

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)

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
					FC12.5	SP12.5	S	S2	T1								LR	SHEL				DEPTH (IN.)	TYPE	CLASS		
15	3.538	ML	R2	Y	1.5	1.6	2.2								5.3	9.6								F		
16	3.541	ML	L1	N	1.3	2.1	1.7								5.1	11.1								F		
17	2.205	ML	L1	N	1.0	1.4	1.2								3.6	11.2								F		
18	2.205	ML	R2	N	1.3	1.7	1.3								4.3	9.2							P	Rim mark		
19	3.459	ML	R1	Y	1.0	1.4	1.1								3.5	12.5				1.0	C	III	S	P		
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		
22	3.381	ML	L2	Y	1.5	2.2	2.1								5.8	2.1				4.0	C	III	S	P		
23	2.970	ML	L2	Y	1.1	2.1	0.7								3.9	14.6				3.9	A	III	S	P		
24	2.222	ML	L2	Y	1.2	2.1	0.5								3.8	8.7				3.8	A	III	S	P		
25	2.371	ML	CTL	N	1.2	1.8	1.7	1.1							5.8	10.1				1.0	C	II	M	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	
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		
31	3.474	ML	L2	Y	1.2	1.1	1.1		1.4						4.8	4.3				1.8	C	II	M	F		
32	3.222	ML	L2	N	1.1	1.2	1.6	2.4							6.3	5.7								F		
33	3.046	ML	L2	Y	1.2	1.1	4.6								6.9	5.0								P	Rim mark	
34	2.816	ML	L2	N	1.3	1.6	2.3								5.2	7.0		12.0						F		
35	2.618	ML	L2	Y	1.2	1.4	2.5								5.1	7.2				1.9	C	III	S	F		
36	2.391	ML	L2	N	1.3	1.4	1.8								4.5	10.0								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		
43	3.328	ML	L1	N	1.1	1.6	2.3								5.0	10.0								F		
44	3.141	ML	L1	Y	1.3	2.3	2.5	1.4							7.5	4.5								F		
45	2.928	ML	L1	Y	1.5	1.8	1.2	1.7							6.2	10.1								F		
46	2.688	ML	L1	Y	1.2	1.5	1.3								4.0	9.2			2.6	C	III	S	P			
47	2.541	ML	L1	Y	1.3	1.3	1.2								3.8	10.7								F		
48	2.339	ML	L1	Y	0.9	1.4	1.7								4.0	12.0		12.0						F		
AVERAGE					1.31	1.66	1.86	1.69	2.95						5.24	9.13				12.00	2.33					
MAX					2.00	2.40	7.60	2.40	4.50						11.10	14.60				12.00	4.00					
MIN					0.90	1.10	0.50	1.10	1.40						3.50	2.10				12.00	1.00					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23						0.18	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.

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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)

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
					FC12.5	SP12.5	S	S2	T1							LR	SHEL				DEPTH (IN.)	TYPE		

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

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		End MP: 3.550		Length: 1.354	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved	
		Lawn		Other:	
		Curb & Gutter (Y/N): Y (Outside)			

Turn Lanes and Crossover Cores (TL/CO)

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
					FC12.5	SP12.5	S	S2	T1							LR	SHEL				DEPTH (IN.)	TYPE	CLASS		
	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		
	3	2.302	TL	RR	N	1.1	1.2	2.7						5.0	9.0				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	
	5	2.448	TL	LL	N	1.4	1.7	2.4						5.5	10.0									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		
	7	2.793	TL	LL	N	1.6	1.4	3.7						6.7	10.8									F	
	8	3.070	TL	RL	N	1.1	1.9	3.7						6.7	10.4				0.5	C	III	S	P		
	9	3.115	TL	LL	N	1.4	1.7	2.8						5.9	11.3				0.7	C	IB	L	P		
	10	3.249	TL	RL	N	1.4	1.9	2.2						5.5	11.0				0.8	C	II	M	F		
	11	3.286	TL	LL	N	1.0	1.8	2.8	0.8					6.4	12.7									F	
	12	3.502	TL	RL	N	1.5	2.1	0.4						4.0	10.5		12.0							P	
	13	3.537	TL	LL	N	1.4	2.0	1.7						5.1	10.9									F	
	14	3.538	TL	LR	N	1.0	2.0	11.2						14.2	6.1									F	
	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	IB	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	IB	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
AVERAGE					1.27	1.81	2.70	1.30						5.98	11.06	9.70		12.00	0.84						
MAX					1.70	2.20	11.20	1.80						14.20	17.90	9.70		12.00	1.50						
MIN					1.00	1.20	0.40	0.80						3.00	6.10	9.70		12.00	0.30						
LAYER COEF.					0.25	0.25	0.25	0.25	0.23						0.18	0.18		0.08							

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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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				