

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

Cored By: RCS

Coring Completion Date: 6/18/2021

Typical Section: 05010000

W.P.I. No.:		Name:	US 27 at SR 78 Intersection			Lanes:	Two main lanes each way							
Fin. Proj. ID:	441977-1	From:	US 27 at SR 78 Intersection			Shoulder Type and Condition: Shoulders in good condition								
F.A. Project No.:		Roadway ID:	05010000			To:	US 27 at SR 78 Intersection							
County:	Glades	SR No.:	SR 78			Beg MP:	6.617	End MP:	6.890	Length:	0.273	Inside:	Curb and Gutter	
Overall Pavement Condition (from DMO field review):				Good		Median Curbed (Y/N):	Y	Paved	Lawn: X	Other:		Outside:	Paved	
												Curb & Gutter (Y/N):	Y	

CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS		
					FC5	FC9.5	SP9.5	S	T1	S2	T1	BIND				SHEL	ABC-2	LR		DEPTH (IN.)	TYPE	CLASS	EXTENT				
1	6.629	S	OR	N	1.0		2.3	2.7						6.0	15.3									G	Fine sand below base		
2	6.689	TL	RRTL	Y	1.0		1.8	2.6						5.4		8.4			11.0						G	Right Turn Lane to SR 78	
3	6.753	SS	R1	Y		0.9		1.8				1.4		4.1			12.0			4.1	C	II	L	F	SR 78		
4	6.753	SS	L1	Y		1.0	2.9		0.6	0.6	0.8	0.8		6.7			11.2			6.7	C	III	S	P	SR 78 - Bottom broke off		
5	6.753	SS	LLTL	Y		1.3		3.0		0.9		1.9		7.1			10.1			5.5	C	II	L	F	SR 78 - Left Turn Lane to US 27		
6	6.753	SS	LRTL	Y	1.1		2.0	3.4						6.5		7.1								G	SR 78 - Right Turn Lane to US 27		
7	6.836	ML	Merge	Y	0.8		1.3					1.3		3.4			11.8							G			
8	6.854	ML	L2	Y	1.0		1.7					1.8		4.5			12.8							G			
9	6.831	S	OL	N	1.1		2.5			2.1				5.7			12.9		11.3					G			
10	6.785	ML	L1	Y	0.8		1.7			2.2		1.3		6.0			11.2							G			
11	6.761	SS	L1	N		1.0		0.8						1.8	14.0									F	SR 78 - Western Drive		
12	6.761	SS	R1	Y		0.7	1.8	3.0						5.5			7.3			5.5	C	III	M	F	SR 78 - Western Drive		
13	6.715	ML	L2	Y	0.9		1.7	0.8				1.8		5.2			12.7							G			
14	6.687	TL	LRTL	Y	0.9		1.5	3.6						6.0		10.0								G	Right Turn Lane to Rodeo Road		
15	6.657	ML	R1	Y	1.0		1.6	0.9				0.8		4.3			12.7		11.7					G			
16	6.698	TL	RLTL	Y	1.0		2.1	2.2						5.3		6.5								G	Left Turn Lane to Western Drive		
17	6.718	ML	R2	Y	1.0		1.8	0.9				1.6		5.3			12.0							G			
18	6.791	ML	R1	Y	1.2		1.3	0.3				1.3		4.1			12.3							G			
19	NA	S	IL																						No Shoulder		
20	6.818	TL	LLTL	Y	0.8		1.6	1.7				1.4		5.5			11.3							G	Left Turn Lane to SR 78		
21	6.889	ML	R2	Y	0.7		3.2							3.9			12.5							G			
22	NA	S	IL																						No Shoulder		
23	6.670	ML	L1	Y	0.9		1.5	1.2				1.4		5.0			12.0							G			
AVERAGE					0.95	0.98	1.91	1.93	0.60	1.45	0.80	1.40		5.11	14.65	8.00	11.65		11.33	5.45							
MAX					1.20	1.30	3.20	3.60	0.60	2.20	0.80	1.90		7.10	15.30	10.00	12.90		11.73	6.70							
MIN					0.70	0.70	1.30	0.30	0.60	0.60	0.80	0.80		1.80	14.00	6.50	7.25		11.00	4.10							
LAYER COEF.					0.00	0.34	0.34	0.34	0.30	0.34	0.30	0.25			0.18	0.20	0.18		0.08								

- Notes:
- The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
 - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
 - The cross slope is approximate and measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.
 - A value of "UNK" indicates material was encountered but the total thickness was not determined.

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