

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	SR No.: 655	Beg MP: 1.996	End MP: 3.736	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							
01	1.997	S	OR	N	1.1		2.5						3.6			3.4					G						
02	3.251	S	OR	N	1.3		5.3						6.6		6.1						G						
03	2.505	S	OL	N	1.4		1.4						2.8			4.4					G						
04	2.737	S	OL	N	1.4		1.2						2.6			5.2					G						
05	2.211	TL/CO	L2	N	0.7		1.0		1.0				2.7	6.0				2.7	C	2	M	F				Right Turn Lane, base cracked	
06	2.157	TL/CO	R1	Y	1.1	0.5	1.3		1.4	0.9	0.7		5.9	10.0				3.9	C	2	M	F				Center Turn Lane	
07	2.899	SS	-	Y	1.1		0.9						2.0	8.0				2.0	C	2	M	P				SS - Jan Phyl Place, Base crack	
08	3.113	SS	-	N		0.7			6.6				7.3	12.0				2.1	C	3	M	P				SS - Hatfield Road	
09	3.453	SS	-	Y		1.0			5.0				6.0	14.0							G						SS - Spirit Lake Road RTL
10	3.453	SS	-	Y		1.4			3.8				5.2	9.0				5.2	C	2	M	P				SS - Spirit Lake Road, Base Crack	
11	3.418	TL/CO	R2	Y		1.2			5.4				6.6		6.6						F						Right Turn Lane
12	3.492	TL/CO	L1	Y		1.0	4.6				0.6		6.2	8.0							P						Center Turn Lane, joint
13	2.559	SS	-	Y		0.6			1.6				2.2		1.5			2.2	B	2	S	P				SS - Sidney Circle, Base crack	
14	2.273	SS	-	Y		1.3			3.4				4.7		4.9						F						SS - Coleman Road
15	2.273	SS	-	Y		1.1			4.2				5.3		4.9						F						SS - Coleman Road
16	2.211	ML	R1	Y			2.1		3.6				5.7	6.0							P						Patch
17	2.231	TL/CO	R1	N	0.7		1.8		1.9		0.6		5.0	8.0				5.0	C	2	M	P				Center Turn Lane	
18	2.297	ML	R1	Y		0.9			1.2				2.1	6.0				2.1	A	3	S	P					
19	2.582	ML	R1	Y		1.1			1.6				2.7	8.0				2.7	C	2	M	P					
20	2.705	ML	R1	Y		1.0			4.2		0.6		5.8	7.0				5.8	C	2	M	P					
21	3.029	ML	R1	Y		1.1			2.4				3.5	10.0				3.5	C	2	S	P					
22	3.161	ML	R1	Y		1.2			1.3				2.5	2.5	2.5			2.5	C	3	S	P					Widening crack, 1/2 LR and 1/2 ABC
23	3.392	TL/CO	R2	N	1.3				6.1				7.4		4.9			1.3	C	3	S	P					Right Turn Lane
24	3.407	TL/CO	R2	Y		0.7			6.8				7.5		6.2			1.6	C	3	S	P					Right Turn Lane
25	3.487	ML	R1	Y		1.0			4.0	1.5	0.5		7.0	12.0				1.9	C	2	S	P					Patch
26	3.723	ML	L1	N		0.9			3.8	1.5	0.6		6.8	9.0			11.0	6.8	C	3	S	P					Base crack
27	3.400	ML	L1	Y		1.0			3.5				4.5	8.0			12.0	4.5	C	3	S	P					Base crack
28	3.236	ML	L1	Y		1.0			2.2	0.8	0.5		4.5	9.0				4.5	C	3	S	P					
29	2.909	ML	L1	Y		0.8			2.2				3.0	5.5				3.0	B	3	S	P					
30	2.619	ML	L1	N		0.8			2.8	0.8			4.4	1.5				4.4	C	3	S	P					
31	2.562	ML	L1	Y		1.1			1.4				2.5		1.5			2.5	A	3	S	P					Base crack
32	2.361	ML	L1	Y	0.8		2.3						3.1	8.0				3.1	C	2	M	P					Patch
33	2.366	ML	L1	Y		1.3			2.2				3.5	8.0				3.5	C	2	M	P					
34	2.255	ML	L1	Y	1.6				2.8				4.4	5.0				4.4	C	3	S	F					Base crack
35	2.066	ML	L1	Y	0.8		1.2		0.9				2.9	10.0				2.9	C	2	M	F					
36	3.573	TL/CO	R1	N		0.8			3.2	1.7	0.6		6.3	7.0				6.3	C	3	S	F					Center Turn Lane, base crack
37	3.573	TL/CO	R1	N		1.0			3.3	1.3	0.6		6.2	9.0							F						Center Turn Lane
38	3.573	TL/CO	R1	N		0.8			3.4	1.6	0.7		6.5	6.0				6.5	C	3	S	F					Center Turn Lane, base crack
39	2.323	TL/CO	R1	N		1.7			1.3	1.1	0.8		4.9	9.0				1.8	C	2	N	P					Center Turn Lane
40	2.385	TL/CO	L2	N		1.5			5.2				6.7		7.4			0.9	C	IB	N	P					Right Turn Lane

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County: Polk	SR No.: 655	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Beg MP: 1.996	End MP: 3.736
	Median Curbed (Y/N): N	Length: 1.740
	Paved	Other: None
	Lawn	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:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. 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.
4. 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	