

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

Cored By: Ardaman and Associates, Inc. - Mark Ochs

Date: 12/09/2020 - 12/10/2020

Typical Section: 1

W.P.I. No.:		Name:	SR 35 (US17)			Lanes:	
Fin. Proj. ID:	445142-1	From:	North of Bridge No. 160233			Shoulder Type and Condition:	
F.A. Project No.:		To:	South of Lunn Road			Inside:	
County:	Polk	SR No.:	35	Beg MP:	3.160	End MP:	6.341
Overall Pavement Condition (from DMO field review):		Poor		Median Curbed (Y/N):		Paved	Lawn
				Length:	3.181	Other:	
						Outside:	
						Curb & Gutter (Y/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	T1										LR	ABC-1	LR		SAHM	CONC	DEPTH (IN)	TYPE			CLASS	EXTENT
1	3.210	ML	R1	N	1.2		3.4								4.6	7.4								1.0		III	S	P	Raveling.
2	3.273	TL/CO	CO	N	1.7		2.8								4.5	11.5												P	Severe raveling. Poor seams. Two cross slope values: 1.1 (E) & 0.8 (W).
3	3.454	ML	R1	Y	0.8		2.9								3.7	8.8								2.1		II	M	F	
4	3.801	TL/CO	CO	N	1.8		2.2								4.0	10.8												P	Severe raveling.
5	4.116	ML	R1	N	1.0		4.6								5.6	11.0								2.0		III	S	F	Core was taken at the crack as requested. Raveling.
6	4.296	ML	R1	N	1.1		4.2								5.3	10.4							11.8	2.5	C	III	S	P	Severe combination cracking. Raveling and drag marks.
7	4.305	TL/CO	CO	N	0.9		3.1								4.0	10.2												P	Raveling over entire CO area.
8	4.388	ML	R1	N	0.7		1.9								2.6													F	Bridge approach. Raveling and drag marks.
9	4.548	TL/CO	CO	N	1.4		3.1								4.5	11.8												P	Severe raveling extending west.
10	4.635	ML	R1	Y	1.0		4.4								5.4	10.2												F	Drag marks and raveling.
11	4.723	TL/CO	R1	N	1.0		3								4.0	12.6								2.3	C	III	S	P	Severe combination cracking. Raveling.
12	4.750	TL/CO	CO	N	0.6		4.6								5.2	9.9												P	Severe raveling.
13	5.066	ML	R1	Y	1.0		3.5								4.5	9.7							8.6	2.6		III	S	P	Raveling. Roots present below subgrade.
14	5.148	TL/CO	CO	N	0.9		2.1								3.0	9.7												P	Severe raveling.
15	5.406	ML	R1	Y	0.9		3.1								4.0	10.0								2.0		III	S	P	Raveling.
16	5.503	TL/CO	R1	Y	1.0		2.6								3.6	11.6								1.0		III	S	P	Core taken on possible lane joint.
17	5.519	ML	R1	Y	0.5		3.4								3.9	10.1								3.9		III	L	P	Core taken on lane joint. Light full depth transverse crack. Cracked base.
18	5.547	TL/CO	CO	N		0.8	2.7								3.5	9.8												F	Raveling.
19	5.644	ML	R1	N		1.0	2.2								3.2	9.0												G	Light raveling.
20	5.672	TL/CO	CO	N		0.9	4.5								5.4	11.1												G	Raveling and drag marks.
21	5.767	TL/CO	R1	Y		0.8	2								2.8	8.5	8.5											F	Core taken on lane joint. Light raveling. Base was ABC underlain by Limerock.
22	5.799	TL/CO	CO	N		0.5	2.9								3.4	18.6												G	There is spilled concrete on the south end of the CO and raveling on the east end.
23	5.927	TL/CO	R1	Y		1.0	10.6								11.6	4.0												G	Raveling.
24	5.957	TL/CO	CO	N		1.0	3								4.0	15.6												G	Light raveling.
25	6.003	ML	R1	Y		0.7	2.2								2.9	12.2							11.9	2.9		III	S	P	Severe full depth longitudinal cracking. Raveling.
26	6.050	TL/CO	CO	N		0.6	4.4								5.0	14.2								5.0		III	M	P	Moderate full depth longitudinal cracking. Raveling. Two cross slope values: 0.4 (E) & 0.2 (W).
27	6.326	ML	R1	Y		1.0	2.5								3.5	12.0								1.0		II	L	F	
28	6.270	ML	L1	Y		0.9	2.8								3.7	11.6								3.7		II	M	P	Moderate full depth longitudinal cracking. Raveling. Cracked base.
29	6.156	ML	L1	Y		0.9	2.1								3.0	11.0								3.0		II	M	F	Moderate full depth longitudinal cracking. Raveling.
30	6.085	TL/CO	L1	N		0.9	1.4								2.3		10.2											G	Light raveling.
31	5.997	TL/CO	L1	Y		0.8	2.9								3.7	12.0												G	Raveling.
32	5.849	TL/CO	L1	Y		0.7	2.6								3.3	14.3												G	Raveling.
33	5.729	ML	L1	N		0.8	2.4								3.2	11.1								3.2		III	L	F	Light full depth longitudinal cracking. Raveling. Cracked base.
34	5.597	TL/CO	L1	Y		1.5	2.0								3.5		9.3											G	Raveling. Apparent early signs of debonding at 1.5 inches.
35	5.558	ML	L1	Y		0.7	2.8								3.5	11.6							12.1	3.4		III	S	P	Severe full depth longitudinal cracking (not shown in image). Raveling.
36	5.558	ML	L1	Y		0.8	2.1								2.9	11.4								2.9		III	S	P	Severe full depth longitudinal cracking. Raveling.
37	5.558	ML	L1	N	0.6		3.6								4.2	9.5								4.2		II	L	P	Light full depth transverse cracking. Raveling.
38	5.327	ML	L1	Y	1.2		2.8								4.0	6.2								1.6	C	III	S	P	Core not taken on patch as requested. Severe combination cracking. Raveling.
39	5.253	ML	L1	Y	1.7		3.0								4.7	9.4								2.6		III	S	P	Severe longitudinal cracking. Raveling.
40	4.887	ML	L1	N	0.9		3.0								3.9	8.2								3.9	C	III	S	P	Severe full depth combination cracking. Raveling.
41	4.647	ML	L1	Y	0.9		2.6								3.5	10.1								3.5	A	III	S	P	Severe full depth alligator cracking. Raveling.
42	4.647	ML	L1	Y	0.9		3.1								4.0	11.0							11.8	4.0	C	III	S	P	Severe full depth combination cracking. Raveling.



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				Lawn		Other:	
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						Outside:	

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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	T1										LR	ABC-1	LR		SAHM	CONC	DEPTH (IN.)	TYPE			CLASS	EXTENT	
85	6.254	S	OR	N		0.8	0.9									1.7	11.0									G	Light raveling.			
86	6.206	ML	L2	Y		1.2	1.4									2.6	10.8									P	Moderate full depth alligator cracking. Raveling.			
87	6.206	ML	L2	Y		0.7	1.8									2.5	11.1									P	Moderate full depth alligator cracking. Raveling.			
88	6.139	ML	L2	Y		1.0	2.2									3.2	9.6									P	Moderate full depth combination cracking. Raveling.			
89	6.139	ML	L2	Y		0.9	2									2.9	10.2									P	Light full depth longitudinal cracking. Raveling.			
90	5.727	S	OR	N		1.5										1.5	6.9					11.8	1.5		III	L	F	Light full depth longitudinal cracking. Raveling. Cracked base.		
91	5.612	S	OR	N		1.1	1.1									2.2	6.3									F	Light full depth longitudinal cracking. Raveling.			
92	5.598	ML	L2	N		1.0	2.4									3.4	11.3									F	Bottom up cracking.			
93	5.550	SS	L2	N		1.0	1.4									2.4	12.8									P	Light full depth longitudinal cracking. Severe raveling.			
94	5.487	ML	L2	Y	0.8		3.1									3.9	8.0									G	Patch.			
95	5.252	ML	L2	N	1.5		3.5									5.0	9.2					12.1	5.0		III	M	P	Moderate full depth transverse cracking. Raveling.		
96	5.019	ML	L2	Y	1.1		2.9									4.0	11.0									P	Severe full depth transverse longitudinal cracking. Raveling.			
97	5.019	ML	L2	Y	1.0		3									4.0	11.0									P	Severe full depth alligator cracking. Raveling.			
98	4.813	TL/CO	L2	Y	0.8		3									3.8	4.0									P	Severe raveling. Drag marks.			
99	4.790	TL/CO	L2	N	0.6		2.9									3.5	10.0									P	Severe raveling.			
100	4.757	SS	L2	Y	1.5		4.5									6.0	10.7									P	Severe longitudinal cracking. Severe raveling.			
101	4.606	S	OR	N	0.8		1.7									2.5	5.6									G	Raveling.			
102	4.598	ML	L2	Y	1.2		3.3									4.5	10.7									P	Moderate full depth longitudinal cracking.			
103	4.470	ML	L2	N	0.6		2.8									3.4	10.3									P	Severe full depth alligator cracking.			
104	6.561	ML	L2																									Bridge departure slab had no asphalt overlay, core not taken.		
105	4.383	ML	L2	N	0.8		2.9									3.7	12.0									G	Raveling.			
106	4.206	ML	L2	Y	0.7		3.8									4.5	8.7					12.4				G	Bottom up cracking. Bleeding.			
107	3.909	ML	L2	Y	1.0		3.3									4.3	12.0									P	Severe full depth alligator cracking			
108	3.909	ML	L2	Y	0.8		3.2									4.0	13.0									P	Severe alligator cracking.			
109	3.673	S	OR	N	0.5		1.6									2.1	2.7	3.8								F	Light full depth longitudinal cracking. Raveling and widening cracks. Base half LR and half ABC-1.			
110	3.609	ML	L2	Y	0.8		5.8	1.4								8.0	7.0									P	Raveling.			
111	3.609	ML	L2	Y	0.8		6.0	1.2								8.0	7.0					8.3	2.6		III	S	P	Raveling.		
112	3.370	ML	L2	Y	0.6		3.4	1.2								5.2	4.0									P	Severe full depth combination cracking. Raveling.			
<b>AVERAGE</b>					<b>0.9</b>	<b>0.9</b>	<b>2.9</b>	<b>1.3</b>								<b>3.78</b>	<b>10.05</b>	<b>7.27</b>	<b>10.40</b>											
<b>MAX</b>					<b>1.8</b>	<b>2.0</b>	<b>10.6</b>	<b>1.4</b>								<b>11.60</b>	<b>19.60</b>	<b>10.20</b>	<b>10.40</b>											
<b>MIN</b>					<b>0.5</b>	<b>0.5</b>	<b>0.8</b>	<b>1.2</b>								<b>1.00</b>	<b>2.70</b>	<b>2.60</b>	<b>10.40</b>											
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>								<b>0.18</b>	<b>0.10</b>	<b>0.18</b>	<b>0.08</b>	<b>0.00</b>										

Notes:

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

Lane Designations	Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type	
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