

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 7/7/2021

Typical Section: _____

W.P.I. No.:	Name: SR 25 (US 27) Lighting Project	Lanes: 6
Fin. Proj. ID: 437732-1	From: Highlands Avenue	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 09030000	To: Sparrow Avenue
County: Highlands	SR No.: 25	Beg MP: 2.747
Overall Pavement Condition (from DMO field review): Fair	End MP: 6.917	Length: 4.170
	Median Curbed (Y/N): N	Paved
		Lawn
		Other:
		Curbs & 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					COMMENTS	
					FC5	FC9.5	SP9.5	ARMI	S	T1	S2	T1	BIND	SAHM	WC		LR	ABC-1	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT	CROSS SLOPE (%) ⁴		
1	3.982	TL	RL	Y		1.2			6.7							7.9	0.8								1.60			
2	3.986	ML	R3	Y		0.8	0.9		3.7						5.4	8.5							2.8		II	S	1.60	
3	4.004	ML	R1	Y		1.0	1.1		3.5						5.6	8.1					13.8	0.4			II	M	2.60	
4	5.478	ML	R1	N		0.8	2.0		3.1	0.7	0.9		1.9		9.4	11.3											1.20	
5	5.480	TL	RL	N		0.8	2.0		0.6	0.6	3.0		1.4		8.4	11.4											2.90	
6	5.497	ML	R2	Y		0.9	2.0		3.1	1.4	1.1		2.0		10.5	11.8						2.1			II	M	1.30	Pieces of core crumbled and could not be shown in image
7	6.882	ML	R2	Y	0.6		2.1	0.6		1.3	1.5		1.6		7.7	7.9											1.30	
8	6.896	SS	R1	N	0.9		2.1		2.1						5.1	11.2											2.00	
9	6.904	ML	R3	Y	1.1		3.0		3.0						7.1	10.4											2.20	
10	6.906	ML	L3	N	0.8		2.0	0.5	1.1						4.4	14.4											1.80	
11	6.894	SS	RL	N		1.2	0.7		1.5						3.4		3.7										1.80	
12	6.880	ML	L2	N	0.9		1.6	0.6	0.6	1.4	2.8	0.7		0.6	9.2	7.0					10.5						1.30	
13	5.511	ML	L2	Y		1.0	2.0		2.2		3.8	0.5		0.4	9.9	6.0						4.7			II	M	1.60	
14	5.499	TL	LL	Y		1.0	2.0		2.0						5.0		6.7					3.5	C		II	L	2.60	Pieces of core crumbled and could not be shown in image
15	5.487	SS	RL	Y		1.0			1.7		1.4		1.2	1.0	6.3				5.2			6.3			III	S	0.20	Full depth crack
16	5.475	ML	L1	N		1.0	1.0		1.4	0.9	1.6	1.0			6.9		5.0										1.70	
17	5.472	ML	L3	Y		0.8	1.0		6.0		1.5	1.4			10.7	8.4						2.0			IB	L	1.10	
18	4.002	ML	L2	N		1.1	3.5		1.3		0.7	0.9		0.6	8.1	6.2						2.6	C		IB	M	2.20	
19	3.990	SS	RL	Y		0.8			2.7						3.5			1.0									0.70	
20	3.985	ML	L3	N		1.0	1.3		4.6						6.9	7.5					7.0	2.3	C		II	S	2.10	
21	3.981	ML	L1	Y		0.8	2.9		2.5						6.2	7.9						1.6			IB	L	2.70	
AVERAGE					0.86	0.95	1.84	0.57	2.67	1.05	1.83	0.90	1.62	1.00	0.53	7.03	8.68	5.13	1.00	5.20	10.43	2.83					1.74	
MAX					1.10	1.20	3.50	0.60	6.70	1.40	3.80	1.40	2.00	1.00	0.60	10.70	14.40	6.70	1.00	5.20	13.80	6.30					2.90	
MIN					0.60	0.80	0.70	0.50	0.60	0.60	0.70	0.50	1.20	1.00	0.40	3.40	0.80	3.70	1.00	5.20	7.00	0.40					0.20	
LAYER COEF.					0.00	0.25	0.25	0.00	0.25	0.23	0.25	0.23	0.20	0.11	UNKW		0.18	0.14	UNKW	UNKW	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.

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				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					COMMENTS
					FC5	FC9.5	SP9.5	ARMI	S	T1	S2	T1	BIND	SAHM	WC		LR	ABC-1	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT	CROSS SLOPE (%) ⁴	

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>	<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 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