STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab, Inc. | Coring Completion Date: 6/21/2022 | Typical Section: **BRIDGE #050050**

W.P.I. No.:				Name:	SR 25 (US 27) NB FISHEATING CREEK OVERFLOW BRIDGE #050050 REPAIRS					Lanes:	4		
Fin. Proj. ID:	445925-1			From:						Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	05010000	To:						Inside:	Paved		
County:	Glades	SR No.:	25	Beg MP:	21.621	End MP:	21.708	Length:	0.087	Outside:	Paved		
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	N		

All Cores - North Bound Only

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	S	T1									CONC					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	21.639	BR	R2	N	1.1	4.0	1.2								6.3	UNK									P	Approach Slab
2	21.649	BR	R1	Y	0.9	1.3	1.5								3.7										F	Bridge Deck
3	21.657	BR	R2	Y	0.6	0.9	0.8								2.3						2.3	B	III	S	P	Bridge Deck
4	21.663	BR	IR	N	0.5	2.2									2.7										F	Bridge Deck
5	21.678	BR	OR	N	0.7	1.4									2.1										F	Bridge Deck
6	21.691	BR	R1	Y	1.2	2.0	2.0								5.2	UNK									F	Departure Slab
AVERAGE					***0.83***	***1.97***	***1.38***								***3.72***						***2.30***					
MAX					***1.20***	***4.00***	***2.00***								***6.30***						***2.30***					
MIN					***0.50***	***0.90***	***0.80***								***2.10***						***2.30***					
LAYER COEF.					***0.00***	***0.25***	***0.23***									***UNKW***				***0.08***						

Notes:

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

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