

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

Cored By: Cecil Allred - Madrid

Coring Completion Date: 4/15/2021

Typical Section: 1

W.P.I. No.:		Name:	State Road 33			Lanes:	2 to 4
Fin. Proj. ID:	430185-4	From:	Old Combee Road			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16070000			To:	South of Firstpark Boulevard South
County:	Polk	SR No.:	33			Inside:	-
Overall Pavement Condition (from DMO field review):		Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N
		Beg MP:	4.990	End MP:	7.518	Length:	2.528
				Outside:	-		

All Cores																										
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP9.5	S											LR	ABC-1		SCEM 300		DEPTH (IN.)	TYPE		
1	4.992	SS	R1	Y	1.5	1.8										3.3	12.0						F	Old Combee Road		
2	5.113	SS	L1	Y	1.1	2.4										3.5	14.0						F	Wood Circle W		
3	5.172	SS	L1	Y	1	4.8										5.8	3.0						F	Wood Circle E		
4	5.233	SS	L1	Y	1.4											1.4		1.1					P	Lake Desson Village		
5	5.373	SS	L1	Y	1.9								0.6			2.5			1.4				P	Sunset Way		
6	5.507	SS	L1	N		3.5										3.5	12.0						F	Luther RD		
7	5.621	SS	R1	N	1.6			1.0								2.6	11.0						F	Spanish Oaks		
8	5.926	SS	L1	Y	1.5	5.7										7.2	24.0						P	Huron Way		
9	5.923	SS	R1	N	1.9	4.7										6.6	22.0						P	The Landings		
10	6.801	SS	R1	Y	1.1	3.6										4.7	14.5						F	N Combee		
11	6.788	SS	L1	Y	1.2	1.9										3.1	12.0						F	Village Lake Boulevard		
12	4.988	SS	L1	Y	1.1	2.7										3.8	11.0						F	Deeson Point		
13	5.871	TL	R1	Y	1.2	3.8				1.4						6.4	7.0						F	Left Turn Lane, Bottom-Up Crack,		
14	5.881	TL	R1	N	1.4	4.2										5.6	15.0						P	Right Turn Lane		
15	6.281	TL	R1	N		3.7										3.7	18.0						F	Right Turn Lane		
16	6.742	TL	R1	Y	1.1	3.7		2.0	1.4	0.5						8.7	9.0						F	Left Turn Lane		
17	6.747	TL	R1	Y	1.2	3.8										5.0	20.0						F	Right Turn Lane		
18	7.125	TL	R1	N		4.6			0.7	0.5						5.8	6.0						F	Left Turn Lane, Bottom-Up Crack		
19	7.516	TL	R1	N		1.5		1.5	1.6	0.6						5.2	6.5						F	Left Turn Lane, Bottom-Up Crack		
20	5.023	TL	L1	Y	0.9	3.6										4.5	12.0						F	Right Turn Lane		
21	5.033	TL	L1	Y	1.4	2.4										3.8	12.0						F	Left Turn Lane		
22	5.964	TL	L1	Y	1.6	4.4										6.0	16.0						F	Right Turn Lane		
23	6.384	TL	L1	N		3.2		2.3	2.0	0.5						8.0	7.0						F	Left Turn Lane		
24	6.835	TL	L1	Y	1.4			6.8								8.2	7.5						P	Right Turn Lane, Separation at 2.0"		
25	6.887	TL	L1	Y	1.4			4.8								6.2	16.0						F	Right Turn Lane		
26	7.232	TL	L1	Y		4.2										4.2	16.0						F	Right Turn Lane		
27	7.485	ML	R1	Y		2.4		4.3								6.7	20.0						F			
28	6.889	ML	R1	Y	1.0	3.2		2.1								6.3	12.0						F			
29	6.061	ML	R1	Y	1.5	5.0		1.5	1.7	0.8						10.5	7.0						P			
30	5.032	ML	R1	Y	1.5	1.4										2.9	12.0						F			
31	5.142	ML	R1	Y	1.4	2.1										3.5	12.0						F			
32	5.082	TL	R1	N	1.5	2.3										3.8	11.5						F	Left Turn Lane		
33	5.564	ML	R1	Y	1.5	1.1					1.9					4.5	7.0						P			
34	5.569	ML	R1	Y	1.4	1.9					1.1	0.7				5.1	8.0						P			
35	5.998	ML	R1	N	1.3	2.9										4.2	12.0						P	Widening Crack		
36	5.007	ML	L2	N	1.5	2.8										4.3	6.0						F			
37	6.034	ML	L1	N	1.1	5.9										7.0		7.4					P	Widening Crack		
38	6.857	ML	L1	Y	1.5			3.5								5.0			15.3				P	Separation at 3.0"		
39	7.461	ML	L1	Y		3.7										3.7	12.0						F	Widening Area No Crack		
40	6.953	ML	L1	N	1.5	5.0										6.5	16.0						P			
41	6.330	ML	L1	Y		3.8		0.8	1.7	0.7						7.0	6.0						F	Core Fell Apart, Bottom-Up Crack		
42	6.330	ML	L1	N		4.2			1.0	1.0						6.2	7.0						F	Core Fell Apart, Bottom-Up Crack		
43	6.330	ML	L1	Y		3.6										3.6	18.5						F			

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County:	Polk	SR No.:	33			Beg MP:	4.990
			End MP:	7.518	Length:	2.528	
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:
						Curb & Gutter (Y/N):	N

All Cores																													
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS			
					FC9.5	SP9.5	S											LR	ABC-1		SCEM 300		DEPTH (IN.)	TYPE			CLASS	EXTENT	
44	5.622	ML	L1	Y	1.2	2.6											5.8	7.0						5.8	C	III	S	F	
45	5.052	ML	L1	Y	1.3	3.0											4.3	12.5										F	
46	7.478	S	OL	N		3.2											3.2	19.0										F	
47	6.869	S	OL	N	1.2	3.3											4.5	17.5										F	
48	6.045	S	OL	N	1.1	4.5		1.5									7.1			6.0								F	
49	5.024	S	OL	N	1.6												1.6	10.0										F	
50	5.057	S	OR	N	1.8												1.8	7.5										F	
51	6.074	S	OR	N	1.2	3.2		1.9									6.3			7.6								F	
52	6.896	S	OR	N	1.8	2.8											4.6	18.0										F	
53	7.500	S	OR	N		3.3											3.3	19.5										F	
54	5.999	ML	R1	Y	1.3	3.1											4.4	11.5									P	Widening Crack	
55	6.000	ML	R1	N	1.2	6.3											7.5			7.7							P	Widening Crack	
56	7.625	SS	L1	Y	0.7	4.9											5.6	12.0									F	First Park Boulevard	
57	6.799	SS	L1	Y		2.7											2.7	12.0									F	Village Lake Boulevard	
58	6.697	SS	R1	Y	1.5	2.4		2.7									6.6	7.0									F	N Combee	
59	6.724	SS	R1	Y	1.3	2.0		3.0									6.3	17.0									P	N Combee	
60	7.689	ML	R1	Y	1.0	1.4			3.7	0.7							6.8	6.0					6.8	A	III	S	P	Base Crack	
61	7.458	ML	L1	N		1.3		4.4									5.7	15.0										F	
62	7.458	ML	L1	Y		3.9											3.9	18.0										F	
63	6.035	ML	L1	N	1.2	3.0	0.5		3.9	1.5							10.1	7.0									F	Widening Crack	
64	6.035	ML	L1	Y	1.4	4.0		1.5									6.9			7.5							F	Widening Crack	
AVERAGE					1.34	3.33	0.50	2.68	1.79	0.74						5.14	12.27	4.25	7.58		12.80	3.85							
MAX					1.90	6.30	0.50	6.80	3.90	1.50						10.50	24.00	7.40	15.30		14.00	7.00							
MIN					0.70	1.10	0.50	0.80	0.70	0.50						1.40	3.00	1.10	1.40		12.00	0.70							
LAYER COEF.					0.25	0.25	0.25										0.18	0.14	0.15		0.08								

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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				