

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 ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	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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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 ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	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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Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved: N		Lawn: Y		Other:		Curb & Gutter (Y/N): Y	

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					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	
AVERAGE					1.33	1.13	0.97	3.15	1.94	1.38				4.67	12.51	8.60		12.00	2.71							
MAX					1.90	2.60	1.20	6.20	4.50	2.70				8.00	18.00	9.70		12.00	5.10							
MIN					1.00	0.80	0.70	1.00	0.50	0.50				2.30	1.00	7.50		12.00	0.40							
LAYER COEF.					0.25	0.25	0.17	0.25	0.25	0.20					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.

<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				