

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

Cored By: Madrid CPWG

Date: 1/7/2021

Typical Section: 1

W.P.I. No.:				Name: SR 674				Lanes: 2						
Fin. Proj. ID: 447438-1				From: Hillsborough County Line				Shoulder Type and Condition:						
F.A. Project No.:				To: SR 37				Inside: N						
County: Polk		SR No.: 674		Beg MP: 0.000		End MP: 2.128		Length: 2.128		Outside: Y, Paved				
Overall Pavement Condition (from DMO field review): Poor				Median Curbed (Y/N): N		Paved		Lawn		Other:			Curb & Gutter (Y/N): 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	RUT DEPTH - LMP (IN.)	RUT DEPTH - RMP (IN.)	CROSS SLOPE (%) <sup>3</sup>	COMMENTS		
					FC9.5	SP9.5	S	S2	BIND								LR	SAHM	RAP		ABC-2	DEPTH (IN.)	TYPE	CLASS						EXTENT	
1	0.009	ML	L1	Y	1.5		4.3									5.8	8.0														Widening crack (supplemented by cores 26 & 27)
2	0.038	ML	R1	N	1.5		8.6									10.1		7.1													
3	0.136	S	OL	N	1.1	1.1	1.5									3.7			4.4												
4	0.281	ML	L1	Y	1.4		2.7									4.1	10.0														
5	0.336	ML	R1	Y	1.5	1.3	3.3									6.1	11.0														
6	0.535	ML	R1	Y	1.5	1.2	2.2									4.9		5.3													
7	0.572	ML	L1	Y	1.1	1.2	3.7									6.0	12.0														
8	0.686	ML	R1	Y	1.5	1.3	2.8									5.6		6.0													
9	0.723	ML	L1	Y	1.4	1.2	3.3									5.9	11.5														
10	0.764	S	OR	N	1.7	1.6										3.3			6.0												
11	0.819	ML	L1	N	1.4	1.7	6.2									9.3		7.3													
12	0.911	ML	R1	N	1.5	1.7	3.7									6.9	2.6	7.2													LR underlain by SAHM



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					FC9.5	SP9.5	S	S2	BIND								LR	SAHM	RAP		ABC-2	DEPTH (IN.)	TYPE	CLASS						EXTENT	
25	2.113	TL/CO	R1	Y	1.5	3.2	1.6									6.3				10.5					F						
26	0.009	ML	L1	N	1.5	1.4	2.7	1.2	0.4							7.2	7.0								P					Supplemental for core 1 widening crack	
27	0.009	ML	L1	Y	1.7	1.0	3.0									5.7	10.0					5.7	C	II	S	P				Supplemental for core 1 widening crack	
<b>AVERAGE</b>	<b>0.999</b>				<b>1.43</b>	<b>1.40</b>	<b>3.04</b>	<b>1.35</b>	<b>0.40</b>							<b>5.76</b>	<b>8.80</b>	<b>7.22</b>	<b>4.73</b>	<b>10.50</b>	<b>12.00</b>	<b>3.81</b>									
<b>MAX</b>	<b>2.116</b>				<b>1.90</b>	<b>3.20</b>	<b>8.60</b>	<b>2.00</b>	<b>0.40</b>							<b>10.10</b>	<b>12.00</b>	<b>11.20</b>	<b>6.00</b>	<b>10.50</b>	<b>12.00</b>	<b>6.30</b>									
<b>MIN</b>	<b>0.009</b>				<b>1.10</b>	<b>0.80</b>	<b>1.20</b>	<b>0.80</b>	<b>0.40</b>							<b>1.90</b>	<b>2.60</b>	<b>5.30</b>	<b>3.70</b>	<b>10.50</b>	<b>12.00</b>	<b>1.50</b>									
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>								<b>0.18</b>	<b>UNKW</b>	<b>UNKW</b>	<b>0.12</b>	<b>0.08</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.

<u>Lane Designations</u> OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	<u>Lane Designations</u> OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline R1RT - Right Turn Lane Right of Centerline	<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	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Lane Type</u> S - Shoulder SS - Side Street
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