

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

Cored By: C. Allred

Coring Completion Date: 4/28/2021

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	I-4 (SR 400) at SR 33 Interchange			Lanes:	3
Fin. Proj. ID:	430185-3	From:				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16320000			Inside:	
County:	Polk	SR No.:				Outside:	
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:
						Curb & Gutter (Y/N):	N

<b>I-4 (SR 400)</b>																													
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
					FC5	FC12.5	FC9.5	SP12.5	SP9.5	ARMI	S	BIND	LR					DEPTH (IN.)	TYPE		CLASS	EXTENT							
1	11.607	ML	L1	N	1.0			2.9		0.5		2.6		7.0	12.0									F					
2	12.860	ML	L1	Y	0.8			3.2		0.5	2.5	2.3		9.3	10.0								F						
3	12.938	ML	L2	Y	0.7			4.5			0.9	2.0		8.1	14.0					8.1	C	III	S	P				Widening Crack	
4	11.741	ML	L3	N	0.9			2.6		0.5	1.1	2.1		7.2	10.5								F						
5	13.040	ML	L3	Y	0.9			6.0						6.9	23.0								F						
6	11.772	ML	L3	N				5.9						5.9	11.5								G					New Asphalt	
7	11.654	S	OL	N		1.0		1.3						2.3	7.0								F						
8	12.978	S	OL	N		0.5		0.8						1.3	8.0				27.0				F						
9	11.812	S	IL	N		1.0		1.8						2.8	7.0								F						
10	13.127	S	IL	N		0.7		0.8						1.5	14.0								F						
28	12.938	ML	L2	Y	0.8			4.2			0.9	2.4		8.3	10.0								F					Widening Crack	
29	12.938	ML	L2	N	0.8			6.5						7.3	22.0								F					Widening Crack	
<b>AVERAGE</b>					<b>0.84</b>	<b>0.80</b>		<b>3.38</b>		<b>0.50</b>	<b>1.35</b>	<b>2.28</b>		<b>5.66</b>	<b>12.42</b>				<b>27.00</b>	<b>8.10</b>									
<b>MAX</b>					<b>1.00</b>	<b>1.00</b>		<b>6.50</b>		<b>0.50</b>	<b>2.50</b>	<b>2.60</b>		<b>9.30</b>	<b>23.00</b>				<b>27.00</b>	<b>8.10</b>									
<b>MIN</b>					<b>0.70</b>	<b>0.50</b>		<b>0.80</b>		<b>0.50</b>	<b>0.90</b>	<b>2.00</b>		<b>1.30</b>	<b>7.00</b>				<b>27.00</b>	<b>8.10</b>									
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.20</b>			<b>0.18</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).
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.

	<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>
IL - Inside Left Shoulder	L2 - 2nd Lane Left of Centerline	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline
OL - Outside Left Shoulder	L3 - 3rd Lane Left of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane
L1 - 1st Lane Left of Centerline		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover
						S - Shoulder
						SS - Side Street

