

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

Cored By: Madrid Engineering

Coring Completion Date: 9/20/2021

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

W.P.I. No.:		Name:	SR 700 (US 98) Pavement Coring				Lanes:	2
Fin. Proj. ID:	447431-1	From:	Old Stokes Road				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16040000				To:	SR 25
County:	Polk	SR No.:	700				Beg MP:	13.994
			End MP:	15.064	Length:	1.070	Other:	
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):	N	Paved	Lawn	Curb & Gutter (Y/N):	N	

**All Cores**

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	
					FC9.5	SP9.5	S	ARMI	S	ARMI	SAHM	S2	BIND		LR	ABC-1	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT						
1	14.621	ML	L1	Y	0.9	2.7		0.5	0.7		1.2		1.9	7.9			2.8		3.4	C	III	S	P	0.4	0.3	3.50	Bottom-up cracking	
2	14.023	ML	L1	N	0.8	0.7			1.9		3.8		1.2	8.4					8.4	C	III	S	P	0.2	0.2	2.90		
3	14.022	ML	R1	Y	1.3	0.9			2.6		2.9		2.8	10.5			1.4		2.2	C	III	S	P	0.2	0.6	5.10	Bottom-up cracking, Base crack	
4	14.276	ML	R1	Y	1.5	0.9			1.6	0.5	4.2		1.8	10.5			2.0		10.5	C	III	S	P	0.2	0.2	1.20	Base crack	
5	14.276	ML	R1	Y	1.1	1.7			1.5	0.5				4.8			8.5		4.8	C	III	S	P	0.2	0.2	1.20	Widening crack	
6	14.629	ML	R1	Y	1.3	0.9			2.3	0.5		1.8		6.8			5.7		6.8	C	III	S	P	0.4	0.4	1.70		
7	14.469	S	OL	N	1.0	2.9			3.8					7.7			9.5						F	0.0		7.30		
8	14.439	SS	R1	Y	1.4	1.4								2.8			4.5						P	0.1	0.1	0.80	West Frostproof Road	
9	14.377	SS	R1	Y	1.0	1.4								2.4			3.2						P	0.1	0.1	1.40	West Frostproof Baptist Church Road	
10	14.318	SS	R1	Y	1.0	4.0								5.0			12.5						P	0.1	0.1	1.70	John Street	
11	14.184	SS	R1	N	0.9	1.1								2.0			3.0	9.0					P	0.1	0.1	1.80	Spurlock Road	
12	14.016	S	OR	N	1.0	1.2								2.2	9.5								P	0.0		5.50		
13	14.175	S	OL	N	1.6	2.4								4.0			4.6						F	0.0		6.60	Base crack	
14	14.751	S	OR	N	0.7	0.6			1.1					2.4			3.3						F	0.0		7.30		
15	14.971	CO	CO	N	1.5	4.1								5.6	10.0								P	0.0		1.10		
16	15.029	TL	RL	N	1.2	1.2			1.4					3.8	12.0								F	0.2	0.2	2.70		
17	14.276	ML	R1	Y	1.5	1.2			1.3	0.5	4.9		1.0	10.4									P	0.2	0.2	1.20	Widening crack at Core 5	
18	14.276	ML	R1	Y	1.2	1.9			1.4	0.5				5.0			8.5						P	0.2	0.2	1.20	Widening crack at Core 5	
19	14.887	ML	L1	Y	1.7	1.4	1.6	0.5			4.3	1.1		10.6	5.0				3.3	C	III	S	F	0.2	0.2	1.20	Additional Core, Bottom-up cracking, SAHM fell apart	
20	14.268	ML	L1	Y	1.7	0.9	1.2	0.5						4.3	11.0				4.3	C	II	M	F	0.3	0.3	3.00	Additional Core	
<b>AVERAGE</b>					<b>1.22</b>	<b>1.68</b>	<b>1.40</b>	<b>0.50</b>	<b>1.78</b>	<b>0.50</b>	<b>3.55</b>	<b>1.45</b>	<b>1.74</b>	<b>5.86</b>	<b>9.50</b>	<b>5.80</b>	<b>4.82</b>	<b>9.00</b>	<b>5.46</b>					<b>0.2</b>	<b>0.2</b>	<b>2.92</b>		
<b>MAX</b>					<b>1.70</b>	<b>4.10</b>	<b>1.60</b>	<b>0.50</b>	<b>3.80</b>	<b>0.50</b>	<b>4.90</b>	<b>1.80</b>	<b>2.80</b>	<b>10.60</b>	<b>12.00</b>	<b>12.50</b>	<b>8.50</b>	<b>9.00</b>	<b>10.50</b>					<b>0.4</b>	<b>0.6</b>	<b>7.30</b>		
<b>MIN</b>					<b>0.70</b>	<b>0.60</b>	<b>1.20</b>	<b>0.50</b>	<b>0.70</b>	<b>0.50</b>	<b>1.20</b>	<b>1.10</b>	<b>1.00</b>	<b>2.00</b>	<b>5.00</b>	<b>3.00</b>	<b>1.40</b>	<b>9.00</b>	<b>2.20</b>					<b>0.0</b>	<b>0.1</b>	<b>0.80</b>		
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.11</b>	<b>0.25</b>	<b>0.20</b>		<b>0.18</b>	<b>0.14</b>	<b>0.11</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) 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.

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					FC9.5	SP9.5	S	ARMI	S	ARMI	SAHM	S2	BIND		LR	ABC-1	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT					
<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane CO - Crossover				<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane CO - Crossover				<u>Lane Type</u> ML - Mainline                      S - Shoulder TL - Turn Lane                      SS - Side Street CO - Crossover                      BR - Bridge Approach/Departure				<u>Crack Type</u> A - Alligator                      Class IB - Hairline cracks that are ≤ 1/8 inch wide B - Block                          Class II - Cracks > than 1/8 inch and ≤ 1/4 inch C - Combination                      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								