

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

Cored By: RCS

Coring Completion Date: 4/12/2022

Typical Section: 16030000

W.P.I. No.:				Name: SR 35 (US 17)				Lanes: 4					
Fin. Proj. ID: 449232-1				From: 9th St. NW				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 16030000		To: Oak Hammock Loop				Inside: No shoulder					
County: Polk		SR No.: 35		Beg MP: 8.272		End MP: 15.959		Length: 7.687		Outside: 3 feet outside / Fair condition			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn: Yes		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	
					FC3	FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S2	WC/ T1/ SAHM/ BIND		LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	15.920	SS	L2	N		0.8				1.4	1.9				4.1	7.4								P	Oak Hammock Community - Raveling		
2	15.661	ML	L2	Y		0.9				1.8	0.6	0.5	1.2		5.0	11.5						3.0	C	II	S	P	Raveling
3	15.564	ML	L2	Y		1.1				2.0	1.2	0.5	1.4		6.2	12.1						6.2	C	III	S	P	Severe raveling - Joint crack
4	15.499	ML	L2	Y		1.0				1.7	0.9	0.5	2.0		6.1	12.0					12.0	6.1	C	III	S	P	Base Crack
5	15.499	S	OL	N		1.1				2.3	1.7				5.1	8.4										F	
6	15.383	SS	L2	N		1.6									1.6	8.8										F	Core layer - FC3 - 1.6 in - Private Driveway
7	15.358	SS	L2	N					1.9		0.7				2.6	8.2										F	Private Driveway
8	15.071	TL	LR	N		0.7				3.0	3.5				7.2	13.1										F	LRTL to Valmont Utility
9	15.025	SS	L2	N					1.8		1.6	2.4			5.8	12.7										P	SS - Valmont
10	14.847	SS	L2	N					1.6		2.0				3.6	14.4										F	SS - Metromont
11	14.681	ML	L2	Y		1.1				2.9		0.6	0.9		5.5	12.8										F	Base Crack - Bottom up crack on core
12	14.681	S	OL	N		1.4				4.0	0.5				5.9	4.0										F	
13	14.641	ML	L2	Y		1.0				2.3	0.5				3.8	12.7					12.0	3.8	C	III	S	P	Base Crack
14	14.505	TL	LR	Y		0.7				5.2					5.9	12.2										F	LRTL to Metromont - Raveling
15	14.089	ML	L2	Y		0.8				1.6	0.6	0.6	1.2		4.8	12.3						4.8	C	III	S	P	Base Crack
16	14.089	S	OL	N		1.0				1.8	1.6				4.4	11.7										F	
17	13.976	SS	L2	Y		1.1				2.2	1.8				5.1	11.3										F	SS - Mis State Packers Road
18	13.417	SS	L2	N					1.0						1.0	7.5										F	SS - Private Driveway
19	13.322	SS	L2	N					0.8						0.8	7.9										F	SS - Private Driveway
20	13.156	SS	L2	N					1.0		1.0				2.0	8.1										P	SS - Private Driveway
21	12.678	TL	LR	N		1.0				5.6					6.6				5.1							P	LRTL to Homeland Garfield Road - Raveling
22	12.637	SS	L2	N					1.4		0.9		1.2		3.5	12.0										P	SS - Homeland Garfield Road
23	12.513	ML	L2	Y		0.8				2.2					3.0	13.1						3.0	A	III	S	F	Raveling
24	12.513	S	OL	N		1.0				1.1					2.1				4.6							F	
25	12.417	ML	L2	Y		0.7				2.8					3.5	12.4						3.5	A	III	S	P	
26	12.363	BR	L2	Y		0.7				1.8	0.8				3.3				UNK							F	Approach slab

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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
					FC3	FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S2	WC/ T1/ SAHM/ BIND		LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		
27	12.113	ML	L2	Y		0.8				2.3	0.5				3.6	12.3				12.0	3.6	A	III	S	P	
28	12.113	S	OL	N		0.8				1.8					2.6			4.4							F	
29	10.460	ML	L2	Y		0.9				2.2	0.4				3.5	13.0									F	
30	10.460	S	OL	N		1.5				1.6	0.5				3.6	2.0									F	
31	10.203	ML	L2	Y		0.6				1.8	1.0				3.4	12.4									P	
32	9.976	ML	L2	Y		0.9				1.5	0.9				3.3	12.2					2.0	A	III	S	P	
33	9.456	ML	L2	Y		1.1				1.4	1.4				3.9	12.5					3.9	A	III	S	P	
34	9.456	S	OL	N		1.8					1.4				3.2			5.4							F	
35	9.074	ML	L2	Y				1.1		1.6				2.8	5.5	12.8									F	Core Layer - FC12.5 - 1.1 in / SP12.5 - 1.6 in / SAHM - 1 in / WC - 0.6 in / SAHM - 1.2 in
36	8.732	SS	L2	N				1.5							1.5	13.0									P	SS - Vermont private road - Raveling
37	8.465	SS	L2	Y		0.8					3.3				4.1	11.4									P	SS - Suez driveway - Raveling
38	8.371	ML	L2	Y		0.9				1.6	1.8				4.3	12.7					4.3	C	III	S	P	
39	8.371	S	OL	N		1.1				1.9					3.0	7.5									P	
40	8.624	TL	RR	N		0.9				1.6	1.2				3.7	9.6									P	RRTL to 13th street E
41	8.724	ML	R2	Y		0.6				1.5	1.2				3.3	11.1				12.0	2.4	C	II	S	P	Base crumbled
42	8.724	S	OR	N		0.8					0.8				1.6			2.3							P	
43	9.211	SS	R2	Y				1.6							1.6	11.9									F	SS - Timbers Drive
44	9.542	ML	R2	Y		0.9				1.3	1.6				3.8	10.4									F	
45	9.608	TL	RR	N		1.0				2.3					3.3	10.8									F	RRTL to Pembroke Rd / Raveling
46	9.651	SS	R2	Y		1.1				2.8					3.9	11.8									F	SS - Pembroke Rd
47	9.966	ML	R2	Y		1.1				1.3		0.4	0.6		3.4	11.4					2.7	C	III	S	P	
48	9.966	S	OR	N		0.8					2.4				3.2			2.7							F	Base Crumbled
49	10.094	TL	RR	Y		0.9				1.5	1.7				4.1	10.2									F	RRTL to 3rd St NE
50	10.127	SS	R2	Y		0.9				1.2	1.9				4.0	10.4									F	SS - 3rd St NE / Base Crack and bottom up cracking
51	10.247	ML	R2	Y		1.2				1.5	0.4	0.4	2.2	3.3	9.0	9.0					9.0	C	III	S	P	
52	10.294	SS	R2	N		0.7				4.9					5.6	10.6				12.0					F	SS - Pembroke Road

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All Cores																												
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					FC3	FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S2	WC/ T1/ SAHM/ BIND		LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT				
53	11.198	ML	R2	Y		0.6					2.4			1.9	4.0	8.9	10.2										P	Core Layer - FC5 - 0.6 in / SP - 2.4 in / S2 - 1.9 in / T1 - 1.5 in / WC - 1.3 in / SAHM - 1.2 in
54	11.198	S	OR	N		0.5					1.7					2.2											P	Bottom of core crumbled
55	11.228	SS	R2	N		0.7					1.6					2.3	11.8										F	SS - Vigiron Road
56	11.395	ML	R2	Y		0.5					1.5			1.1	1.0	4.1											P	1 inch of SAHM Base / Base crack
57	11.395	S	OR	Y		0.7					1.9					2.6											F	Appears a full depth crack is present on the edge of core extracted.
58	12.377	BR	R2	Y		0.7					2.9					3.6		UNK									F	Departure Slab
59	12.626	TL	RR	Y		1.4					2.8	1.1			1.5	6.8	11.8										F	RRTL to Homeland Garfield Road
60	12.819	ML	R2	Y		1.0					1.8		0.7	0.7	1.0	5.2	10.9										F	
61	12.819	S	OR	N		0.9					2.0	1.9				4.8	8.1										F	
62	13.128	SS	R2	N		1.0				1.9						2.9				3.5							P	SS - 48forty solutions industrial building
63	13.410	SS	R2	N		0.9					1.6					2.5	10.5										F	SS - Entrance to Industrial Building
64	14.178	ML	R2	N		1.2							0.6	0.8		2.6	15.0										F	
65	14.178	S	OR	N		1.3					2.5	1.7				5.5	6.0										F	
66	14.725	ML	R2	Y		0.7					2.0	1.0	0.5	2.0		6.2	12.3										F	
67	14.725	S	OR	N		0.9					2.6					5.0	7.5										P	
68	15.393	SS	R2	N	0.6										1.8	4.0	11.3										P	SS to Carlton Pkwy / Core Layer - FC3 - 0.6 in / S - 1.6 in / Binder 1.8 in / Base crack
69	15.426	TL	RR	N		0.7					2.1	1.0			2.0	5.8	11.7										P	RRTL to Welding industrial building - / Raveling
70	15.441	SS	R2	N					1.7							1.7	15.2										P	SS to Welding industrial building - / Raveling
71	15.647	ML	R2	Y		1.0					1.7	0.7	0.5	1.6		5.5	12.1										P	Base Crack
72	15.781	ML	R2	Y		0.8					1.7	1.2	0.5	1.6		5.8	12.4					12.0					P	
73	15.781	S	OR	N		1.1					2.4	1.8				5.3	7.5										F	
74	15.804	ML	L1	Y		0.8					1.8	0.9	0.5	1.0		5.0	13.2										F	
75	15.549	CO	CO	N					1.8						1.5	3.3	11.2										F	
76	15.476	TL	LL	N		1.1					2.7				2.7	6.5	12.3										F	LLTL to SS Welding industrial building
77	15.383	CO	CO	N					1.5		1.2				2.4	5.1	11.9										F	
78	15.245	ML	L1	Y		0.9					1.9		0.6	1.6		5.0	12.2										P	Base Crack

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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	
					FC3	FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S2	WC/ T1/ SAHM/ BIND		LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT			
105	8.964	ML	R2	Y		0.8					1.8	1.4			4.0	11.1		7.5				4.0	C	III	S	P	Joint Crack - Short side on North edge of core. 2 Bases - Half LR and half ABC
106	9.328	ML	R1	Y		0.8					1.5			1.0	3.3	11.6										F	
107	10.663	ML	R1	Y		0.7					2.8				3.5	12.1						3.5	C	III	S	P	Base Crack
108	12.050	ML	R1	Y		0.7					2.3	1.1			4.1	11.8						4.1	C	III	S	P	Base Crack
109	12.323	BR	R1	Y		0.9					2.5				3.4		UNK									P	Approach Slab
110	12.580	TL	RL	Y		0.3					5.3				5.6			5.6								P	RLTL to Homeland Garfield Road/ Raveling
111	12.998	ML	R1	Y		0.9					1.8	0.7	0.5	1.8	5.7	12.3										F	
112	13.627	ML	R1	Y		1.0					1.7	1.2		1.6	5.5	13.2										F	
113	13.935	TL	RL	Y		0.8					2.0	0.6		1.4	4.8	12.1										F	RLTL to Mis State Packers Road
114	14.978	TL	RL	Y		1.0					2.0	4.1			7.1	11.0										F	RLTL to Valmont Utility
115	15.261	ML	R1	Y		0.9					1.8	1.0	0.5	1.4	5.6	12.0										F	
116	15.517	ML	R1	Y		0.9					2.3	1.0	0.5	2.6	7.3	11.6										F	
117	15.870	TL	RL	Y		0.9					2.0	3.3			6.2	11.5										F	RLTL to Oak Hammock Community
118	11.572	ML	L2	Y		0.9					2.4	0.8			4.1	12.0					12.0	4.1	A	III	S	F	
119	11.572	S	OL	N		1.1					1.1				2.2				2.3							F	
120	8.797	TL	RR	Y		0.8					1.6	1.9			4.3	10.1										F	RRTL to Villa Park Road
121	9.758	ML	R1	Y		0.8					1.4	1.0			3.2	11.9										F	
122	10.663	CO	CO	N		1.0					2.2	1.8			5.0	12.1										F	
123	10.807	ML	R2	Y		0.6					2.2			0.7	4.1	7.6	10.3					7.6	C	III	S	P	A 2.5 in T1 layer between S2 and SAHM
124	10.807	S	OR	N		0.5					1.1				1.6			3.5								F	Base Crack
125	11.782	ML	R1	Y		0.9					2.6				3.5	12.4										F	
126	12.789	ML	L1	Y		1.0					2.0	1.9	0.5	0.7	6.1	12.2										F	
127	13.784	S	OR	N		1.1					3.1	2.1			6.3	6.4										F	
128	14.468	ML	L1	N		0.5					1.9	0.5	0.6	0.8	4.3	12.2					12.0					F	
129	14.471	ML	L2	N		1.2					1.6	0.6	0.5	1.1	5.0	12.1										F	
130	12.637	SS	R2	Y		0.7					1.7	2.1			4.5	11.3						4.5	C	III	S	P	SS - Homeland Garfield Road Base Crack

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131	12.664	TL	LL	Y		1.0					5.1					6.1	7.4								F	LLTL to Homeland Garfield Road
132	8.754	TL	LR	Y		0.9					1.6	1.3				3.8	11.1								F	LRTL to Vermont private road
AVERAGE					1.10	0.91	0.95	1.59	1.37	2.12	1.40	0.52	1.40	2.09	4.37	11.14			5.11	2.76	12.00	4.24				
MAX					1.60	1.80	1.00	2.00	1.90	5.60	4.10	0.70	2.90	4.10	9.00	15.20			7.50	5.40	12.00	9.00				
MIN					0.60	0.30	0.80	1.10	1.00	0.90	0.40	0.40	0.40	1.00	0.80	2.00			3.50	1.80	12.00	2.00				
LAYER COEF.					0.17	0.00	0.25	0.25	0.25	0.25	0.25	0.00	0.25	#N/A		0.18	UNKW	0.16	UNKW	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.

<u>Lane Designations - Decreasing MP</u>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>		<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor