STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Ardaman & Associates, Inc. Coring Completion Date: 1/3/2022 Typical Section:

W.P.I. No.:				Name:	SR 25							Lanes:					
Fin. Proj. ID:	446228-1			From:	Palm Beach County Line							Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	07030000	To:	East of San Diego St.							Inside:					
County:	Hendry	SR No.:	25	Beg MP:	0.000	End MP:	2.193	Length:	2.193			Outside:					
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved		Lawn		Other:		Curb & Gutter (Y/N):					

All Cores

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE [3]	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) [4]	COMMENTS
					FC5	FC9.5	SP9.5	ARMI	S2	S	WC	S2	BIND			RAP	LR				DEPTH (IN.)	TYPE	CLASS	EXTENT					
1	0.014	ML	R2	Y	0.6		2.1			3.5					6.2		12.0				6.2	C	III	S	P				Full-depth cracking. Piece of core missing.
2	0.182	ML	R2	Y	0.7		2.6			2.1					5.4		12.9			11.4	5.4	A	III	S	P				Full-depth cracking. Debonding.
3	0.266	ML	R1	Y	0.7		2.4			2.0					5.1		10.3								F				
4	0.360	TL	RL	N	0.8		1.6	0.5	1.7				2.1		6.7		9.9								F				
5	0.407	CO	CO	N		0.7				0.7		1.2	2.3		4.9		10.8				2.3	C	III	S	P				
6	0.624	ML	R2	N	0.7		1.6			3.7			1.1		7.1		9.9				2.5	C	III	S	P				
7	0.730	S	OR	N	0.6		1.7								2.3	4.9	13.0								P				Part of RAP not retrieved from hole. LR is subgrade
8	0.979	ML	R2	Y	0.6		1.4			3.1					5.1		12.9				2.8	A	III	S	P				
9	1.042	TL	RL	Y	0.7		1.2			3.7					5.6		9.0								F				
10	1.176	ML	R1	N	0.8		1.8	0.6	1.1				1.9		6.2		8.9								F				
11	1.459	ML	R2	Y	0.7		1.5	0.6	0.3				2.0		5.1		13.1				5.1	C	III	S	P				Full-depth cracking.
12	1.580	TL	RL	N	0.8		1.2			1.3	0.3	1.5	2.1		7.2		7.9			11.6	3.5	C	III	M	P				Debonding.
13	1.616	CO	CO	N		1.4	1.7				0.3	1.3	2.2		6.9		7.6				2.3	C	III	S	P				
14	1.791	S	OR	N	1.1		0.8								1.9	4.8	11.3								P				LR is subgrade
15	1.817	TL	RL	Y	0.7		1.5								2.2		12.5								F				
16	1.933	ML	R1	N	0.8		2.5	0.6	0.5				2.3		6.7		10.8								F				
17	1.969	S	OR	N	1.0										1.0	3.8	13.2				4.8	C	III	L	P				Full-depth cracking. LR is subgrade
18	1.987	ML	R2	Y	0.8		1.8	0.5	1.3				0.6		5.0		9.2				5.0	C	III	S	P				Full-depth cracking.
19	2.024	TL	RL	Y	0.9		1.2			3.3					5.4		12.7								F				
20	2.050	SS	R2	Y	0.6		2.7								3.3		7.0								F				San Diego St.
21	2.121	ML	R2	Y	0.9		2.0	0.7		1.3			0.8		5.7		7.3				3.8	C	III	S	P				
22	2.165	ML	L2	Y	0.7					5.0					5.7		11.0				2.2	A	III	S	P				Debonding. Pieces of core missing.
23	2.162	ML	L1	N	0.6		1.1	0.5			0.2	1.8	2.2		6.4		8.9			10.0	6.4	C	III	S	P				Full-depth cracking.
24	2.137	S	OL	N	0.6					0.9					1.5	4.7									P				
25	2.104	TL	LL	N	0.6		1.0		1.1		0.3	2.9	2.4		8.3		10.2				1.3	C	II	L	F				
26	2.065	CO	CO	N		1.2	1.5		3.5				2.6		8.8		9.5				0.9	C	I	M	F				Debonding.
27	2.063	SS	L2	N		1.2									1.2		9.8				1.2	C	II	S	P				San Diego St. Full-depth cracking
28	2.026	ML	L1	N	0.8		2.1	0.4	0.7		0.2	2.5	2.1		8.8		9.5				2.0	C	II	S	F				
29	1.942	TL	LL	Y	1.0		2.2			2.1					5.3		9.8								F				
30	1.902	TL	LR	N	0.9		1.0			1.1					3.0		11.0								F				
31	1.877	SS	L2	Y	0.8		1.5								2.3		10.2				1.5	C	II	M	F				Holiday Isles
32	1.784	ML	L2	Y	0.9		1.6	0.5	1.3		0.3	1.3	1.9		7.8		10.1				1.6	C	III	S	P				

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County: Hendry	SR No.: 25	Beg MP:	0.000	End MP: 2.193	Length: 2.193	Outside:	
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):		Paved	Lawn	Other:	Curb & Gutter (Y/N):

All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC5	FC9.5	SP9.5	ARMI	S2	S	WC	S2	BIND		TOTAL ASPHALT THICKNESS (IN.)	BASE RAP	LR			STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
33	1.722	TL	LR	N	1.0		0.9			1.2					3.1		11.0				3.1	C	II	L	F				Full-depth cracking
34	1.684	TL	LL	Y	0.8		1.4			3.2					5.4		12.7			11.7	2.5	C	III	S	F				
35	1.637	SS	L2	Y	1.6					1.4			2.4		5.4		12.3				1.2	C	II	L	F				Old SR 80
36	1.536	ML	L1	Y	1.0		2.2	0.4	0.9				2.1		6.6		11.5				1.8	C	III	M	F				
37	1.324	ML	L2	N	1.1		1.8	0.6	5.0						8.5		11.1				8.5	C	III	S	P				Full-depth cracking. Debonding.
38	1.239	S	OL	N	0.9		0.8								1.7	5.3	11.1								F				LR is subgrade
39	1.146	TL	LL	N	0.7		2.3			2.3					5.3		12.7								F				
40	1.188	TL	LR	Y	0.7		1.1			1.4					3.2		8.8								F				
41	1.084	SS	L2	N	0.3		1.6			1.3					3.2		9.4								P				Evercane Rd.
42	0.767	ML	L1	N	1.0		2.3	0.7	1.7				2.4		8.1		8.9				1.0	C	III	M	F				
44	0.308	ML	L2	Y	1.0		1.9	0.6					2.6		6.1		12.0			14.0	6.1	C	III	S	P				Full-depth cracking. Debonding. Pieces of core missing.
45	0.196	S	OL	N	1.8		0.6								2.4	4.4	12.2								F				LR is subgrade
AVERAGE					***0.83***	***1.13***	***1.64***	***0.55***	***1.59***	***2.23***	***0.27***	***1.79***	***2.01***		***5.07***	***4.65***	***10.60***			***11.74***	***3.27***								
MAX					***1.80***	***1.40***	***2.70***	***0.70***	***5.00***	***5.00***	***0.30***	***2.90***	***2.60***		***8.80***	***5.30***	***13.20***			***14.00***	***8.50***								
MIN					***0.30***	***0.70***	***0.60***	***0.40***	***0.30***	***0.70***	***0.20***	***1.20***	***0.60***		***1.00***	***3.80***	***7.00***			***10.00***	***0.90***								
LAYER COEF.					***0.00***	***0.25***	***0.25***	***0.00***	***0.25***	***0.25***	***UNKW***	***0.25***	***0.20***			***UNKW***	***0.18***			***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