

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

Cored By: District Materials Office

Coring Completion Date: 10/28/2024

Typical Section: 1

W.P.I. No.:	Name: E. FORT THOMPSON AVE.	Lanes: 2
Fin. Proj. ID: 438067-1	From: SR 29	Shoulder Type and Condition:
F.A. Project No.:	To: SR 80	Inside:
County: HENDRY	Beg MP: 0.000	End MP: 1.058
Roadway ID: 07000022	Length: 1.058	Outside:
SR No.: Off System	Median Curbed (Y/N):	Paved
Overall Pavement Condition (from DMO field review): Fair		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	SP2F	S									LR		SHEL		DEPTH (IN.)			TYPE
1	0.016	ML	R1	N	0.8		0.8						1.6	7.5			12.0	1.6	C	III	S	P	BASE CRACK
2	0.089	ML	R1	Y		1.7							1.7	3.0			12.0					G	
3	0.077	ML	SS	N	0.8		2.8						3.6	8.0			12.0	3.6	C	III	S	P	N LEE ST, BASE CRACK
4	0.170	ML	L1	Y		1.5							1.5	6.0			12.0					G	
5	0.159	ML	SS	Y	0.8		0.7						1.5	8.5			12.0					F	MISSOURI ST.
6	0.233	ML	R1	N		1.5							1.5	9.5			12.0					G	
7	0.239	ML	SS	N		1.7							1.7	8.0			12.0					G	N RIVERVIEW ST
8	0.327	ML	L1	Y		1.5							1.5	8.5			12.0					G	
9	0.320	ML	SS	N		1.5							1.5	13.5			12.0					G	N OAK ST
10	0.482	ML	R1	Y	1.0		0.7						1.7	9.5			12.0	1.7	C	III	S	P	BASE CRACK
11	0.476	ML	SS	Y	0.9		1.0						1.9	6.0			12.0	1.5	C	III	S	P	N ELM ST
12	0.557	ML	R1	Y	1.0		0.4						1.4	9.0			12.0	1.4	C	III	S	P	BASE CRACK
13	0.556	ML	SS	Y	0.9		1.0						1.9		5.0		12.0	1.9	C	III	S	P	N CYPRESS ST, BASE CRACK
AVERAGE					0.89	1.57	1.06						1.77	8.08	5.00		12.00	1.95					
MAX					1.00	1.70	2.80						3.60	13.50	5.00		12.00	3.60					
MIN					0.80	1.50	0.40						1.40	3.00	5.00		12.00	1.40					
LAYER COEF.					0.17	0.25	0.25							0.18	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.

<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	<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
---	--	---	--	---	--	---