

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

Cored By: Madrid Engineering: Cecil Allred

Date: 11/26/2020

Typical Section: _____

W.P.I. No.:	Name: SR 655 (Coleman Rd to CR 542)	Lanes: 2
Fin. Proj. ID: 445469-1	From: Coleman Road	Shoulder Type and Condition:
F.A. Project No.:	To: County Road 542	Inside: N/A
County: Polk	Beg MP: 1.996	End MP: 3.736
SR No.: 655	Length: 1.740	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other: None
		Curb & Gutter (Y/N): N

All Cores																													
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS	
					FC12.5	FC3	SP9.5	T1	S	S2	WC	LR	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS		EXTENT									
41	2.309	ML	R1	Y		0.7			2.7					3.4	5.0					3.4	A	3	S	P					
42	2.390	TL/CO	L2	N	1.6				5.0					6.6		6.0								P				Right Turn Lane	
43	2.383	TL/CO	L2	N	1.6				5.6					7.2		6.8				2.3	C	2	M	P				Right Turn Lane	
44	2.395	ML	L1	N		0.8		0.6	2.5					3.9	5.0				12.0				P						
45	2.400	ML	L1	Y		0.9			2.1	1.8	0.5			5.3	8.0					0.1	C	IB	L	P					
46	2.908	TL/CO	R1	N	0.9				2.3	1.6	0.7			5.5	8.0					0.9	C	IB	M	F				Center Turn Lane	
47	3.295	TL/CO	R1	N	1.5				1.4	1.1	0.7			4.7	8.0								G					Center Turn Lane	
48	3.162	ML	R1	N	1.5				3.2					4.7	11.0					2.2	C	IB	M	P					
49	3.162	ML	R1	N	1.3		3.3							4.6		8.6							F						
AVERAGE	2.81				1.21	1.00	2.22	0.60	3.13	1.31	0.62			4.80	7.84	5.22	4.33		11.67	3.19		2.50							
MAX	3.72				1.60	1.70	5.30	0.60	6.80	1.80	0.80			7.50	14.00	8.60	5.20		12.00	6.80		3.00							
MIN	2.00				0.70	0.50	0.90	0.60	0.90	0.80	0.50			2.00	1.50	1.50	3.40		11.00	0.10		2.00							
LAYER COEF.					0.25	0.17	0.25	0.23	0.25	0.25	0.00				0.18	0.16	UNKW		0.08										

- Notes:
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
 - Cross slope measurements taken in both the left and right wheel paths are presented in the cores taken along the mainline as LWP/RWP. All other cross slope measurements were taken from the center of the lane.
 - A blank cell indicates measurement was not recorded.

Lane Designations			Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type	
OL - Outside Left Shoulder	OR - Outside Right Shoulder	L2RT - Right Turn Lane Left of Centerline	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline	S - Shoulder
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	R2RT - Right Turn Lane Right of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane	SS - Side Street
L1LT - 1st Turn Lane Left of Centerline	R1LT - 1st Turn Lane Right of Centerline	CO - Crossover	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	