990.

January 27, 2014

Falling Weight Deflectometer (FWD)
Summary Sheet

Project #: 20385.00
Town(s): Milford-Passadumkeag
Route(s): 2
Date Tested: 6/19/2013
Requested By: S. Hayden
Direction of Testing: East

Of FWD tests: 205* # Of Power Augers/Spoons 0
Design Life: 12 Future 18-kip P2.5 ESALs (Design Life): See Below
Initial Serviceability: 4.5 Terminal Serviceability: 2.5
Reliability Level: 90 Overall Standard Deviation: .45

Locations

Station (Feet)	Description

Comments:

A Future 18-kip P2.5 ESAL of 2,360,820 was used for the FWD analysis from station 65+00 to 245+00. A Future 18-kip P2.5 ESAL of 849,720 was used for all remaining FWD tests.

Pavement depths used for DARWin analysis were taken from Ground Penetrating Radar Summary Sheets – East Bound Lane.

Gravel depths used for the FWD data analysis (DARWin) were estimated at 24 inches, along the entire project.

* DARWin analysis was not completed from station 10+00 to 60+00 because of the presence of concrete.

20385.00 Milford-Passadumkeag
Route # 2

January 28, 2014

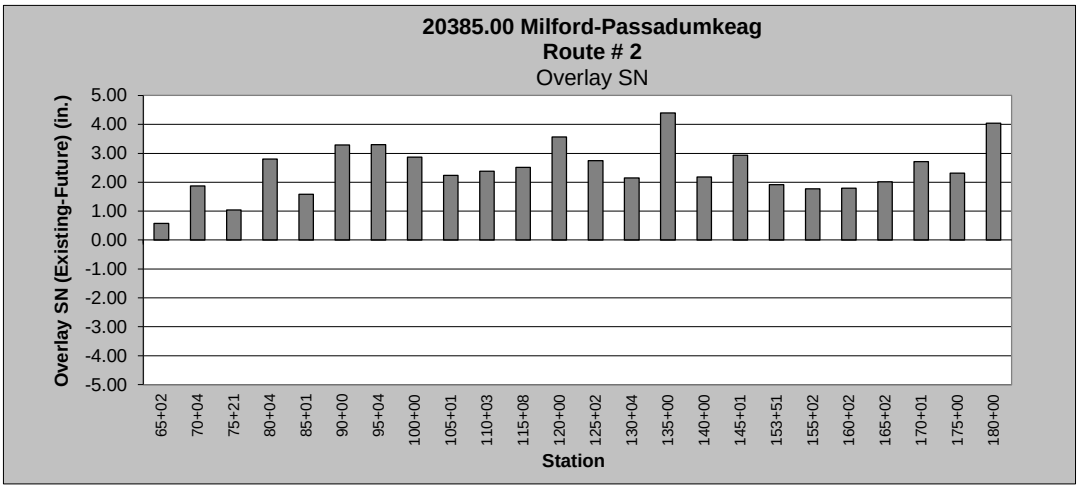
Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
65+02	5.18	4.60	0.58	-	56,567	4,406	6.0	30.0
70+04	5.92	4.05	1.87	-	93,528	6,478	5.0	29.0
75+21	5.51	4.47	1.04	-	68,831	4,833	5.9	29.9
80+04	6.53	3.73	2.80	-	121,559	8,192	5.3	29.3
85+01	5.97	4.39	1.58	-	86,471	5,094	8.3	30.0
90+00	6.77	3.48	3.29	-	126,193	9,955	7.6	30.0
95+04	6.81	3.51	3.30	-	128,131	9,744	7.4	30.0
100+00	6.58	3.71	2.87	-	115,742	8,322	7.3	30.0
105+01	6.22	3.98	2.24	-	97,773	6,789	7.9	30.0
110+03	6.17	3.79	2.38	-	95,428	7,832	8.3	30.0
115+08	6.36	3.85	2.51	-	104,432	7,478	6.6	30.0
120+00	6.79	3.23	3.56	-	127,377	**12,313**	7.5	30.0
125+02	6.62	3.87	2.75	-	117,972	7,363	9.8	30.0
130+04	6.21	4.06	2.15	-	97,235	6,404	7.8	30.0
135+00	7.65	3.25	4.40	-	182,103	**12,057**	7.5	30.0
140+00	6.28	4.10	2.18	-	100,613	6,234	7.5	30.0
145+01	6.71	3.78	2.93	-	122,734	7,869	7.8	30.0
153+51	6.10	4.18	1.92	-	92,311	5,901	7.4	30.0
155+02	6.41	4.64	1.77	-	106,855	4,306	8.4	30.0
160+02	6.08	4.29	1.79	-	91,532	5,432	8.0	30.0
165+02	6.02	4.01	2.01	-	88,548	6,664	8.0	30.0
170+01	6.39	3.68	2.71	-	105,904	8,492	7.9	30.0
175+00	6.22	3.91	2.31	-	97,741	7,170	6.1	30.0
180+00	7.01	2.97	4.04	-	140,006	**15,499**	7.9	30.0

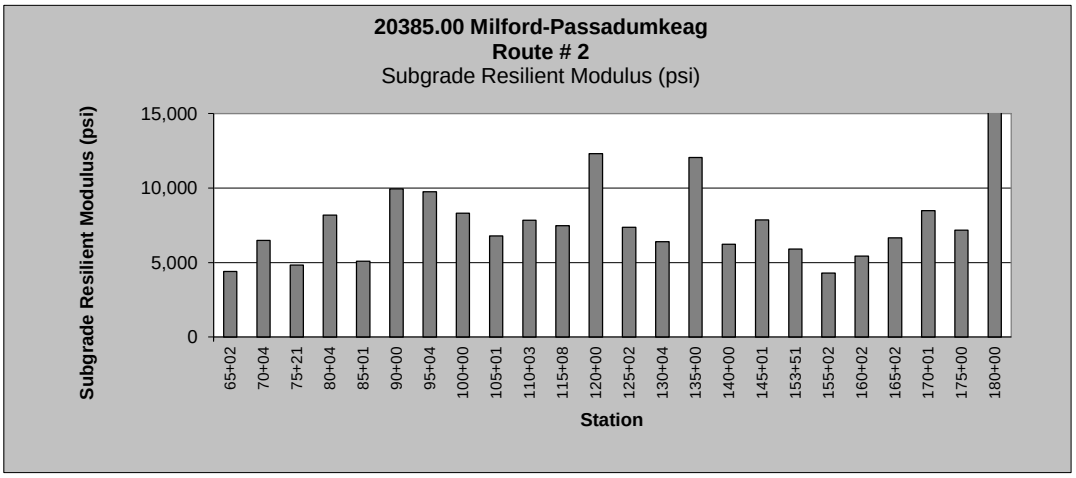
Possible Weak Soils (<3000)

Possible Shallow Bedrock (>10000)

Pavement depths were taken from Ground Penetrating Radar Summary Sheet - East Bound Lane/Outer Wheelpath.

*** Gravel Depths were estimated at 24 inches**





20385.00 Milford-Passadumkeag
Route # 2

January 28, 2014

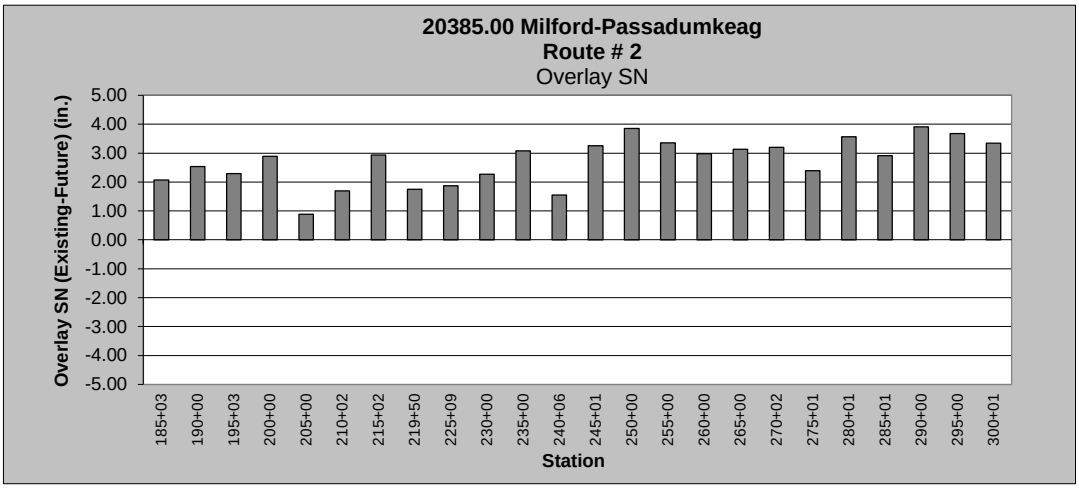
Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
185+03	6.25	4.18	2.07	-	99,253	5,874	6.7	30.0
190+00	6.77	4.23	2.54	-	126,089	5,678	6.2	30.0
195+03	6.53	4.24	2.29	-	113,106	5,649	7.5	30.0
200+00	6.80	3.91	2.89	-	127,814	7,179	6.9	30.0
205+00	5.38	4.49	0.89	-	65,169	4,764	5.7	29.7
210+02	5.97	4.28	1.69	-	86,651	5,495	7.2	30.0
215+02	6.77	3.84	2.93	-	126,091	7,566	7.1	30.0
219+50	6.25	4.50	1.75	-	99,248	4,708	7.3	30.0
225+09	6.42	4.55	1.87	-	107,637	4,575	6.6	30.0
230+00	6.69	4.42	2.27	-	121,919	5,001	6.9	30.0
235+00	7.18	4.10	3.08	-	150,700	6,231	6.9	30.0
240+06	6.16	4.61	1.55	-	95,013	4,402	6.6	30.0
245+01	7.25	4.00	3.25	-	154,810	6,687	6.3	30.0
250+00	7.18	3.33	3.85	-	150,434	7,267	8.8	30.0
255+00	6.76	3.41	3.35	-	125,541	6,813	6.8	30.0
260+00	6.62	3.64	2.98	-	118,114	5,637	6.1	30.0
265+00	6.59	3.46	3.13	-	116,409	6,543	6.4	30.0
270+02	6.56	3.36	3.20	-	114,828	7,075	9.0	30.0
275+01	5.97	3.58	2.39	-	86,663	5,915	8.8	30.0
280+01	6.90	3.34	3.56	-	133,544	7,167	10.0	30.0
285+01	6.30	3.39	2.91	-	101,592	6,911	9.8	30.0
290+00	7.10	3.19	3.91	-	145,448	8,185	9.7	30.0
295+00	7.07	3.39	3.68	-	143,549	6,904	10.0	30.0
300+01	6.73	3.39	3.34	-	124,124	6,896	9.6	30.0

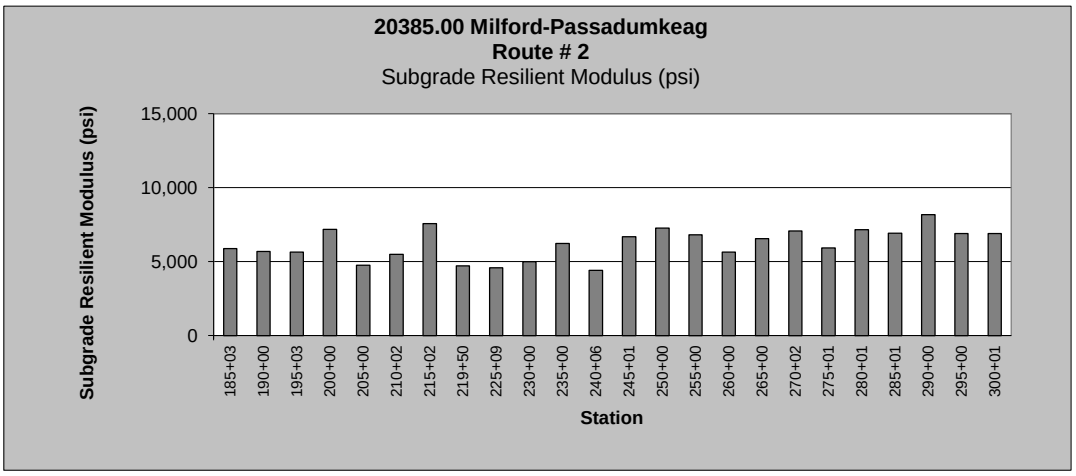
Possible Weak Soils (<3000)

Possible Shallow Bedrock (>10000)

Pavement depths were taken from Ground Penetrating Radar Summary Sheet - East Bound Lane/Outer Wheelpath.

*** Gravel Depths were estimated at 24 inches**





20385.00 Milford-Passadumkeag
Route # 2

January 28, 2014

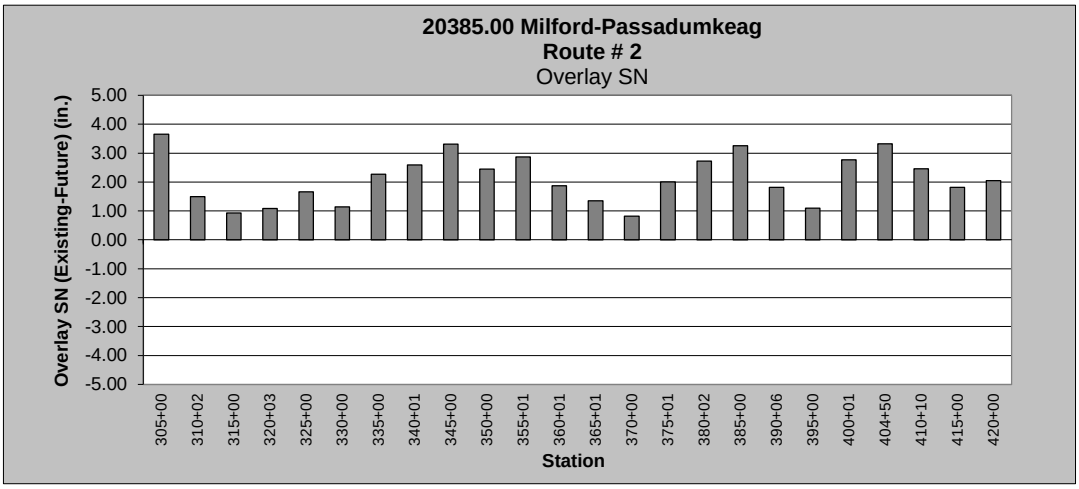
Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
305+00	6.98	3.33	3.65	-	138,354	7,225	8.1	30.0
310+02	5.43	3.94	1.49	-	65,034	4,519	8.8	30.0
315+00	5.03	4.10	0.93	-	51,831	4,008	10.0	30.0
320+03	5.17	4.08	1.09	-	56,135	4,071	11.0	30.0
325+00	5.77	4.11	1.66	-	78,231	3,997	12.0	30.0
330+00	5.18	4.04	1.14	-	56,467	4,181	8.4	30.0
335+00	5.95	3.68	2.27	-	85,477	5,484	10.5	30.0
340+01	6.19	3.60	2.59	-	96,581	5,807	9.8	30.0
345+00	6.94	3.63	3.31	-	135,963	5,676	7.4	30.0
350+00	6.07	3.62	2.45	-	90,717	5,702	7.6	30.0
355+01	6.34	3.47	2.87	-	103,747	6,443	8.0	30.0
360+01	5.56	3.69	1.87	-	69,898	5,430	7.7	30.0
365+01	5.72	4.37	1.35	-	75,955	3,322	8.7	30.0
370+00	5.31	4.49	0.82	-	60,973	3,068	9.3	30.0
375+01	5.60	3.60	2.00	-	71,250	5,848	9.2	30.0
380+02	6.10	3.38	2.72	-	92,296	6,934	8.0	30.0
385+00	6.75	3.50	3.25	-	124,941	6,323	7.5	30.0
390+06	5.47	3.66	1.81	-	66,681	5,573	9.3	30.0
395+00	5.13	4.03	1.10	-	54,773	4,228	7.6	30.0
400+01	6.44	3.67	2.77	-	108,594	5,528	9.7	30.0
404+50	6.81	3.49	3.32	-	128,301	6,357	9.0	30.0
410+10	6.22	3.76	2.46	-	97,795	5,160	10.8	30.0
415+00	5.66	3.85	1.81	-	73,596	4,825	11.0	30.0
420+00	5.98	3.93	2.05	-	86,838	4,546	9.8	30.0

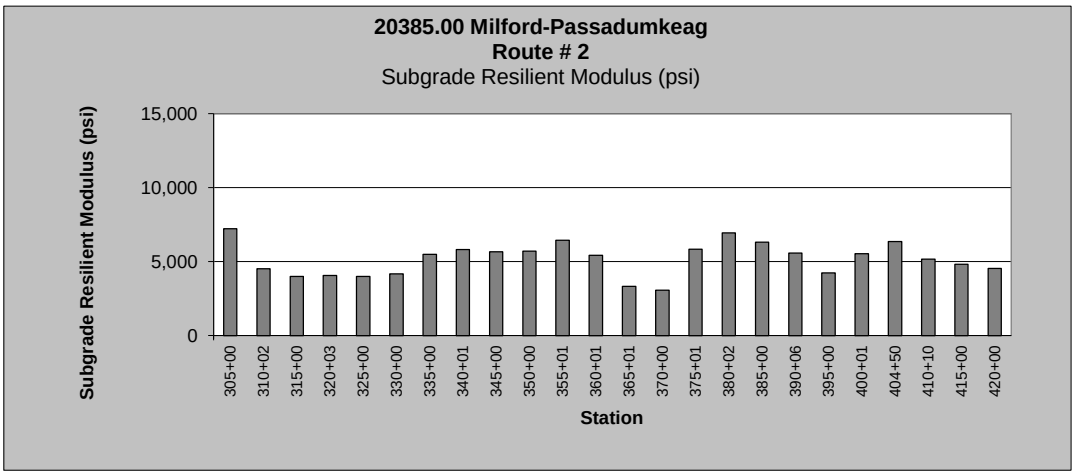
Possible Weak Soils (<3000)

Possible Shallow Bedrock (>10000)

Pavement depths were taken from Ground Penetrating Radar Summary Sheet - East Bound Lane/Outer Wheelpath.

*** Gravel Depths were estimated at 24 inches**





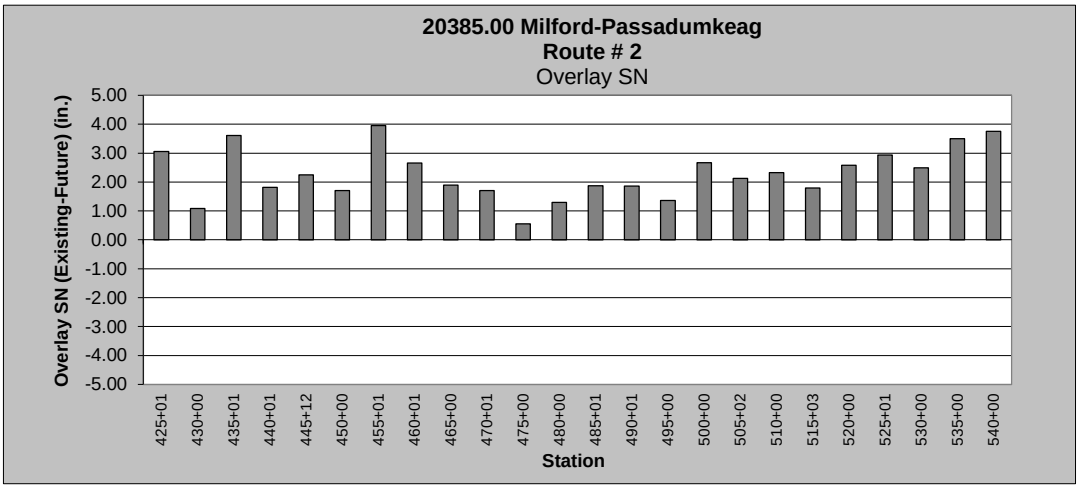
20385.00 Milford-Passadumkeag
Route # 2

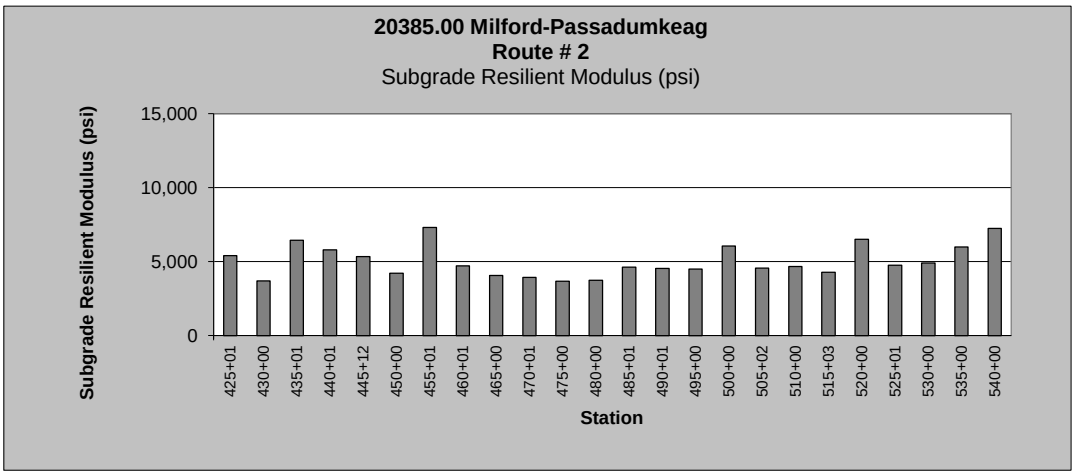
January 28, 2014

Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
425+01	6.75	3.70	3.05	-	124,872	5,413	9.8	30.0
430+00	5.30	4.21	1.09	-	60,606	3,700	11.3	30.0
435+01	7.08	3.47	3.61	-	144,078	6,448	11.3	30.0
440+01	5.43	3.61	1.82	-	65,057	5,788	10.3	30.0
445+12	5.96	3.71	2.25	-	85,986	5,340	10.1	30.0
450+00	5.74	4.03	1.71	-	77,046	4,208	9.8	30.0
455+01	7.27	3.32	3.95	-	156,394	7,311	11.1	30.0
460+01	6.54	3.88	2.66	-	113,767	4,706	11.2	30.0
465+00	5.97	4.08	1.89	-	86,573	4,065	10.4	30.0
470+01	5.83	4.12	1.71	-	80,437	3,943	11.0	30.0
475+00	4.78	4.23	0.55	-	44,319	3,669	8.8	30.0
480+00	5.49	4.20	1.29	-	67,088	3,741	7.6	30.0
485+01	5.77	3.90	1.87	-	77,984	4,631	6.7	30.0
490+01	5.79	3.93	1.86	-	78,841	4,546	9.1	30.0
495+00	5.30	3.94	1.36	-	60,389	4,494	8.6	30.0
500+00	6.22	3.55	2.67	-	97,976	6,045	9.5	30.0
505+02	6.06	3.93	2.13	-	90,586	4,553	9.0	30.0
510+00	6.22	3.89	2.33	-	98,021	4,665	8.4	30.0
515+03	5.80	4.01	1.79	-	79,439	4,277	10.0	30.0
520+00	6.04	3.46	2.58	-	89,408	6,514	9.0	30.0
525+01	6.79	3.86	2.93	-	127,224	4,763	8.5	30.0
530+00	6.31	3.82	2.49	-	102,081	4,909	8.9	30.0
535+00	7.06	3.56	3.50	-	142,964	5,997	9.8	30.0
540+00	7.08	3.33	3.75	-	144,150	7,245	9.7	30.0

Possible Weak Soils (<3000)
Possible Shallow Bedrock (>10000)

Pavement depths were taken from Ground Penetrating Radar Summary Sheet - East Bound Lane/Outer Wheelpath.
*** Gravel Depths were estimated at 24 inches**





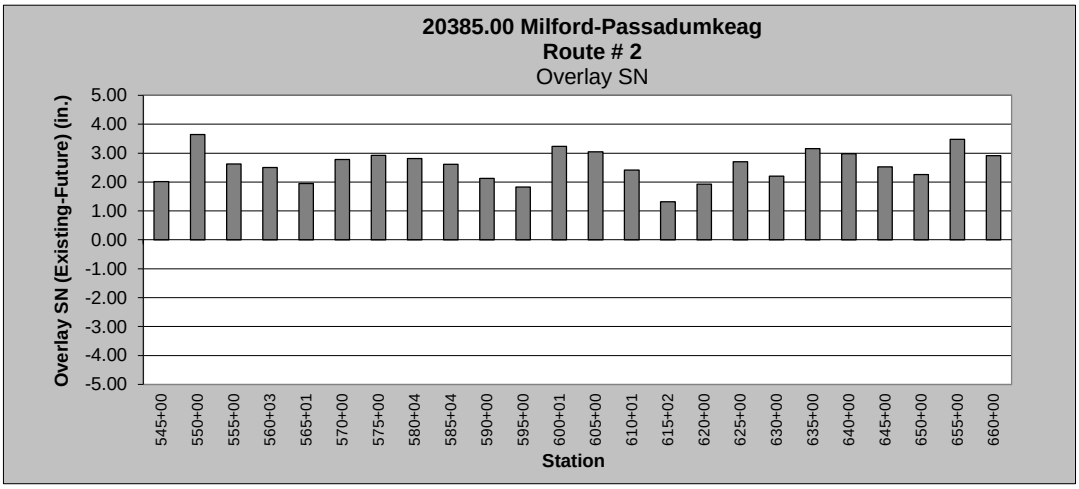
20385.00 Milford-Passadumkeag
Route # 2

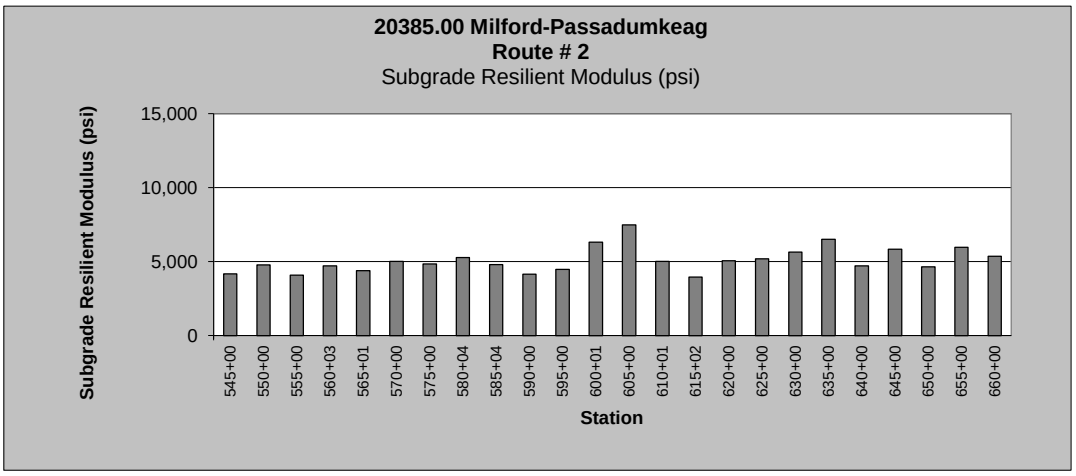
January 28, 2014

Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
545+00	6.06	4.05	2.01	-	90,562	4,162	8.7	30.0
550+00	7.50	3.86	3.64	-	171,438	4,787	8.3	30.0
555+00	6.70	4.08	2.62	-	122,049	4,082	7.6	30.0
560+03	6.38	3.88	2.50	-	105,643	4,723	6.7	30.0
565+01	5.92	3.97	1.95	-	84,170	4,395	8.3	30.0
570+00	6.58	3.80	2.78	-	115,939	5,018	8.8	30.0
575+00	6.76	3.84	2.92	-	125,361	4,852	9.6	30.0
580+04	6.54	3.73	2.81	-	113,669	5,277	9.2	30.0
585+04	6.46	3.85	2.61	-	109,814	4,806	9.0	30.0
590+00	6.18	4.06	2.12	-	95,718	4,143	8.7	30.0
595+00	5.78	3.95	1.83	-	78,385	4,469	9.4	30.0
600+01	6.73	3.50	3.23	-	123,971	6,311	10.1	30.0
605+00	6.33	3.29	3.04	-	103,206	7,476	7.9	30.0
610+01	6.21	3.80	2.41	-	97,314	5,010	7.1	30.0
615+02	5.44	4.12	1.32	-	65,291	3,947	6.7	30.0
620+00	5.71	3.78	1.93	-	75,766	5,059	6.5	30.0
625+00	6.45	3.75	2.70	-	109,157	5,198	6.4	30.0
630+00	5.84	3.64	2.20	-	80,937	5,638	7.4	30.0
635+00	6.61	3.46	3.15	-	117,408	6,519	6.4	30.0
640+00	6.86	3.88	2.98	-	131,298	4,715	6.8	30.0
645+00	6.12	3.60	2.52	-	93,320	5,833	7.4	30.0
650+00	6.16	3.90	2.26	-	95,171	4,652	7.7	30.0
655+00	7.05	3.57	3.48	-	142,666	5,959	6.2	30.0
660+00	6.62	3.71	2.91	-	117,664	5,354	7.7	30.0

Possible Weak Soils (<3000)
Possible Shallow Bedrock (>10000)

Pavement depths were taken from Ground Penetrating Radar Summary Sheet - East Bound Lane/Outer Wheelpath.
*** Gravel Depths were estimated at 24 inches**





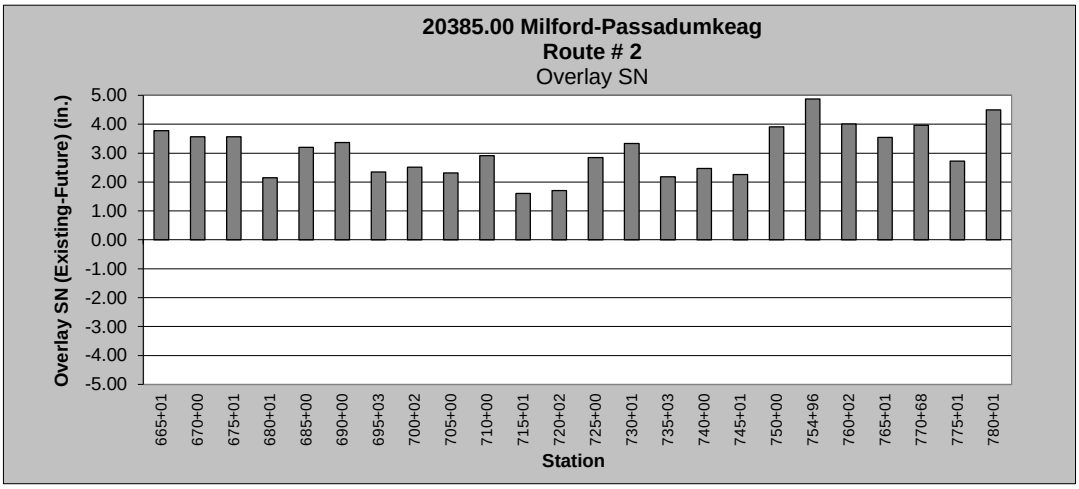
20385.00 Milford-Passadumkeag
Route # 2

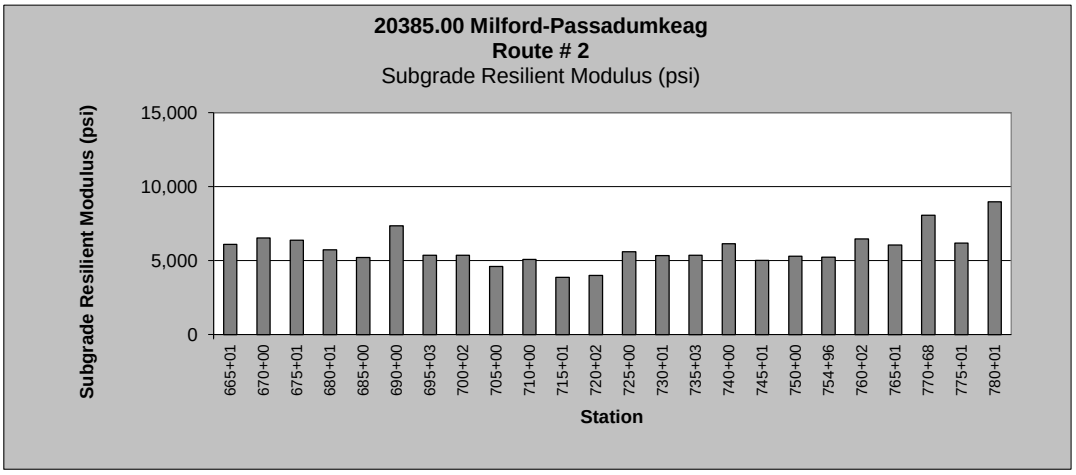
January 28, 2014

Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
665+01	7.31	3.54	3.77	-	158,969	6,090	7.6	30.0
670+00	7.03	3.46	3.57	-	141,263	6,541	7.4	30.0
675+01	7.06	3.49	3.57	-	143,250	6,384	6.5	30.0
680+01	5.77	3.62	2.15	-	78,026	5,733	6.6	30.0
685+00	6.95	3.75	3.20	-	136,179	5,201	7.9	30.0
690+00	6.68	3.31	3.37	-	121,390	7,355	6.7	30.0
695+03	6.06	3.71	2.35	-	90,319	5,353	7.9	30.0
700+02	6.22	3.71	2.51	-	97,623	5,365	8.4	30.0
705+00	6.22	3.91	2.31	-	97,652	4,615	7.9	30.0
710+00	6.69	3.78	2.91	-	121,800	5,072	8.4	30.0
715+01	5.75	4.15	1.60	-	77,223	3,870	7.4	30.0
720+02	5.81	4.11	1.70	-	79,848	3,995	8.1	30.0
725+00	6.50	3.65	2.85	-	111,735	5,596	10.0	30.0
730+01	7.04	3.71	3.33	-	141,900	5,340	9.9	30.0
735+03	5.89	3.71	2.18	-	83,067	5,366	8.5	30.0
740+00	6.01	3.54	2.47	-	88,285	6,135	8.1	30.0
745+01	6.05	3.79	2.26	-	89,885	5,026	9.1	30.0
750+00	7.64	3.73	3.91	-	181,372	5,292	8.3	30.0
754+96	8.61	3.74	4.87	-	259,704	5,233	6.3	30.0
760+02	7.48	3.47	4.01	-	169,852	6,474	6.6	30.0
765+01	7.09	3.55	3.54	-	144,938	6,065	6.5	30.0
770+68	7.16	3.20	3.96	-	149,014	8,071	6.6	30.0
775+01	6.25	3.53	2.72	-	99,210	6,185	6.2	30.0
780+01	7.57	3.08	4.49	-	176,204	8,974	6.3	30.0

Possible Weak Soils (<3000)
Possible Shallow Bedrock (>10000)

Pavement depths were taken from Ground Penetrating Radar Summary Sheet - East Bound Lane/Outer Wheelpath.
*** Gravel Depths were estimated at 24 inches**





20385.00 Milford-Passadumkeag
Route # 2

January 28, 2014

Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
785+03	6.47	3.48	2.99	-	110,251	6,424	6.7	30.0
790+02	7.16	3.15	4.01	-	149,453	8,460	6.3	30.0
795+00	5.37	3.86	1.51	-	62,955	4,763	6.8	30.0
800+00	5.18	4.02	1.16	-	59,497	4,261	5.5	29.5
805+00	6.41	3.64	2.77	-	107,273	5,632	6.6	30.0
810+01	6.16	3.71	2.45	-	95,188	5,353	6.7	30.0
815+03	7.41	3.03	4.38	-	165,448	9,432	6.1	30.0
820+00	7.30	3.02	4.28	-	161,407	9,469	5.8	29.8
825+00	6.50	3.41	3.09	-	111,818	6,817	6.0	30.0
830+00	7.01	3.71	3.30	-	141,599	5,361	5.9	29.9
835+00	6.84	2.98	3.86	-	139,396	9,828	5.3	29.3
840+04	6.34	3.46	2.88	-	106,571	6,521	5.7	29.7
845+12	6.56	3.37	3.19	-	115,991	7,003	5.9	29.9
850+00	7.32	3.44	3.88	-	159,484	6,604	6.9	30.0
855+00	6.01	3.32	2.69	-	100,706	7,301	4.7	28.7
860+00	6.07	3.43	2.64	-	99,593	6,696	5.1	29.1
865+01	5.67	3.71	1.96	-	81,297	5,374	5.1	29.1
870+00	6.71	3.05	3.66	-	126,817	9,249	5.7	29.7
875+00	7.09	2.97	4.12	-	154,166	9,943	5.4	29.4
880+01	6.43	3.45	2.98	-	111,417	6,572	5.7	29.7
885+11	5.88	3.51	2.37	-	82,794	6,281	6.4	30.0
890+01	6.68	3.34	3.34	-	133,948	7,185	5.0	29.0
895+03	5.45	3.79	1.66	-	71,323	5,041	5.2	29.2
900+01	5.17	3.55	1.62	-	56,090	6,062	6.0	30.0

Possible Weak Soils (<3000)
Possible Shallow Bedrock (>10000)

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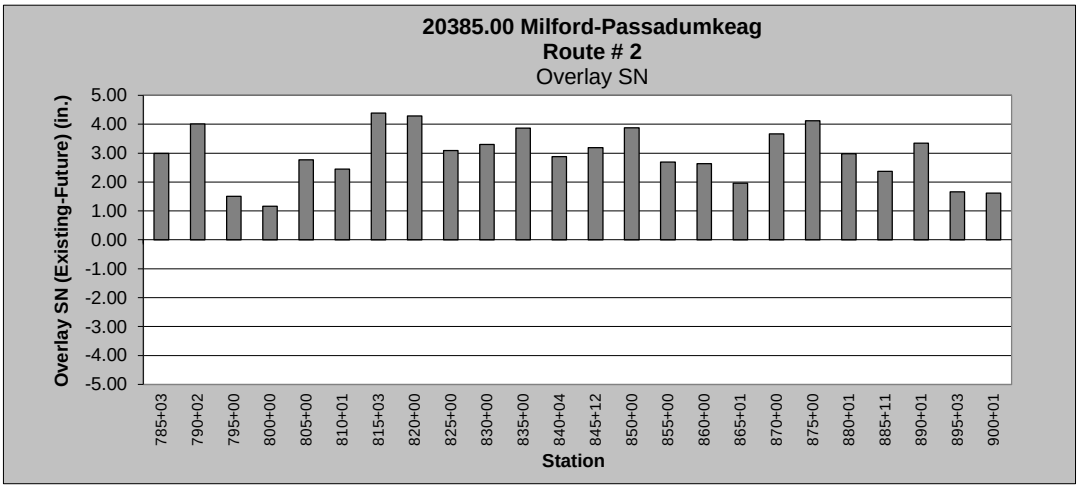
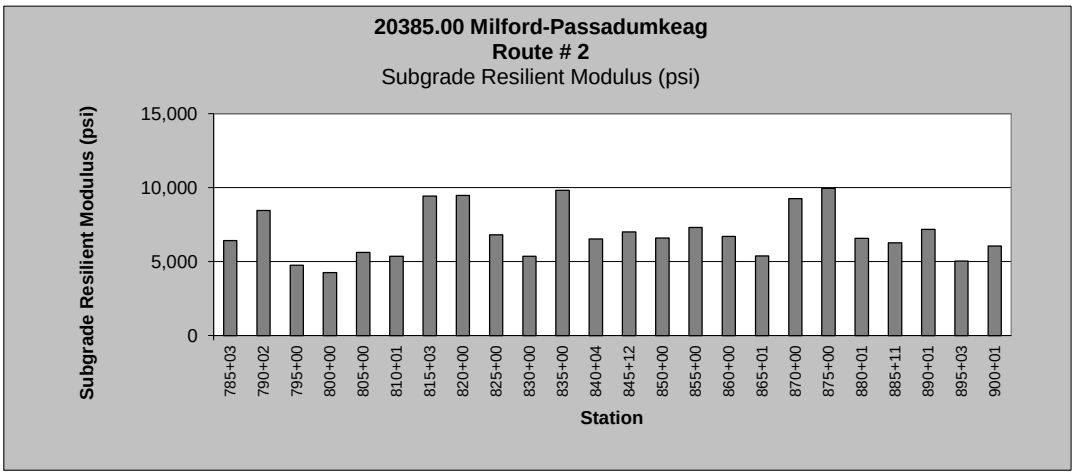
*** Gravel Depths were estimated at 24 inches**





20385.00 Milford-Passadumkeag
Route # 2

January 28, 2014

Station (Feet)	Existing Structural Number (in.)	Future Traffic Structural Number (in.)	Overlay Structural Number (Existing - Future)	Recommended Pavement Thickness (in.)	Pavement Modulus (psi)	Subgrade Resilient Modulus (psi)	Pavement Depth (in)	*Combined Pavement/Gravel Depth Used for Calculation (in)
905+01	5.93	3.62	2.31	-	94,831	5,750	4.9	28.9
910+00	5.42	3.88	1.54	-	74,056	4,725	4.7	28.7
915+02	5.08	4.13	0.95	-	62,749	3,936	4.4	28.4
920+01	7.94	3.49	4.45	-	203,502	6,364	6.8	30.0
925+00	8.31	3.49	4.82	-	232,840	6,380	6.7	30.0
930+01	7.49	3.33	4.16	-	170,565	7,250	8.4	30.0
935+02	6.81	3.62	3.19	-	128,177	5,740	8.2	30.0
940+00	8.54	3.37	5.17	-	253,499	7,015	6.4	30.0
945+00	7.79	3.58	4.21	-	192,297	5,902	6.0	30.0
950+00	6.77	3.53	3.24	-	126,252	6,137	6.4	30.0
955+06	5.46	3.96	1.50	-	69,005	4,441	5.6	29.6
960+00	7.36	3.54	3.82	-	162,016	6,134	6.1	30.0
965+00	8.57	3.44	5.13	-	256,176	6,616	6.0	30.0
970+00	8.10	3.69	4.41	-	222,898	5,443	5.7	29.7
975+04	8.84	3.63	5.21	-	295,430	5,712	5.5	29.5
980+00	7.05	3.60	3.45	-	152,891	5,839	5.3	29.3
985+00	7.49	3.68	3.81	-	170,683	5,469	6.5	30.0
995+01	9.05	3.40	5.65	-	301,628	6,820	6.5	30.0
1000+00	7.53	3.33	4.20	-	173,811	7,239	6.7	30.0
1005+00	7.47	3.24	4.23	-	180,083	7,811	5.4	29.4
1010+00	7.81	3.18	4.63	-	204,024	8,218	5.5	29.5
1015+06	6.75	3.59	3.16	-	134,077	5,859	5.3	29.3
1020+02	8.00	3.39	4.61	-	223,516	6,881	5.3	29.3
1024+00	7.84	3.65	4.19	-	195,539	5,607	6.3	30.0

Possible Weak Soils (<3000)
Possible Shallow Bedrock (>10000)

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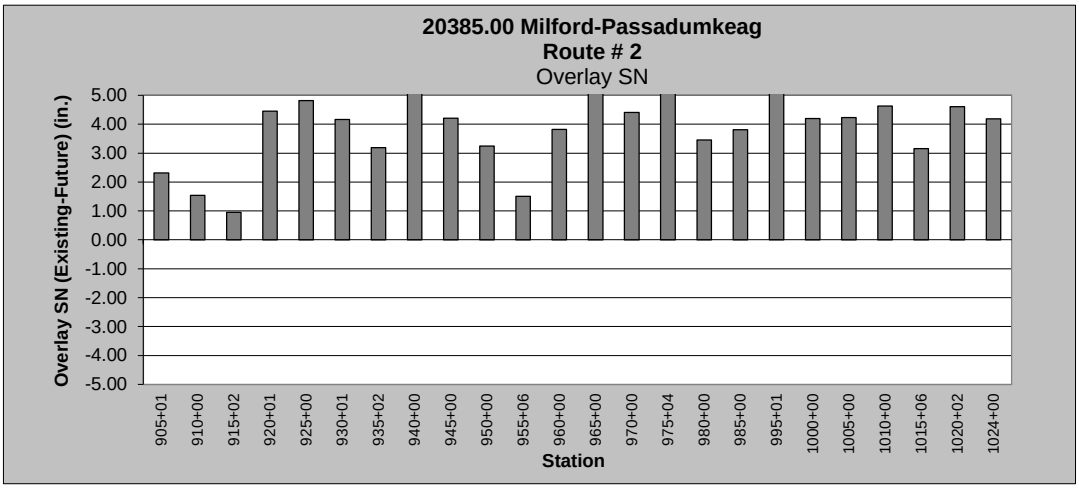
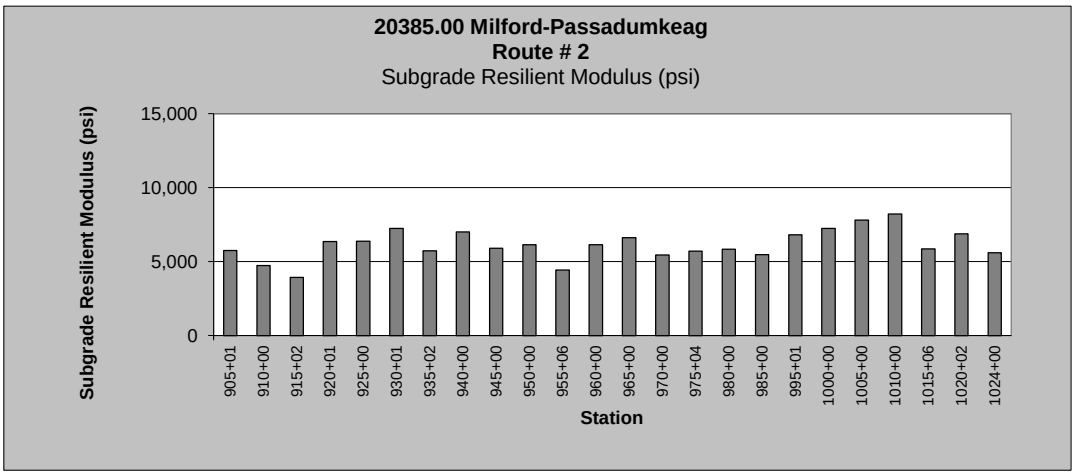
*** Gravel Depths were estimated at 24 inches**





State of Maine - Maine Department of Transportation

Pavement Core Summary Sheet

Town(s): Milford - Passadumkeag Work Number: 20385.00

Station (Feet)	Offset (Feet)	Pavement Depth (Inches)	Unbound Pavement	PC-Number	Saved Core	Comments / Date 9/27/2013
40+00	9.0 Rt.	6.5		1		
40+00	13.0 Rt.	7.5		2		Shoulder
40+00	9.0 Lt.	10.0		3		7" Concrete Core
40+00	13.0 Lt.	4.5		4		Shoulder
100+00	13.0 Lt.	4.0		5		Shoulder
100+00	9.0 Lt.	7.25		6		
125+00	9.0 Rt.	9.0		7		
125+00	9.0 Lt.	8.5		8		
125+00	13.0 Lt.	4.5		9		Shoulder
210+00	13.0 Rt.	4.75		10		Shoulder
210+00	9.0 Rt.	7.0		11		
255+00	13.0 Lt.	4.5		12		Shoulder
255+00	9.0 Lt.	7.75		13		
320+00	13.0 Rt.	5.0		14		Shoulder
320+00	9.0 Rt.	9.0		15		
320+00	9.0 Lt.	7.25		16		
365+00	9.0 Rt.	7.0		17		
365+00	13.0 Lt.	4.5		18		Shoulder
365+00	9.0 Lt.	8.25		19		
430+00	13.0 Rt.	4.0		20		Shoulder
430+00	9.0 Rt.	9.5		21		
430+00	9.0 Lt.	9.0		22		
520+00	9.0 Rt.	9.5		23		
520+00	13.0 Lt.	7.25		24		Shoulder
520+00	9.0 Lt.	8.5		25		
585+00	13.0 Rt.	7.0		26		Shoulder
585+00	9.0 Rt.	8.5		27		
585+00	9.0 Lt.	9.5		28		
620+00	9.0 Rt.	7.0		29		
620+00	13.0 Lt.	8.0		30		Shoulder
620+00	9.0 Lt.	9.75		31		
700+00	13.0 Rt.	5.5		32		Shoulder
700+00	9.0 Rt.	7.75		33		
700+00	9.0 Lt.	8.5		34		
735+00	9.0 rt.	8.5		35		
735+00	13.0 Lt.	4.0		36		Shoulder
735+00	9.0 Lt.	8.0		37		
785+00	13.0 Rt.	6.5		38		Shoulder
785+00	9.0 Rt.	6.5		39		Approx 2.5" Macadam
785+00	9.0 Lt.	6.0		40		Macadam Present
830+00	9.0 Rt.	6.75		41		Macadam Present
830+00	13.0 Lt.	5.0		42		Shoulder, No Macadam
830+00	9.0 Lt.	6.5		43		Macadam Present
880+00	13.0 Rt.	6.0		44		Shoulder, Macadam Present
880+00	9.0 Rt.	6.25		45		Macadam Present
880+00	9.0 Lt.	7.75		46		No Macadam Present

Logged By: S. Colson

4" Thinwall Core

State of Maine - Maine Department of Transportation

Pavement Core Summary Sheet

Town(s): Milford - Passadumkeag Work Number: 20385.00

Station (Feet)	Offset (Feet)	Pavement Depth (Inches)	Unbound Pavement	PC-Number	Saved Core	Comments / Date 9/27/2013
929+00	13.0 Lt.	4.75		47		Shoulder
929+00	9.0 Lt.	9.75		48		
929+00	9.0 Rt.	10.25		49		
950+00	13.0 Rt.	4.5		50		Shoulder
950+00	9.0 Rt.	8.0		51		
950+00	9.0 Lt.	9.5		52		
998+00	9.0 Rt.	12.0		53		
998+00	13.0 Lt.	3.75		54		Shoulder
998+00	9.0 Lt.	9.25		55		

MaineDOT

Ground Penetrating Radar (GPR)
Estimated Pavement Thickness
020385.00 - Milford, Greenbush, Passadumkeag

Explanation of Ground Penetrating (GPR) Data Collection and Analysis:

GPR data was collected at the inner and outer wheel path of the lane at 1 foot intervals along the entire section. Pavement thickness estimates were developed using Geophysical Survey Systems, Inc. (GSSI) RADAN7 GPR data processing software. Where available, pavement thickness values from Geotechnical borings and/or pavement cores collected by MaineDOT personnel were used in developing the estimated GPR pavement thicknesses.

Data Confidence Level:

Fair - Reflection layers appear moderately strong over some of the project. Layer depths correlate fairly well with known pavement depths obtained from pavement cores at most core locations.

GPR pavement thickness averages are to be considered for estimating purposes only. Actual pavement thickness may vary.

Additional Comments
Macadam appears to be present from approximately station 753+00 to 914+00

Project Manager	Reported By	Test Date	Reported Date
DAVIS, SHAWN R	**VOSE, RYAN K**	**10/11/2013**	**1/28/2014**

Lane Tested	Route	PMS Route Code	Analysis Distance, ft.
EASTBOUND LANE	**2**		**50**

Overall Average Thickness, in.	Overall Minimum Thickness, in.	Overall Maximum Thickness, in.
7.7	**4**	**13.5**

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
10+50	5.9	6.1	11+00	6.4	6.3	11+50	6.5	6.5	12+00	7.0	6.6
12+50	7.9	7.8	13+00	7.7	7.5	13+50	7.0	6.9	14+00	7.8	7.6
14+50	8.4	8.7	15+00	7.9	8.2	15+50	7.8	7.8	16+00	7.2	7.3
16+50	7.1	7.4	17+00	6.9	6.9	17+50	7.2	7.2	18+00	7.3	7.2
18+50	7.8	7.9	19+00	8.2	8.4	19+50	8.1	8.0	20+00	7.5	7.6
20+50	6.9	6.8	21+00	6.7	6.4	21+50	6.2	6.0	22+00	6.7	6.2
22+50	6.7	6.0	23+00	6.9	6.4	23+50	7.3	6.7	24+00	7.1	6.1
24+50	6.4	5.9	25+00	5.8	6.1	25+50	5.9	5.5	26+00	5.9	5.7
26+50	6.5	6.3	27+00	7.2	7.2	27+50	6.5	6.6	28+00	6.1	7.1
28+50	6.1	6.4	29+00	5.9	6.5	29+50	5.7	5.8	30+00	6.1	6.2
30+50	6.1	6.1	31+00	5.8	6.3	31+50	6.1	6.6	32+00	5.5	5.7
32+50	5.8	5.6	33+00	6.1	5.6	33+50	6.3	5.5	34+00	6.1	5.4
34+50	7.0	6.8	35+00	6.4	6.1	35+50	6.1	6.0	36+00	6.5	6.0

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
36+50	7.2	6.9	37+00	7.1	6.8	37+50	7.4	6.8	38+00	7.4	7.3
38+50	8.1	7.4	39+00	7.7	7.2	39+50	6.8	6.2	40+00	7.0	6.7
40+50	6.5	6.4	41+00	7.2	7.0	41+50	6.8	6.7	42+00	7.1	6.8
42+50	6.8	6.5	43+00	6.2	5.8	43+50	6.1	5.7	44+00	6.5	6.1
44+50	6.8	6.7	45+00	7.2	7.0	45+50	7.5	7.1	46+00	7.3	6.7
46+50	6.7	6.4	47+00	6.7	6.7	47+50	7.0	6.6	48+00	7.2	6.8
48+50	6.6	6.7	49+00	7.1	6.5	49+50	7.4	6.7	50+00	7.6	7.0
50+50	8.2	7.6	51+00	8.3	8.1	51+50	7.7	8.0	52+00	6.3	6.3
52+50	6.6	5.7	53+00	7.2	6.3	53+50	7.3	6.7	54+00	7.3	6.5
54+50	7.0	6.8	55+00	6.7	6.1	55+50	6.9	6.4	56+00	7.2	6.7
56+50	7.3	6.6	57+00	7.1	6.5	57+50	7.2	7.0	58+00	7.1	6.7
58+50	6.8	6.6	59+00	7.3	7.0	59+50	7.5	7.3	60+00	7.3	6.8
60+50	7.3	7.1	61+00	6.7	6.5	61+50	5.1	5.2	62+00	5.1	5.1
62+50	5.5	5.0	63+00	5.8	5.4	63+50	5.9	5.2	64+00	6.0	5.2
64+50	6.0	5.1	65+00	5.3	5.9	65+50	4.9	6.0	66+00	5.6	6.0
66+50	5.4	5.5	67+00	4.6	4.8	67+50	4.3	5.2	68+00	4.6	5.8
68+50	4.8	5.8	69+00	4.7	4.7	69+50	4.9	4.9	70+00	4.9	4.8
70+50	5.1	5.0	71+00	4.8	4.8	71+50	4.5	5.1	72+00	4.7	5.4
72+50	4.9	5.3	73+00	5.4	5.5	73+50	5.4	5.8	74+00	5.2	5.9
74+50	5.0	5.7	75+00	5.5	5.7	75+50	5.3	5.9	76+00	5.0	5.1
76+50	5.2	5.0	77+00	5.2	5.1	77+50	5.0	5.0	78+00	5.3	5.2
78+50	5.8	5.6	79+00	5.7	5.7	79+50	5.6	5.7	80+00	5.5	5.5
80+50	5.0	5.3	81+00	5.2	5.1	81+50	5.2	5.3	82+00	5.2	5.6
82+50	5.6	5.9	83+00	7.3	8.5	83+50	6.9	8.8	84+00	7.1	8.4
84+50	7.6	8.7	85+00	7.6	8.6	85+50	8.4	8.3	86+00	8.6	8.8
86+50	7.9	7.9	87+00	8.0	7.7	87+50	8.0	7.6	88+00	8.3	8.2
88+50	8.1	7.6	89+00	7.8	7.4	89+50	7.8	7.3	90+00	7.8	7.6
90+50	7.5	7.7	91+00	7.6	7.5	91+50	7.8	7.5	92+00	7.8	7.2
92+50	7.6	7.6	93+00	7.6	7.8	93+50	7.9	7.7	94+00	7.0	7.0
94+50	7.8	7.0	95+00	7.9	7.3	95+50	7.9	7.4	96+00	7.8	7.0
96+50	7.0	6.6	97+00	7.1	6.5	97+50	7.6	6.6	98+00	8.4	7.2
98+50	8.4	8.0	99+00	7.4	6.8	99+50	7.0	6.6	100+00	8.2	7.3
100+50	8.6	7.7	101+00	7.8	7.8	101+50	8.1	7.6	102+00	7.7	7.3
102+50	7.4	6.8	103+00	7.2	6.8	103+50	7.8	6.8	104+00	7.8	6.8
104+50	7.6	8.4	105+00	7.8	9.2	105+50	7.9	7.9	106+00	8.1	7.8
106+50	8.5	8.2	107+00	8.5	8.3	107+50	8.2	7.9	108+00	8.1	7.7
108+50	7.6	7.3	109+00	8.0	7.5	109+50	8.4	7.6	110+00	8.6	8.3
110+50	7.9	8.5	111+00	7.8	7.9	111+50	8.4	8.2	112+00	8.1	7.1
112+50	7.9	7.9	113+00	7.5	7.1	113+50	7.4	8.1	114+00	7.2	7.5
114+50	6.9	6.9	115+00	7.0	6.8	115+50	7.0	6.6	116+00	7.8	7.1
116+50	7.4	7.0	117+00	7.5	7.2	117+50	7.3	7.2	118+00	7.3	7.4
118+50	7.2	7.3	119+00	8.0	8.2	119+50	8.1	8.5	120+00	7.9	7.9
120+50	8.0	7.5	121+00	7.4	7.0	121+50	7.2	7.1	122+00	7.2	6.5
122+50	7.0	6.6	123+00	7.1	7.3	123+50	8.2	7.2	124+00	7.8	7.0

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
124+50	7.2	8.5	125+00	7.2	9.9	125+50	8.2	9.8	126+00	7.8	9.0
126+50	7.0	8.7	127+00	7.4	9.1	127+50	7.3	9.6	128+00	7.7	8.5
128+50	7.0	8.3	129+00	7.2	8.3	129+50	7.1	8.3	130+00	7.2	9.3
130+50	7.3	7.8	131+00	7.4	8.1	131+50	7.2	7.7	132+00	6.4	8.5
132+50	6.1	8.2	133+00	6.2	7.9	133+50	7.1	7.5	134+00	8.3	8.0
134+50	8.1	7.6	135+00	8.3	7.5	135+50	8.3	8.0	136+00	8.6	8.3
136+50	8.6	8.5	137+00	8.6	8.9	137+50	8.3	8.8	138+00	7.9	8.6
138+50	7.4	8.3	139+00	7.6	8.5	139+50	7.3	7.9	140+00	7.5	7.9
140+50	7.1	7.5	141+00	7.5	8.0	141+50	7.8	7.9	142+00	8.4	8.3
142+50	8.2	8.3	143+00	9.1	9.0	143+50	9.8	9.6	144+00	9.8	6.4
144+50	9.0	8.0	145+00	7.9	7.8	145+50	7.7	7.8	146+00	8.2	7.9
146+50	7.3	7.8	147+00	6.7	7.0	147+50	6.5	6.8	148+00	7.1	7.5
148+50	7.0	7.1	149+00	8.6	6.0	149+50*	5.8	0.0	150+00*	2.0	0.0
150+50*	1.7	0.0	151+00*	1.7	0.0	151+50*	3.4	1.8	152+00	8.7	9.0
152+50	7.9	7.8	153+00	8.6	8.4	153+50	7.5	7.4	154+00	7.4	8.0
154+50	7.2	7.8	155+00	7.5	8.4	155+50	6.8	9.0	156+00	6.4	8.0
156+50	6.6	8.6	157+00	6.9	7.1	157+50	7.2	7.5	158+00	7.2	7.7
158+50	7.5	7.7	159+00	7.7	7.9	159+50	7.9	7.5	160+00	7.5	7.8
160+50	7.4	8.0	161+00	6.8	6.9	161+50	6.5	7.5	162+00	7.2	8.6
162+50	7.4	8.4	163+00	7.2	8.2	163+50	7.0	7.9	164+00	6.8	7.3
164+50	7.7	7.9	165+00	7.8	8.2	165+50	7.7	8.0	166+00	7.8	7.7
166+50	7.8	7.6	167+00	7.4	7.4	167+50	7.8	7.8	168+00	7.2	6.8
168+50	7.3	6.8	169+00	6.9	7.7	169+50	6.7	7.9	170+00	6.4	7.9
170+50	6.8	7.9	171+00	7.3	7.3	171+50	6.8	7.4	172+00	6.9	7.1
172+50	6.9	7.5	173+00	6.4	5.9	173+50	6.2	6.3	174+00	6.1	6.3
174+50	6.1	6.4	175+00	6.2	6.4	175+50	6.1	6.1	176+00	6.3	6.7
176+50	7.0	7.2	177+00	6.9	7.2	177+50	6.5	7.3	178+00	6.8	7.7
178+50	7.0	7.2	179+00	7.3	8.0	179+50	7.2	8.3	180+00	6.1	8.0
180+50	6.1	7.9	181+00	6.7	7.9	181+50	6.9	7.7	182+00	7.5	7.8
182+50	7.4	8.0	183+00	7.4	6.8	183+50	7.4	6.8	184+00	7.0	7.0
184+50	7.5	7.6	185+00	6.9	7.6	185+50	6.2	6.7	186+00	6.8	7.0
186+50	6.5	6.5	187+00	6.4	6.4	187+50	6.4	6.5	188+00	6.4	6.0
188+50	6.1	6.1	189+00	6.4	6.3	189+50	6.8	6.3	190+00	6.5	6.2
190+50	7.2	6.3	191+00	7.1	7.4	191+50	6.2	7.4	192+00	5.8	6.4
192+50	6.4	6.7	193+00	7.0	7.2	193+50	6.4	7.1	194+00	7.2	7.5
194+50	7.4	7.8	195+00	7.5	7.7	195+50	7.5	7.5	196+00	7.0	7.0
196+50	7.1	8.0	197+00	6.8	6.9	197+50	6.3	6.2	198+00	6.6	6.5
198+50	6.9	7.8	199+00	7.1	7.4	199+50	6.8	7.6	200+00	6.9	6.9
200+50	7.3	7.5	201+00	6.8	6.9	201+50	7.2	6.6	202+00	6.8	6.6
202+50	7.2	6.5	203+00	6.6	6.4	203+50	6.7	6.7	204+00	6.5	6.6
204+50	6.3	6.6	205+00	6.1	6.3	205+50	6.2	5.7	206+00	6.1	5.7
206+50	6.4	6.5	207+00	5.9	7.5	207+50	5.9	7.9	208+00	6.1	7.8
208+50	5.9	7.9	209+00	6.2	7.5	209+50	6.4	7.4	210+00	6.4	7.2
210+50	6.5	7.6	211+00	6.4	7.3	211+50	6.3	7.1	212+00	6.1	7.0

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
212+50	6.1	7.7	213+00	6.5	6.9	213+50	6.8	7.1	214+00	6.7	7.7
214+50	6.1	8.1	215+00	5.7	7.9	215+50	6.0	7.1	216+00	6.5	7.1
216+50	6.2	6.7	217+00	6.3	6.7	217+50	6.8	6.6	218+00	6.9	7.2
218+50	7.2	7.4	219+00	7.4	7.6	219+50	6.8	7.6	220+00	7.1	7.3
220+50	6.4	7.3	221+00	6.6	6.7	221+50*	0.7	1.7	222+00*	0.1	0.0
222+50	4.0	5.7	223+00	5.7	6.3	223+50	6.1	6.8	224+00	6.5	6.4
224+50	6.3	6.2	225+00	6.5	5.8	225+50	6.9	6.6	226+00	6.5	6.4
226+50	6.8	7.2	227+00	6.6	6.9	227+50	7.1	7.1	228+00	6.6	6.7
228+50	6.5	6.8	229+00	6.3	6.9	229+50	7.1	7.1	230+00	7.2	6.9
230+50	7.1	7.2	231+00	7.2	7.2	231+50	7.7	7.6	232+00	7.1	6.8
232+50	7.5	6.9	233+00	7.3	6.8	233+50	7.4	7.2	234+00	7.7	7.2
234+50	7.8	6.8	235+00	7.5	6.9	235+50	7.0	7.2	236+00	8.4	6.7
236+50	7.4	6.6	237+00	7.5	7.1	237+50	6.8	6.2	238+00	6.8	6.3
238+50	6.6	6.5	239+00	7.5	6.7	239+50	7.3	6.8	240+00	7.5	6.6
240+50	7.0	7.1	241+00	6.7	6.2	241+50	7.1	6.7	242+00	7.3	7.3
242+50	6.7	7.2	243+00	6.8	6.9	243+50	6.5	7.0	244+00	6.6	6.7
244+50	6.6	6.5	245+00	6.4	6.3	245+50	7.2	7.0	246+00	6.7	6.7
246+50	6.9	6.7	247+00	6.6	6.0	247+50	7.0	5.8	248+00	7.1	6.4
248+50	8.2	8.6	249+00*	4.1	3.5	249+50	7.5	7.1	250+00	9.9	9.5
250+50	9.3	8.8	251+00	9.2	8.6	251+50	8.3	7.8	252+00	7.5	7.0
252+50	7.3	6.6	253+00	7.4	6.5	253+50	7.3	6.4	254+00	7.4	6.7
254+50	6.9	6.6	255+00	6.7	6.8	255+50	7.3	6.8	256+00	6.1	6.2
256+50	6.4	6.6	257+00	6.8	7.1	257+50	6.7	7.1	258+00	6.5	7.3
258+50	7.0	7.0	259+00	7.1	7.6	259+50	6.8	7.3	260+00	6.5	6.6
260+50	6.2	6.1	261+00	6.1	6.1	261+50	6.6	6.5	262+00	6.3	6.4
262+50	6.3	6.0	263+00	6.8	6.1	263+50	7.3	6.7	264+00	6.9	6.1
264+50	6.9	6.6	265+00	6.9	6.4	265+50	8.8	8.7	266+00	9.0	8.4
266+50	9.6	9.0	267+00	8.7	8.8	267+50	9.3	8.7	268+00	9.3	8.5
268+50	8.7	8.3	269+00	8.7	8.6	269+50	8.7	8.2	270+00	8.8	9.0
270+50	8.4	9.7	271+00	9.1	10.0	271+50	9.4	9.8	272+00	9.0	10.0
272+50	8.3	9.4	273+00	8.6	9.3	273+50	9.0	9.4	274+00	9.3	9.9
274+50	9.2	10.2	275+00	9.7	9.4	275+50	8.6	8.8	276+00	8.5	9.1
276+50	9.6	9.6	277+00	9.1	9.6	277+50	9.9	9.6	278+00	10.0	9.9
278+50	10.2	9.8	279+00	9.8	9.8	279+50	10.2	10.0	280+00	10.7	10.3
280+50	11.2	10.0	281+00	10.9	11.2	281+50	10.6	10.8	282+00	10.8	9.1
282+50	11.4	10.5	283+00	11.1	10.4	283+50	10.6	10.6	284+00	10.7	10.5
284+50	11.3	10.7	285+00	11.1	10.1	285+50	10.2	9.8	286+00	9.7	9.5
286+50	10.5	9.3	287+00	10.2	9.8	287+50	9.3	9.6	288+00	8.5	8.8
288+50	9.4	9.3	289+00	9.5	9.1	289+50	9.7	8.5	290+00	9.7	9.7
290+50	9.9	10.1	291+00	9.5	9.7	291+50	9.4	8.8	292+00	9.7	9.1
292+50	10.3	9.4	293+00	10.6	10.2	293+50	10.6	9.4	294+00	10.5	9.8
294+50	10.4	10.3	295+00	10.2	10.0	295+50	10.3	10.2	296+00	11.2	10.9
296+50	11.2	10.9	297+00	10.3	10.6	297+50	10.9	10.4	298+00	11.6	10.9
298+50	11.4	10.8	299+00	11.0	10.9	299+50	10.7	10.7	300+00	9.8	9.6

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

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Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
300+50	9.2	9.9	301+00	9.5	10.2	301+50	9.5	9.6	302+00	9.1	9.5
302+50	9.6	9.9	303+00	9.1	9.7	303+50	9.1	9.4	304+00	9.0	9.5
304+50	8.2	8.1	305+00	8.5	8.1	305+50	9.7	9.2	306+00	10.3	10.2
306+50	10.1	9.9	307+00	10.6	9.9	307+50	10.4	10.3	308+00	10.0	9.4
308+50	10.1	10.6	309+00	9.1	10.6	309+50	9.4	10.5	310+00	9.5	10.3
310+50	8.4	8.8	311+00	8.4	9.5	311+50	8.4	10.6	312+00	8.8	10.9
312+50	9.1	10.9	313+00	9.5	11.3	313+50	10.1	11.0	314+00	9.4	10.9
314+50	9.2	11.9	315+00	9.5	11.6	315+50	10.0	12.2	316+00	10.3	10.8
316+50	10.3	11.3	317+00	9.7	12.1	317+50	10.0	11.3	318+00	10.1	11.3
318+50	9.0	13.5	319+00	9.1	11.2	319+50	10.0	11.3	320+00	9.9	11.3
320+50	9.1	11.0	321+00	8.4	10.2	321+50	8.6	9.1	322+00	8.4	8.0
322+50	8.8	9.0	323+00	7.8	9.8	323+50	7.7	8.7	324+00	8.4	9.9
324+50	9.5	11.6	325+00	9.1	12.3	325+50	9.1	12.9	326+00	9.9	12.4
326+50	10.4	13.0	327+00	10.4	13.4	327+50	10.0	11.3	328+00	9.1	10.0
328+50	8.7	10.0	329+00	9.3	11.0	329+50	9.3	10.5	330+00	8.5	10.4
330+50	8.7	8.4	331+00	8.4	9.2	331+50	8.7	10.0	332+00	8.3	10.2
332+50	9.3	10.0	333+00	9.1	10.0	333+50	8.4	9.4	334+00	7.8	9.5
334+50	8.2	10.2	335+00	9.1	10.8	335+50	8.6	10.5	336+00	8.2	9.6
336+50	7.9	9.4	337+00	8.6	9.8	337+50	9.5	10.5	338+00	9.0	10.4
338+50	9.3	9.8	339+00	9.1	10.0	339+50	9.1	9.5	340+00	9.4	9.8
340+50	9.7	10.1	341+00	9.8	10.5	341+50	9.8	10.7	342+00	10.3	10.9
342+50	10.2	11.3	343+00	8.3	8.8	343+50	7.7	7.7	344+00	7.6	8.0
344+50	8.2	8.6	345+00	7.4	7.8	345+50	7.3	7.4	346+00	8.2	7.9
346+50	8.6	8.3	347+00	7.9	8.1	347+50	7.4	7.9	348+00	7.4	8.1
348+50	7.4	7.4	349+00	6.9	7.5	349+50	7.4	7.5	350+00	7.9	7.7
350+50	7.5	7.6	351+00	7.2	7.5	351+50	6.9	7.3	352+00	7.3	7.2
352+50	7.4	7.2	353+00	7.8	7.7	353+50	7.8	7.6	354+00	7.6	7.5
354+50	8.0	8.0	355+00	7.8	8.0	355+50	8.3	8.4	356+00	8.3	8.5
356+50	8.1	8.3	357+00	8.1	8.1	357+50	8.0	7.4	358+00	7.4	7.0
358+50	7.8	7.5	359+00	8.0	7.9	359+50	7.1	7.9	360+00	7.0	7.7
360+50	7.6	7.9	361+00	7.8	8.5	361+50	8.2	9.1	362+00	8.3	8.9
362+50	8.1	8.5	363+00	8.3	8.7	363+50	8.6	7.9	364+00	8.4	7.9
364+50	8.3	8.2	365+00	8.1	8.7	365+50	8.8	10.0	366+00	8.8	9.4
366+50	8.9	8.2	367+00	10.3	7.6	367+50	10.0	7.5	368+00	9.5	6.7
368+50	9.6	6.6	369+00	9.9	9.9	369+50	9.7	10.5	370+00	9.8	9.3
370+50	9.8	9.7	371+00	9.7	9.3	371+50	11.6	9.0	372+00	9.6	9.0
372+50	9.0	8.6	373+00	9.6	9.5	373+50	9.6	9.2	374+00	9.4	9.6
374+50	9.0	9.1	375+00	8.8	11.0	375+50	8.2	9.2	376+00	8.4	8.3
376+50	8.3	8.2	377+00	8.0	7.9	377+50	8.0	7.4	378+00	7.9	7.2
378+50	8.3	7.5	379+00	8.6	8.1	379+50	8.9	7.9	380+00	8.5	8.0
380+50	8.5	8.1	381+00	8.5	8.0	381+50	8.7	8.1	382+00	9.0	8.6
382+50	9.0	8.5	383+00	8.7	8.5	383+50	8.8	8.3	384+00	9.4	8.5
384+50	8.8	7.6	385+00	8.2	7.7	385+50	8.5	7.5	386+00	7.8	7.4
386+50	7.7	7.7	387+00	7.9	7.7	387+50	8.1	8.0	388+00	8.8	8.4

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
388+50	8.2	8.2	389+00	8.3	8.5	389+50	8.7	9.6	390+00	8.0	8.6
390+50	7.8	9.3	391+00	7.9	9.2	391+50	8.1	9.8	392+00	7.9	10.0
392+50	7.6	9.3	393+00	7.5	8.6	393+50	7.8	7.9	394+00	8.7	8.1
394+50	9.0	8.5	395+00	8.7	7.9	395+50	7.8	7.6	396+00	7.3	7.3
396+50	7.7	7.4	397+00	7.9	7.7	397+50	7.7	9.2	398+00	9.6	9.9
398+50	9.6	9.8	399+00	9.5	9.7	399+50	9.0	9.2	400+00	9.7	9.7
400+50	10.8	10.8	401+00	10.4	10.5	401+50	9.9	9.5	402+00	10.0	9.2
402+50	10.4	10.0	403+00	9.8	9.2	403+50	9.3	9.2	404+00	9.3	9.3
404+50	9.0	9.0	405+00	9.0	9.2	405+50	9.6	10.5	406+00	9.8	10.3
406+50	10.3	10.5	407+00*	3.7	7.4	407+50*	0.0	0.0	408+00*	1.8	1.7
408+50	9.4	9.3	409+00	10.3	9.3	409+50	9.9	9.7	410+00	10.1	10.4
410+50	10.8	10.8	411+00	11.6	11.3	411+50	11.1	11.2	412+00	10.9	10.8
412+50	10.2	8.9	413+00	10.5	10.0	413+50	9.8	9.5	414+00	9.5	9.5
414+50	10.8	10.6	415+00	11.1	11.0	415+50	11.6	11.4	416+00	11.6	11.6
416+50	10.6	10.5	417+00	9.4	9.6	417+50	10.0	10.4	418+00	11.0	11.6
418+50	9.9	11.6	419+00	9.1	10.7	419+50	8.6	10.1	420+00	8.4	9.8
420+50	8.9	10.4	421+00	9.8	10.4	421+50	9.7	9.3	422+00	9.8	10.1
422+50	9.6	10.6	423+00	9.3	10.5	423+50	9.1	8.6	424+00	8.9	9.9
424+50	8.4	9.8	425+00	8.3	10.5	425+50	8.8	9.8	426+00	9.5	9.7
426+50	9.6	9.9	427+00	9.8	10.6	427+50	10.1	10.6	428+00	10.1	11.2
428+50	10.1	13.1	429+00	10.7	11.3	429+50	10.1	12.0	430+00	9.2	11.9
430+50	9.3	11.3	431+00	9.8	12.7	431+50	10.2	11.3	432+00	10.4	11.6
432+50	10.6	9.5	433+00	10.5	10.9	433+50	10.1	11.0	434+00	9.8	11.1
434+50	10.6	11.0	435+00	11.1	11.3	435+50	11.4	11.7	436+00	11.7	12.2
436+50	12.3	12.7	437+00	11.8	11.9	437+50	11.5	11.2	438+00	11.1	10.5
438+50	11.2	11.6	439+00	11.2	10.8	439+50	11.1	10.9	440+00	10.7	10.3
440+50	10.8	11.2	441+00	11.0	12.6	441+50	10.3	12.8	442+00	9.8	10.8
442+50	9.5	8.5	443+00	9.3	10.3	443+50	8.6	11.2	444+00	9.2	11.7
444+50	10.1	10.9	445+00	11.8	9.2	445+50	11.9	10.1	446+00	11.0	12.6
446+50	11.1	12.1	447+00	10.9	11.9	447+50	10.8	11.9	448+00	10.9	11.1
448+50	10.0	10.4	449+00	10.4	10.9	449+50	10.7	10.4	450+00	10.8	9.8
450+50	10.7	10.0	451+00	10.4	9.8	451+50	10.7	10.3	452+00	11.2	10.7
452+50	11.2	11.1	453+00	11.4	11.5	453+50	11.1	11.7	454+00	10.5	11.3
454+50	11.1	12.1	455+00	10.3	12.4	455+50	10.5	11.1	456+00	10.4	11.6
456+50	11.5	11.8	457+00	11.6	12.5	457+50	11.7	12.8	458+00	11.4	11.4
458+50	10.9	11.1	459+00	10.9	10.9	459+50	11.6	11.5	460+00	11.3	11.4
460+50	11.2	11.2	461+00	11.5	11.8	461+50	11.0	12.2	462+00	10.6	11.6
462+50	10.4	10.6	463+00	10.2	10.5	463+50	10.6	11.1	464+00	10.2	10.8
464+50	9.9	10.3	465+00	10.5	10.4	465+50	10.6	10.5	466+00	11.3	12.1
466+50	11.3	12.1	467+00	11.4	12.8	467+50	11.4	12.2	468+00	11.0	11.5
468+50	10.3	10.9	469+00	9.8	11.2	469+50	9.9	12.1	470+00	9.8	11.3
470+50	9.8	11.0	471+00	9.5	10.5	471+50	9.6	12.5	472+00	9.5	11.7
472+50	9.5	10.0	473+00	9.3	10.1	473+50	10.3	10.6	474+00	10.3	10.5
474+50	10.2	10.4	475+00	9.9	11.5	475+50	7.9	8.8	476+00	7.7	8.9

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
476+50	8.1	10.2	477+00	7.7	10.3	477+50	8.0	9.1	478+00	7.1	9.5
478+50	7.6	10.8	479+00	7.9	11.1	479+50	7.5	10.6	480+00	7.4	10.1
480+50	8.3	7.6	481+00	8.5	6.6	481+50	8.2	6.9	482+00	8.1	6.0
482+50	7.6	6.1	483+00	7.3	5.6	483+50	7.8	6.0	484+00	7.7	6.5
484+50	7.8	6.9	485+00	8.3	6.7	485+50	8.2	7.7	486+00	8.4	7.7
486+50	8.4	8.6	487+00	7.8	8.7	487+50	7.7	8.3	488+00	8.4	8.8
488+50	8.4	8.6	489+00	8.0	8.2	489+50	7.7	8.7	490+00	8.9	9.2
490+50	8.0	9.1	491+00	8.6	9.3	491+50	8.1	8.2	492+00	7.9	9.1
492+50	8.2	8.5	493+00	8.4	9.5	493+50	8.5	9.2	494+00	8.3	8.9
494+50	8.3	8.8	495+00	8.7	8.6	495+50	8.5	8.7	496+00	8.1	8.4
496+50	8.8	8.2	497+00	8.8	9.3	497+50	8.8	9.0	498+00	9.0	9.0
498+50	9.1	10.5	499+00	8.9	9.0	499+50	8.9	9.5	500+00	9.1	9.5
500+50	9.4	9.6	501+00	9.7	10.1	501+50	9.5	10.0	502+00	9.4	9.9
502+50	9.8	10.0	503+00	9.3	9.0	503+50	8.9	8.7	504+00	8.6	11.1
504+50	8.7	9.4	505+00	8.9	9.0	505+50	9.1	9.0	506+00	9.3	9.0
506+50	9.3	8.8	507+00	8.9	8.6	507+50	9.0	9.1	508+00	8.4	9.5
508+50	9.6	9.3	509+00	9.4	8.7	509+50	9.5	8.5	510+00	8.7	8.9
510+50	8.4	8.4	511+00	8.7	8.9	511+50	9.3	9.0	512+00	9.0	9.6
512+50	9.8	9.5	513+00	9.7	9.8	513+50	9.8	9.7	514+00	10.2	10.1
514+50	9.9	9.9	515+00	10.5	10.0	515+50	10.5	10.1	516+00	10.6	10.1
516+50	10.9	10.5	517+00	10.5	10.0	517+50	10.3	10.0	518+00	9.9	9.5
518+50	9.7	9.6	519+00	9.9	9.9	519+50	9.9	9.9	520+00	8.7	9.0
520+50	9.2	9.2	521+00	9.7	9.4	521+50	9.4	8.8	522+00	9.8	9.2
522+50	9.7	9.5	523+00	9.5	9.2	523+50	9.3	9.0	524+00	8.8	8.9
524+50	9.0	8.9	525+00	8.9	8.5	525+50	9.3	9.1	526+00	9.3	9.0
526+50	9.5	9.3	527+00	9.1	8.8	527+50	9.6	9.2	528+00	9.6	9.0
528+50	9.3	8.8	529+00	9.3	9.1	529+50	9.1	9.0	530+00	8.6	8.9
530+50	8.9	8.9	531+00	9.6	9.2	531+50	10.2	9.7	532+00	10.2	10.3
532+50	9.9	9.9	533+00	10.1	10.1	533+50	9.7	9.8	534+00	9.8	9.6
534+50	9.7	9.2	535+00	10.2	9.8	535+50	10.0	9.8	536+00	10.0	9.9
536+50	10.9	10.2	537+00	11.3	10.6	537+50	12.2	12.1	538+00	11.3	11.4
538+50	10.7	10.2	539+00	10.5	10.1	539+50	10.2	9.9	540+00	10.2	10.0
540+50	9.8	9.7	541+00	10.0	9.6	541+50	10.3	9.7	542+00	9.7	9.3
542+50	9.8	9.6	543+00	9.6	9.3	543+50	9.5	9.0	544+00	9.8	9.0
544+50	9.4	9.0	545+00	9.6	9.2	545+50	9.1	8.7	546+00	9.3	9.1
546+50	9.7	9.3	547+00	9.0	8.4	547+50	9.2	8.9	548+00	9.2	9.1
548+50	8.8	9.3	549+00	9.2	9.4	549+50	9.5	8.7	550+00	8.6	8.3
550+50	8.7	8.8	551+00	8.6	8.4	551+50	9.2	7.3	552+00	9.1	6.4
552+50	10.3	7.6	553+00	10.8	7.9	553+50	10.2	7.4	554+00	10.3	7.3
554+50	10.3	7.3	555+00	10.7	7.9	555+50	10.2	7.6	556+00	10.4	6.9
556+50	10.5	7.8	557+00	10.1	7.6	557+50	9.9	7.0	558+00	9.7	6.9
558+50	10.6	6.7	559+00	10.4	6.8	559+50	9.9	6.7	560+00	9.5	6.7
560+50	10.3	6.3	561+00	11.2	7.7	561+50	10.0	7.0	562+00	10.0	7.0
562+50	10.1	7.6	563+00	9.8	6.7	563+50	9.4	6.3	564+00	9.1	6.9

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
564+50	9.3	8.4	565+00	9.6	8.7	565+50	9.3	8.3	566+00	8.7	9.1
566+50	8.8	9.1	567+00	9.1	9.1	567+50	8.5	8.3	568+00	8.8	8.7
568+50	8.7	9.0	569+00	8.9	9.1	569+50	8.4	8.9	570+00	8.5	9.1
570+50	8.2	8.8	571+00	8.2	8.7	571+50	8.9	8.7	572+00	8.3	8.7
572+50	9.0	8.9	573+00	9.0	9.0	573+50	8.5	8.2	574+00	8.4	8.4
574+50	8.5	8.8	575+00	9.0	9.6	575+50	9.3	10.3	576+00	10.1	9.5
576+50	8.8	9.4	577+00	9.4	9.8	577+50	9.8	9.8	578+00	9.7	9.5
578+50	9.3	9.3	579+00	9.1	8.5	579+50	8.5	8.8	580+00	8.8	9.2
580+50	9.2	9.3	581+00	8.9	8.4	581+50	8.2	8.4	582+00	8.9	8.4
582+50	8.9	8.8	583+00	8.6	8.7	583+50	8.1	7.9	584+00	8.5	8.6
584+50	8.8	9.6	585+00	9.0	9.6	585+50	8.6	9.0	586+00	8.6	9.1
586+50	8.9	9.6	587+00	9.5	9.4	587+50	9.3	9.2	588+00	9.0	8.8
588+50	9.5	8.9	589+00	8.8	8.6	589+50	8.4	8.1	590+00	8.4	8.7
590+50	8.6	9.9	591+00	9.1	9.9	591+50	8.6	9.2	592+00	8.2	9.5
592+50	8.6	9.1	593+00	8.2	8.6	593+50	8.2	9.6	594+00	9.0	9.5
594+50	9.0	8.8	595+00	9.0	9.4	595+50	9.1	9.8	596+00	9.1	10.1
596+50	9.5	9.5	597+00	9.8	9.8	597+50	9.6	10.1	598+00	9.5	9.9
598+50	8.6	9.1	599+00	8.5	9.7	599+50	9.4	10.4	600+00	9.4	10.4
600+50	9.3	10.1	601+00	9.3	10.1	601+50	9.0	9.7	602+00	8.7	9.7
602+50	8.6	9.3	603+00	7.5	8.0	603+50	7.3	7.7	604+00	7.1	7.4
604+50	6.9	7.5	605+00	6.9	7.9	605+50	6.9	8.3	606+00	7.1	8.3
606+50	6.8	8.9	607+00	7.5	8.2	607+50	7.6	7.6	608+00	6.7	7.3
608+50	6.9	7.3	609+00	7.1	7.4	609+50	7.6	8.4	610+00	7.6	7.4
610+50	7.1	7.1	611+00	7.6	7.2	611+50	7.3	7.0	612+00	7.1	8.3
612+50	7.3	8.4	613+00	7.2	6.6	613+50	6.6	7.7	614+00	6.4	8.3
614+50	6.7	7.1	615+00	6.9	7.1	615+50	6.7	6.7	616+00	6.9	7.0
616+50	6.6	6.9	617+00	6.9	7.0	617+50	7.0	7.4	618+00	6.5	6.8
618+50	7.3	7.4	619+00	7.5	7.6	619+50	7.3	6.9	620+00	7.2	6.5
620+50	7.0	7.0	621+00	6.4	6.4	621+50	6.8	6.5	622+00	6.8	6.6
622+50	6.8	6.9	623+00	7.1	6.7	623+50	6.9	6.6	624+00	6.9	6.4
624+50	6.7	6.8	625+00	6.5	6.5	625+50	6.4	6.4	626+00	6.9	7.0
626+50	7.5	7.5	627+00	7.6	7.7	627+50	7.6	7.1	628+00	7.5	7.1
628+50	7.8	7.2	629+00	7.5	7.1	629+50	7.5	7.2	630+00	7.7	7.4
630+50	8.0	7.8	631+00	7.5	7.7	631+50	6.7	7.0	632+00	6.9	6.8
632+50	6.9	6.9	633+00	6.7	6.5	633+50	6.0	6.7	634+00	6.4	6.4
634+50	6.5	6.3	635+00	6.5	6.4	635+50	6.8	6.7	636+00	6.6	6.2
636+50	7.2	6.9	637+00	7.0	6.8	637+50	6.2	6.2	638+00	6.5	6.6
638+50	6.9	6.9	639+00	6.8	6.8	639+50	6.8	6.8	640+00	6.3	7.8
640+50	6.4	6.8	641+00	6.7	6.7	641+50	6.8	7.0	642+00	6.7	6.4
642+50	6.9	6.9	643+00	7.0	7.2	643+50	6.5	7.9	644+00	7.3	7.6
644+50	7.2	7.5	645+00	6.8	7.4	645+50	7.2	7.5	646+00	7.1	7.4
646+50	7.3	7.5	647+00	6.9	7.3	647+50	7.2	7.8	648+00	6.7	7.9
648+50	6.5	7.5	649+00	6.7	7.1	649+50	6.3	6.8	650+00	6.6	7.7
650+50	6.3	8.6	651+00	6.5	8.0	651+50	7.2	7.9	652+00	7.2	7.4

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
652+50	6.7	6.5	653+00	6.8	6.7	653+50	6.7	6.9	654+00	6.1	6.3
654+50	5.9	5.6	655+00	6.1	6.2	655+50	6.3	6.4	656+00	7.5	7.2
656+50	7.5	7.0	657+00	8.0	7.5	657+50	8.0	8.0	658+00	8.1	8.3
658+50	7.8	7.7	659+00	7.7	7.9	659+50	7.5	7.8	660+00	7.5	7.7
660+50	7.5	7.9	661+00	7.1	7.3	661+50	7.0	7.3	662+00	7.2	7.1
662+50	7.5	7.7	663+00	7.6	7.4	663+50	7.8	7.8	664+00	7.7	7.4
664+50	7.9	7.7	665+00	7.7	7.7	665+50	7.5	7.6	666+00	7.9	7.5
666+50	7.8	7.2	667+00	7.6	7.9	667+50	7.8	8.1	668+00	8.2	8.7
668+50	8.1	8.3	669+00	7.7	7.9	669+50	7.3	7.2	670+00	7.8	7.4
670+50	7.6	7.4	671+00	6.8	7.3	671+50	6.8	7.7	672+00	6.8	7.4
672+50	6.8	7.0	673+00	6.9	7.6	673+50	6.6	7.5	674+00	7.1	6.9
674+50	7.3	6.9	675+00	7.3	6.5	675+50	7.6	6.8	676+00	7.4	6.9
676+50	6.9	6.6	677+00	6.9	6.7	677+50	6.8	7.2	678+00	7.2	7.2
678+50	6.8	6.5	679+00	6.8	6.8	679+50	6.8	6.5	680+00	6.8	6.6
680+50	7.4	7.4	681+00	7.5	7.1	681+50	7.1	7.2	682+00	7.0	7.1
682+50	7.4	7.3	683+00	7.7	7.8	683+50	7.4	8.1	684+00	7.5	7.7
684+50	7.1	7.5	685+00	7.4	7.9	685+50	7.1	8.3	686+00	7.0	7.1
686+50	7.7	7.8	687+00	7.2	7.5	687+50	6.4	6.7	688+00	6.7	6.8
688+50	6.9	7.2	689+00	7.1	6.7	689+50	7.2	7.6	690+00	7.1	7.2
690+50	6.5	6.7	691+00	7.3	7.5	691+50	7.9	7.8	692+00	7.2	7.6
692+50	8.0	7.6	693+00	7.9	8.5	693+50	7.9	8.1	694+00	7.9	8.1
694+50	7.8	7.9	695+00	7.4	7.9	695+50	7.9	8.3	696+00	7.5	7.7
696+50	7.4	8.3	697+00	8.0	7.8	697+50	7.6	8.1	698+00	8.0	8.5
698+50	7.4	8.1	699+00	7.6	8.2	699+50	7.5	8.4	700+00	8.5	8.4
700+50	7.3	8.6	701+00	7.0	7.8	701+50	6.6	7.5	702+00	6.5	7.1
702+50	6.5	7.0	703+00	6.7	6.8	703+50	6.3	6.8	704+00	6.9	7.1
704+50	7.4	7.9	705+00	7.7	7.9	705+50	8.0	8.4	706+00	7.9	7.9
706+50	8.1	7.9	707+00	7.9	8.5	707+50	7.5	8.3	708+00	7.9	8.5
708+50	7.7	8.4	709+00	7.8	8.1	709+50	7.4	8.6	710+00	7.8	9.2
710+50	8.1	8.4	711+00	8.2	8.0	711+50	7.3	7.4	712+00	7.3	7.3
712+50	7.3	7.3	713+00	7.1	7.3	713+50	7.1	7.4	714+00	6.9	7.7
714+50	5.7	6.5	715+00	6.9	7.4	715+50	6.4	7.5	716+00	7.2	7.7
716+50	7.7	7.7	717+00	8.4	8.8	717+50	7.9	8.1	718+00	8.8	9.0
718+50	8.8	8.6	719+00	8.8	8.7	719+50	8.6	8.3	720+00	9.1	8.1
720+50	10.3	8.9	721+00	9.2	9.3	721+50	9.3	9.4	722+00	9.1	8.4
722+50	9.6	10.3	723+00	9.0	10.3	723+50	9.0	9.9	724+00	9.6	10.0
724+50	9.4	10.0	725+00	9.4	10.0	725+50	8.9	10.6	726+00	9.8	10.8
726+50	9.5	9.7	727+00	9.9	10.2	727+50	9.7	9.9	728+00	9.1	10.3
728+50	9.3	9.5	729+00	9.3	8.8	729+50	9.3	9.9	730+00	9.4	9.9
730+50	9.8	9.9	731+00	9.4	9.5	731+50	9.2	9.3	732+00	8.8	9.0
732+50	9.4	9.4	733+00	9.9	10.0	733+50	9.8	9.7	734+00	9.3	9.4
734+50	8.8	9.0	735+00	8.6	8.5	735+50	8.6	9.0	736+00	8.7	9.5
736+50	8.4	9.3	737+00	8.8	9.3	737+50	9.1	9.7	738+00	8.6	9.8
738+50	8.6	8.3	739+00	8.5	8.6	739+50	8.1	8.2	740+00	8.4	8.3

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
740+50	8.3	8.1	741+00	8.5	7.9	741+50	8.0	7.8	742+00	8.5	8.3
742+50	9.1	6.9	743+00	8.6	7.6	743+50	8.2	7.6	744+00	8.3	7.9
744+50	8.5	9.1	745+00	9.2	9.5	745+50	9.2	9.1	746+00	9.1	8.8
746+50	8.5	8.0	747+00	8.5	8.4	747+50	8.7	8.3	748+00	9.2	8.6
748+50	8.8	9.2	749+00	8.3	9.1	749+50	8.7	8.8	750+00	9.4	8.7
750+50	9.3	8.3	751+00	9.6	8.6	751+50	8.1	8.8	752+00	8.0	9.2
752+50	8.9	9.0	753+00	9.5	9.2	753+50	9.7	9.7	754+00	9.6	9.4
754+50	8.3	8.1	755+00	6.1	6.3	755+50	5.1	5.4	756+00	5.7	6.1
756+50	5.8	6.3	757+00	5.5	6.2	757+50	5.5	7.0	758+00	5.8	7.1
758+50	6.6	7.4	759+00	7.2	7.5	759+50	8.1	8.4	760+00	6.4	7.0
760+50	7.7	6.6	761+00	6.5	6.5	761+50	6.2	6.6	762+00	6.5	6.7
762+50	6.7	6.7	763+00	7.0	6.8	763+50	7.3	6.7	764+00	7.2	6.6
764+50	7.5	6.8	765+00	7.1	6.5	765+50	7.4	6.9	766+00	7.3	6.9
766+50	6.4	6.2	767+00	6.9	6.6	767+50	7.5	7.2	768+00	7.4	6.5
768+50	7.0	6.6	769+00	7.0	6.5	769+50	7.0	6.2	770+00	7.9	6.5
770+50	7.1	6.8	771+00	6.7	6.6	771+50	7.0	6.8	772+00	6.9	6.1
772+50	6.7	6.2	773+00	6.5	6.0	773+50	6.7	6.3	774+00	7.0	6.6
774+50	7.2	6.6	775+00	6.9	6.6	775+50	7.0	6.2	776+00	6.9	6.2
776+50	6.8	6.2	777+00	6.7	6.1	777+50	6.8	6.2	778+00	6.9	6.3
778+50	6.5	6.1	779+00	6.6	5.8	779+50	6.7	6.0	780+00	6.6	6.4
780+50	6.8	6.3	781+00	7.2	6.3	781+50	7.5	6.5	782+00	7.2	6.4
782+50	6.2	6.3	783+00	6.5	6.7	783+50	6.3	6.9	784+00	6.3	6.5
784+50	6.2	6.3	785+00	6.4	6.7	785+50	6.4	6.8	786+00	6.2	7.4
786+50	6.4	6.7	787+00	6.5	7.0	787+50	6.3	6.9	788+00	6.3	6.9
788+50	6.0	6.7	789+00	6.5	7.1	789+50	6.6	6.7	790+00	6.4	6.7
790+50	6.1	6.3	791+00	6.0	6.2	791+50	6.6	6.7	792+00	6.7	6.6
792+50	6.7	6.7	793+00	6.9	7.4	793+50	6.9	7.6	794+00	7.0	7.5
794+50	6.1	6.5	795+00	6.3	6.8	795+50	6.5	6.8	796+00	6.8	6.8
796+50	7.4	7.2	797+00	7.3	6.4	797+50	6.9	5.6	798+00	6.6	5.1
798+50	6.5	5.3	799+00	6.8	5.7	799+50	6.6	5.4	800+00	6.4	5.5
800+50	6.9	6.6	801+00	6.6	6.6	801+50	6.6	6.3	802+00	7.0	6.7
802+50	6.9	6.8	803+00	6.7	6.3	803+50	6.4	6.4	804+00	6.6	7.3
804+50	6.6	7.5	805+00	6.3	6.8	805+50	6.1	6.6	806+00	6.6	6.5
806+50	6.7	6.5	807+00	7.2	6.7	807+50	6.9	6.3	808+00	6.3	5.6
808+50	6.3	5.8	809+00	6.5	6.0	809+50	6.7	6.1	810+00	7.1	6.7
810+50	7.1	6.9	811+00	7.1	7.1	811+50	6.5	6.4	812+00	6.4	6.2
812+50	6.7	6.4	813+00	7.0	6.6	813+50	6.8	6.6	814+00	7.1	6.7
814+50	7.1	7.1	815+00	6.7	6.8	815+50	6.3	6.1	816+00	6.3	6.2
816+50	6.4	6.1	817+00	6.4	5.4	817+50	6.3	5.8	818+00	5.9	5.5
818+50	6.1	5.6	819+00	6.4	5.7	819+50	6.3	5.6	820+00	6.4	5.8
820+50	6.4	5.8	821+00	6.9	6.1	821+50	6.2	5.8	822+00	6.6	6.2
822+50	6.8	6.4	823+00	6.9	6.5	823+50	6.4	6.3	824+00	6.1	6.5
824+50	5.9	6.1	825+00	6.3	6.1	825+50	5.9	6.0	826+00	5.8	6.2
826+50	6.5	6.7	827+00	6.3	6.8	827+50	5.6	6.3	828+00	5.9	6.1

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
828+50	5.9	6.1	829+00	6.0	6.2	829+50	6.1	6.3	830+00	6.6	6.5
830+50	6.1	5.9	831+00	6.4	6.1	831+50	6.8	6.4	832+00	6.0	6.1
832+50	5.9	5.8	833+00	5.8	5.6	833+50	5.4	5.5	834+00	5.2	5.3
834+50	5.3	5.5	835+00	5.3	5.5	835+50	5.3	5.3	836+00	5.1	4.9
836+50	5.7	5.3	837+00	5.7	5.5	837+50	5.8	5.7	838+00	6.0	5.9
838+50	6.3	5.8	839+00	6.7	6.0	839+50	6.6	6.0	840+00	6.1	5.7
840+50	6.7	6.3	841+00	6.8	6.5	841+50	6.6	6.3	842+00	6.8	6.1
842+50	6.7	6.2	843+00	6.3	6.0	843+50	6.6	6.1	844+00	6.4	6.1
844+50	6.7	6.4	845+00	6.5	6.0	845+50	6.2	5.9	846+00	6.5	6.1
846+50	6.0	6.1	847+00	5.6	6.4	847+50	5.4	6.5	848+00	5.6	6.7
848+50	6.2	7.1	849+00	6.3	7.0	849+50	6.5	7.0	850+00	6.1	6.9
850+50	6.2	6.9	851+00	6.8	6.9	851+50	6.5	6.4	852+00	6.2	6.1
852+50	6.6	6.0	853+00	6.1	6.1	853+50	6.2	5.7	854+00	6.3	5.9
854+50	6.2	5.5	855+00	6.2	5.3	855+50	5.3	4.7	856+00	5.5	5.1
856+50	5.4	5.1	857+00	5.3	5.1	857+50	5.5	5.0	858+00	5.9	5.1
858+50	5.7	5.1	859+00	5.8	5.0	859+50	6.1	5.2	860+00	5.8	5.2
860+50	5.5	5.1	861+00	5.4	4.8	861+50	5.7	5.3	862+00	5.6	5.3
862+50	5.7	5.4	863+00	5.6	5.5	863+50	5.8	5.6	864+00	5.9	5.3
864+50	5.6	5.0	865+00	5.1	5.1	865+50	5.4	5.3	866+00	5.6	4.9
866+50	5.6	5.0	867+00	5.6	5.1	867+50	5.6	5.8	868+00	5.5	5.7
868+50	5.3	5.3	869+00	5.4	5.0	869+50	5.4	5.2	870+00	6.0	5.7
870+50	6.2	5.8	871+00	5.6	5.0	871+50	5.8	5.1	872+00	6.0	5.4
872+50	6.2	5.4	873+00	6.3	5.5	873+50	6.3	5.5	874+00	6.3	5.6
874+50	6.0	5.8	875+00	5.9	5.4	875+50	6.4	5.5	876+00	6.1	5.4
876+50	5.6	5.5	877+00	5.7	5.5	877+50	5.9	5.6	878+00	6.4	5.5
878+50	5.6	5.1	879+00	5.9	5.5	879+50	5.7	5.4	880+00	5.9	5.7
880+50	6.2	5.9	881+00	6.2	5.6	881+50	5.4	5.4	882+00	5.7	5.5
882+50	6.0	5.6	883+00	6.7	5.8	883+50	7.2	5.9	884+00	7.4	6.3
884+50	7.9	6.2	885+00	7.8	6.3	885+50	7.5	6.4	886+00	7.2	6.2
886+50	7.0	6.1	887+00	6.8	5.8	887+50	7.5	6.0	888+00	6.7	5.9
888+50	7.4	5.8	889+00	7.0	6.2	889+50	5.8	5.2	890+00	5.7	5.0
890+50	5.6	5.0	891+00	5.4	5.2	891+50	5.4	5.1	892+00	5.6	5.1
892+50	6.0	5.1	893+00	6.2	5.1	893+50	6.2	5.0	894+00	5.7	5.1
894+50	5.4	4.9	895+00	5.3	5.2	895+50	5.7	5.4	896+00	5.8	5.2
896+50	5.6	5.4	897+00	5.6	5.6	897+50	5.4	5.1	898+00	5.3	4.9
898+50	5.4	5.2	899+00	5.4	5.5	899+50	5.5	6.0	900+00	5.1	5.9
900+50	5.3	6.0	901+00	5.4	5.9	901+50	5.2	6.1	902+00	5.5	6.0
902+50	5.5	5.8	903+00	5.5	5.7	903+50	5.4	5.1	904+00	5.7	4.8
904+50	6.1	5.3	905+00	5.2	4.9	905+50	5.6	5.3	906+00	5.5	4.8
906+50	5.5	4.9	907+00	5.5	4.9	907+50	5.2	4.5	908+00	5.0	4.3
908+50	5.2	4.5	909+00	5.0	4.6	909+50	5.0	4.9	910+00	4.8	5.1
910+50	4.3	4.7	911+00	4.7	4.8	911+50	4.8	4.9	912+00	4.9	4.9
912+50	4.8	4.5	913+00	5.0	4.7	913+50	5.1	4.9	914+00	5.0	4.8
914+50	4.9	5.0	915+00	4.8	4.9	915+50*	3.9	4.4	916+00*	2.8	3.7

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
916+50*	2.0	2.9	917+00	4.3	6.1	917+50	5.4	7.8	918+00	5.6	8.9
918+50	5.7	8.0	919+00	5.7	7.3	919+50	6.6	7.2	920+00	5.8	6.8
920+50	6.0	6.8	921+00	6.0	6.8	921+50	5.9	7.5	922+00	6.9	8.1
922+50	7.9	7.4	923+00	7.4	6.6	923+50	7.6	6.8	924+00	7.5	6.8
924+50	7.6	7.0	925+00	6.9	7.4	925+50	6.0	6.7	926+00	5.3	6.0
926+50*	3.4	4.1	927+00*	0.4	4.1	927+50*	2.9	4.8	928+00	5.1	5.2
928+50	6.8	7.3	929+00	8.2	7.7	929+50	7.7	9.9	930+00	8.1	10.3
930+50	7.9	8.4	931+00	6.8	7.9	931+50	7.0	7.7	932+00	7.4	8.1
932+50	6.9	7.4	933+00	7.6	7.7	933+50	7.5	7.3	934+00	7.2	8.3
934+50	6.4	8.4	935+00	6.3	8.2	935+50	4.8	8.6	936+00*	2.3	8.9
936+50	7.5	8.6	937+00	7.6	9.3	937+50	8.0	9.7	938+00	8.2	10.0
938+50	8.1	9.3	939+00	8.5	9.6	939+50	7.8	10.3	940+00	6.4	7.1
940+50	6.7	6.4	941+00	7.4	6.1	941+50	7.9	8.1	942+00	8.7	7.7
942+50	6.9	7.7	943+00	6.8	7.5	943+50	7.0	7.2	944+00	7.6	7.2
944+50	7.3	7.5	945+00	7.3	6.5	945+50	7.7	6.0	946+00	7.8	5.6
946+50	7.2	6.2	947+00	7.7	6.3	947+50	7.4	5.3	948+00	6.6	4.6
948+50	8.0	5.3	949+00	7.5	5.4	949+50	7.5	6.6	950+00	7.7	6.7
950+50	7.5	6.4	951+00	7.1	6.9	951+50	6.8	6.7	952+00	7.0	5.8
952+50	7.1	6.0	953+00	7.4	6.1	953+50	6.9	6.7	954+00	6.4	6.6
954+50	6.9	6.5	955+00	8.0	5.7	955+50	8.2	5.6	956+00	8.4	7.4
956+50	7.8	7.1	957+00	6.7	6.4	957+50	6.9	6.7	958+00	7.0	6.8
958+50	7.2	6.8	959+00	6.4	6.1	959+50	6.7	5.5	960+00	6.8	6.1
960+50	6.5	6.5	961+00	5.9	6.9	961+50	5.8	7.6	962+00	6.4	7.4
962+50	6.5	6.9	963+00	6.4	6.8	963+50	6.6	6.3	964+00	6.7	6.3
964+50	6.2	6.0	965+00	6.6	6.1	965+50	7.1	6.0	966+00	7.1	6.0
966+50	6.3	5.7	967+00	6.4	6.4	967+50	7.2	5.7	968+00	5.8	5.5
968+50	6.5	7.1	969+00	6.9	8.0	969+50	7.1	7.3	970+00	7.4	6.4
970+50	7.9	5.7	971+00	8.0	6.0	971+50	7.9	6.7	972+00	7.5	6.4
972+50	7.0	6.5	973+00	6.5	6.2	973+50	6.9	6.1	974+00	6.4	5.7
974+50	6.5	6.0	975+00	6.4	5.5	975+50	6.8	5.7	976+00	7.3	5.4
976+50	7.6	6.1	977+00	8.1	5.8	977+50	7.2	6.4	978+00	6.6	5.8
978+50	6.0	6.1	979+00	7.1	5.4	979+50	6.3	5.7	980+00	6.9	5.8
980+50	6.0	5.3	981+00	5.1	5.8	981+50	5.5	5.3	982+00	6.5	6.3
982+50	7.2	5.7	983+00	6.5	6.3	983+50	5.9	6.0	984+00	6.2	5.9
984+50	6.4	6.1	985+00	6.2	6.6	985+50	6.7	6.5	986+00	6.9	6.4
986+50	6.0	6.6	987+00	5.7	5.9	987+50	5.4	6.6	988+00	5.5	6.1
988+50	6.2	5.3	989+00	6.2	5.2	989+50	6.9	6.1	990+00	6.8	6.6
990+50	7.4	6.5	991+00	7.7	5.3	991+50	6.9	5.8	992+00	7.1	6.3
992+50	7.4	6.8	993+00	6.9	6.8	993+50	7.0	6.7	994+00	7.5	7.0
994+50	7.5	6.8	995+00	7.2	6.8	995+50	7.3	6.5	996+00*	3.8	1.1
996+50*	0.3	0.2	997+00*	3.8	2.7	997+50	7.8	4.4	998+00	6.7	4.8
998+50	6.9	5.4	999+00	7.2	6.3	999+50	7.6	6.3	1000+00	8.0	7.2
1000+50	8.2	6.7	1001+00	8.0	7.1	1001+50	6.5	6.8	1002+00	7.0	7.2
1002+50	7.2	6.5	1003+00	7.2	6.0	1003+50	6.9	5.6	1004+00	6.8	5.6

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
1004+50	6.3	5.3	1005+00	6.9	5.9	1005+50	6.8	5.4	1006+00	6.8	5.4
1006+50	6.8	5.4	1007+00	7.1	5.2	1007+50	6.3	5.3	1008+00	6.4	5.7
1008+50	6.7	6.1	1009+00	6.1	5.8	1009+50	5.6	5.6	1010+00	5.7	6.3
1010+50	5.9	5.5	1011+00	5.6	5.1	1011+50	6.1	5.5	1012+00	6.3	5.6
1012+50	6.2	6.1	1013+00	7.0	5.5	1013+50	6.9	5.8	1014+00	6.6	6.9
1014+50	5.5	6.1	1015+00	5.9	5.3	1015+50	6.2	5.3	1016+00	6.1	6.2
1016+50	6.1	5.6	1017+00	5.6	6.2	1017+50	5.1	5.7	1018+00	5.1	5.3
1018+50	5.3	5.7	1019+00	4.9	5.2	1019+50	5.3	5.7	1020+00	5.5	5.5
1020+50	5.1	5.3	1021+00	5.2	5.7	1021+50	4.5	6.3	1022+00	4.6	6.8
1022+50	5.0	6.7	1023+00	5.6	5.9	1023+50	5.5	6.1	1024+00	5.1	6.3
1024+50	6.2	6.3	1025+00	6.1	6.0	1025+50	6.0	6.5	1026+00	5.6	7.2
1026+50	5.3	7.6	1027+00	5.0	7.6	1027+50	5.5	7.4	1028+00	5.7	7.3
1028+50	5.7	7.4	1028+90	6.1	6.8						

MaineDOT

Ground Penetrating Radar (GPR)

Estimated Pavement Depths at Transverse Locations

020385.00 - Milford, Greenbush, Passadumkeag

Station	Left Offset, ft					CL	Right Offset, ft					Comments
							3	9	13			
40+00						9.5	8	6.5	7.5			
100+00						8	7.5	7	4.25			
125+00						7.5	7.5	9	4.5			
210+00						7.5	7	7	4.75			
255+00						8	7.5	7.25	4.5			
320+00						8	7.75	9	5			
365+00						8.5	8.25	7	4.75			
430+00						9	9	9.5	4			
520+00						8.75	8.75	9.5	4.5			
585+00						8.25	8.25	8.5	7			
620+00						8.25	8	7	6			
700+00						7.5	7.5	7.75	5.5			
735+00						8.25	8	8.5	4.5			
785+00						6.5	6.5	6.5	6.5			
830+00						7	7	6.75	5			
880+00						6.5	6.5	6.25	6			
929+00						10	10	10.25	4.75			
950+00						8	8	8	4.5			
998+00						10.5	10.75	12	4.5			

Highlighted areas indicate pavement cores were taken at this location.

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 40+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 40+00, 13' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 125+00, 9' RT

MaineDOT

Pavement Cores

020385.00 - Milford, Greenbush, Passadumkeag

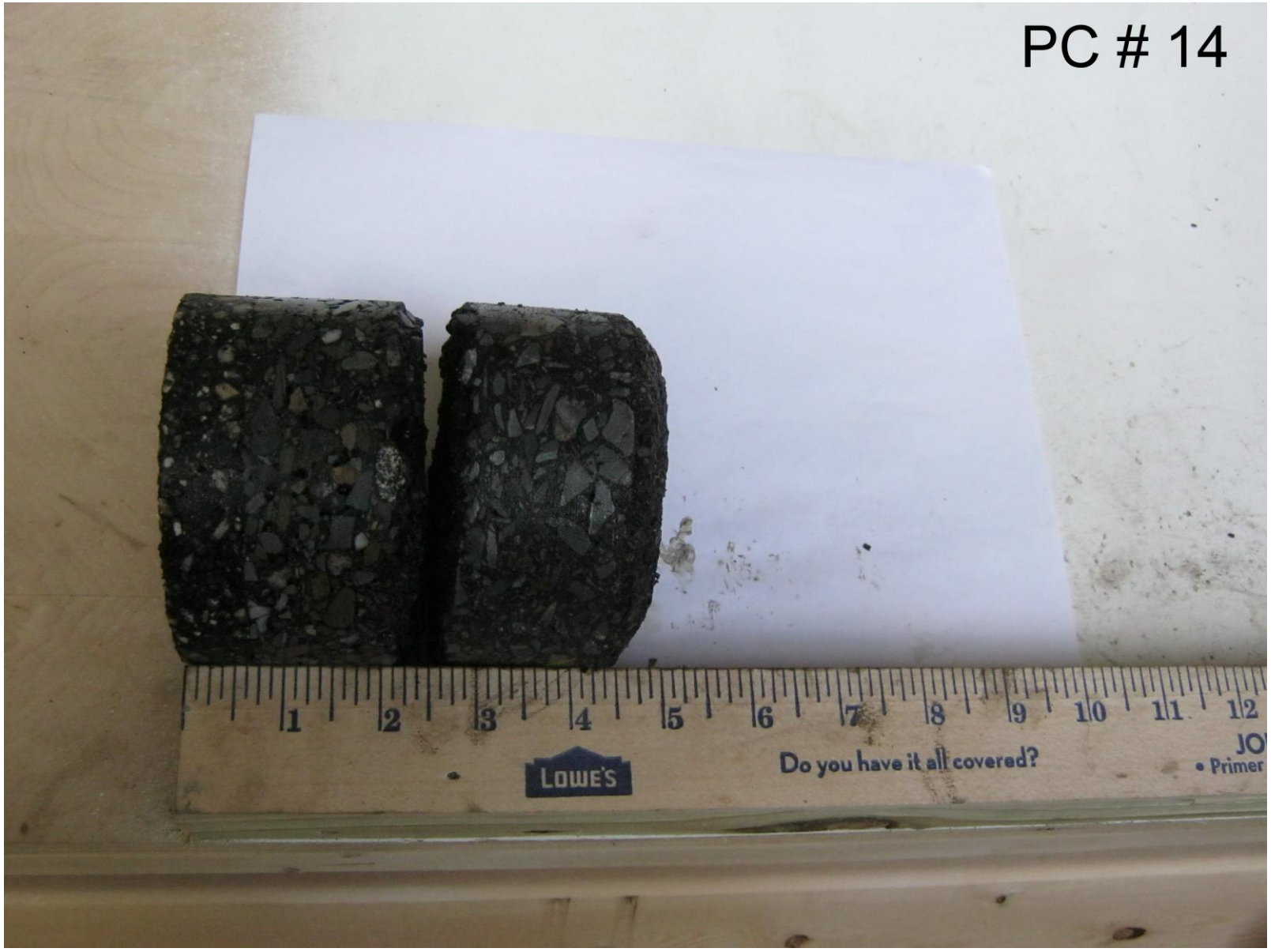
STATION 210+00, 13' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 210+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 320+00, 13' RT



MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 320+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 365+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 430+00, 13' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 430+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 520+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 585+00, 13' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 585+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 620+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 700+00, 13' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 700+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 735+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 785+00, 13' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 785+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 830+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 880+00, 13' RT

MaineDOT

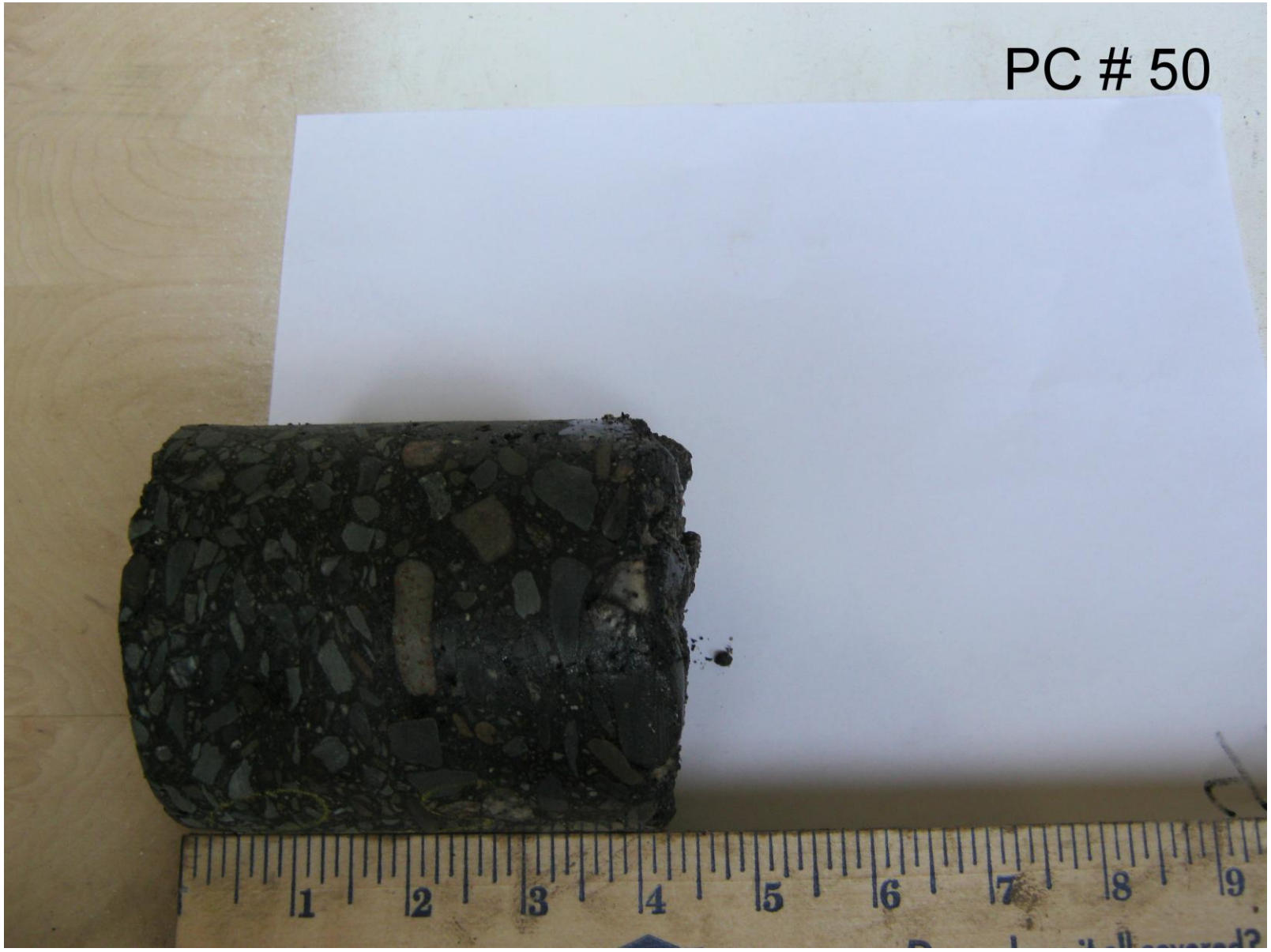
Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 880+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 929+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 950+00, 13' RT



MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 950+00, 9' RT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 998+00, 9' RT

MaineDOT

Ground Penetrating Radar (GPR)
Estimated Pavement Thickness
020385.00 - Milford, Greenbush, Passadumkeag

Explanation of Ground Penetrating (GPR) Data Collection and Analysis:

GPR data was collected at the inner and outer wheel path of the lane at 1 foot intervals along the entire section. Pavement thickness estimates were developed using Geophysical Survey Systems, Inc. (GSSI) RADAN7 GPR data processing software. Where available, pavement thickness values from Geotechnical borings and/or pavement cores collected by MaineDOT personnel were used in developing the estimated GPR pavement thicknesses.

Data Confidence Level:

Fair - Reflection layers appear moderately strong over some of the project. Layer depths correlate fairly well with known pavement depths obtained from pavement cores at most core locations.

GPR pavement thickness averages are to be considered for estimating purposes only. Actual pavement thickness may vary.

Additional Comments
Macadam appears to be present from approximately station 753+00 to 914+00

Project Manager	Reported By	Test Date	Reported Date
DAVIS, SHAWN R	**COLSON, STEPHEN W**	**10/11/2013**	**1/28/2014**

Lane Tested	Route	PMS Route Code	Analysis Distance, ft.
WESTBOUND LANE	**2**		**50**

Overall Average Thickness, in.	Overall Minimum Thickness, in.	Overall Maximum Thickness, in.
7.7	**4.4**	**13**

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
10+50	8.3	8.8	11+00	8.7	9.1	11+50	10.0	9.9	12+00	10.6	10.9
12+50	10.3	11.5	13+00	9.9	10.3	13+50	11.3	10.5	14+00	10.5	9.5
14+50	9.8	9.2	15+00	9.9	9.2	15+50	9.2	9.2	16+00	9.4	9.8
16+50	10.0	9.7	17+00	10.3	10.3	17+50	10.5	10.9	18+00	10.2	10.4
18+50	10.2	10.3	19+00	9.7	9.4	19+50	9.3	9.0	20+00	9.4	9.3
20+50	9.4	9.4	21+00	9.9	9.9	21+50	11.5	10.6	22+00	12.2	11.9
22+50	12.4	12.9	23+00	12.1	12.3	23+50	11.7	12.6	24+00	10.9	11.8
24+50	10.1	10.6	25+00	10.3	10.6	25+50	9.3	10.1	26+00	10.1	10.8
26+50	8.9	9.4	27+00	8.2	7.8	27+50	8.3	8.6	28+00	8.2	8.6
28+50	8.3	8.1	29+00	7.8	7.8	29+50	7.9	7.9	30+00	7.8	7.9
30+50	7.1	7.0	31+00	7.7	8.1	31+50	7.9	8.2	32+00	7.9	8.4
32+50	9.0	9.9	33+00	9.0	10.4	33+50	9.6	11.7	34+00	10.5	11.3
34+50	9.7	9.8	35+00	9.5	10.2	35+50	9.9	10.8	36+00	10.2	10.1

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
36+50	10.2	10.0	37+00	10.2	10.5	37+50	10.7	10.7	38+00	10.8	10.6
38+50	10.4	10.3	39+00	10.4	10.7	39+50	10.5	10.0	40+00	10.7	11.0
40+50	10.3	10.5	41+00	10.0	10.8	41+50	9.8	10.7	42+00	9.9	10.7
42+50	9.2	10.6	43+00	9.2	9.7	43+50	9.7	9.9	44+00	9.2	9.3
44+50	10.0	10.0	45+00	9.9	9.7	45+50	9.0	9.2	46+00	8.9	9.1
46+50	9.9	10.4	47+00	10.3	10.8	47+50	9.5	10.1	48+00	9.5	9.6
48+50	10.4	11.0	49+00	11.1	11.6	49+50	12.5	11.5	50+00	13.0	11.4
50+50	12.3	11.3	51+00	10.7	12.2	51+50	10.2	11.3	52+00	10.2	10.3
52+50	10.3	10.3	53+00	10.6	11.5	53+50	10.4	10.9	54+00	10.4	11.0
54+50	10.0	10.6	55+00	10.9	11.0	55+50	10.8	11.1	56+00	10.9	11.5
56+50	11.4	11.7	57+00	11.5	11.4	57+50	10.5	10.4	58+00	10.5	11.1
58+50	10.8	11.6	59+00	10.7	11.3	59+50	10.1	10.3	60+00	9.6	9.3
60+50	7.7	7.5	61+00	7.3	6.6	61+50	7.7	7.7	62+00	7.7	7.8
62+50	7.7	8.5	63+00	7.9	8.3	63+50	7.8	8.6	64+00	7.2	8.5
64+50	6.4	7.5	65+00	7.1	6.5	65+50	7.0	6.3	66+00	7.1	6.6
66+50	6.5	5.8	67+00	6.1	5.8	67+50	6.1	6.5	68+00	6.6	6.2
68+50	6.7	6.2	69+00	6.6	6.7	69+50	6.8	6.0	70+00	6.1	5.8
70+50	6.1	5.8	71+00	6.1	6.3	71+50	6.6	7.3	72+00	7.4	7.3
72+50	7.8	7.4	73+00	7.9	7.8	73+50	8.1	7.5	74+00	8.1	7.8
74+50	7.9	7.5	75+00	7.9	8.4	75+50	7.7	8.1	76+00	7.6	8.0
76+50	7.5	7.6	77+00	6.9	6.8	77+50	7.3	7.5	78+00	7.2	7.7
78+50	6.5	7.9	79+00	7.2	6.9	79+50	6.6	6.6	80+00	6.3	6.9
80+50	6.7	6.8	81+00	6.7	7.1	81+50	7.3	7.8	82+00	7.2	7.9
82+50	6.8	6.9	83+00	6.9	7.7	83+50	7.0	8.2	84+00	6.9	8.3
84+50	7.2	8.0	85+00	7.1	7.0	85+50	6.0	6.4	86+00	6.5	6.8
86+50	6.6	7.1	87+00	6.5	7.1	87+50	7.0	7.2	88+00	7.1	7.3
88+50	7.0	7.1	89+00	6.6	6.8	89+50	6.8	6.6	90+00	6.9	6.9
90+50	6.8	6.8	91+00	7.1	7.5	91+50	6.9	7.0	92+00	6.5	7.3
92+50	6.7	7.2	93+00	6.3	7.1	93+50	6.4	7.1	94+00	7.1	7.0
94+50	7.5	8.1	95+00	7.8	9.2	95+50	7.0	8.3	96+00	6.8	9.0
96+50	6.9	8.1	97+00	8.4	8.8	97+50	8.3	8.6	98+00	7.2	8.4
98+50	7.4	7.5	99+00	8.1	8.0	99+50	8.0	7.5	100+00	7.8	7.6
100+50	7.7	7.2	101+00	7.5	7.0	101+50	7.3	6.8	102+00	7.0	6.8
102+50	7.7	7.6	103+00	8.1	8.1	103+50	7.0	7.0	104+00	6.7	6.7
104+50	6.6	6.8	105+00	7.1	7.6	105+50	7.2	7.9	106+00	7.2	8.3
106+50	6.8	7.6	107+00	6.5	8.6	107+50	6.8	8.0	108+00	7.5	7.9
108+50	7.6	7.5	109+00	7.8	8.7	109+50	7.5	8.5	110+00	7.1	7.8
110+50	7.4	7.9	111+00	7.4	7.8	111+50	8.0	7.7	112+00	7.3	7.8
112+50	7.0	7.1	113+00	7.0	7.3	113+50	7.5	7.8	114+00	7.4	7.9
114+50	7.1	8.1	115+00	7.6	8.1	115+50	7.3	7.8	116+00	7.2	7.2
116+50	7.7	8.9	117+00	7.6	7.6	117+50	6.6	7.0	118+00	6.4	6.7
118+50	7.6	7.1	119+00	6.8	6.9	119+50	7.1	7.2	120+00	7.6	7.4
120+50	7.9	7.6	121+00	8.7	8.0	121+50	8.9	8.8	122+00	8.4	8.3
122+50	8.6	8.1	123+00	8.5	7.9	123+50	7.4	7.4	124+00	6.9	7.0

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
124+50	6.6	7.2	125+00	6.9	7.7	125+50	6.6	8.0	126+00	6.8	8.0
126+50	7.1	8.0	127+00	6.5	7.7	127+50	6.8	6.8	128+00	6.7	6.3
128+50	6.6	6.6	129+00	7.0	7.7	129+50	7.0	6.8	130+00	6.5	6.6
130+50	7.0	6.5	131+00	6.4	6.7	131+50	6.7	6.7	132+00	6.6	6.6
132+50	7.1	7.0	133+00	8.0	7.9	133+50	8.0	8.3	134+00	8.1	9.1
134+50	7.4	9.1	135+00	7.5	7.1	135+50	7.6	7.6	136+00	7.9	8.2
136+50	8.3	8.7	137+00	8.3	9.0	137+50	8.6	7.7	138+00	8.7	7.3
138+50	8.7	7.2	139+00	8.1	7.1	139+50	8.6	6.9	140+00	9.2	8.6
140+50	9.3	7.5	141+00	9.2	7.3	141+50	9.0	7.0	142+00	9.4	7.1
142+50	10.0	7.6	143+00	9.9	9.1	143+50	7.7	8.3	144+00	7.3	7.2
144+50	7.4	7.7	145+00	7.3	7.2	145+50	6.9	7.2	146+00	6.5	6.6
146+50	6.2	6.5	147+00	6.6	6.7	147+50	6.5	6.5	148+00	6.7	7.9
148+50*	4.1	5.0	149+00*	2.1	1.6	149+50*	2.4	1.6	150+00*	2.0	1.6
150+50*	3.3	2.2	151+00*	4.2	6.1	151+50	6.6	7.1	152+00	8.3	8.0
152+50	7.8	7.1	153+00	8.3	7.0	153+50	8.0	6.9	154+00	8.1	6.7
154+50	7.8	7.0	155+00	7.1	6.5	155+50	7.1	6.6	156+00	7.2	6.9
156+50	7.1	7.3	157+00	7.0	6.9	157+50	7.2	7.4	158+00	6.4	6.9
158+50	7.1	8.2	159+00	7.3	7.8	159+50	7.1	7.8	160+00	6.2	7.4
160+50	6.1	7.1	161+00	6.9	7.7	161+50	7.2	8.2	162+00	7.1	7.7
162+50	6.9	7.8	163+00	7.2	8.4	163+50	7.5	8.3	164+00	7.1	7.8
164+50	7.2	7.8	165+00	7.6	8.5	165+50	7.4	8.9	166+00	6.8	9.1
166+50	7.5	8.3	167+00	7.4	8.5	167+50	7.3	9.1	168+00	6.8	7.8
168+50	6.4	6.8	169+00	6.4	6.8	169+50	6.7	6.9	170+00	7.0	6.8
170+50	7.0	6.8	171+00	7.1	7.5	171+50	7.4	7.6	172+00	6.7	7.6
172+50	6.6	6.8	173+00	6.8	6.9	173+50	6.5	6.3	174+00	6.1	6.1
174+50	6.5	6.7	175+00	6.8	7.0	175+50	7.3	7.4	176+00	7.2	7.4
176+50	7.3	7.5	177+00	8.1	8.2	177+50	8.5	8.9	178+00	8.7	8.9
178+50	8.6	8.6	179+00	8.1	8.4	179+50	8.0	8.3	180+00	7.8	8.0
180+50	8.1	8.1	181+00	8.3	8.5	181+50	7.8	7.7	182+00	7.8	7.7
182+50	8.0	7.9	183+00	7.5	7.5	183+50	7.9	8.2	184+00	7.6	8.7
184+50	7.2	8.2	185+00	7.2	8.1	185+50	7.2	7.8	186+00	7.0	7.9
186+50	7.5	7.8	187+00	7.9	8.3	187+50	8.0	8.1	188+00	7.8	7.8
188+50	7.6	7.5	189+00	7.1	6.8	189+50	7.4	7.1	190+00	6.7	6.8
190+50	7.0	8.2	191+00	6.5	8.7	191+50	6.7	8.7	192+00	6.9	8.4
192+50	6.9	7.8	193+00	7.2	7.4	193+50	7.2	7.2	194+00	7.1	7.2
194+50	7.8	7.8	195+00	7.8	7.2	195+50	7.6	7.2	196+00	7.4	6.7
196+50	7.4	7.2	197+00	7.5	7.5	197+50	7.5	7.1	198+00	7.6	7.1
198+50	7.2	6.9	199+00	7.2	7.5	199+50	7.7	7.2	200+00	7.4	7.1
200+50	7.9	7.4	201+00	7.9	7.1	201+50	7.4	7.0	202+00	7.3	7.6
202+50	7.9	8.1	203+00	8.0	8.1	203+50	8.2	8.0	204+00	7.5	7.2
204+50	7.8	8.0	205+00	7.5	7.6	205+50	7.7	7.7	206+00	6.7	7.1
206+50	7.0	7.2	207+00	7.0	7.3	207+50	7.0	7.7	208+00	7.4	8.1
208+50	7.7	8.3	209+00	7.9	8.4	209+50	7.4	8.0	210+00	6.8	7.2
210+50	7.3	7.3	211+00	7.3	6.7	211+50	7.5	6.8	212+00	6.9	6.8

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
212+50	7.2	6.9	213+00	6.8	6.7	213+50	6.7	6.7	214+00	6.3	6.4
214+50	6.4	6.5	215+00	6.6	7.3	215+50	6.4	7.1	216+00	6.7	6.9
216+50	7.0	7.2	217+00	7.1	7.5	217+50	7.4	7.5	218+00	7.7	7.4
218+50	6.9	7.5	219+00	7.4	7.9	219+50	6.4	6.6	220+00	6.3	6.6
220+50*	1.9	2.7	221+00*	1.3	0.6	221+50*	3.8	5.1	222+00	5.8	7.2
222+50	6.0	7.0	223+00	6.2	7.0	223+50	6.7	7.2	224+00	6.7	6.8
224+50	6.9	7.5	225+00	7.3	7.5	225+50	7.1	7.9	226+00	7.4	8.2
226+50	7.1	7.4	227+00	6.8	8.0	227+50	6.4	7.2	228+00	7.3	7.7
228+50	7.4	8.7	229+00	7.4	8.4	229+50	6.9	8.1	230+00	6.3	7.2
230+50	7.2	8.0	231+00	7.5	8.5	231+50	7.5	8.3	232+00	7.3	8.0
232+50	7.8	8.1	233+00	7.2	7.5	233+50	7.2	7.5	234+00	7.4	7.0
234+50	6.8	7.4	235+00	7.0	6.7	235+50	7.4	7.1	236+00	7.2	7.6
236+50	7.1	7.3	237+00	6.7	7.4	237+50	7.0	7.3	238+00	7.6	7.8
238+50	7.4	7.5	239+00	7.0	7.2	239+50	6.6	6.8	240+00	6.6	7.2
240+50	7.7	7.3	241+00	7.5	6.8	241+50	7.4	6.8	242+00	7.5	7.5
242+50	7.2	8.2	243+00	7.0	7.7	243+50	7.0	7.2	244+00	6.8	6.8
244+50	7.2	7.4	245+00	6.9	6.9	245+50	6.5	6.4	246+00	6.6	6.7
246+50	7.1	8.1	247+00	8.7	8.4	247+50	6.8	8.1	248+00	5.6	7.2
248+50*	5.0	5.4	249+00	6.2	8.2	249+50	5.9	7.1	250+00	5.9	7.0
250+50	7.6	8.3	251+00	7.6	8.0	251+50	7.4	8.3	252+00	8.0	8.6
252+50	7.9	8.4	253+00	7.7	8.2	253+50	7.9	8.5	254+00	7.4	7.9
254+50	8.1	8.2	255+00	6.9	7.5	255+50	6.7	7.8	256+00	6.8	7.7
256+50	7.0	7.7	257+00	7.2	7.8	257+50	7.3	7.8	258+00	6.8	7.1
258+50	6.9	7.2	259+00	6.9	7.6	259+50	6.4	7.5	260+00	6.4	7.4
260+50	7.0	6.8	261+00	7.1	7.1	261+50	7.0	7.2	262+00	7.4	7.5
262+50	7.7	8.4	263+00	7.7	8.4	263+50	7.6	7.8	264+00	7.8	8.1
264+50	7.2	7.7	265+00	7.7	8.2	265+50	7.7	8.3	266+00	7.6	8.1
266+50	7.8	8.7	267+00	7.2	7.8	267+50	6.5	8.0	268+00	7.5	8.2
268+50	7.2	7.7	269+00	7.1	7.3	269+50	6.9	7.3	270+00	7.4	7.8
270+50	7.8	7.8	271+00	7.3	7.5	271+50	7.0	7.0	272+00	7.1	7.3
272+50	7.4	7.3	273+00	7.0	6.8	273+50	6.4	6.6	274+00	7.0	7.1
274+50	6.9	7.1	275+00	6.8	7.1	275+50	7.0	7.7	276+00	6.8	6.6
276+50	7.7	7.3	277+00	7.6	7.7	277+50	7.4	7.6	278+00	7.4	7.6
278+50	7.5	7.1	279+00	7.8	7.8	279+50	6.9	7.6	280+00	7.3	7.2
280+50	7.8	7.3	281+00	8.6	8.1	281+50	8.1	8.2	282+00	7.7	8.0
282+50	7.6	8.2	283+00	7.6	8.6	283+50	7.9	8.5	284+00	7.4	8.1
284+50	7.6	8.1	285+00	7.4	8.2	285+50	7.4	6.8	286+00	6.6	6.6
286+50	6.1	6.9	287+00	6.1	7.1	287+50	5.9	6.9	288+00	6.2	6.5
288+50	6.6	7.1	289+00	7.1	7.9	289+50	7.2	7.9	290+00	6.7	7.5
290+50	7.0	7.5	291+00	7.0	7.4	291+50	7.3	8.0	292+00	7.7	8.0
292+50	7.3	8.0	293+00	7.1	8.2	293+50	6.2	8.5	294+00	6.7	7.8
294+50	6.3	7.4	295+00	6.4	7.6	295+50	6.4	7.7	296+00	6.5	7.0
296+50	7.0	6.3	297+00	7.0	7.4	297+50	7.5	7.6	298+00	7.9	7.6
298+50	7.9	8.3	299+00	7.8	8.0	299+50	7.2	8.0	300+00	7.2	7.5

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
300+50	7.0	7.4	301+00	6.7	6.8	301+50	7.3	7.7	302+00	7.4	8.0
302+50	7.2	8.0	303+00	6.5	7.4	303+50	6.4	7.6	304+00	7.5	8.3
304+50	7.5	8.0	305+00	7.7	8.6	305+50	7.4	8.3	306+00	7.1	7.6
306+50	7.3	7.5	307+00	7.1	7.7	307+50	7.7	7.8	308+00	7.4	7.8
308+50	7.5	8.0	309+00	7.3	8.0	309+50	7.4	7.8	310+00	8.1	8.1
310+50	8.3	8.1	311+00	8.8	8.3	311+50	8.6	8.2	312+00	8.8	8.7
312+50	8.4	8.1	313+00	7.9	7.7	313+50	7.8	7.9	314+00	8.1	7.5
314+50	8.0	7.7	315+00	8.1	8.2	315+50	7.6	7.7	316+00	7.7	8.3
316+50	7.3	8.3	317+00	6.8	8.7	317+50	7.1	8.3	318+00	7.3	7.8
318+50	7.2	7.6	319+00	7.0	7.5	319+50	6.9	7.1	320+00	7.4	8.2
320+50	7.6	8.2	321+00	7.0	7.7	321+50	7.2	7.9	322+00	7.1	8.4
322+50	7.1	7.9	323+00	7.9	8.4	323+50	7.6	8.5	324+00	7.6	7.9
324+50	7.5	7.7	325+00	7.9	7.6	325+50	8.4	8.1	326+00	8.2	7.8
326+50	7.3	7.7	327+00	6.9	7.7	327+50	6.9	8.0	328+00	6.8	8.7
328+50	7.0	7.7	329+00	6.9	8.9	329+50	6.6	9.1	330+00	6.7	8.2
330+50	7.3	8.2	331+00	7.6	7.6	331+50	7.8	7.9	332+00	7.4	7.9
332+50	7.2	7.7	333+00	6.9	7.9	333+50	7.3	7.2	334+00	7.6	7.2
334+50	6.8	7.0	335+00	6.5	6.9	335+50	6.5	7.1	336+00	6.8	7.2
336+50	7.1	8.2	337+00	7.3	8.3	337+50	7.4	7.3	338+00	7.2	7.0
338+50	7.0	7.1	339+00	7.6	7.2	339+50	7.5	7.2	340+00	7.1	7.0
340+50	7.7	7.7	341+00	7.8	8.1	341+50	7.7	8.0	342+00	6.9	7.7
342+50	7.3	8.4	343+00	7.5	8.5	343+50	8.0	9.0	344+00	8.5	9.1
344+50	8.9	9.2	345+00	9.2	9.8	345+50	9.4	9.7	346+00	9.4	9.7
346+50	8.6	9.2	347+00	7.8	8.8	347+50	7.9	8.8	348+00	7.8	8.5
348+50	7.9	8.8	349+00	7.9	8.7	349+50	7.8	8.7	350+00	7.9	9.5
350+50	8.1	9.2	351+00	8.2	9.5	351+50	8.4	9.3	352+00	8.3	9.7
352+50	8.0	9.4	353+00	7.6	8.5	353+50	7.1	7.8	354+00	6.8	7.5
354+50	7.0	7.3	355+00	6.8	7.4	355+50	7.0	8.0	356+00	6.8	7.9
356+50	6.6	8.1	357+00	6.4	7.9	357+50	6.5	7.7	358+00	6.5	7.4
358+50	6.7	7.8	359+00	6.9	7.9	359+50	7.5	7.6	360+00	7.8	7.7
360+50	7.5	7.7	361+00	7.8	7.8	361+50	7.8	7.2	362+00	8.4	7.8
362+50	8.5	8.1	363+00	8.8	7.4	363+50	9.0	8.4	364+00	9.1	8.5
364+50	9.4	8.4	365+00	8.9	8.6	365+50	9.0	8.9	366+00	9.3	8.8
366+50	9.6	9.1	367+00	9.2	8.7	367+50	9.2	8.5	368+00	9.3	8.8
368+50	8.9	8.6	369+00	9.1	8.9	369+50	9.4	9.4	370+00	8.9	8.9
370+50	8.9	8.9	371+00	8.8	9.0	371+50	8.5	9.1	372+00	8.7	8.5
372+50	8.6	8.9	373+00	8.8	8.7	373+50	9.4	8.3	374+00	8.9	8.5
374+50	8.8	8.5	375+00	8.6	8.2	375+50	7.8	7.9	376+00	8.0	7.4
376+50	8.1	7.8	377+00	7.9	7.0	377+50	7.9	7.6	378+00	8.4	7.7
378+50	8.7	8.0	379+00	8.6	8.1	379+50	8.0	8.0	380+00	8.0	8.2
380+50	8.0	8.9	381+00	8.2	8.4	381+50	8.3	8.6	382+00	8.7	8.9
382+50	8.1	9.6	383+00	9.0	9.4	383+50	8.9	8.9	384+00	9.1	9.0
384+50	8.9	9.0	385+00	9.1	8.7	385+50	8.9	9.0	386+00	9.0	8.7
386+50	9.0	9.0	387+00	8.6	8.8	387+50	8.1	8.8	388+00	8.5	8.6

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
388+50	8.6	8.8	389+00	8.7	8.6	389+50	8.2	8.5	390+00	8.6	8.2
390+50	9.1	8.1	391+00	9.1	8.2	391+50	8.3	8.2	392+00	8.6	8.7
392+50	8.7	9.2	393+00	9.4	9.3	393+50	9.5	9.2	394+00	9.2	9.3
394+50	8.5	9.4	395+00	8.5	9.2	395+50	8.6	8.9	396+00	8.4	8.7
396+50	8.3	9.3	397+00	8.3	8.2	397+50	7.7	7.8	398+00	7.5	8.0
398+50	7.1	7.6	399+00	7.6	8.0	399+50	8.1	8.3	400+00	7.5	7.6
400+50	7.3	7.7	401+00	7.3	8.0	401+50	7.3	7.4	402+00	7.3	7.4
402+50	7.2	7.3	403+00	7.4	7.6	403+50	7.1	7.7	404+00	7.0	7.7
404+50	7.2	7.7	405+00	7.4	7.9	405+50	7.0	7.9	406+00*	3.5	6.5
406+50*	1.2	0.0	407+00*	3.2	1.6	407+50	8.4	9.3	408+00	7.8	8.1
408+50	7.9	8.5	409+00	8.2	8.9	409+50	8.7	8.9	410+00	9.4	9.5
410+50	8.7	9.3	411+00	7.8	8.9	411+50	6.5	9.2	412+00	6.5	9.9
412+50	7.0	8.7	413+00	7.1	8.1	413+50	7.0	6.6	414+00	7.8	7.4
414+50	8.7	8.5	415+00	8.7	7.0	415+50	8.5	6.8	416+00	8.2	7.7
416+50	8.1	6.5	417+00	8.4	6.2	417+50	7.9	7.1	418+00	7.9	5.9
418+50	7.8	6.3	419+00	7.8	7.6	419+50	7.7	8.6	420+00	8.5	9.4
420+50	9.0	10.4	421+00	8.9	9.8	421+50	8.9	9.5	422+00	8.2	8.8
422+50	8.1	9.0	423+00	8.0	8.8	423+50	8.4	9.2	424+00	7.8	9.3
424+50	8.5	9.8	425+00	8.6	9.5	425+50	8.5	9.0	426+00	8.9	9.8
426+50	8.6	9.5	427+00	7.9	9.1	427+50	7.8	9.7	428+00	8.2	9.2
428+50	8.1	9.2	429+00	7.8	9.0	429+50	8.0	9.3	430+00	8.4	9.8
430+50	8.6	9.6	431+00	8.4	9.7	431+50	9.0	10.0	432+00	8.8	9.9
432+50	8.4	9.1	433+00	8.5	9.6	433+50	8.7	9.8	434+00	8.7	9.6
434+50	9.3	10.0	435+00	9.5	10.2	435+50	9.6	10.5	436+00	9.4	10.3
436+50	9.1	9.8	437+00	8.7	9.2	437+50	9.1	9.8	438+00	9.1	10.2
438+50	9.1	10.2	439+00	8.5	9.7	439+50	8.8	9.7	440+00	8.3	9.8
440+50	8.2	8.9	441+00	8.1	8.7	441+50	8.3	8.5	442+00	7.9	8.8
442+50	7.7	8.4	443+00	8.1	8.4	443+50	8.8	8.7	444+00	9.2	8.8
444+50	9.3	9.2	445+00	9.0	9.1	445+50	9.5	9.5	446+00	8.9	9.3
446+50	9.1	8.9	447+00	9.2	8.1	447+50	8.9	7.8	448+00	9.3	8.6
448+50	9.1	9.2	449+00	9.1	9.3	449+50	9.1	9.0	450+00	9.5	9.2
450+50	9.4	9.1	451+00	8.7	8.5	451+50	9.0	8.5	452+00	9.2	9.1
452+50	9.2	9.0	453+00	9.4	9.5	453+50	8.8	8.5	454+00	8.3	8.2
454+50	9.0	9.3	455+00	9.7	9.6	455+50	9.7	9.9	456+00	9.5	9.4
456+50	9.6	9.1	457+00	9.0	8.9	457+50	8.5	8.3	458+00	8.6	8.9
458+50	8.8	8.6	459+00	8.8	8.9	459+50	8.6	8.6	460+00	8.6	8.5
460+50	8.9	8.6	461+00	8.8	9.1	461+50	8.3	8.8	462+00	8.4	8.3
462+50	8.7	8.3	463+00	8.2	8.2	463+50	8.0	8.5	464+00	8.0	8.5
464+50	8.3	8.3	465+00	8.4	8.2	465+50	8.2	7.9	466+00	7.9	8.4
466+50	8.3	9.2	467+00	8.1	9.1	467+50	7.6	9.2	468+00	7.7	8.5
468+50	7.7	7.9	469+00	7.3	8.0	469+50	7.5	8.4	470+00	7.5	8.2
470+50	7.5	8.2	471+00	6.9	8.2	471+50	7.2	8.7	472+00	8.1	8.9
472+50	7.9	8.1	473+00	8.3	8.7	473+50	8.8	9.4	474+00	8.2	9.5
474+50	7.8	9.4	475+00	7.7	9.5	475+50	7.8	8.9	476+00	7.3	8.9

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
476+50	8.0	9.3	477+00	8.0	9.1	477+50	7.8	9.5	478+00	7.5	9.2
478+50	7.5	8.2	479+00	8.3	8.1	479+50	8.6	8.2	480+00	8.0	7.9
480+50	8.5	8.3	481+00	8.1	8.9	481+50	7.9	8.6	482+00	7.7	8.2
482+50	7.7	7.8	483+00	7.6	7.7	483+50	7.6	7.4	484+00	7.2	7.5
484+50	7.4	7.5	485+00	7.6	6.9	485+50	7.9	7.7	486+00	7.7	8.1
486+50	7.7	8.2	487+00	8.0	9.1	487+50	7.4	9.6	488+00	6.9	9.0
488+50	7.6	9.6	489+00	7.6	9.3	489+50	7.3	9.3	490+00	8.1	9.1
490+50	8.1	8.9	491+00	8.0	8.7	491+50	7.4	8.9	492+00	8.1	9.0
492+50	8.3	9.4	493+00	7.8	8.9	493+50	7.3	8.0	494+00	7.7	7.4
494+50	7.8	7.3	495+00	7.8	7.6	495+50	8.1	7.7	496+00	8.1	7.6
496+50	8.2	7.7	497+00	8.0	7.6	497+50	7.6	7.5	498+00	7.9	8.0
498+50	7.8	8.6	499+00	7.8	8.4	499+50	7.9	8.8	500+00	7.8	8.7
500+50	7.2	9.0	501+00	7.4	9.2	501+50	7.5	9.8	502+00	7.0	10.0
502+50	6.9	9.9	503+00	6.9	9.7	503+50	7.0	8.8	504+00	7.1	8.6
504+50	7.0	8.4	505+00	7.5	8.2	505+50	7.8	8.2	506+00	8.4	9.0
506+50	8.9	9.2	507+00	8.7	8.8	507+50	8.8	8.9	508+00	8.5	8.8
508+50	8.6	8.9	509+00	8.5	8.8	509+50	8.5	8.9	510+00	8.9	9.3
510+50	9.1	9.1	511+00	8.9	8.8	511+50	8.6	8.9	512+00	8.6	9.1
512+50	9.1	8.4	513+00	9.0	8.6	513+50	8.5	7.2	514+00	8.9	6.9
514+50	9.0	7.0	515+00	9.8	7.0	515+50	10.0	7.9	516+00	9.1	7.1
516+50	8.9	7.3	517+00	9.0	7.3	517+50	8.9	7.2	518+00	9.0	7.4
518+50	9.0	6.6	519+00	9.3	6.7	519+50	8.2	6.4	520+00	8.0	5.6
520+50	8.7	6.0	521+00	9.1	7.1	521+50	9.1	6.9	522+00	8.7	6.3
522+50	8.9	6.3	523+00	8.9	6.9	523+50	9.1	6.8	524+00	9.0	7.2
524+50	9.2	7.3	525+00	8.5	6.6	525+50	8.3	6.3	526+00	8.3	6.3
526+50	8.7	6.8	527+00	8.2	6.8	527+50	8.2	6.4	528+00	8.4	6.4
528+50	8.5	6.5	529+00	8.4	6.3	529+50	8.6	6.2	530+00	9.5	7.0
530+50	9.9	7.3	531+00	9.6	7.3	531+50	9.2	7.3	532+00	8.9	7.3
532+50	9.1	7.1	533+00	9.4	7.1	533+50	9.9	6.9	534+00	9.8	7.0
534+50	9.1	7.4	535+00	9.0	8.3	535+50	9.7	6.5	536+00	9.2	6.3
536+50	8.4	8.3	537+00	8.6	9.3	537+50	10.3	8.3	538+00	9.6	8.0
538+50	9.2	7.7	539+00	8.9	7.4	539+50	8.8	7.2	540+00	8.8	7.0
540+50	8.9	7.0	541+00	8.5	6.6	541+50	8.2	6.3	542+00	8.5	6.5
542+50	8.5	7.0	543+00	8.5	6.5	543+50	8.2	6.5	544+00	8.1	6.1
544+50	8.0	6.7	545+00	8.2	6.9	545+50	7.9	6.3	546+00	8.3	6.5
546+50	7.6	6.3	547+00	7.9	6.2	547+50	7.9	6.5	548+00	8.3	6.0
548+50	8.0	5.7	549+00	7.9	5.6	549+50	8.0	7.2	550+00	8.5	7.1
550+50	9.1	7.3	551+00	8.9	7.7	551+50	9.1	6.7	552+00	9.4	6.9
552+50	9.1	6.9	553+00	9.0	6.6	553+50	8.1	6.8	554+00	9.0	7.3
554+50	9.3	6.9	555+00	9.2	6.7	555+50	8.7	6.5	556+00	8.5	6.2
556+50	8.1	7.0	557+00	8.4	7.8	557+50	9.0	6.9	558+00	8.6	6.8
558+50	8.4	7.1	559+00	8.4	6.6	559+50	8.5	6.4	560+00	8.4	6.6
560+50	7.6	6.9	561+00	8.0	7.8	561+50	7.8	8.1	562+00	8.1	7.4
562+50	8.1	6.8	563+00	8.4	6.3	563+50	7.8	5.7	564+00	8.3	7.3

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
564+50	8.2	6.3	565+00	7.7	5.7	565+50	7.9	5.6	566+00	7.6	5.6
566+50	7.3	5.8	567+00	7.5	5.6	567+50	7.6	5.8	568+00	7.7	5.8
568+50	7.7	5.7	569+00	7.6	5.8	569+50	7.7	5.7	570+00	7.8	5.7
570+50	7.9	5.6	571+00	7.6	5.6	571+50	7.9	5.5	572+00	8.3	6.1
572+50	7.7	5.8	573+00	7.7	6.5	573+50	7.7	6.9	574+00	7.9	7.3
574+50	7.9	6.9	575+00	7.8	6.5	575+50	7.7	6.7	576+00	7.9	7.1
576+50	8.5	6.9	577+00	8.1	6.5	577+50	7.8	7.1	578+00	7.7	7.9
578+50	7.8	8.6	579+00	7.7	8.3	579+50	8.0	8.6	580+00	7.4	8.3
580+50	7.6	8.6	581+00	8.1	9.0	581+50	8.4	9.0	582+00	8.4	8.6
582+50	8.4	8.6	583+00	8.1	8.7	583+50	7.5	9.2	584+00	7.1	9.1
584+50	7.5	9.5	585+00	7.3	9.3	585+50	8.3	8.7	586+00	8.3	10.4
586+50	8.2	8.5	587+00	8.4	9.0	587+50	8.4	9.7	588+00	7.3	9.1
588+50	7.3	8.5	589+00	7.7	8.3	589+50	7.6	8.0	590+00	8.0	8.5
590+50	7.4	8.0	591+00	7.3	7.9	591+50	7.7	7.8	592+00	8.1	7.8
592+50	8.5	7.9	593+00	8.6	7.8	593+50	8.8	8.0	594+00	8.4	7.9
594+50	9.0	8.8	595+00	9.3	8.7	595+50	9.0	8.4	596+00	8.7	8.4
596+50	8.5	8.4	597+00	8.8	8.8	597+50	8.1	8.0	598+00	7.6	8.0
598+50	8.3	9.1	599+00	7.8	8.1	599+50	7.6	7.3	600+00	7.2	7.1
600+50	7.0	7.3	601+00	7.5	7.6	601+50	7.7	7.5	602+00	8.0	7.8
602+50	8.0	7.8	603+00	7.8	7.8	603+50	7.1	7.8	604+00	7.1	7.7
604+50	7.4	7.8	605+00	7.7	7.8	605+50	7.7	7.6	606+00	8.2	8.3
606+50	8.0	8.3	607+00	7.8	7.9	607+50	8.3	8.3	608+00	8.4	8.2
608+50	8.4	8.3	609+00	8.2	8.4	609+50	8.6	9.2	610+00	9.3	9.7
610+50	9.6	10.4	611+00	9.3	9.7	611+50	9.1	9.0	612+00	8.5	8.8
612+50	8.6	8.8	613+00	8.3	8.7	613+50	8.4	8.4	614+00	8.0	8.1
614+50	8.4	8.4	615+00	8.3	8.7	615+50	8.0	8.3	616+00	7.9	8.4
616+50	7.6	8.1	617+00	8.1	8.0	617+50	8.5	8.5	618+00	8.0	8.6
618+50	8.6	9.1	619+00	8.8	9.4	619+50	8.6	9.4	620+00	8.2	9.5
620+50	8.3	9.4	621+00	7.9	9.1	621+50	8.3	8.9	622+00	7.8	8.2
622+50	7.7	8.2	623+00	8.3	9.0	623+50	8.0	8.5	624+00	7.6	8.0
624+50	7.3	7.7	625+00	8.2	8.0	625+50	8.2	7.6	626+00	8.6	7.9
626+50	7.9	7.7	627+00	8.2	7.8	627+50	8.4	7.7	628+00	7.7	7.8
628+50	7.2	6.2	629+00	7.9	7.1	629+50	7.8	6.9	630+00	7.7	7.4
630+50	7.0	7.3	631+00	7.5	8.3	631+50	7.2	8.5	632+00	7.4	7.7
632+50	7.6	8.0	633+00	7.5	7.5	633+50	7.8	7.5	634+00	7.7	8.0
634+50	7.6	8.1	635+00	7.6	8.1	635+50	8.0	8.0	636+00	7.9	7.8
636+50	8.1	8.3	637+00	8.0	8.2	637+50	8.1	8.6	638+00	8.1	8.4
638+50	8.7	8.9	639+00	9.0	9.8	639+50	8.6	9.2	640+00	8.6	9.2
640+50	8.4	8.9	641+00	8.3	8.9	641+50	7.6	8.8	642+00	8.4	9.5
642+50	8.3	9.6	643+00	8.5	9.0	643+50	7.9	8.3	644+00	7.7	8.6
644+50	7.8	8.1	645+00	7.4	8.2	645+50	8.2	8.8	646+00	7.9	8.5
646+50	7.9	8.1	647+00	7.7	7.8	647+50	7.6	7.3	648+00	7.9	7.6
648+50	7.7	7.4	649+00	7.9	7.7	649+50	7.0	7.6	650+00	7.0	7.1
650+50	7.5	7.2	651+00	7.9	7.6	651+50	7.9	8.2	652+00	7.5	8.2

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
652+50	7.7	7.8	653+00	7.6	8.2	653+50	8.4	8.0	654+00	8.6	8.3
654+50	8.2	8.7	655+00	7.6	8.1	655+50	8.4	8.4	656+00	8.2	8.8
656+50	8.8	9.1	657+00	8.7	9.0	657+50	8.8	7.3	658+00	8.8	6.9
658+50	9.1	7.1	659+00	8.9	6.9	659+50	8.5	7.0	660+00	8.2	6.8
660+50	8.6	7.2	661+00	8.9	6.6	661+50	8.1	6.8	662+00	7.8	5.8
662+50	8.2	6.3	663+00	8.3	7.1	663+50	8.7	7.1	664+00	8.2	7.4
664+50	8.3	6.2	665+00	8.5	6.0	665+50	8.1	5.6	666+00	8.3	6.1
666+50	8.2	7.9	667+00	8.4	7.9	667+50	8.7	9.0	668+00	8.6	8.9
668+50	8.2	8.6	669+00	9.1	9.7	669+50	9.0	9.5	670+00	7.8	9.0
670+50	8.4	9.2	671+00	8.2	9.4	671+50	7.7	8.8	672+00	8.1	8.5
672+50	8.3	9.0	673+00	8.1	8.7	673+50	7.5	8.3	674+00	7.8	8.4
674+50	8.1	8.5	675+00	8.4	8.9	675+50	8.1	8.7	676+00	7.8	8.6
676+50	7.9	8.0	677+00	8.0	9.1	677+50	7.7	9.3	678+00	8.3	10.0
678+50	8.0	10.0	679+00	9.2	9.9	679+50	10.0	9.3	680+00	10.3	8.3
680+50	9.7	8.1	681+00	10.0	7.6	681+50	9.8	7.4	682+00	9.5	8.1
682+50	8.9	9.4	683+00	8.1	9.0	683+50	8.3	9.0	684+00	8.9	9.5
684+50	9.4	10.4	685+00	8.9	10.0	685+50	8.6	9.2	686+00	8.5	9.2
686+50	8.7	9.4	687+00	8.8	9.5	687+50	8.8	9.8	688+00	8.2	9.1
688+50	8.3	8.6	689+00	8.6	8.9	689+50	9.5	8.4	690+00	8.4	8.3
690+50	8.9	8.7	691+00	8.9	8.5	691+50	9.4	9.3	692+00	8.8	9.0
692+50	8.7	9.2	693+00	8.4	8.9	693+50	8.5	9.5	694+00	7.9	8.5
694+50	8.1	8.1	695+00	8.1	7.6	695+50	8.6	6.8	696+00	8.2	7.3
696+50	8.1	7.9	697+00	9.0	8.3	697+50	9.1	8.8	698+00	9.9	8.5
698+50	9.4	8.1	699+00	9.1	8.0	699+50	8.5	7.5	700+00	7.7	7.5
700+50	7.1	8.0	701+00	7.1	7.9	701+50	7.9	8.2	702+00	7.9	8.2
702+50	7.7	8.5	703+00	7.9	8.5	703+50	8.3	8.6	704+00	8.0	8.2
704+50	8.4	8.4	705+00	8.2	8.3	705+50	8.3	8.2	706+00	8.0	8.0
706+50	7.9	7.9	707+00	7.5	7.7	707+50	8.0	8.3	708+00	7.8	8.0
708+50	7.9	8.0	709+00	7.7	8.0	709+50	7.9	8.2	710+00	8.0	8.2
710+50	8.0	8.2	711+00	7.5	7.6	711+50	7.3	7.4	712+00	7.5	7.4
712+50	7.6	7.4	713+00	7.1	7.1	713+50	7.2	7.4	714+00	6.5	7.1
714+50	7.0	7.7	715+00	7.5	7.9	715+50	7.8	7.4	716+00	8.0	6.7
716+50	8.1	6.8	717+00	8.4	8.4	717+50	8.1	6.8	718+00	8.1	6.7
718+50	7.9	7.7	719+00	8.3	7.4	719+50	8.2	6.0	720+00	8.1	5.7
720+50	8.7	6.2	721+00	9.4	6.4	721+50	8.8	5.7	722+00	8.6	5.8
722+50	8.7	6.1	723+00	7.9	5.7	723+50	8.0	6.2	724+00	8.3	6.8
724+50	8.7	7.1	725+00	8.7	7.0	725+50	8.3	7.4	726+00	8.0	7.4
726+50	8.2	7.7	727+00	8.7	7.6	727+50	8.0	7.2	728+00	7.8	6.0
728+50	8.1	5.7	729+00	8.5	5.6	729+50	8.7	5.7	730+00	8.5	5.7
730+50	7.8	5.6	731+00	8.0	5.5	731+50	8.4	5.7	732+00	8.2	5.8
732+50	8.5	5.7	733+00	8.0	5.7	733+50	7.9	5.8	734+00	7.8	5.9
734+50	9.0	6.3	735+00	9.1	5.8	735+50	9.5	5.7	736+00	9.3	5.6
736+50	9.4	5.8	737+00	8.9	6.3	737+50	9.1	6.9	738+00	9.2	7.4
738+50	9.2	7.1	739+00	8.4	7.5	739+50	8.0	8.5	740+00	7.7	8.2

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
740+50	7.7	8.6	741+00	8.2	8.5	741+50	8.0	7.9	742+00	7.8	7.8
742+50	8.2	8.1	743+00	8.1	8.1	743+50	8.5	6.8	744+00	8.8	7.7
744+50	8.1	8.2	745+00	8.5	8.1	745+50	9.1	8.6	746+00	8.1	8.5
746+50	7.6	8.0	747+00	8.0	7.9	747+50	7.7	8.0	748+00	8.1	8.6
748+50	8.6	9.1	749+00	8.5	9.2	749+50	7.6	9.2	750+00	7.9	9.6
750+50	7.7	9.1	751+00	7.9	7.4	751+50	8.5	7.1	752+00	7.9	7.3
752+50	8.6	7.4	753+00	8.5	7.4	753+50	5.8	5.7	754+00	5.6	5.7
754+50	5.0	5.0	755+00	5.6	5.5	755+50	5.5	5.6	756+00	5.5	5.6
756+50	5.6	5.5	757+00	5.8	6.0	757+50	6.1	6.2	758+00	7.6	7.1
758+50	6.9	6.5	759+00	7.3	7.7	759+50	6.6	6.4	760+00	6.3	6.9
760+50	6.3	7.1	761+00	6.2	7.1	761+50	5.6	6.5	762+00	5.6	6.0
762+50	5.8	5.9	763+00	5.7	5.5	763+50	5.9	5.7	764+00	6.1	6.0
764+50	6.5	6.4	765+00	5.9	5.9	765+50	5.5	6.1	766+00	5.3	5.6
766+50	5.0	5.2	767+00	4.7	5.2	767+50	5.1	5.5	768+00	5.4	6.2
768+50	5.3	6.2	769+00	4.9	6.1	769+50	5.0	6.2	770+00	5.3	6.8
770+50	5.8	6.6	771+00	5.8	7.0	771+50	5.8	7.7	772+00	5.9	7.5
772+50	5.7	7.1	773+00	5.9	6.7	773+50	5.6	6.9	774+00	5.7	6.9
774+50	5.2	6.1	775+00	5.1	6.0	775+50	5.3	6.2	776+00	5.0	6.0
776+50	5.3	5.9	777+00	5.0	6.2	777+50	5.2	6.2	778+00	5.5	6.3
778+50	5.0	6.2	779+00	5.0	6.0	779+50	5.3	5.9	780+00	5.4	6.3
780+50	5.4	6.0	781+00	5.1	6.3	781+50	4.9	5.8	782+00	5.0	5.5
782+50	5.6	5.8	783+00	5.7	5.8	783+50	5.3	5.7	784+00	5.8	5.7
784+50	5.3	5.5	785+00	5.5	5.4	785+50	5.8	5.4	786+00	5.8	5.7
786+50	6.0	6.0	787+00	5.7	5.6	787+50	5.7	5.7	788+00	5.6	5.8
788+50	5.7	5.9	789+00	5.1	5.7	789+50	4.7	5.6	790+00	4.9	5.7
790+50	4.9	5.7	791+00	4.8	5.0	791+50	4.8	5.2	792+00	4.9	5.5
792+50	5.1	5.6	793+00	5.6	6.1	793+50	5.7	6.0	794+00	5.4	5.8
794+50	4.9	5.5	795+00	5.0	5.4	795+50	5.2	6.1	796+00	5.3	6.1
796+50	5.3	5.8	797+00	5.3	5.8	797+50	4.9	5.5	798+00	4.6	5.5
798+50	4.5	5.2	799+00	4.8	5.4	799+50	5.2	5.7	800+00	5.4	5.8
800+50	5.5	6.4	801+00	5.4	6.0	801+50	5.3	6.5	802+00	4.9	7.4
802+50	5.2	6.6	803+00	5.2	7.1	803+50	5.1	7.1	804+00	5.0	6.7
804+50	5.3	6.4	805+00	4.9	5.2	805+50	5.2	5.5	806+00	5.2	5.2
806+50	5.6	5.6	807+00	5.9	5.7	807+50	5.9	5.5	808+00	5.8	5.9
808+50	6.1	5.9	809+00	6.8	6.7	809+50	6.9	6.5	810+00	6.9	6.3
810+50	6.5	5.9	811+00	6.4	6.3	811+50	6.7	6.5	812+00	6.5	6.3
812+50	6.5	6.5	813+00	6.5	6.3	813+50	6.3	6.0	814+00	6.1	5.8
814+50	5.9	5.7	815+00	6.1	5.8	815+50	5.8	5.9	816+00	5.4	5.6
816+50	5.4	5.5	817+00	5.5	5.6	817+50	5.2	5.5	818+00	5.6	5.6
818+50	5.5	5.8	819+00	6.0	5.7	819+50	6.2	6.0	820+00	6.0	5.9
820+50	5.9	6.1	821+00	5.9	6.2	821+50	5.6	5.9	822+00	5.3	5.6
822+50	5.2	5.4	823+00	5.0	5.5	823+50	5.7	5.9	824+00	5.3	5.7
824+50	5.0	5.5	825+00	5.6	5.6	825+50	5.8	5.5	826+00	5.8	5.7
826+50	6.3	6.0	827+00	5.9	6.5	827+50	5.6	6.4	828+00	5.3	6.6

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
828+50	5.0	7.2	829+00	4.8	7.2	829+50	4.7	6.1	830+00	5.2	6.3
830+50	5.3	5.4	831+00	5.0	5.1	831+50	4.8	5.2	832+00	4.9	5.1
832+50	4.8	4.7	833+00	5.0	5.2	833+50	5.2	5.6	834+00	5.2	6.1
834+50	5.3	5.7	835+00	5.4	5.4	835+50	5.5	5.5	836+00	4.9	5.3
836+50	5.2	5.2	837+00	5.6	5.2	837+50	5.9	5.4	838+00	5.9	5.2
838+50	5.2	5.0	839+00	5.2	5.3	839+50	5.0	5.0	840+00	5.2	5.3
840+50	5.7	5.2	841+00	5.6	5.0	841+50	5.8	5.5	842+00	5.8	5.2
842+50	5.7	5.0	843+00	6.0	5.4	843+50	5.5	5.2	844+00	5.7	5.3
844+50	5.7	5.4	845+00	5.5	5.2	845+50	5.3	5.1	846+00	5.1	5.2
846+50	4.9	5.4	847+00	4.9	5.4	847+50	4.9	5.3	848+00	5.3	5.8
848+50	4.8	5.8	849+00	4.6	6.0	849+50	4.6	5.4	850+00	4.7	5.4
850+50	5.1	5.8	851+00	5.7	5.8	851+50	6.0	6.1	852+00	5.8	6.2
852+50	5.9	6.2	853+00	5.7	6.0	853+50	5.3	5.8	854+00	4.7	5.6
854+50	4.7	5.3	855+00	5.1	5.7	855+50	5.5	6.1	856+00	4.9	6.2
856+50	5.8	7.1	857+00	5.5	6.7	857+50	5.6	7.0	858+00	5.5	7.2
858+50	5.6	5.8	859+00	6.0	5.4	859+50	6.6	6.5	860+00	6.5	6.4
860+50	5.8	6.2	861+00	5.4	5.9	861+50	5.4	5.8	862+00	5.3	5.7
862+50	5.3	6.0	863+00	4.8	6.7	863+50	4.5	6.3	864+00	4.6	5.3
864+50	5.0	5.4	865+00	4.8	5.3	865+50	4.8	5.3	866+00	4.8	5.3
866+50	4.7	5.2	867+00	4.5	5.1	867+50	4.5	5.2	868+00	4.7	5.3
868+50	5.2	5.3	869+00	5.8	5.7	869+50	5.8	6.0	870+00	5.9	6.0
870+50	6.3	6.1	871+00	6.1	5.7	871+50	6.1	5.9	872+00	6.0	5.9
872+50	6.3	6.2	873+00	5.9	6.1	873+50	5.7	5.9	874+00	6.4	6.3
874+50	6.1	6.0	875+00	5.8	6.1	875+50	6.1	6.3	876+00	6.0	6.1
876+50	5.9	5.9	877+00	5.7	5.8	877+50	6.1	6.4	878+00	5.9	5.8
878+50	5.4	5.6	879+00	5.3	5.8	879+50	4.9	5.6	880+00	5.1	4.6
880+50	5.3	5.3	881+00	5.7	5.4	881+50	6.2	5.7	882+00	6.6	5.7
882+50	6.8	6.1	883+00	6.9	6.5	883+50	7.7	6.5	884+00	7.2	6.0
884+50	6.6	5.8	885+00	6.4	5.6	885+50	6.7	5.7	886+00	7.3	5.5
886+50	6.6	5.5	887+00	6.8	5.5	887+50	7.2	6.5	888+00	6.5	5.8
888+50	5.8	6.7	889+00	5.7	6.8	889+50	5.5	6.1	890+00	5.6	5.8
890+50	5.5	5.7	891+00	5.8	6.6	891+50	5.7	6.3	892+00	5.2	6.2
892+50	5.5	6.3	893+00	5.4	6.0	893+50	5.5	6.1	894+00	6.0	6.5
894+50	6.1	6.2	895+00	5.8	6.1	895+50	5.6	5.8	896+00	5.6	5.8
896+50	6.0	6.0	897+00	5.9	6.2	897+50	5.9	6.7	898+00	6.3	6.7
898+50	5.7	5.9	899+00	5.5	5.6	899+50	5.7	6.2	900+00	5.2	5.7
900+50	5.2	5.3	901+00	5.6	5.6	901+50	5.9	5.9	902+00	5.9	6.4
902+50	6.0	6.5	903+00	6.3	6.5	903+50	6.1	6.8	904+00	6.0	7.3
904+50	6.2	7.6	905+00	5.9	7.1	905+50	5.9	7.0	906+00	5.8	6.6
906+50	5.8	6.7	907+00	6.2	6.5	907+50	6.4	6.2	908+00	6.6	6.2
908+50	5.8	5.7	909+00	5.4	5.5	909+50	5.8	5.6	910+00	5.9	5.6
910+50	5.8	5.7	911+00	5.8	5.7	911+50	6.2	5.8	912+00	6.2	5.6
912+50	6.3	5.9	913+00	6.0	5.8	913+50	5.8	5.7	914+00	6.0	5.4
914+50*	6.2	3.6	915+00*	5.0	2.5	915+50	5.9	4.4	916+00	6.0	5.4

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
916+50	5.3	5.5	917+00	7.0	6.6	917+50	8.1	7.3	918+00	8.8	8.5
918+50	8.9	9.2	919+00	9.0	10.3	919+50	9.3	10.4	920+00	8.8	9.3
920+50	9.2	8.9	921+00	8.8	8.0	921+50	8.6	8.6	922+00	7.9	8.5
922+50	8.0	8.0	923+00	7.5	7.1	923+50	7.7	8.0	924+00	6.8	7.5
924+50	5.8	6.9	925+00	5.0	5.6	925+50*	3.6	3.3	926+00*	3.7	3.5
926+50	5.3	6.0	927+00	6.6	6.8	927+50	8.2	8.4	928+00	7.9	8.5
928+50	7.5	7.9	929+00	6.6	6.8	929+50	7.0	7.2	930+00	7.2	7.6
930+50	7.1	6.7	931+00	8.5	7.1	931+50	8.9	7.5	932+00	9.0	6.9
932+50	9.0	6.3	933+00	8.7	6.6	933+50	8.0	6.9	934+00	6.8	6.6
934+50	7.0	7.3	935+00	6.4	6.8	935+50	5.7	7.4	936+00	6.6	7.5
936+50	6.5	7.4	937+00	6.6	8.2	937+50	6.7	8.9	938+00	6.9	9.7
938+50	7.2	9.6	939+00	7.1	10.3	939+50	6.7	9.8	940+00	6.9	8.9
940+50	7.4	9.1	941+00	6.8	9.2	941+50	6.3	9.2	942+00	6.8	9.1
942+50	7.1	8.6	943+00	6.9	8.3	943+50	7.0	8.6	944+00	7.0	9.0
944+50	6.7	9.1	945+00	7.3	8.5	945+50	7.9	9.3	946+00	7.7	9.5
946+50	7.7	9.5	947+00	6.5	9.8	947+50	6.4	9.7	948+00	6.8	10.0
948+50	6.9	9.8	949+00	7.0	11.0	949+50	6.8	9.5	950+00	6.4	10.3
950+50	6.4	9.0	951+00	5.8	8.0	951+50	6.0	8.9	952+00	6.7	8.1
952+50	6.9	8.0	953+00	7.2	7.5	953+50	7.3	7.5	954+00	7.3	9.2
954+50	7.5	10.0	955+00	7.3	10.5	955+50	7.2	10.2	956+00	7.7	9.7
956+50	7.9	9.1	957+00	7.5	11.2	957+50	7.7	10.5	958+00	7.0	10.9
958+50	7.7	10.8	959+00	7.6	11.9	959+50	8.2	10.9	960+00	7.8	8.9
960+50	7.9	8.5	961+00	7.1	10.0	961+50	7.5	9.9	962+00	7.2	9.3
962+50	7.0	9.3	963+00	7.7	9.2	963+50	9.0	8.7	964+00	9.2	9.1
964+50	9.9	10.0	965+00	8.5	10.5	965+50	8.5	8.7	966+00	8.8	9.3
966+50	8.4	8.7	967+00	8.9	8.7	967+50	8.1	9.3	968+00	7.6	8.0
968+50	7.6	7.7	969+00	9.1	8.1	969+50	8.7	8.4	970+00	7.8	8.5
970+50	8.5	8.9	971+00	7.2	7.5	971+50	7.1	7.1	972+00	8.4	8.9
972+50	8.0	8.9	973+00	7.7	8.9	973+50	7.7	6.8	974+00	7.2	7.3
974+50	8.0	8.2	975+00	7.3	7.3	975+50	7.8	7.2	976+00	8.7	7.9
976+50	8.4	6.7	977+00	7.3	8.0	977+50	7.3	8.6	978+00	7.9	8.4
978+50	8.2	8.6	979+00	7.5	7.9	979+50	6.9	6.6	980+00	7.1	6.9
980+50	7.1	7.3	981+00	8.0	7.3	981+50	7.8	7.0	982+00	7.1	7.3
982+50	7.7	7.5	983+00	6.9	6.4	983+50	7.0	6.5	984+00	7.9	6.6
984+50	8.1	8.0	985+00	7.1	8.8	985+50	7.3	9.0	986+00	8.2	8.5
986+50	7.7	8.9	987+00	9.3	8.2	987+50	8.8	8.4	988+00	8.4	8.6
988+50	8.6	8.1	989+00	9.2	7.5	989+50	9.3	8.5	990+00	9.8	8.0
990+50	8.9	8.4	991+00	8.2	8.4	991+50	9.4	8.2	992+00	9.0	8.8
992+50	10.0	10.5	993+00	8.8	8.5	993+50	9.2	10.1	994+00	10.5	10.0
994+50*	2.4	2.1	995+00*	1.4	1.7	995+50*	6.0	5.7	996+00	9.0	9.1
996+50	10.2	9.8	997+00	8.9	9.3	997+50	8.6	8.1	998+00	8.6	9.1
998+50	9.2	8.3	999+00	10.0	7.9	999+50	10.1	8.6	1000+00	9.6	8.9
1000+50	9.3	8.5	1001+00	9.3	9.0	1001+50	10.3	10.7	1002+00	9.7	11.0
1002+50	9.5	8.5	1003+00	9.4	9.6	1003+50	9.8	8.7	1004+00	9.4	9.5

***Depth at this location may be impacted by a bridge deck or other pavement anomaly.**

Highlighted inches indicate either the Overall Minimum or Overall Maximum thickness.

Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.	Station	Inner Average Thickness, in.	Outer Average Thickness, in.
1004+50	9.6	9.1	1005+00	9.3	9.8	1005+50	9.2	10.9	1006+00	8.9	10.0
1006+50	8.2	9.3	1007+00	9.5	9.9	1007+50	9.5	10.5	1008+00	9.8	10.0
1008+50	8.8	9.3	1009+00	7.6	8.9	1009+50	7.6	8.1	1010+00	7.9	8.7
1010+50	9.6	8.5	1011+00	9.2	8.7	1011+50	8.3	9.6	1012+00	8.6	9.7
1012+50	8.4	8.7	1013+00	8.9	7.6	1013+50	8.5	7.8	1014+00	8.0	8.1
1014+50	8.9	8.9	1015+00	9.1	7.7	1015+50	9.5	8.3	1016+00	9.4	8.7
1016+50	9.2	8.8	1017+00	9.1	8.3	1017+50	9.1	8.3	1018+00	8.0	8.2
1018+50	8.8	7.5	1019+00	7.5	7.9	1019+50	8.6	10.1	1020+00	8.6	9.5
1020+50	8.8	9.2	1021+00	8.5	9.2	1021+50	9.2	8.9	1022+00	8.5	8.3
1022+50	9.3	9.5	1023+00	9.5	9.2	1023+50	7.6	8.9	1024+00	7.9	9.0
1024+50	8.3	9.4	1025+00	7.6	8.3	1025+50	7.3	7.5	1026+00	7.4	7.4
1026+50	7.2	7.6	1027+00	8.2	7.5	1027+50	7.4	7.2	1028+00	7.8	7.3
1028+50	6.3	7.4	1028+90	5.6	6.9						

MaineDOT

Ground Penetrating Radar (GPR)

Estimated Pavement Depths at Transverse Locations

020385.00 - Milford, Greenbush, Passadumkeag

Station	Left Offset, ft					CL	Right Offset, ft					Comments
			13	9	3							
40+00			4.5	10	9.25							
100+00			4	7.25	7.25							
125+00			4.5	8.5	7.5							
210+00			5	7.5	7.25							
255+00			4.5	7.75	8							
320+00			4.25	7.25	7.5							
365+00			4.5	8.25	8.5							
430+00			4.5	9	9							
520+00			7.25	8.5	8.5							
585+00			4.25	9.5	8.5							
620+00			8	9.75	8.5							
700+00			4.75	8.5	7.75							
735+00			4.25	8	8							
785+00			6.25	6	6.5							
830+00			5	6.5	6.5							
880+00			5.25	7.75	6.75							
929+00			4.75	9.75	9.75							
950+00			4.75	9.5	8.5							
998+00			3.75	9.25	9.75							

Highlighted areas indicate pavement cores were taken at this location.

MaineDOT

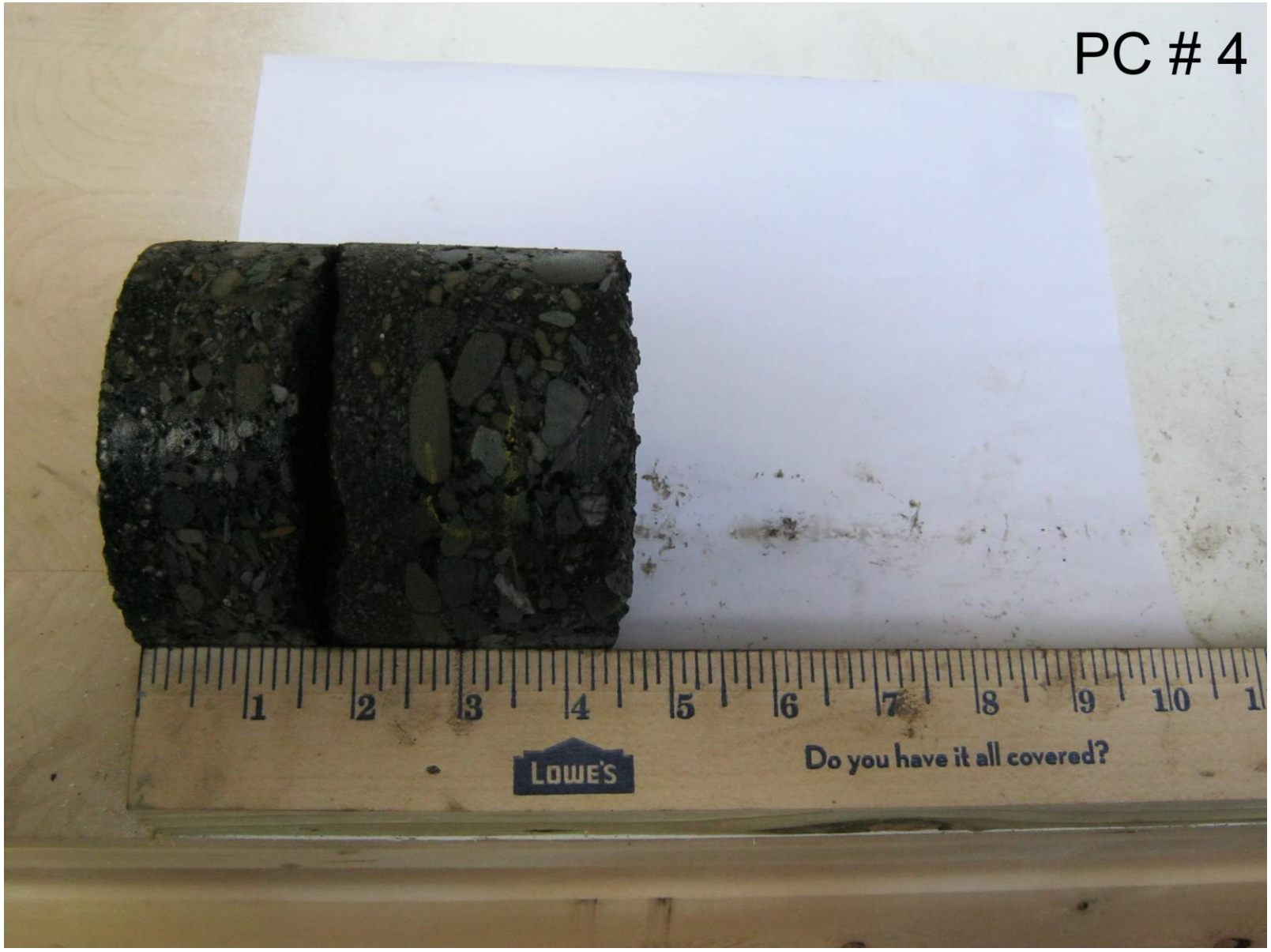
Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 40+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 40+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 40+00, 13' LT



MaineDOT

Pavement Cores

020385.00 - Milford, Greenbush, Passadumkeag

STATION 100+00, 13' LT

MaineDOT

Pavement Cores

020385.00 - Milford, Greenbush, Passadumkeag

STATION 100+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 125+00, 9' LT

MaineDOT

Pavement Cores

020385.00 - Milford, Greenbush, Passadumkeag

STATION 125+00, 13' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 235+00, 13' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 235+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 320+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 365+00, 13' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 365+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 430+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 520+00, 13' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 520+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 585+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 620+00, 13' LT

MaineDOT

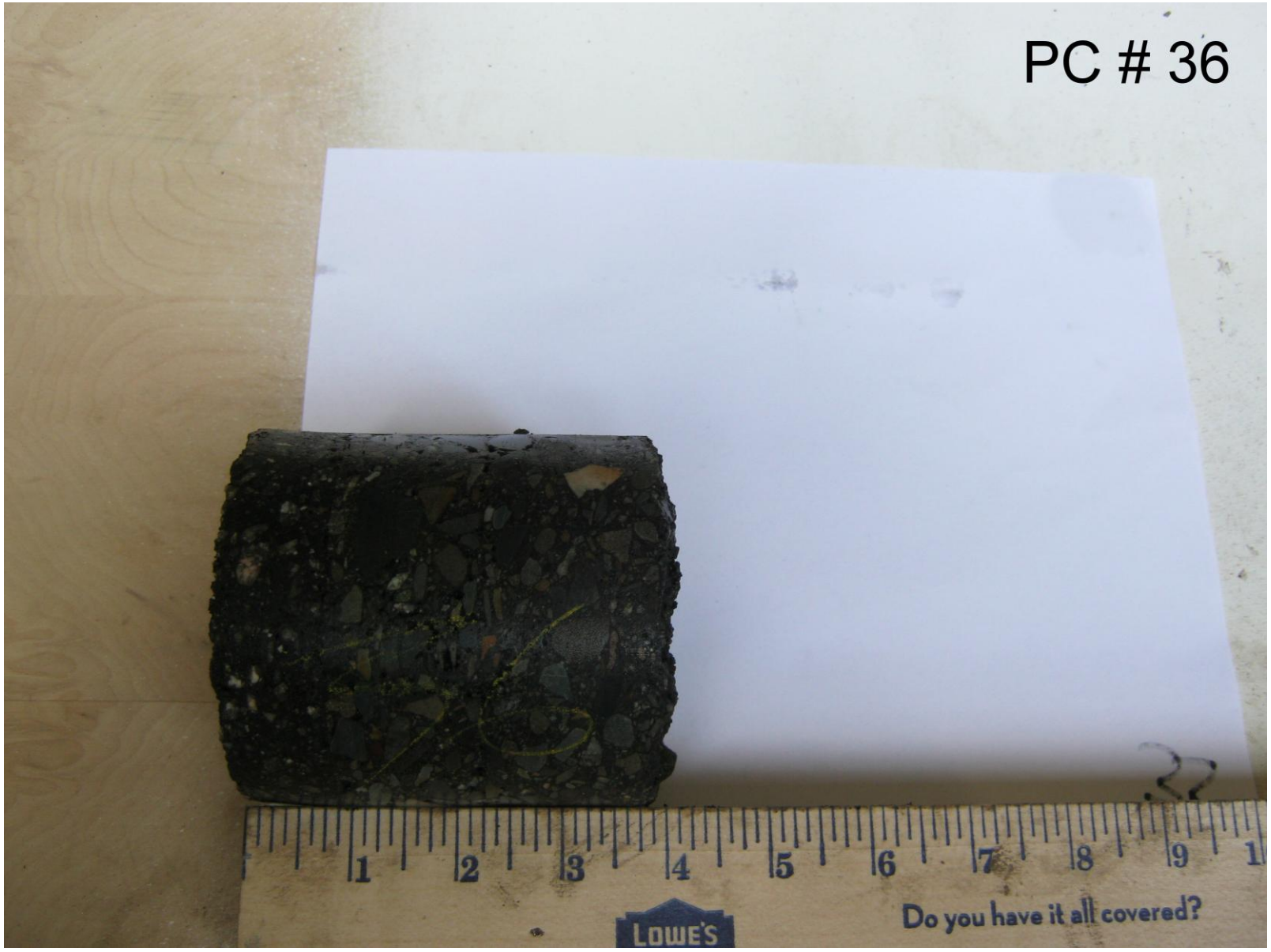
Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 620+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 700+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 735+00, 13' LT



MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 735+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 785+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 830+00, 13' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 830+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 880+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 929+00, 13' LT

MaineDOT

Pavement Cores

020385.00 - Milford, Greenbush, Passadumkeag

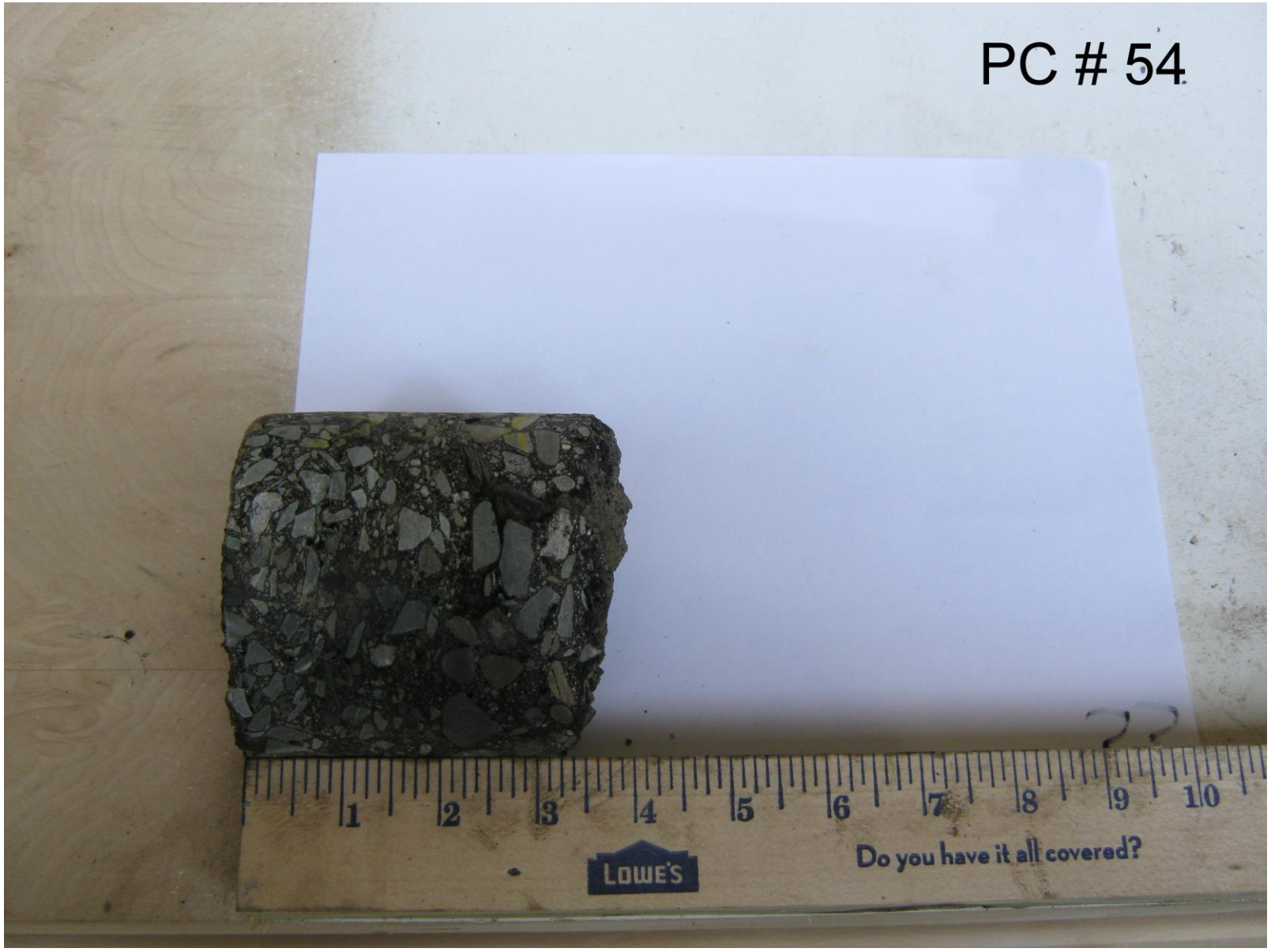
STATION 929+00, 9' LT

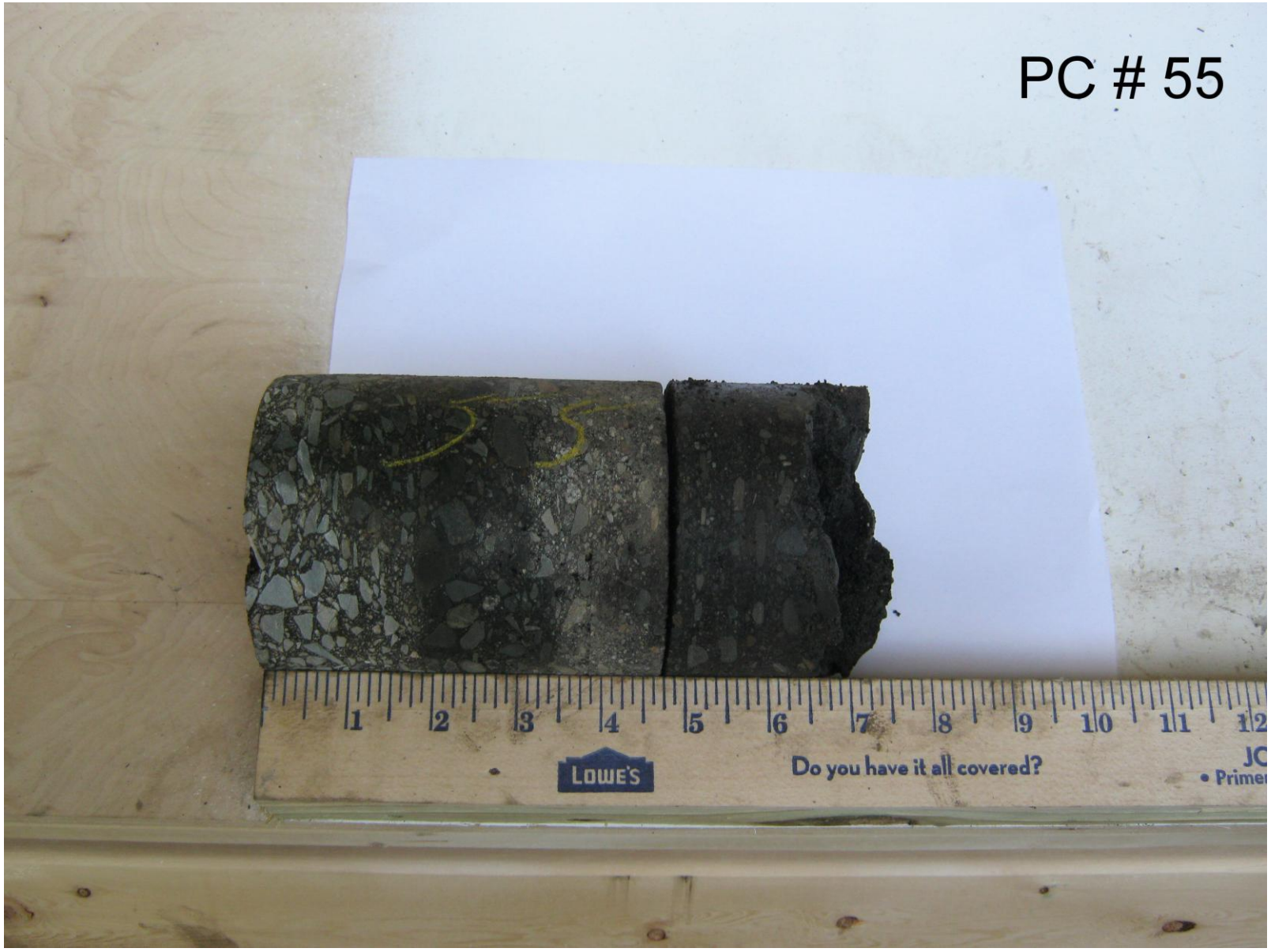
MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 950+00, 9' LT

MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 998+00, 13' LT



MaineDOT

Pavement Cores
020385.00 - Milford, Greenbush, Passadumkeag
STATION 998+00, 9' LT