

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

Cored By: M. Cornwell, P. Zydek

Coring Completion Date: 6/3/2020

Typical Section: 1

W.P.I. No.:				Name: SR 33				Lanes: 4					
Fin. Proj. ID: 440444-1				From: Parkview Place				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 16070000		To: N of Granada Street				Inside:					
County: Polk		SR No.: 33		Beg MP: 1.275		End MP: 2.405		Length: 1.130		Outside:			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:		Curb & Gutter (Y/N): Y	

**Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)						TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS			
					FC9.5	FC3	SP9.5	S	T1	WC		LR	ABC-2	SAHM	BRCK		DEPTH (IN.)	TYPE	CLASS	EXTENT					
1	1.294	ML	L2	Y		1.7		1.4				3.1	6.0				6.1					Fair			
2	1.294	ML	L1	Y		1.2		1.5	1.5			4.2	7.8				12.5					Fair			
3	1.294	ML	R1	Y		1.1		1.1	1.6			3.8	7.3				15.4					Fair			
4	1.294	ML	R2	Y		0.8		1.8				2.6	6.7				11.7					Fair			
5	1.706	ML	L2	Y	0.8		0.8	5.7				7.3	4.5				10.8					Fair			
6	1.706	ML	L1	Y		1.0		1.6	1.8			4.4	7.1				16.2					Fair			
7	1.706	ML	R1	Y		0.9		2.0	2.4			5.3	6.6				11.1					Fair	T1 Fell apart at bottom of core; Base crack		
8	1.706	ML	R2	N		0.9		1.8	0.2			2.9	6.7				15.3					Fair			
9	2.014	ML	L2	Y		1.0		2.0	1.0			4.0	5.7				12.0	4.0	B	III	L	Fair	Base crack		
10	2.014	ML	L1	N		1.0		2.3	1.7			5.0	5.1				14.4	5.0	A	III	S	Poor	T1 Fell apart; Base crack		
11	2.014	ML	R1	N		1.5		1.7	1.6			4.8	7.7				7.5					Fair	T1 Broke apart		
12	2.014	ML	R2	Y		1.7		0.8	1.3			3.8	7.0				6.5					Fair			
13	2.324	ML	L2	Y		1.5		1.9	1.2			4.6	6.0				14.5	3.0	B	IB	M	Poor			
14	2.324	ML	L1	Y		1.0		2.5	1.1			4.6	6.0				13.3	1.0	B	IB	L	Fair			
15	2.324	ML	R1	Y		1.1		1.6	2.1			4.8	6.2				13.0					Fair			
16	2.324	ML	R2	Y		1.2		3.6				4.8	13.2				14.0					Fair			
49	1.294	ML	L2	Y		1.0		6.1				7.1										Fair	Core broke apart at bottom 2 inches of S layer.		
50	2.330	ML	R2	Y		1.5		2.0	1.3			4.8	4.9					3.5	B	II	M	Poor			
51	1.611	ML	R1	Y		1.4		3.6				5.0	7.5					5.0	C	III	S	Poor	Core disintegrated		
52	2.112	ML	L1	Y		1.2		2.2	1.6			5.0	5.0					2.5	A	IB	S	Poor			
53	2.117	ML	L2	Y		1.0		1.5	0.9			3.4	7.5					3.4	A	II	S	Poor			
<b>AVERAGE</b>					<b>0.80</b>	<b>1.19</b>	<b>0.80</b>		<b>1.42</b>			<b>4.54</b>	<b>6.73</b>				<b>12.14</b>	<b>3.43</b>							
<b>MAX</b>					<b>0.80</b>	<b>1.70</b>	<b>0.80</b>		<b>2.40</b>			<b>7.30</b>	<b>13.20</b>				<b>16.20</b>	<b>5.00</b>							
<b>MIN</b>					<b>0.80</b>	<b>0.80</b>	<b>0.80</b>		<b>0.20</b>			<b>2.60</b>	<b>4.50</b>				<b>6.10</b>	<b>1.00</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>		<b>0.23</b>	<b>UNKW</b>			<b>0.18</b>	<b>0.16</b>	<b>0.11</b>	<b>UNKW</b>	<b>0.08</b>								

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 S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<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
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**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: M. Cornwell, P. Zydek

Coring Completion Date: 6/3/2020

Typical Section: 1

W.P.I. No.:		Name: SR 33		Lanes: 4	
Fin. Proj. ID: 440444-1		From: Parkview Place		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 16070000		To: N of Granada Street	
County: Polk		SR No.: 33		Beg MP: 1.275 End MP: 2.405 Length: 1.130	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved Lawn Other:	
				Curb & Gutter (Y/N): Y	

**Turn Lane Cores (TL)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)							TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	FC3	SP9.5	S	T1	WC	LR		ABC-2	SAHM	BRCK	DEPTH (IN.)		TYPE	CLASS	EXTENT			
17	1.300	TL	LL	Y		1.4		2.1	1.5			5.0	6.7							Fair	L. Turn Lane; T1 broke apart; measurement from core hole		
18	1.516	TL	RL	Y		1.2		1.7	1.1			4.0	7.0							Fair	Left Turn Lane		
19	1.556	TL	LL	Y		1.4		1.7	1.5			4.6	6.3							Fair	Left Turn Lane		
20	1.665	TL	LR	N	1.0			3.4				4.4		10.0						Fair	Right Turn Lane		
21	1.750	TL	RL	Y		1.1		2.0	0.8			3.9	8.8							Fair	Left Turn Lane; Base crack		
22	1.805	TL	LL	Y		1.5		1.8	1.1			4.4	10.6							Fair	Left Turn Lane; T1 Broke apart		
23	2.261	TL	RL	Y		1.0		4.5	1.3			6.8	5.5							Fair	Left Turn Lane; Separated in S layer		
24	2.302	TL	LL	Y		1.1		4.3	1.4			6.8	6.8							Fair	Left Turn Lane; Crack in S layer		
<b>AVERAGE</b>					<b>1.00</b>	<b>1.24</b>			<b>1.24</b>			<b>4.99</b>	<b>7.39</b>	<b>10.00</b>									
<b>MAX</b>					<b>1.00</b>	<b>1.50</b>			<b>1.50</b>			<b>6.80</b>	<b>10.60</b>	<b>10.00</b>									
<b>MIN</b>					<b>1.00</b>	<b>1.00</b>			<b>0.80</b>			<b>3.90</b>	<b>5.50</b>	<b>10.00</b>									
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>		<b>0.23</b>	<b>UNKW</b>			<b>0.18</b>	<b>0.16</b>	<b>0.11</b>	<b>UNKW</b>	<b>0.08</b>						

Notes:

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<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 S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<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
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County: Polk		SR No.: 33		Beg MP: 1.275		End MP: 2.405		Length: 1.130		Outside:			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:		Curb & Gutter (Y/N): Y	

**Side Street Cores (SS)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)							TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS		
					FC9.5	FC3	SP9.5	S	T1	WC	LR		ABC-2	SAHM	BRCK	DEPTH (IN.)		TYPE	CLASS	EXTENT					
25	1.260	SS	SS	N	1.2			0.8				2.0			3.0			2.0	C	III	S	Poor	Columbus Cir.; Base crack		
26	1.278	SS	SS	Y	1.1			3.2				4.3	8.8									Fair	Parkview Pl.; Bottom-up crack; Base crack		
27	1.277	SS	SS	N	0.5			1.5				2.0	5.3					2.0	C	III	S	Poor	Parkview Pl.		
28	1.342	SS	SS	N	0.6			0.9				1.5			0.7	6.2	1.5	C	III	S	Poor	Julius T. Horny Dr.; Base type is unknown.			
29	1.407	SS	SS	N	0.8			1.8				2.6			7.9		2.6	B	III	S	Poor	Channing Rd; SAHM broke apart; Base crack			
30	1.408	SS	SS	N	0.7			0.8				1.5			2.0		1.5	C	II	S	Poor	Channing Rd; Base crack			
31	1.468	SS	SS	N	1.0			0.7				1.7			2.0		1.7	B	III	S	Poor	Druid St.; Base crack			
32	1.532	SS	SS	N	0.7			2.3				3.0			7.0		3.0	B	II	M	Poor	E. Crawford St.; Base crack			
33	1.530	SS	SS	N	1.0			1.1				2.1			2.7							Poor	E. Crawford St.; SAHM Broke apart		
34	1.595	SS	SS	N			1.3					1.3			1.5							Poor	E. Valencia St.; Base crack		
35	1.656	SS	SS	N	0.6			0.8				1.4			1.0							Poor	Lakehurst St.; Base crack		
36	1.718	SS	SS	N	1.2			1.2				2.4			2.0							Poor	E. Lowell St.; SAHM Broke apart		
37	1.779	SS	SS	N	0.5			1.4				1.9	5.8									Poor	E. Bella Vista St.		
38	1.780	SS	SS	N	0.9			1.5				2.4	4.2									Fair	E. Bella Vista St.		
39	1.814	SS	SS	N	1.3			0.6				1.9					1.9	B	II	M	Poor	Tuscarora St.			
40	1.876	SS	SS	Y	0.8		0.9		0.7			2.4					2.4	B	II	S	Poor	Oconee St.			
41	1.938	SS	SS	N	1.0			0.9				1.9					1.9	C	II	S	Poor	Miami St.			
42	1.999	SS	SS	N	1.0			0.7				1.7			2.5							Poor	Swannanoa St.		
43	2.059	SS	SS	N	0.3			0.9		0.3		1.5	12.0				1.5	B	II	S	Poor	Tarawa St.; Base crack			
44	2.118	SS	SS	Y	0.7			0.9				1.6	7.1				1.6	B	IB	S	Poor	Normandy St.; Base crack			
45	2.153	SS	SS	N	0.8			1.1				1.9	7.4				1.9	B	IB	S	Poor	Antilla St.; Base crack			
46	2.280	SS	SS	N		1.4		0.9				2.3	10.5									Fair	Granada St.		
47	2.283	SS	SS	N	1.2			0.9	0.8	1.4		4.3	11.5									Fair	Granada St.		
48	2.410	SS	SS	N	1.5			1.5				3.0	14.0									Fair	Acceleration Lane from Aida St.		
<b>AVERAGE</b>					<b>0.88</b>	<b>1.40</b>	<b>1.10</b>		<b>0.75</b>	<b>0.85</b>		<b>2.19</b>	<b>8.66</b>		<b>2.98</b>	<b>2.50</b>	<b>6.20</b>	<b>1.96</b>							
<b>MAX</b>					<b>1.50</b>	<b>1.40</b>	<b>1.30</b>		<b>0.80</b>	<b>1.40</b>		<b>4.30</b>	<b>14.00</b>		<b>7.90</b>	<b>2.50</b>	<b>6.20</b>	<b>3.00</b>							
<b>MIN</b>					<b>0.30</b>	<b>1.40</b>	<b>0.90</b>		<b>0.70</b>	<b>0.30</b>		<b>1.30</b>	<b>4.20</b>		<b>0.70</b>	<b>2.50</b>	<b>6.20</b>	<b>1.50</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>		<b>0.23</b>	<b>UNKW</b>			<b>0.18</b>	<b>0.16</b>	<b>0.11</b>	<b>UNKW</b>	<b>0.08</b>								

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