

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

Cored By: Madrid Engineering Group

Coring Completion Date: 12/12/2022

Typical Section: _____

W.P.I. No.:				Name: SR 25 (US 27)				Lanes: 4					
Fin. Proj. ID: 448928-1				From: S of Wayman Rd.				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 05010000		To: N of Bridge over Fisheating Creek				Inside: N/A					
County: Glades		SR No.: 25		Beg MP: 11.210		End MP: 21.676		Length: 10.466		Outside: Paved			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved		Lawn Y		Other:		Curb & Gutter (Y/N): N	

All Cores

CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)									TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC3	FC5	FC9.5	SP9.5	S	S2	T1	WC	BIND		LR	ABC-2	RAP	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT			
27	21.450	ML	L2	Y		0.5		6.0		1.9	1.2	0.4		10.0	8.0					0.0					P		
28	21.093	ML	L1	N		1.0		4.6			1.3	0.4		7.3	14.0										F		
29	20.671	ML	L2	Y		1.0		3.0			0.6	0.4		5.0	14.0					0.0	1.0	B	IB	M	P	Friction course crack	
30	20.094	ML	L1	N		0.8		2.8	5.0		1.3	0.4		10.3	8.0										P		
31	19.691	ML	L2	Y		0.9		2.7	1.3		1.0	0.5		6.4	7.0					12.0						P	
32	19.081	ML	L1	Y		1.3		2.5	4.0		1.0	0.5		9.3	8.0											P	
33	18.646	ML	L2	N		0.9		2.8	1.4		1.0	0.4		6.5	8.0											P	
34	18.105	ML	L1	N		1.0		2.9	5.2		1.1	0.5		10.7	10.0											P	
35	17.716	ML	L2	N		1.0		3.3	2.6		1.0	0.3		8.2	12.0											P	
36	17.157	ML	L1	N		1.2		3.5	2.4		1.0	0.4		8.5	9.0					14.0						F	
37	16.695	ML	L2	Y		0.9		4.9	1.4		1.3	0.5		9.0	8.5											P	
38	16.096	ML	L1	Y		0.7		2.5	2.3		0.9	0.5		6.9	10.0											P	
39	15.675	ML	L2	Y		0.6		2.0	2.2		1.7	0.5		7.0	12.0											P	Bottom-up crack
40	15.047	ML	L1	Y		0.7		1.5	0.9		0.6	0.5		4.2	8.0											F	
41	14.587	ML	L2	Y		1.0		1.6	0.8		0.9	0.7		5.0	9.0											P	
42	14.160	ML	L1	N		0.9		2.0	0.6		0.6	0.6		4.7	8.0					11.0						F	
43	13.709	ML	L2	N		0.7		1.2	1.5		0.6	0.5		4.5	9.0						2.0	B	IB	M	P		
44	13.200	ML	L1	Y		0.9		1.5	0.7		1.0	0.7		4.8	10.5											F	
45	12.580	ML	L2	Y		0.6		1.5	2.0		0.9	0.5		5.5	9.0					14.0	5.5	B	II	M	P		
46	12.077	ML	L1	Y		0.7		2.8	0.5		0.7	0.5		5.2	11.0											F	
47	11.585	ML	L2	Y		0.6		2.0	0.6		1.1	0.6		4.9	10.0						4.9	B	II	M	P		
48	11.542	S	OR	N		0.9			2.1					3.0			4.3									F	
49	12.458	S	OR	N		0.6			1.4					2.0			5.0		12.0							F	
50	13.609	S	OR	N		1.2			1.3					2.5			3.5									F	
51	14.542	S	OR	N		1.1			1.9					3.0			6.0									F	Base fell apart
52	15.629	S	OR	N		0.7			2.1					2.8			4.3									F	Base fell apart

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All Cores																										
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)									TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC3	FC5	FC9.5	SP9.5	S	S2	T1	WC	BIND		LR	ABC-2	RAP	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
79	21.261	TL	LR	N				2.5	6.4					8.9	11.0					0.0					P	Turn lane has been milled
80	21.340	TL	RL	N		0.8			3.2					4.0	12.0										F	
81	21.419	TL	LL	N		1.2		2.6	1.8					5.6	11.5										F	
82	11.424	CO	CO	N	0.9				4.2					5.1	11.0					10.0					P	
83	12.498	CO	CO	N	1.5				4.0					5.5	9.0						5.5	B	III	S	P	Base crack
84	13.774	CO	CO	N	1.5				5.7					7.2	11.5										P	
85	14.250	CO	CO	N	1.3				2.1				3.0	6.4	15.0					0.0	6.4	B	III	S	P	Base crack
86	14.730	CO	CO	N	1.2				1.6				2.1	4.9	14.0					0.0	4.9	B	III	S	P	Base crack
87	15.202	CO	CO	N				1.5	3.3					4.8	17.0										F	
88	15.853	CO	CO	N	0.9				1.6				2.2	4.7	8.0						4.7	B	II	M	P	Base crack
89	16.158	CO	CO	N		1.2			2.9	0.8			1.9	6.8	10.0										P	
90	16.974	CO	CO	N		1.3		1.4	1.7				2.3	6.7	10.0										P	
91	17.848	CO	CO	N		1.1		2.4		1.0			2.5	7.0	12.0										F	
92	18.314	CO	CO	N		1.6		2.2		1.0			2.5	7.3	9.5										P	
93	20.728	CO	CO	N		1.0		2.6		1.2			1.4	6.2	8.0										F	
94	12.197	SS	NA	N	0.9				2.3					3.2	16.5										F	Wayman Rd.
95	13.055	SS	NA	N	1.2									1.2		0.3				12.0					P	Coffey Rd.
96	13.293	SS	NA	N	1.0				2.2					3.2	11.0						3.2	B	IB	M	P	Big Bird Blvd. (Alligator Ln. per SLD), Base crack
97	15.208	SS	NA	Y			0.9	3.4						4.3	13.0										F	Lykes Rd.
98	18.801	SS	NA	Y	1.1				2.3					3.4				9.5							P	Cemex Mine Entrance
99	21.372	SS	NA	Y	1.0				3.5					4.5	8.5										P	Road Unsigned
100	21.628	BR	R1	N		0.9		2.8	2.0					5.7											F	Slab Approach
101	21.681	BR	R2	N		0.4		2.3	3.1					5.8											P	Slab Departure
102	21.680	ML	L1	N		1.0		1.2	9.4					11.6	4.0										F	No Slab Approach
103	21.625	ML	L2	Y			1.2	2.8						4.0		11.8									P	No Slab Departure

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All Cores																											
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)									TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC3	FC5	FC9.5	SP9.5	S	S2	T1	WC	BIND		LR	ABC-2	RAP	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT			
104	21.645	BR	R1	N		0.9		2.6							3.5					UNK					P	Bridge Deck (Asphalt Overlay)	
105	21.666	BR	R2	N		0.6		1.6							2.2					UNK		2.2	B	II	M	P	Bridge Deck (Asphalt Overlay)
106	21.751	BR	R1	Y		0.6		2.2							2.8					UNK					F	Slab Approach	
107	21.851	BR	R2	N		0.4		2.2							2.6					UNK					P	Slab Departure	
108	21.850	BR	L1	N		0.9		1.8							2.7					UNK					F	Slab Approach	
109	21.751	BR	L2	N		0.6		1.6							2.2					UNK					P	Slab Departure	
AVERAGE					1.22	0.89	1.05	2.70	2.70	1.63	0.97	0.50	1.57	5.19	10.27	7.37	4.87	9.50		4.88	3.82						
MAX					2.00	1.60	1.20	6.00	9.40	3.90	1.70	0.70	3.00	12.10	21.00	11.80	6.60	9.50		14.00	6.40						
MIN					0.90	0.40	0.90	1.20	0.50	0.80	0.60	0.30	0.50	1.20	4.00	0.30	3.10	9.50		0.00	1.00						
LAYER COEF.					0.17	0.00	0.25	0.25	0.25	0.25	0.23	UNKW	0.20		0.18	0.16	UNKW	0.18	UNKW	0.08							

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) 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.

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