

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

Cored By: RCS

Coring Completion Date: 5/14/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 25/80 (US 27)				Lanes:	4 Lane Urban Principle Arterial Roadway							
Fin. Proj. ID:		From:	Industrial Canal				Shoulder Type and Condition:								
F.A. Project No.:	447287-1-32-01	Roadway ID:	07030000				To:	West Sagamore Avenue				Inside:	No		
County:	Hendry	SR No.:	25/80		Beg MP:	2.196	End MP:	3.550	Length:	1.354		Outside:	Yes partial		
Overall Pavement Condition (from DMO field review):					Fair		Median Curbed (Y/N):	N		Paved	Lawn	Other:	Curb & Gutter (Y/N): Y (Outside)		

**Mainline Cores (ML)**

Turn Lanes	CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS		
						FC12.5	SP12.5	S	S2	T1									LR	SHEL		DEPTH (IN.)			TYPE	CLASS
	25	2.371	ML	CTL	N	1.2	1.8	1.7	1.1						5.8	10.1					1.0	C	II	M	P	
	17	2.205	ML	L1	N	1.0	1.4	1.2							3.6	11.2								F		
	48	2.339	ML	L1	Y	0.9	1.4	1.7							4.0	12.0			12.0					F		
	47	2.541	ML	L1	Y	1.3	1.3	1.2							3.8	10.7								F		
	46	2.688	ML	L1	Y	1.2	1.5	1.3							4.0	9.2					2.6	C	III	S	P	
	45	2.928	ML	L1	Y	1.5	1.8	1.2	1.7						6.2	10.1								F		
	44	3.141	ML	L1	Y	1.3	2.3	2.5	1.4						7.5	4.5								F		
	43	3.328	ML	L1	N	1.1	1.6	2.3							5.0	10.0								F		
	16	3.541	ML	L1	N	1.3	2.1	1.7							5.1	11.1								F		
	24	2.222	ML	L2	Y	1.2	2.1	0.5							3.8	8.7					3.8	A	III	S	P	
	36	2.391	ML	L2	N	1.3	1.4	1.8							4.5	10.0								F		
	35	2.618	ML	L2	Y	1.2	1.4	2.5							5.1	7.2					1.9	C	III	S	F	
	34	2.816	ML	L2	N	1.3	1.6	2.3							5.2	7.0			12.0					F		
	23	2.970	ML	L2	Y	1.1	2.1	0.7							3.9	14.6					3.9	A	III	S	P	
	33	3.046	ML	L2	Y	1.2	1.1	4.6							6.9	5.0								P	Rim mark	
	32	3.222	ML	L2	N	1.1	1.2	1.6	2.4						6.3	5.7								F		
	22	3.381	ML	L2	Y	1.5	2.2	2.1							5.8	2.1					4.0	C	III	S	P	
	31	3.474	ML	L2	Y	1.2	1.1	1.1		1.4					4.8	4.3					1.8	C	II	M	F	
	37	2.312	ML	R1	N	1.6	1.4		1.9						4.9	10.2								F		
	38	2.502	ML	R1	Y	1.3	1.8		2.0						5.1	9.2								F		
	39	2.720	ML	R1	Y	1.4	2.0	1.4							4.8	10.0								F	Rim mark	
	40	2.987	ML	R1	Y	1.7	1.6	1.9							5.2	10.9					2.0	C	II	M	P	
	41	3.167	ML	R1	N	1.2	1.8	1.2	1.3						5.5	10.2								P		
	42	3.371	ML	R1	N	1.4	1.9	1.5							4.8	11.1			12.0					F		
	19	3.459	ML	R1	Y	1.0	1.4	1.1							3.5	12.5					1.0	C	III	S	P	
	18	2.205	ML	R2	N	1.3	1.7	1.3							4.3	9.2								P	Rim mark	
	20	2.418	ML	R2	Y	2.0	1.6	1.7							5.3	6.4								P		
	21	2.469	ML	R2	Y	1.6	2.4	0.9							4.9	10.6			12.0		1.6	C	III	S	P	
	26	2.571	ML	R2	Y	1.4	1.3	2.2							4.9	11.1					1.4	C	III	S	P	
	27	2.864	ML	R2	N	1.4	2.1	1.7							5.2	10.3								F	Rim mark	

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Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y (Outside)

**Mainline Cores (ML)**

Turn Lanes	CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
						FC12.5	SP12.5	S	S2	T1									LR	SHEL		DEPTH (IN.)			TYPE
	28	3.047	ML	R2	N	1.4	1.4	1.2						4.0	12.1									F	
	29	3.235	ML	R2	Y	0.9	1.1	1.5		4.5				8.0	4.5				3.0	C	II	M	F		
	30	3.435	ML	R2	N	1.5	2.0	7.6						11.1	9.0								F		
	15	3.538	ML	R2	Y	1.5	1.6	2.2						5.3	9.6								F		
	<b>AVERAGE</b>					<b>1.31</b>	<b>1.66</b>	<b>1.86</b>	<b>1.69</b>	<b>2.95</b>				<b>5.24</b>	<b>9.13</b>				<b>12.00</b>	<b>2.33</b>					
	<b>MAX</b>					<b>2.00</b>	<b>2.40</b>	<b>7.60</b>	<b>2.40</b>	<b>4.50</b>				<b>11.10</b>	<b>14.60</b>				<b>12.00</b>	<b>4.00</b>					
	<b>MIN</b>					<b>0.90</b>	<b>1.10</b>	<b>0.50</b>	<b>1.10</b>	<b>1.40</b>				<b>3.50</b>	<b>2.10</b>				<b>12.00</b>	<b>1.00</b>					
	<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>					<b>0.18</b>	<b>0.18</b>				<b>0.08</b>					

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> 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 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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Overall Pavement Condition (from DMO field review):					Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): Y (Outside)			

**Turnlane and Crossover Cores (TL/CO)**

Turn Lanes	CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
						FC12.5	SP12.5	S	S2	T1								LR	SHEL			DEPTH (IN.)	TYPE	CLASS		
	3	2.302	TL	RR	N	1.1	1.2	2.7							5.0	9.0				12.0	1.2	C	II	M	P	Crack in S layer
	4	2.409	TL	RL	N	1.0	2.0	2.7							5.7	12.4									F	
	6	2.755	TL	RL	N	1.2	1.9	3.2							6.3		9.7			12.0	1.5	C	III	S	P	
	8	3.070	TL	RL	N	1.1	1.9	3.7							6.7	10.4					0.5	C	III	S	P	
	10	3.249	TL	RL	N	1.4	1.9	2.2							5.5	11.0					0.8	C	II	M	F	
	12	3.502	TL	RL	N	1.5	2.1	0.4							4.0	10.5			12.0						P	
	14	3.538	TL	LR	N	1.0	2.0	11.2							14.2	6.1									F	
	5	2.448	TL	LL	N	1.4	1.7	2.4							5.5	10.0									F	
	7	2.793	TL	LL	N	1.6	1.4	3.7							6.7	10.8									F	
	9	3.115	TL	LL	N	1.4	1.7	2.8							5.9	11.3					0.7	C	I	L	P	
	11	3.286	TL	LL	N	1.0	1.8	2.8	0.8						6.4	12.7									F	
	13	3.537	TL	LL	N	1.4	2.0	1.7							5.1	10.9									F	
	1	2.231	CO	CO	N	1.1	2.2	2.8							6.1	13.4									F	
	2	2.262	CO	CO	N	1.2	1.3	0.5							3.0	17.9					1.4	C	II	M	P	
	49	2.600	TL	C	N	1.7	2.0	1.1							4.8	11.7									F	Crack between S and S2 layer
	50	2.849	TL	C	N	1.2	1.8	2.0	1.3						6.3	11.4					0.7	C	I	L	F	
	51	3.011	TL	C	N	1.4	1.6	2.9							5.9	12.1									F	
	52	3.214	TL	C	N	1.4	1.9	1.3							4.6	7.4					0.3	C	I	L	F	
	53	3.418	TL	C	N	1.0	1.9	1.2	1.8						5.9	10.1					0.5	C	III	S	F	Crack between S and S2 layer
	<b>AVERAGE</b>					<b>1.27</b>	<b>1.81</b>	<b>2.70</b>	<b>1.30</b>						<b>5.98</b>	<b>11.06</b>	<b>9.70</b>			<b>12.00</b>	<b>0.84</b>					
	<b>MAX</b>					<b>1.70</b>	<b>2.20</b>	<b>11.20</b>	<b>1.80</b>						<b>14.20</b>	<b>17.90</b>	<b>9.70</b>			<b>12.00</b>	<b>1.50</b>					
	<b>MIN</b>					<b>1.00</b>	<b>1.20</b>	<b>0.40</b>	<b>0.80</b>						<b>3.00</b>	<b>6.10</b>	<b>9.70</b>			<b>12.00</b>	<b>0.30</b>					
	<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>						<b>0.18</b>	<b>0.18</b>			<b>0.08</b>						

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<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                      S - Shoulder TL - Turn Lane                      SS - Side Street CO - Crossover                      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					