

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

Cored By: District Materials Office

Coring Completion Date: 7/29/2024

Typical Section: 1

W.P.I. No.:	Name: SR 572 (Airport Road)	Lanes: 2
Fin. Proj. ID: 450873-1	From: SR 600 (US 92)	Shoulder Type and Condition:
F.A. Project No.:	To: N of Rooms to Go Entrance	Inside: N
County: POLK	Beg MP: 0.030	End MP: 0.651
Roadway ID: 16011000	Length: 0.621	Outside: Paved
SR No.: 572	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair		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
					FC12.5	SP2F	SP1F	S	T1	WC	LR	ABC-2		DEPTH (IN.)	TYPE	CLASS		EXTENT					
1	0.030	ML	R1	Y	1.6		1.6		1.4	0.5			5.1	7.0			12.0	5.1	C	III	S	P	SOUTHBOUND, BASE CRACK
2	0.181	ML	R1	Y	2.2		1.3	1.5	1.2	0.6			6.8	6.0			12.0	6.8	C	III	S	P	SOUTHBOUND, BASE CRACK
3	0.201	ML	R1	Y	1.9	3.5							5.4	6.0			12.0	5.4	C	III	S	P	SOUTHBOUND, WIDENING CRACK, 6.7" ON LEFT SIDE
4	0.449	ML	R1	Y	1.8	3.3							5.1	7.0			12.0	2.6	C	II	M	F	SOUTHBOUND, JOINT CRACK, 1/2 NEW & 1/2 OLD PAVEMENT
5	0.597	ML	R1	Y	2.0	2.9							4.9	3.0			12.0					F	SOUTHBOUND, NEW PAVEMENT
6	0.639	ML	R1	Y	1.1		1.2	1.6	1.3	0.6			5.8	6.0			12.0	5.8	C	III	S	P	SOUTHBOUND, BLOCK CRACKING, BASE CRACK
7	0.568	ML	L1	Y	1.4		1.5	2.4	1.0	0.5			6.8	6.5			12.0	6.8	C	III	S	P	NORTHBOUND, BASE CRACK
8	0.539	ML	L1	Y	1.4		1.5	1.5	1.1	0.6			6.1	6.0			12.0	6.1	C	III	S	P	NORTHBOUND, WIDENING CRACK, BASE CRACK
9	0.323	ML	L1	Y	1.5		1.3	2.0		0.7			5.5	7.0			12.0	5.5	C	III	S	P	NORTHBOUND, WIDENING CRACK, BASE CRACK
10	0.218	ML	L1	Y	1.2	2.0		3.8					7.0	4.0			12.0	7.0	C	III	S	P	NORTHBOUND, ALLIGATOR CRACKING, BASE CRACK, RWP
11	0.055	ML	L1	Y	2.5		0.9						3.4	3.0			12.0	3.4	C	III	S	F	NORTHBOUND, WARRANTY PATCH, BASE CRACK
13	0.201	S	OR	N	1.8								1.8	4.0			12.0					F	SOUTHBOUND
14	0.568	S	OL	N	1.7			1.0					2.7	4.0			12.0	2.7	C	III	S	P	NORTHBOUND, SEVERE CRACKING, BASE CRACK
15	0.500	TL	LL	Y	1.5		2.0	1.4	0.9	0.6			6.4	6.0			12.0	4.5	C	III	M	P	NORTHBOUND, JOINT CRACK
16	0.217	S	OL	N	0.8								0.8	5.5			12.0	0.8	C	III	S	P	NORTHBOUND, SEVERE CRACKING, BASE CRACK
19	0.338	TL	RL	Y	1.3		1.5	1.8	1.0	0.6			6.2	7.0			12.0	3.4	C	II	M	F	SOUTHBOUND, POSSIBLE STARTING OF SLIPPAGE
20	0.045	ML	L1	Y	1.4		1.3	1.3					4.0		5.3		12.0	4.0	C	III	S	P	NORTHBOUND, ALLIGATOR CRACKING, BASE CRACK
21	0.449	TL	RR	N	1.2	3.2							4.4	11.0			12.0					F	SOUTHBOUND, NEW PAVEMENT
22	0.597	S	OR	N	2.0	2.5							4.5	4.5			12.0					F	SOUTHBOUND, NEW PAVEMENT
23	0.323	S	OL	N	1.4								1.4	5.5			12.0					F	NORTHBOUND
24	0.030	TL	LL	Y	1.2		1.6		1.0	0.5			4.3	6.5			12.0	2.2	C	II	M	F	NORTHBOUND
AVERAGE					1.57	2.90	1.43	1.83	1.11	0.58			4.69	5.78	5.30		12.00	4.51					
MAX					2.50	3.50	2.00	3.80	1.40	0.70			7.00	11.00	5.30		12.00	7.00					
MIN					0.80	2.00	0.90	1.00	0.90	0.50			0.80	3.00	5.30		12.00	0.80					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23	UNKW				0.18	0.16		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.