

04/03/23

FLORIDA DEPARTMENT OF TRANSPORTATION
PAVEMENT CORING REPORTING

PCRPJ03
PCRO003

PAVEMENT EVALUATION CORING AND CONDITION DATA
INPUT DATA REPORT

MANDIST	FINPROJ	TYPSECT	MESSAGE
06	446005-1-52-01	01	THE CONTROL CARD IS CORRECT

04/03/23

FLORIDA DEPARTMENT OF TRANSPORTATION
PAVEMENT CORING REPORTING

PCRPJ03
PCRO103

PAVEMENT EVALUATION CORING AND CONDITION DATA

FIN PROJ: 446005-1-52-01

NAME: US-1 / OVERSEAS HIGH

CORED BY: HRES

TYP SECT: 01

FROM: MM 108.4

DATE: 2023-03-30

TO: 112.8

LANES: 2 @ FEET

FA PROJ:

BEG MP: 33.89

SHOULDER TYPE

COUNTY: MONROE

END MP: 38.77 LENGTH: 4.88

INSIDE:

SR NUMBER: SR 5

PROJECT MEASUREMENT: ENGLISH

OUTSIDE:

MEDIAN:

CURB & GUTTER: NO

CURBED: NO

PAVEMENT EVALUATION CORING AND CONDITION DATA

CORE NO.	MILE POST	VIFY	LN	W P	---TOP		PAVEMENT LAYER			CORE LNPTH	BASE	SUB	----- CRACK -----			PMT CND	COMMENTS	
					F125	S1							DEPTH	TYP	CLSS			EXT
1	33.895	Y	L1	N	1.50	11.50			LR	13.00	12.0	4.00	C	III	M	F	C-1; SG: A-1-B; 108.0 L	
2	33.902	Y	R1	N	1.50	11.90				13.40	12.0	1.30	C	III	M	F	C-2; SG: A-1-B; 67.0 LT	
3	33.905	Y	OL	N	1.40	20.00				21.40						F	C-3; 89.0 LT; (1)	
4	33.905	Y	OL	N	1.60	1.20				2.80						F	C-4; 83.0 LT; (1)	
5	33.906	Y	OL	N	1.30	1.40				2.70	12.0	12.0				F	C-4A; SG: A-1-B; 77.0 L	
6	33.932	Y	R1	N	1.50	3.10				4.60	12.0	12.0	2.50	C	III	M	F	C-5; SG: A-1-B; 53.0 LT
7	33.932	Y	OR	N	1.50	7.30				8.80	6.0	12.0	8.80	A	III	S	P	C-6; SG: A-1-B; 48.0 LT
8	33.990	Y	L1	N	1.40	3.60				5.00	12.0	12.0	5.00	A	III	S	P	C-7; SG: A-1-B; 67.0 LT
9	34.018	Y	L1	N	1.50	3.60				5.10	12.0	12.0	2.70	C	III	M	F	C-8; SG: A-1-B; 66.5 LT
10	34.024	Y	OL	N	1.60	17.20				18.80			3.20	C	III	M	F	C-9; 78.0 LT; (1)
11	34.025	Y	OL	N	1.30	12.70				14.00			6.00	C	III	M	F	C-9A; SG: A-1-B; 75.0 L
12	34.029	Y	R1	N	1.40	12.00				13.40	6.0	6.0	1.70	C	III	M	F	C-10; SG: A-1-B; 55.0 L
13	34.055	Y	OL	N	.80					.80						F	C-11; 76.0 LT; (2)	
14	34.054	Y	L1	N	1.60					1.60						F	C-12; 70.5 LT; (2)	
15	34.068	Y	R1	N	1.80					1.80						F	C-13; 55.0 LT; (2)	
16	34.068	Y	OR	N	1.60					1.60						F	C-14; 47.5 LT; (2)	
17	34.121	Y	OL	N	1.50	3.90				5.40			2.00	C	III	M	F	C-15; 78.0 LT; (1)
18	34.122	Y	L1	Y	1.40	8.00				9.40	6.0	12.0				F	C-15A; SG: A-1-B; 74.0	
19	34.309	Y	R1	N	1.60	.60				2.20	12.0	12.0	2.20	A	III	S	P	C-16; SG: A-1-B; 82.0 L
20	34.309	Y	OR	N	1.80					1.80	12.0	12.0	.80	C	III	M	F	C-17; SG: A-1-B; 72.0 L
21	34.346	Y	OL	N	1.50	.70				2.20						F	C-18; 36.0 LT (2)	
22	34.346	Y	L1	N	1.30					1.30						F	C-19; 28.5 LT (2)	
23	34.347	Y	R1	N	1.20					1.20						F	C-20; 25.5 RT (2)	
24	34.347	Y	OR	N	1.00					1.00						F	C-21; 34.0 RT (2)	
25	34.353	Y	OR	N	1.50	1.20				2.70	12.0	12.0				F	RB-1; SG: A-1-B; 35.0 R	
26	34.375	Y	OR	N	1.60	.60				2.20	12.0	12.0				F	C-22; SG: A-1-B; 96.0 R	
27	34.375	Y	R1	N	1.70					1.70	12.0	12.0				F	C-23; SG: A-1-B; 104.0	
28	34.375	Y	L1	Y	1.50	.60				2.10	12.0	12.0				F	C-24; SG: A-1-B; 119.0	
29	34.375	Y	LR	N	1.50	.80				2.30	12.0	12.0				F	C-25; SG: A-1-B; 125.5	
30	34.383	Y	OR	N	1.40	1.00				2.40			2.40	A	III	S	P	C-26; 139.0 LT; (1)
31	34.384	Y	R1	Y	1.50	.40				1.90	12.0	12.0				F	C-26A; SG: A-1-B; 134.0	
32	34.383	Y	R1	Y	1.60	1.00				2.60	12.0	12.0	2.60	A	III	S	P	C-27; SG: A-1-B; 127.5
33	34.403	Y	OR	N	1.60	1.60				3.20	12.0	12.0				F	RB-2; SG: A-1-B; 38.0 R	
34	34.428	Y	R1	N	1.40	1.10				2.50	12.0	12.0				F	C-28; SG: A-1-B; 125.5	
35	34.432	Y	R1	Y	1.50	1.40				2.90	12.0	12.0	.30	C	III	M	F	C-29; SG: A-1-B; 78.0 L
36	34.512	Y	OL	N	1.50	.40				1.90	12.0	12.0	1.90	A	III	S	P	C-30; SG: A-1-B; 38.0 L
37	34.512	Y	L1	N	1.60	1.30				2.90	12.0	12.0				F	C-31; SG: A-1-B; 32.0 L	
38	34.513	Y	L1	Y	1.50	1.60				3.10	12.0	12.0				F	C-32; SG: A-1-B; 6.5 LT	
39	34.634	Y	L1	N	1.40	1.90				3.30			3.30	A	III	S	P	C-32A; 14.0 LT; (1)
40	34.634	Y	OL	N	1.50	.50				2.00	12.0	12.0				F	C-32AS; SG: A-1-B; 22.0	
41	34.823	Y	R1	Y	1.50	3.10				4.60	12.0	12.0	4.60	A	III	P	C-33; SG: A-1-B; 12.0 R	
42	34.858	Y	R1	N	1.30	2.00				3.30	12.0	12.0	3.30	A	III	P	C-34; SG: A-1-B; 12.0 R	
43	34.897	Y	OR	N	1.30	1.70				3.00	6.0	12.0	3.00	A	III	P	RB-3; SG: A-1-B; 24.0 R	
44	34.989	Y	R1	Y	1.40	2.90				4.30	12.0	12.0	4.30	A	III	P	RB-4; SG: A-1-B; 9.0 RT	
45	35.084	Y	OR	N	1.50	1.80				3.30	12.0	12.0				F	RB-5; SG: A-1-B; 20.0 R	
46	35.175	Y	R1	Y	1.50	1.60				3.10	12.0	12.0	3.10	A	III	P	RB-6; SG: A-1-B; 10.0 R	
47	35.269	Y	OR	N	1.50	1.40				2.90	6.0	12.0	2.90	A	III	P	RB-7; SG: A-1-B; 22.0 R	
48	35.344	Y	R1	N	1.50	1.50				3.00	12.0	12.0	3.00	A	III	P	C-35; SG: A-1-B; 14.0 R	
49	35.355	Y	55	N	1.30	1.50				2.80	12.0	12.0	2.80	A	III	S	P	C-36; SG: A-1-B; 12.5 R
50	35.360	Y	OL	N	1.40	1.10				2.50	12.0	12.0	.10	C	III	L	F	C-37; SG: A-1-B; 23.0 L
51	35.360	Y	L1	Y	1.50	1.30				2.80						F	C-38; 18.0 LT; (1)	

PAVEMENT EVALUATION CORING AND CONDITION DATA

CORE NO.	MILE POST	VFY	LN	W P	PAVEMENT LAYER			CORE LN ^g TH	BASE	SUB	CRACK			PMT CND	COMMENTS	
					---TOP	-----	-----				DEPTH	TYP	CLSS			EXT
					F125	S1		LR	ST40							
52	35.360	Y	OL	N	1.60	.80		2.40	12.0	12.0				F	C-38S; SG: A-1-B; 24.0	
53	35.364	Y	OR	N	1.50	1.20		2.70	6.0	12.0	2.70	A	III	S	P	RB-8; SG: A-1-B; 25.0 R
54	35.452	Y	R1	N	1.60	.80		2.40	12.0	12.0	2.40	A	III	S	P	C-39/RB-9; SG: A-1-B; 1
55	35.520	Y	R1	Y	1.60	1.40		3.00	12.0	12.0	3.00	A	III	S	P	C-40; SG: A-1-B; 12.0 R
56	35.589	Y	L1	Y	1.50	1.00		2.50			2.50	A	III	S	P	C-40A; 15.0 LT; (1)
57	35.589	Y	OL	N	1.40	.30		1.70	12.0	12.0				F	C-40AS; SG: A-1-B; 22.0	
58	35.614	Y	R1	Y	1.40	1.60		3.00	12.0	12.0	1.30	C	III	M	F	C-41; SG: A-1-B; 11.0 R
59	35.700	Y	R1	N	1.50	2.10		3.60	12.0	12.0	3.60	A	III	S	P	C-42; SG: A-1-B; 12.0 R
60	35.736	Y	R1	N	1.40	7.20		8.60	12.0	12.0	3.00	C	III	M	F	C-43/RB-10; SG: A-1-B;
61	35.836	Y	R1	Y	1.30	3.00		4.30	12.0	12.0				F	RB-11; SG: A-1-B; 10.0	
62	35.846	Y	OL	N	1.50	.40		1.90	12.0	12.0				F	C-44; SG: A-1-B; 23.0 L	
63	35.846	Y	L1	Y	1.50	2.30		3.80						F	C-45; 19.0 LT; (1)	
64	35.846	Y	OL	N	1.50	.70		2.20	12.0	12.0				F	C-45S; SG: A-1-B; 23.5	
65	35.934	Y	R1	Y	1.50	2.00		3.50	12.0	12.0				F	RB-12; SG: A-1-B; 9.0 R	
66	35.973	Y	L1	N	1.30	2.10		3.40						F	C-45A; 19.5 LT; (1)	
67	35.973	Y	OL	N	1.40	.70		2.10	12.0	12.0				F	C-45AS; SG: A-1-B; 23.5	
68	36.028	Y	R1	Y	1.50	2.50		4.00	12.0	12.0	4.00	A	III	S	P	RB-13; SG: A-1-B; 10.0
69	36.067	Y	R1	N	1.30	2.50		3.80	12.0	12.0	2.10	C	III	M	F	C-46; SG: A-1-B; 15.5 R
70	36.186	Y	OR	N	1.30	1.40		2.70	6.0	12.0	2.70	A	III	S	P	C-47; SG: A-1-B; 24.5 R
71	36.202	Y	R1	Y	1.50	1.50		3.00	12.0	12.0	3.00	A	III	S	P	C-48; SG: A-1-B; 10.0 R
72	36.244	Y	L1	Y	1.40	1.90		3.30			3.30	A	III	S	P	C-48A; 14.5 LT; (1)
73	36.244	Y	OL	N	1.50	.60		2.10	12.0	12.0				F	C-48AS; SG: A-1-B; 22.0	
74	36.437	Y	L1	Y	1.60	1.30		2.90			.90	C	III	L	F	C-48B; 16.0 LT; (1)
75	36.438	Y	OL	N	1.50	.50		2.00	12.0	12.0				F	C-48BS; SG: A-1-B; 21.5	
76	36.458	Y	R1	Y	1.50	1.40		2.90	12.0	12.0	1.10	C	III	L	F	C-49; SG: A-1-B; 12.0 R
77	36.474	Y	L1	Y	1.50	1.50		3.00			3.00	A	III	S	P	C-49A; 15.0 LT; (1)
78	36.474	Y	OL	N	1.60	.40		2.00	12.0	12.0				F	C-49AS; SG: A-1-B; 23.0	
79	36.531	Y	L1	Y	1.40	1.90		3.30			3.30	A	III	S	P	C-49B; 13.0 LT; (1)
80	36.531	Y	OL	N	1.40	.90		2.30	12.0	12.0				F	C-49BS; SG: A-1-B; 21.5	
81	36.592	Y	R1	Y	1.50	1.80		3.30	12.0	12.0	1.50	C	III	M	F	C-50; SG: A-1-B; 12.0 R
82	36.607	Y	OR	N	1.30	1.40		2.70	6.0	12.0	2.70	A	III	S	P	C-51/RB-14; SG: A-1-B;
83	36.668	Y	R1	Y	1.30	2.70		4.00	12.0	12.0	.30	C	III	L	F	C-52; SG: A-1-B; 11.5 R
84	36.680	Y	L1	Y	1.60	1.50		3.10						F	C-53; 15.5 LT; (1)	
85	36.680	Y	OL	N	1.50	.20		1.70	12.0	12.0				F	C-53S; SG: A-1-B; 22.0	
86	36.696	Y	L1	Y	1.40	1.40		2.80						F	C-54; 15.0 LT; (1)	
87	36.696	Y	OL	N	1.50	.20		1.70	12.0	12.0				F	C-54S; SG: A-1-B; 21.5	
88	36.734	Y	R1	N	1.50	1.70		3.20	12.0	12.0	3.20	A	III	S	P	C-54A; SG: A-1-B; 11.5
89	36.757	Y	L1	Y	1.40	1.40		2.80			2.80	A	III	S	P	C-54B; 16.0 LT; (1)
90	36.756	Y	OL	N	1.60	.30		1.90	12.0	12.0				F	C-54BS; SG: A-1-B; 22.0	
91	36.819	Y	R1	N	1.60	1.80		3.40	12.0	12.0	3.40	A	III	S	P	C-55; SG: A-1-B; 11.0 R
92	36.963	Y	R1	Y	1.50	2.20		3.70	12.0	12.0	3.70	A	III	S	P	C-56/RB-15; SG: A-1-B;
93	36.998	Y	OR	N	1.50	1.50		3.00	6.0	12.0	1.60	C	III	M	F	C-57; SG: A-1-B; 26.0 R
94	37.147	Y	R1	Y	1.40	3.80		5.20	12.0	12.0	2.00	C	III	M	F	C-58; SG: A-1-B; 11.0 R
95	37.317	Y	L1	Y	1.50	1.50		3.00	12.0	12.0	3.00	A	III	S	P	RB-16; SG: A-1-B; 20.0
96	37.355	Y	R1	Y	1.40	3.10		4.50	12.0	12.0	.10	C	III	L	F	RB-17; SG: A-1-B; 9.0 R
97	37.451	Y	R1	Y	1.30	2.00		3.30	12.0	12.0	3.30	A	III	S	P	RB-18; SG: A-2-4; 10.0
98	37.545	Y	R1	Y	1.50	2.60		4.10	12.0	12.0	4.10	A	III	S	P	RB-19; SG: A-1-B; 9.0 R
99	37.640	Y	R1	Y	1.60	2.60		4.20	12.0	12.0	4.20	A	III	S	P	RB-20; SG: A-2-4; 10.0
100	37.643	Y	L1	Y	1.50	1.30		2.80			2.80	A	III	S	P	C-59; 15.0 LT; (1)
101	37.643	Y	OL	N	1.50	.20		1.70	12.0	12.0				F	C-59S; SG: A-1-B; 22.0	
102	37.645	Y	OL	N	1.40	.30		1.70	12.0	12.0				F	C-60; SG: A-1-B; 20.5 L	

PAVEMENT EVALUATION CORING AND CONDITION DATA

COMMENTS

SEQ

- 1 MILLING RECOMMENDATIONS:
- 2 MILL 3.00 INCHES AND REPAVE WITH 1.50 INCHES
- 3 SP-12.5 (STRUCTURAL COURSE) AND 1.50 INCHES
- 4 FC-12.5 (FRICTION COURSE) WITH HIGH POLYMER.
- 5 CONTINGENCY FOR TOTAL RECONSTRUCTION IN SOME AREAS

CODE DESCRIPTIONS

CRACK TYPE TYPE DESCRIPTION
=====

A ALLIGATORING IN WHEELPATH

B BLOCK CRACKING

C COMBINATION OF TYPES

CRACK EXTNT EXTENT DESCRIPTION
=====

L LIGHT

M MEDIUM

S SEVERE

CRACK CLASS CLASS DESCRIPTION
=====

IB UNKNOWN

II UNKNOWN

III UNKNOWN

CODE DESCRIPTIONS

SURFACE LAYER CODE	DESCRIPTION
=====	=====
ARMI	ASPHALT RUBBER MEMBRANE INTERL
BIND	ASPHALT BINDER COURSE
BRCK	BRICK PAVERS
CONC	PORTLAND CEMENT CONCRETE
CRL	CRACK RELIEF LAYER
FAB	PAVEMENT OVERLAY FABRIC
FC	FRICTION COURSE
FC1	FRICTION COURSE 1
FC2	FRICTION COURSE 2
FC3	FRICTION COURSE 3
FC4	FRICTION COURSE 4
FC5	FRICTION COURSE 5
FC5B	FRICTION COURSE 5 BONDED
FC6	FRICTION COURSE 6
F12M	FRIC. COURSE 12.5 MODIFIED
F125	FRICTION COURSE 12.5
F95	FRICTION COURSE 9.5
F95M	FRIC. COURSE 9.5 MODIFIED
S	TYPE S ASPHALTIC CONCRETE
SAHM	SAND ASPHALT HOT MIX
SP1C	9.5 SUPERPAVE COARSE GRADED
SP1F	9.5 SUPERPAVE FINE GRADED
SP2C	12.5 SUPERPAVE COARSE GRADED
SP2F	12.5 SUPERPAVE FINE GRADED
SP3C	19.0 SUPERPAVE COARSE GRADED
SP3F	19.0 SUPERPAVE FINE GRADED
ST	SURFACE TREATMENT
S1	TYPE S-I ASPHALTIC CONCRETE
S2	TYPE S-II ASPHALTIC CONCRETE
S3	TYPE S-III ASPHALTIC CONCRETE
T1	TYPE I ASPHALTIC CONCRETE
T2	TYPE II ASPHALTIC CONCRETE
T3	TYPE III ASPHALTIC CONCRETE
UNIM	UNIMPROVED SURFACE
UNKW	UNKNOWN
WC	WEARING COURSE
WC1	WEARING COURSE 1
WC2	WEARING COURSE 2
WC3	WEARING COURSE 3
WC4	WEARING COURSE 4
WC5	WEARING COURSE 5
WC6	WEARING COURSE 6
WC7	WEARING COURSE 7
WC8	WEARING COURSE 8