### 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:						S	Shoulder Ty	pe and Condition:				
F.A. Project No.:		Roadway ID:	16320000	To:							Inside:					
County:	Polk	SR No.:		Beg MP:	11.450	E	nd MP:	13.389	Length:		Outside:					
Overal	l Pavement Condition (from DMO field	review): Fair		Median Curbed (Y/N):	N	Paved		_awn	Other:	(	Curb & Gutt	er (Y/N): N				

														Į-	4 (SR	400)											
								PA	VEMENT	LAYER (IN	l.)					BA	SE			CRA	<i>ICK</i>						
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	FC9.5	SP12.5	SP9.5	ARMI	S	BIND		TOTAL ASPHALT THICKNESS (IN.)	LR			STABILIZED SUBGRADE³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
1	11.607	ML	L1	N	1.0			2.9		0.5		2.6		7.0	12.0								F				
2	12.860	ML	L1	Υ	0.8			3.2		0.5	2.5	2.3		9.3	10.0								F				
3	12.938	ML	L2	Υ	0.7			4.5			0.9	2.0		8.1	14.0				8.1	С	III	S	Р				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	Υ	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	Υ	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
AVERAGE					0.84	0.80		3.38		0.50	1.35	2.28		5.66	12.42			27.00	8.10								
MAX					1.00	1.00		6.50		0.50	2.50	2.60		9.30	23.00			27.00	8.10								
MIN					0.70	0.50		0.80		0.50	0.90	2.00		1.30	7.00			27.00	8.10								
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.00	0.25	0.20			0.18			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).
- 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.

	Lane Designations	Crack Type	Crack Rating	<u>Extent</u>	Pavement Condition		Lane Type
L - 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	S - Shoulder
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	SS - Side Street
L1 - 1st Lane Left of Centerline		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	

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# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: C. Allred Typical Section:

W.P.I. No.:			Name:	I-4 (SR 400) at 9	SR 33 Interchange			Lanes:	_
Fin. Proj. ID:	430185-3		From:					Shoulder T	ype and Condition:
F.A. Project No.:	Roadway	D: 16320000	To:					Inside:	
County:	Polk SR N	).:	Beg MP:	11.450	End MP:	13.389	Length:	Outside:	
Overal	Pavement Condition (from DMO field review): Fair	-	Median Curbed (Y/N):	N P	Paved	Lawn	Other:	Curb & Gut	tter (Y/N):

											SR 3	3										
								PAVEMI	NT LAYER (IN.)			BASE			CR.	ACK						
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC9.5	SP9.5	s	T1 BIN	o wc	TOTAL ASPHALT THICKNESS (IN.)	LR		STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
11	8.039	ML	L1	N	1.4		2.1	0.9	0.6	5.0	8.0			5.0	С	III	S	Р				
12	8.034	TL/CO	L1	Υ	1.0	2.0	0.9	1.0	0.6	5.5	7.5			3.3	С	III	S	Р				Center Turn Lane
13	8.056	TL/CO	L1	N	1.4	2.9				4.3	12.0							F				Right Turn Lane
14	8.048	S	OL	N	1.0	1.2				2.2	10.5							F				
15	7.880	SS	L1	Υ	0.8	3.4				4.2	11.0							F				
16	7.880	SS	R1	Υ	1.1	3.1				4.2	12.0		16.0					F				Patch
17	7.880	SS	R2	N	0.8	2.9				3.7	12.0							F				
18	7.880	SS	R2	N	0.7		1.9			2.6	8.0							Р				Through / Right Turn Lane
19	7.880	SS	L1	Υ	0.4		1.7			2.1	11.0							F				
20	7.880	SS	L2	N	1.0		2.4			3.4	8.0							F				
21	7.880	SS	L1	Υ	1.0	3.0				4.0	13.0							F				Right Turn Lane
22	7.880	SS	L1	N	1.0	3.0				4.0	11.0		13.0					F				Center Turn Lane
23	7.880	SS	R1	Υ	0.3		1.4			1.7	9.5			1.7	Α	Ш	S	Р				Center Turn Lane
24	7.880	SS	IR	N	1.0	2.8				3.8	12.0							F				
25	7.880	SS	OL	N	1.1					1.1	6.0							F				
26	7.880	SS	OR	N	1.1					1.1	8.5							F				
27	7.880	SS	IR	N	1.1	2.9				4.0	12.5							F				
AVERAGE					0.95	2.72	1.73	0.95	0.60	3.35	10.15		14.50	3.33								
MAX					1.40	3.40	2.40	1.00	0.60	5.50	13.00		16.00	5.00								
MIN					0.30	1.20	0.90	0.90	0.60	1.10	6.00		13.00	1.70								
LAYER COEF.					0.25	0.25	0.25	0.23 0.2	) UNKW		0.18		0.08									

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OL - Outside Left Shoulder	OR - Outside Right Shoulder	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane	SS - Side Street
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	