

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

Cored By: RCS

Coring Completion Date: 10/15/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 540				Lanes:	4 Lanes
Fin. Proj. ID:		From:	East of Jim Keene Blvd				Shoulder Type and Condition:	
F.A. Project No.:	447435-1-32-02	Roadway ID:	16119000				Inside:	Paved Shoulder
County:	Polk	SR No.:	540				Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn X	Other:	Curb & Gutter (Y/N): Yes

**Mainline Cores (ML)**

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				PAYEMENT CONDITION	COMMENTS
					FC9.5	FC12.5	SP12.5	SP9.5						LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	6.290	ML	R1	N	1.2			2.3					3.5	12.2					3.5	C	III	S	P	Base Crack
2	6.331	ML	R1	Y	1.0			2.6					3.6	11.4					3.6	C	III	S	P	Base Crack
3	6.779	ML	R1	N	0.9			2.2					3.1	11.6					3.1	C	III	S	P	Base Crack
4	8.366	ML	R1	N	0.8			2.3					3.1	10.0					3.1	C	III	S	P	Base Crack
5	6.414	ML	R2	N	1.0			2.3					3.3	11.0					3.3	C	III	S	P	
6	8.017	ML	L2	Y	0.8			2.8					3.6	10.4					3.6	C	III	S	P	Base Crack
7	7.418	ML	L2	N	0.9			2.4					3.3	8.5					3.3	C	III	S	P	Base Crack
8	6.910	ML	L2	Y	0.9			2.7					3.6	10.0			12.0		3.6	C	III	S	P	Base Crack
9	6.471	ML	R2	Y	0.9			2.6					3.5	10.6					3.5	C	III	S	P	Base Crack
11	6.492	ML	R1	Y	1.1			2.8					3.9	11.8					2.0	C	II	L	F	
13	6.647	ML	R2	Y	1.0			2.7					3.7	10.3					3.7	C	III	S	P	Base Crack
15	6.813	ML	R1	N		1.8		0.3					2.1	10.5			12.0						F	
17	7.013	ML	R2	Y	1.0			2.4					3.4	11.3					2.6	C	II	L	F	
19	7.135	ML	R1	Y	1.0			2.0					3.0	12.6									F	
21	7.317	ML	R2	Y		2.0		3.0					5.0	11.1					2.6	C	III	M	P	
23	7.445	ML	R1	Y	1.0			2.5					3.5	11.9									F	
25	7.639	ML	R2	Y		1.6		2.2					3.8	11.8			12.0						F	
28	7.866	ML	R1	Y		1.5		1.2					2.7	11.0									F	
30	7.987	ML	R2	Y	0.9			2.5					3.4	12.0					3.4	C	III	S	P	Base Crack
32	8.132	ML	R1	Y	1.2			2.4					3.6	10.3									F	
34	8.303	ML	R2	Y	0.9			2.5					3.4	12.3									F	
36	8.470	ML	R1	Y	0.8			2.0					2.8	11.2			12.0		2.8	C	III	S	P	Base Crack
38	8.711	ML	R2	N	1.0			2.3					3.3	11.5									F	
40	8.856	ML	R1	Y	1.1			2.6					3.7	11.1									F	
42	8.998	ML	R2	Y	1.0			2.5					3.5	12.2									F	
44	9.108	ML	R1	Y	1.2			3.2					4.4	11.3									F	
46	9.179	ML	L1	N	1.0			2.8					3.8	12.5									F	
48	9.071	ML	L2	Y	0.8			2.3					3.1	13.6					3.1	A	III	S	P	Base Crack
50	8.839	ML	L1	N	1.0			2.7					3.7	12.7			12.0						F	
52	8.594	ML	L2	Y	0.9			2.8					3.7	13.2					3.7	C	II	S	F	Base Crack

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Fin. Proj. ID:		From:	East of Jim Keene Blvd				Shoulder Type and Condition:	
F.A. Project No.:	447435-1-32-02	Roadway ID:	16119000				Inside:	Paved Shoulder
County:	Polk	SR No.:	540				Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn X	Other:	Curb & Gutter (Y/N): Yes

**Mainline Cores (ML)**

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	COMMENTS
					FC9.5	FC12.5	SP12.5	SP9.5								LR		ABC-2		DEPTH (IN.)	TYPE		
54	8.439	ML	L1	Y	0.9			2.5					3.4	12.9				3.4	C	II	S	F	Base Crack
56	8.290	ML	L2	Y	1.0			2.2					3.2	11.6				3.2	C	II	S	P	Base Crack
58	8.074	ML	L1	Y	0.9			2.4					3.3	12.7								F	
60	7.827	ML	L2	N		1.5		1.5					3.0	10.6								F	Base Crack
63	7.673	ML	L1	N		1.3		1.7					3.0	13.2								F	
65	7.459	ML	L2	N		1.9		1.8					3.7	11.5				3.7	C	III	S	P	Base Crack
67	7.287	ML	L1	Y		1.3		2.2					3.5	12.2		12.0		3.5	C	III	S	P	Base Crack
69	7.242	ML	L2	Y	1.0			2.6					3.6	10.6				3.6	C	III	S	P	Base Crack
71	7.094	ML	L1	Y		1.8		0.6					2.4	14.0								F	
73	6.999	ML	L2	N		2.9		2.1					5.0	7.6				2.0	C	III	S	P	
75	6.763	ML	L1	Y	1.1			2.8					3.9	12.6				3.9	C	II	M	F	Base Crack
77	6.651	ML	L2	Y				4.2					4.2	9.9								P	Patch Area (Bottom up Cracking)
79	6.527	ML	L1	Y	0.8			2.3					3.1	13.4		12.0		2.7	C	III	M	P	
81	6.331	ML	L2	Y	0.9			2.8					3.7	11.4				3.7	C	III	S	P	Base Crack
<b>AVERAGE</b>					<b>0.97</b>	<b>1.76</b>		<b>2.35</b>					<b>3.48</b>	<b>11.50</b>			<b>12.00</b>	<b>3.24</b>					
<b>MAX</b>					<b>1.20</b>	<b>2.90</b>		<b>4.20</b>					<b>5.00</b>	<b>14.00</b>			<b>12.00</b>	<b>3.90</b>					
<b>MIN</b>					<b>0.80</b>	<b>1.30</b>		<b>0.30</b>					<b>2.10</b>	<b>7.60</b>			<b>12.00</b>	<b>2.00</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>						<b>0.18</b>	<b>0.16</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.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch 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
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Typical Section: 1

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Fin. Proj. ID:		From:	East of Jim Keene Blvd			Shoulder Type and Condition:	
F.A. Project No.:	447435-1-32-02	Roadway ID:	16119000			Inside:	Paved Shoulder
County:	Polk	SR No.:	540			Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn X	Other:

**Side Street and Turn Lane Cores (SS/TL)**

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	COMMENTS
					FC9.5	FC12.5	SP12.5	SP9.5								LR		ABC-2		DEPTH (IN.)	TYPE		
27	7.754	SS	NA	Y		1.6	1.1	1.1					3.8	11.6								F	
62	7.754	SS	NA	Y		1.8		1.6					3.4	12.1				3.4	C	II	M	F	Base Crack
83	6.368	TL	RL	N	1.3			2.5					3.8		8.6			3.8	C	III	S	P	
84	6.901	TL	RL	N	1.0			2.4					3.4	13.1								F	
85	6.965	TL	LL	Y	1.4			2.6					4.0	12.2								F	
86	7.084	TL	RL	N	0.9			2.4					3.3	12.1			12.0					F	
87	7.135	TL	LL	N	1.1			2.3					3.4	11.6								F	
88	7.370	TL	LL	N	1.0			2.0					3.0	13.4								F	
89	7.546	TL	RL	N	0.6			2.3					2.9	12.9								F	
90	7.939	TL	RL	N	1.0			2.8					3.8	11.2								F	
91	7.701	TL	LL	N		1.5		1.8					3.3	13.2								F	
92	7.692	TL	LR	N		1.5		2.1					3.6	12.8								F	
93	7.840	TL	LL	Y		1.8		2.6					4.4	12.5								F	
94	7.861	TL	LR	N		1.6		2.2					3.8	12.9								F	
95	8.395	TL	LL	N	1.0			2.5					3.5	12.7			12.0					F	
96	8.572	TL	RL	N	1.5			1.4					2.9	15.3								F	
97	9.193	TL	RL	N	1.0			2.6					3.6	12.9								F	
<b>AVERAGE</b>					<b>1.07</b>	<b>1.63</b>	<b>1.10</b>	<b>2.19</b>					<b>3.52</b>	<b>12.66</b>	<b>8.60</b>			<b>12.00</b>	<b>3.60</b>				
<b>MAX</b>					<b>1.50</b>	<b>1.80</b>	<b>1.10</b>	<b>2.80</b>					<b>4.40</b>	<b>15.30</b>	<b>8.60</b>			<b>12.00</b>	<b>3.80</b>				
<b>MIN</b>					<b>0.60</b>	<b>1.50</b>	<b>1.10</b>	<b>1.10</b>					<b>2.90</b>	<b>11.20</b>	<b>8.60</b>			<b>12.00</b>	<b>3.40</b>				
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>						<b>0.18</b>	<b>0.16</b>			<b>0.08</b>					

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4. The cross slope is approximate and measured in the center of the lane.
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<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder	<u>Lane Type</u> ML - Mainline      S - Shoulder	<u>Crack Type</u> A - Alligator	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide	<u>Extent</u> L - Light	<u>Pavement Condition</u> G - Good
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County:	Polk	SR No.:	540			Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn X	Other:
						Curb & Gutter (Y/N):	Yes

**Shoulder Cores (S)**

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	COMMENTS
					FC9.5	FC12.5	SP12.5	SP9.5								LR	ABC-2			DEPTH (IN.)	TYPE	CLASS	EXTENT		
72	7.094	S	IL	N		2.0		1.8							3.8	11.4							F		
74	6.999	S	OL	N		2.1		2.8							4.9	6.6							F		
76	6.763	S	IL	N	1.1			2.8							3.9	11.6							F		
78	6.651	S	OL	N	1.1			2.7							3.8	10.5				3.8	C	III	L	P	Base Crack
80	6.527	S	IL	N	1.2			2.1							3.3	11.9							F		
82	6.331	S	OL	N	0.9			2.7							3.6	11.1							F		
<b>AVERAGE</b>					<b>1.08</b>	<b>1.73</b>		<b>2.47</b>							<b>3.73</b>	<b>10.42</b>				<b>12.00</b>	<b>2.15</b>				
<b>MAX</b>					<b>1.30</b>	<b>2.10</b>		<b>3.30</b>							<b>5.00</b>	<b>12.10</b>				<b>12.00</b>	<b>3.80</b>				
<b>MIN</b>					<b>0.90</b>	<b>1.10</b>		<b>1.40</b>							<b>3.00</b>	<b>6.60</b>				<b>12.00</b>	<b>0.50</b>				
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>								<b>0.18</b>	<b>0.16</b>			<b>0.08</b>					

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OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				