

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:	
						Curb & Gutter (Y/N):	

All Cores																													
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ²	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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County:	Polk	SR No.:	35	Beg MP:	3.160	End MP:	6.341
Overall Pavement Condition (from DMO field review):		Median Curbed (Y/N):		Paved:		Lawn:	
					Length:	3.181	Other:
							Curb & Gutter (Y/N):

All Cores																													
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	COMMENTS		
					FC5	FC9.5	S	T1										LR	ABC-1	LR		SAHM	CONC	DEPTH (IN)	TYPE			CLASS	EXTENT
43	4.460	ML	L1																										Bridge approach slab had no asphalt overlay, core not taken.
44	4.329	TL/CO	L1	Y			3.1									3.1		10.0										P	Severe raveling. Delamination. FC layer is missing.
45	4.247	ML	L1	Y	1.1		3.1									4.2		10.3						2.5		III	L	F	Light longitudinal cracking. Light raveling.
46	4.070	ML	L1	Y	0.8		3.0									3.8		9.6						2.3		III	S	P	Severe longitudinal cracking. Raveling.
47	3.685	ML	L1	N	1.0		1.8									2.8			9.2					2.1		III	S	F	Severe longitudinal cracking. Raveling.
48	3.483	ML	L1	Y	0.8		1.7									2.5			7.3					2.5		III	S	P	Severe full depth longitudinal cracking. Raveling. Cracked base.
49	3.432	ML	R2	Y	0.7		3.3									4.0		8.5						0.7	A	III	S	P	Rutting and raveling.
50	3.432	ML	R2	Y	0.5		3.5									4.0		8.4						4.0	A	III	S	P	Severe full depth alligator cracking. Rutting and raveling.
51	3.504	ML	R2	Y	0.9		2.8									3.7		8.3						1.3	A	III	S	P	Severe alligator cracking.
52	3.504	ML	R2	Y	1.1		2.7									3.8		10.4						3.5	A	III	S	P	Severe alligator cracking.
53	3.504	S	OR	N	0.5		2.8									3.3		4.0						1.3		III	S	P	Severe longitudinal cracking.
54	3.664	S	OR	N	0.6		1.9									2.5		5.1					13.9	0.6		II	L	G	Light longitudinal cracking.
55	3.776	ML	R2	Y	1.0		2.7									3.7		10.3						1.0	A	III	M	P	Moderate alligator cracking. Raveling.
56	3.776	ML	R2	Y	0.6		3.2									3.8		10.4						0.6	A	III	M	P	Moderate alligator cracking. Raveling.
57	4.049	ML	R2	Y	1.0		3.2									4.2		10.1						4.2	A	III	S	P	Severe full depth alligator cracking.
58	4.459	ML	R2	Y	0.7		2.2									2.9												F	Bridge departure. Raveling.
59	4.471	ML	R2	Y	0.6		4.3									4.9		9.6						1.1	C	III	S	P	Severe combination cracking. Raveling.
60	4.494	TL/CO	R2	N	1.2		3.1									4.3		11.9					4.5					F	Raveling and drag marks.
61	4.500	TL/CO	R2	Y	1.1		3									4.1		11.0										F	Light raveling, drag marks.
62	4.596	S	OR	N	1.0		2									3.0			2.6	10.4				3.0		III	L	F	Light full depth longitudinal cracking. Raveling.
63	4.774	ML	R2	Y	1.0		2.5									3.5		11.0						0.9		III	M	P	Moderate longitudinal cracking. Raveling and drag marks.
64	4.783	ML	R2	Y	0.9		2.6									3.5		10.5						3.5		III	S	P	Severe full depth longitudinal cracking. Raveling. Cracked base.
65	5.190	ML	R2	Y	1.1		3.1									4.2		10.8						4.2	A	III	S	P	Severe full depth alligator cracking. Raveling.
66	5.190	ML	R2	Y	1.1		3.1									4.2		10.4						1.1	A	III	S	P	Severe alligator cracking. Raveling.
67	5.458	ML	R2	N	1.0		3.7									4.7		12.4										G	Core taken on patch joint.
68	5.520	ML	R2	Y	0.5		3.8									4.3						UNK		4.3		III	L	P	Light full depth transverse cracking. Core in 3 pieces. Widening crack, base is half ABC and half concrete.
69	5.520	ML	R2	N	0.6		3.2									3.8						UNK		3.8		III	L	P	Light full depth transverse cracking. Widening crack, base is half ABC and half concrete.
70	5.520	ML	R2	Y	0.7		3.8									4.5		UNK					15.0	4.5		III	L	P	Light full depth transverse cracking. Core in 4 pieces. Widening crack, base is half ABC and half LR.
71	5.604	S	OR	N		0.9	1.3									2.2		7.5										G	
72	5.756	ML	R2	Y			2.5									2.5		11.6						2.5	C	III	L	F	Light full depth combination cracking. Localized pothole. Core taken in delamination area, no friction layer.
73	5.766	TL/CO	R2	Y		0.6	2.1									2.7		10.5										F	Raveling and drag marks.
74	5.777	TL/CO	R2	Y		0.6	2.3									2.9		13.1										F	Drag marks.
75	5.798	SS	R2	Y		1.6	2.8									4.4		19.6										F	Raveling.
76	5.861	TL/CO	R2	Y		0.8	2.5									3.3		13.3										G	Light raveling.
77	5.931	TL/CO	R2	N		0.8	3.3									4.1		8.5										G	Light raveling and drag marks.
78	5.960	SS	R2	N		1.1	3.1									4.2		11.4						4.2		III	L	P	Light full depth longitudinal cracking. Debonding at 2.1 inch. Delamination, bleeding, drag marks, and raveling.
79	6.015	SS	R2	N		2.0										2.0		6.0										F	Raveling.
80	6.048	SS	R2	N		1.0										1.0		7.2										F	Raveling.
81	6.147	ML	R2	Y		0.8	2.4									3.2		11.0						3.2	A	III	S	P	Severe full depth alligator cracking. Large gouges.
82	6.238	S	OR	N		0.7	0.8									1.5		11.6										G	
83	6.337	ML	L2	Y		1.0	2.1									3.1		7.6						3.1		II	S	P	Severe full depth longitudinal cracking.
84	6.337	ML	L2	Y		1.0	2.5									3.5		8.0						3.5		II	S	P	Severe full depth longitudinal cracking.

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County:	Polk	SR No.:	35	Beg MP:	3.160	End MP:	6.341
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				Length:	3.181	Outside:	
				Other:		Curb & Gutter (Y/N):	

All Cores																												
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					FC5	FC9.5	S	T1										LR	ABC-1	LR		SAHM	CONC	DEPTH (IN.)	TYPE			CLASS
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.	
AVERAGE					0.9	0.9	2.9	1.3								3.78	10.05	7.27	10.40									
MAX					1.8	2.0	10.6	1.4								11.60	19.60	10.20	10.40									
MIN					0.5	0.5	0.8	1.2								1.00	2.70	2.60	10.40									
LAYER COEF.					0.00	0.15	0.15	0.15								0.18	0.10	0.18	0.08	0.00								

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