

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

Cored By: District Materials Office

Coring Completion Date: 2/5/2025

Typical Section: 1

W.P.I. No.:					Name:	SR 82					Lanes:	2 Lanes					
Fin. Proj. ID:	455785-1				From:	AT ALABAMA RD. S.,NEW SIGNAL					Shoulder Type and Condition:						
F.A. Project No.:			Roadway ID:	12070000		To:						Inside:	Paved				
County:	Lee		SR No.:	82		Beg MP:	14.552		End MP:	14.805		Length:	0.253		Outside:	Paved	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed Y	N						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	
					FC9.5	SP9.5	WC											LR						DEPTH (IN.)			TYPE
1	14.696	ML	L1	Y	1.7	0.4	0.4								2.5	6.5				12.0					F	ALABAMA RD S., LLTL / L1	
2	14.696	ML	L1	N	1.2	3.2									4.4	13.0				12.0					F	ALABAMA RD S., LLTL / L1	
3	14.696	TL	LR	Y	1.0	2.5									3.5	11.0				12.0					F	ALABAMA RD S.	
4	14.696	TL	LR	Y	0.9	2.9									3.8	13.5				12.0					F	ALABAMA RD S.	
5	14.696	S	OL	N	0.9	2.5									3.4	13.0				12.0					F	ALABAMA RD S.	
6	14.696	ML	R1	Y	1.4	2.0	0.5								3.9	7.0				12.0	3.9	C	I	S	P	ALABAMA RD S., BASE CRACK	
7	14.696	ML	L1	N	1.4	1.0									2.4	7.0				12.0					F	ALABAMA RD S.	
8	14.696	S	OL	N	1.0	0.9									1.9	7.0				12.0					F	ALABAMA RD S.	
AVERAGE					1.19	1.93	0.45								3.23	9.75				12.00	3.90						
MAX					1.70	3.20	0.50								4.40	13.50				12.00	3.90						
MIN					0.90	0.40	0.40								1.90	6.50				12.00	3.90						
LAYER COEF.					0.25	0.25	UNKW									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.
 - The cross slope is approximate and measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.
 - 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