

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

Cored By: D1 & D7 Materials Personnel

Coring Completion Date: 10/7/2020

Typical Section: 01

W.P.I. No.:		Name:	SR 25 (US 27)			Lanes:	4
Fin. Proj. ID:	442765-1	From:	S of Tower St.			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	09010000			To:	N of Tower St.
County:	Highlands	SR No.:	25			Beg MP:	18.713
			End MP:	19.013	Length:	0.300	
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Paved	Lawn	Other:	
						Curb & Gutter (Y/N):	N

All Cores																										
CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	S	SP1F	S	BIND	T1	WC				LR	SHEL				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	18.961	ML	L2	Y	1.0		3.1			1.8					5.9	9.0				12.0	0.6	C	IB	L	F	
2	18.917	TL/CO	L2	Y	0.9		5.1								6.0	11.0				12.0	3.0	C	IB	S	P	RTTL, SOME SLIPPAGE
3	18.892	ML	L2	Y		1.1		1.6	3.7	1.2				7.6	9.0				12.0	2.9	A	IB	S	P	PATCH AT DAL HALL BLVD.	
4	18.823	ML	L2	Y	0.9		6.2			1.1				8.2	9.0				12.0	0.9	C	IB	L	P		
5	18.817	ML	L2	N	0.9		5.6							6.5	10.5				12.0	3.6	C	IB	S	F	ACCEL LANE	
6	18.789	S	OL	N	0.6		3.7							4.3	11.0				12.0					F	4' SHOULDER	
7	18.733	TL/CO	L2	Y	0.9		4.6							5.5	12.0				12.0	2.3	C	IB	L	F	RIGHT TURN LANE	
8	18.719	ML	L2	Y		1.1		1.6	2.6	1.4				6.7	7.5				12.0	1.4	C	IB	L	F	PATCH AT INTERLAKE BLVD.	
9	18.729	ML	R2	Y	1.0		4.9			1.3				7.2	10.0				12.0	3.0	C	IB	S	P	JOINT CRACK	
10	18.753	S	OR	N	0.8		4.0							4.8	11.0				12.0					F	3' SHOULDER	
11	18.775	TL/CO	R2	N	1.1		2.4			2.0				5.5	10.0				12.0					F	RIGHT TUNE LANE	
12	18.790	ML	R2	Y		1.5		1.8	3.1	0.7				7.1	9.5				12.0	3.8	C	IB	L	F	PATCH AT TOWER ST	
13	18.951	ML	R2	Y	1.0		3.8			1.2				6.0	11.0				12.0	1.9	C	IB	L	F		
14	18.952	TL/CO	R2	Y	1.0		3.4			1.8				6.2	10.5				12.0	3.0	C	IB	S	P	RIGHT TURN LANE	
15	18.986	TL/CO	L1	N	0.5		5.3							5.8	11.0				12.0	2.0	C	IB	M	P	LEFT TURN LANE	
16	18.974	ML	L1	Y	0.7		3.8							4.5	12.5				12.0	2.4	C	IB	S	F	WIDENING CRACK. 12.5"LR/3" OF S WITH 9.5"LR UNDER MEDIAN SIDE.	
17	18.913	ML	L1	N	0.9		5.6							6.5	11.0				12.0	6.5	C	IB	S	F	WIDENING CRACK. 11"LR/6" OF S WITH 5"LR UNDER MEDIAN SIDE.	
18	18.837	ML	L1	Y		1.0		2.1	1.1	1.1				5.3	15.0				12.0	2.5	C	IB	S	P	PATCH AT DAL HALL BLVD.	
19	18.733	TL/CO	L1	Y	1.0		5.1							6.1	11.5				12.0					P	LTTL, SLIPPAGE	
20	18.751	ML	R1	N	0.9		4.2							5.1	10.0				12.0					F		
21	18.825	TL/CO	R1	Y	1.0		6.9							7.9	11.0				12.0	1.9	C	IB	S	F	LEFT TURN LANE	
22	18.892	ML	R1	N		1.5		1.6	3.8					6.9	10.5				12.0					F	PATCH AT TOWER ST	
23	19.013	TL/CO	R1	Y	1.1		3.7							4.8	11.0				12.0	1.8	C	IB	L	F	LEFT TURN LANE	
24	19.011	ML	R1	Y	0.7		3.5			1.1				5.3	10.5				12.0	0.7	C	IB	L	F		

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					FC5	FC9.5	S	SP1F	S	BIND	T1	WC		LR	SHEL				DEPTH (IN.)	TYPE	CLASS	EXTENT				
25	18.863	SS	R2	N		1.5	1.6							3.1		13.5			12.0					F	DAL HALL BLVD.	
26	18.863	SS	L1	Y		1.5	2.0							3.5					12.0	3.5	C	IB	S	F	DAL HALL BLVD.	
27	18.863	SS	L1	Y				1.3			1.3	0.3		2.9					12.0					F	TOWER ST, CLAY RD. BASE	
28	18.863	SS	R1	N				1.3			0.3	0.6		2.2					12.0					F	TOWER ST, CLAY RD. BASE	
<b>AVERAGE</b>					<b>0.89</b>	<b>1.31</b>	<b>4.21</b>	<b>1.61</b>	<b>2.86</b>	<b>1.34</b>	<b>0.80</b>	<b>0.45</b>		<b>5.62</b>	<b>10.63</b>	<b>13.50</b>			<b>12.00</b>	<b>2.51</b>						
<b>MAX</b>					<b>1.10</b>	<b>1.50</b>	<b>6.90</b>	<b>2.10</b>	<b>3.80</b>	<b>2.00</b>	<b>1.30</b>	<b>0.60</b>		<b>8.20</b>	<b>15.00</b>	<b>13.50</b>			<b>12.00</b>	<b>6.50</b>						
<b>MIN</b>					<b>0.50</b>	<b>1.00</b>	<b>1.60</b>	<b>1.30</b>	<b>1.10</b>	<b>0.70</b>	<b>0.30</b>	<b>0.30</b>		<b>2.20</b>	<b>7.50</b>	<b>13.50</b>			<b>12.00</b>	<b>0.60</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>	<b>0.23</b>	<b>0.00</b>			<b>0.18</b>	<b>0.18</b>			<b>0.08</b>							

- Notes:
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
  - The cross slope is measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>	
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline	A - Alligator B - Block C - Combination	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	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor	S - Shoulder SS - Side Street