

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

Cored By: D1 & D7 Materials Personnel

Coring Completion Date: 3/18/2020

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

W.P.I. No.:		Name: SR 563	Lanes: 4
Fin. Proj. ID: 438027-1		From: S OF BEAKER ROAD	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 16003001	To: FOREST PARK STREET	Inside: NONE
County: POLK	SR No.: 563	Beg MP: 6.136	End MP: 8.458
		Length: 2.322	Outside: PAVED
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved: N
		Lawn: Y	Other:
			Curb & Gutter (Y/N): Y

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	COMMENTS
					FC12.5	FC9.5	FC3	S	SP2F	BIND						LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	6.949	ML	R1	Y	1.6			2.4							4.0	13.0				12.0	1.7					
2	7.690	ML	R1	Y		1.1		4.1						5.2	11.5				12.0	3.0						
3	8.416	ML	R1	Y	1.5			3.4						4.9	12.0				12.0	4.9						BASE CRACK
4	8.428	ML	L1	N		1.1		2.5	0.5	0.5				4.6	12.0				12.0	4.1						BASE CRACK
5	7.679	ML	L1	N		1.0		4.6						5.6	12.0				12.0	2.6						
6	6.861	ML	L1	N			1.2	3.5						4.7	12.5				12.0							
7	6.216	ML	R2	N	1.3			1.0	2.1					4.4	14.0				12.0	4.4						
8	6.917	ML	R2	Y		1.1		1.1	3.0					5.2	13.0				12.0	2.6						
9	8.198	ML	R2	Y	1.0			3.9						4.9	13.5				12.0	2.5						
10	8.180	ML	L2	Y	1.0			2.7						3.7	12.5				12.0	3.7						BASE CRACK
11	7.298	ML	L2	Y	1.0			4.1						5.1	13.5				12.0	5.1						BASE CRACK
12	6.406	ML	L2	Y			0.8	4.0						4.8	14.5				12.0	0.6						
13	6.405	ML	R3	N			0.9	3.7						4.6	14.0				12.0	2.8						
14	6.704	ML	L3	N			1.0	3.1						4.1	15.5				12.0	3.0						
15	6.433	TL	RR	Y			1.0	4.1						5.1	14.0				12.0	2.1						RIGHT TURNLANE TO PARKWAY
16	6.262	TL	RL	N			0.7	3.6						4.3	18.0				12.0							LEFT TURN TO BEAKER
17	6.410	TL	RL	N			0.8	3.7						4.5	13.5				12.0	2.5						OUTSIDE LEFT TURN TO PARKWAY
18	6.642	ML	R1	Y	1.6			1.4	1.4					4.4	14.0				12.0	2.5						PATCH
19	6.861	TL	RL	Y	1.3				2.8	0.6				4.7	13.0				12.0	2.5						OUTSIDE LEFT TURN TO TOWN CENTER
20	7.234	TL	RL	N		0.9		4.1						5.0	11.5				12.0							LEFT TURN LANE
21	7.293	TL	C	N	1.4			1.7	1.2	1.7				6.0	11.0				12.0							CROSSOVER
22	7.698	TL	RL	N		1.1		3.9						5.0	12.0				12.0							LEFT TURN LANE
23	7.745	TL	C	N		1.0		1.0		2.7				4.7	12.5				12.0	2.8						CROSSOVER
24	7.795	TL	RL	Y		1.1		3.8						4.9	11.5				12.0	1.8						LEFT TURN TO BEACON TERRACE
25	7.826	TL	C	N		1.2		4.1						5.3	14.0				12.0	4.4						CROSSOVER
26	8.051	TL	RL	Y		1.1		4.0						5.1	13.0				12.0	2.9						LEFT TURN TO BEACON RD

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Fin. Proj. ID:	438027-1	From:	S OF BEAKER ROAD			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16003001			Inside:	NONE
County:	POLK	SR No.:	563			Beg MP:	6.136
		End MP:	8.458		Length:	2.322	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved: N	Lawn: Y
		Other:			Outside:	PAVED	
				Other:			Curb & Gutter (Y/N):
						Y	

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	COMMENTS
					FC12.5	FC9.5	FC3	S	SP2F	BIND						LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
27	8.443	TL	RL	N		1.0		3.5							4.5	12.5				12.0						LEFT TURN TO FOREST PARK RD
28	8.319	TL	LL	N		1.0		4.6							5.6		9.7			12.0						LEFT TURN LANE
29	8.140	TL	LL	N		1.4		3.2							4.6	17.0				12.0						INSIDE LEFT TURN TO BEACON RD
30	7.998	TL	LL	N	1.7			2.8	2.0						6.5	12.0				12.0						LEFT TURN LANE
31	7.768	TL	LL	Y		0.8		3.4							4.2	13.0				12.0						LEFT TURN TO MAS VERDE
32	7.667	TL	LL	Y		1.1		3.1							4.2		8.6			12.0						LEFT TURN TO EDGEWOOD
33	7.329	TL	LL	Y		1.1		3.9							5.0	12.0				12.0	2.5					LEFT TURN TO OAKRIDGE
34	7.034	TL	LL	N	1.5			2.9							4.4	13.0				12.0	2.3					LEFT TO OAKBRIDGE PARKWAY
35	6.892	TL	LL	Y	1.4			3.1							4.5	15.0				12.0	2.5					LEFT TURN TO TARGET
36	6.714	TL	LL	N	1.9			3.7							5.6	16.5				12.0	2.5					INSIDE TURN TO PARKWAY
37	6.231	ML	R2	Y		0.8		3.2							4.0	12.0				12.0	4.0					ALLIGATOR CRACK, LR BASE PUMPING
38	6.596	ML	R2	N		1.0		1.4							2.4	15.0				12.0						PATCH - 0.2 RUT IN CENTER
39	6.858	ML	R2	Y		0.9		4.0							4.9	11.5				12.0	2.2					
40	6.925	TL	RR	Y	1.0			1.5	1.6						4.1	13.5				12.0	2.6					RIGHT TURN TO OAKBRIDGE PKWY
41	6.925	S	OR	N	1.6				0.7						2.3	6.5				12.0						
42	7.108	S	OR	Y	1.4				1.0						2.4	5.5				12.0						
43	7.227	TL	RR	Y	1.0			3.2							4.2	12.5				12.0	4.2					RIGHT TURN TO OAKBRIDGE PKWY
44	7.476	TL	RR	N	1.6			2.9							4.5		7.5			12.0	0.4					RIGHT TURN TO EDGEWOOD
45	7.476	S	OR	N	1.2				4.5						5.7	1.0				12.0						
46	7.697	TL	RR	N	1.3			1.0	2.4						4.7	11.0				12.0						RIGHT TURN TO MAS VERDE
47	8.016	TL	RR	N	1.0			1.4	2.3						4.7	13.0				12.0	2.0					RIGHT TURN TO BEACON RD
48	8.269	TL	RR	N	1.1			3.3							4.4	14.5				12.0						RIGHT TURN TO FOREST PARK
49	7.988	TL	LR	N	1.1			4.0							5.1	14.5				12.0						RIGHT TURN LANE
50	7.832	TL	LR	N	1.1			3.5							4.6	13.0				12.0						RIGHT TURN TO BEACON TERRACE
51	7.598	TL	LR	Y	1.4			3.5							4.9	12.5				12.0						RIGHT TURN TO GRASSLANDS
52	7.307	S	OL	N	1.5	2.6									4.1	5.5				12.0						

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County: POLK		SR No.: 563		Beg MP: 6.136		End MP: 8.458		Length: 2.322		Outside: PAVED			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved: N		Lawn: Y		Other:		Curb & Gutter (Y/N): Y	

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	COMMENTS
					FC12.5	FC9.5	FC3	S	SP2F	BIND								LR	ABC-2				DEPTH (IN.)	TYPE		
53	7.060	TL	LR	Y	1.4			3.6							5.0	12.0				12.0	3.3				RIGHT TURN TO TOWN CENTER	
54	6.833	TL	LR	N	1.8			6.2						8.0	9.0				12.0	2.0					RIGHT TURN LANE - WORMING	
55	6.717	TL	LR	N			1.2	2.3						3.5	12.5				12.0						RIGHT TURN LANE	
56	6.612	TL	LR	N		1.3		3.3						4.6	13.0				12.0						RIGHT TURN TO PARKWAY	
57	6.366	TL	LR	N			1.1	3.9						5.0	13.5				12.0	0.5					MERGE LANE	
58	6.598	ML	R3	Y	1.0			1.2	1.6					3.8	14.0				12.0	1.5					PATCH	
<b>AVERAGE</b>					<b>1.33</b>	<b>1.13</b>	<b>0.97</b>	<b>3.15</b>	<b>1.94</b>	<b>1.38</b>				<b>4.67</b>	<b>12.51</b>	<b>8.60</b>			<b>12.00</b>	<b>2.71</b>						
<b>MAX</b>					<b>1.90</b>	<b>2.60</b>	<b>1.20</b>	<b>6.20</b>	<b>4.50</b>	<b>2.70</b>				<b>8.00</b>	<b>18.00</b>	<b>9.70</b>			<b>12.00</b>	<b>5.10</b>						
<b>MIN</b>					<b>1.00</b>	<b>0.80</b>	<b>0.70</b>	<b>1.00</b>	<b>0.50</b>	<b>0.50</b>				<b>2.30</b>	<b>1.00</b>	<b>7.50</b>			<b>12.00</b>	<b>0.40</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</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>	<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	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				