

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

Cored By: Madrid

Coring Completion Date: 7/9/2021

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

W.P.I. No.:		Name: State Road 700 (US 98)		Lanes: 2	
Fin. Proj. ID: 445470-1		From: East of Mt. Zion Road		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 16040000	To: East of Old Stokes Road		Inside:
County: Polk	SR No.: 700	Beg MP: 11.250	End MP: 13.680	Length: 2.430	Outside:
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N	Paved	Lawn	Other: Curb & Gutter (Y/N): N

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					COMMENTS
					FC6	SP	S	ARMI	SAHM	S	BIND	S2	ABC-2	SAHM		LR	BIND	SHEL	DEPTH (IN.)	TYPE		CLASS	EXTENT	CROSS SLOPE (%) <sup>4</sup>			
1	11.287	S	OL	N	1.3	1.7	3.7							6.7			3.0			13.0	2.0	C	II	M	7.10		
2	11.293	ML	R1	Y	1.0	1.7	1.2	0.5	3.6		2.6			10.6		1.7					4.6	C	III	S	2.60	Binder fell apart	
3	11.452	S	OR	N	1.1	0.9								2.0	3.9					3.0					6.30		
4	11.702	ML	R1	Y	1.1	1.5	2.1	0.5	1.5	1.5				8.2	3.4	3.5					8.2	C	III	S	3.30	Widening crack	
5	11.767	ML	L1	Y	1.2	1.9	1.3	0.5	3.8		2.1			10.8		2.5					3.2	C	III	S	1.50		
6	11.821	SS	R1	N	1.1	0.8	0.9							2.8			11.0				1.1	C	IB	L	1.10	McClellan RD	
7	12.047	SS	L1	N	0.6									0.6				4.0							1.00	Turtle Run TR	
8	12.236	S	OL	N	1.1	0.9	1.2							3.2	3.9										5.90		
9	12.268	ML	L1	Y	1.0	2.1	1.3	0.5	4.7		2.2			11.8		2.1					2.2	C	III	S	3.00	Bottom of core fell apart, Binder fell apart	
10	12.301	ML	R1	Y	1.2	1.0	1.4	0.4	4.2			0.3		8.5			1.7				3.0	C	III	S	2.00	Base crack, Bottom-up cracking	
35	12.441	S	OR	N	1.5	1.2								2.7	3.4										8.30		
36	12.519	SS	R1	Y	1.1		0.7							1.8			11.0				1.1	C	IB	L	1.40	Dawes RD	
37	13.035	ML	L1	Y	1.3	0.9	2.0	0.3	3.8					8.3		2.1					8.3	C	III	S	2.80	Base crack	
38	13.197	S	OL	N	0.8	2.6								3.4	3.2										6.10		
39	13.232	ML	R1	N	1.1	3.3	1.6	0.6	3.6					10.2			2.6				4.7	C	III	S	0.50	Separated friction course, SP9.5 fell apart	
40	13.420	S	OR	N	1.5	1.0	2.0							4.5	3.1										6.20		
41	13.470	ML	L1	Y	1.0	1.2	1.5	0.6	2.4		1.1			7.8		3.3					7.8	C	III	S	1.70	Base crack	
42	13.536	ML	R1	N	1.3	0.9	1.3	0.5	3.5			2.0		9.5			1.1				9.5	C	II	M	2.50	Base crack	
43	13.581	SS	L1	N	1.2	1.9								3.1				4.0							2.00	Old Stokes RD	
44	13.615	ML	L1	Y	1.1		2.5		3.6		1.1			8.3		1.7					8.3	C	III	S	2.70	Base is SAHM	
45	13.649	ML	R1	Y	1.5		2.7							4.2			18.0								3.20		
46	13.687	TL	RL	Y	1.2		3.8							5.0			17.5								1.40		
47	11.707	ML	R1	Y	0.9	1.5	1.6	0.6						4.6		8.0									3.30	Widening crack - additional core	
48	11.707	ML	R1	Y	1.0	1.5	1.6							4.1	7.8										3.30	Widening crack - additional core	
<b>AVERAGE</b>					<b>1.13</b>	<b>1.50</b>	<b>1.81</b>	<b>0.50</b>	<b>3.47</b>	<b>1.50</b>	<b>1.82</b>	<b>1.15</b>		<b>5.95</b>	<b>4.10</b>	<b>3.11</b>	<b>12.10</b>		<b>4.00</b>	<b>8.00</b>	<b>4.92</b>				<b>3.30</b>		
<b>MAX</b>					<b>1.50</b>	<b>3.30</b>	<b>3.80</b>	<b>0.60</b>	<b>4.70</b>	<b>1.50</b>	<b>2.60</b>	<b>2.00</b>		<b>11.80</b>	<b>7.80</b>	<b>8.00</b>	<b>18.00</b>		<b>4.00</b>	<b>13.00</b>	<b>9.50</b>				<b>8.30</b>		
<b>MIN</b>					<b>0.60</b>	<b>0.80</b>	<b>0.70</b>	<b>0.30</b>	<b>1.50</b>	<b>1.50</b>	<b>1.10</b>	<b>0.30</b>		<b>0.60</b>	<b>3.10</b>	<b>1.70</b>	<b>3.00</b>		<b>4.00</b>	<b>3.00</b>	<b>1.10</b>				<b>0.50</b>		
<b>LAYER COEF.</b>					<b>0.25</b>	<b>#N/A</b>	<b>0.25</b>	<b>0.00</b>	<b>0.11</b>	<b>0.25</b>	<b>0.20</b>	<b>0.25</b>			<b>0.16</b>	<b>0.11</b>	<b>0.18</b>		<b>0.18</b>	<b>0.08</b>							

Notes:

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County:	Polk	SR No.:	700	Beg MP:	11.250	End MP:	13.680
				Length:	2.430		Outside:
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:
							Curb & Gutter (Y/N): N

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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					COMMENTS
					FC6	SP	S	ARMI	SAHM	S	BIND	S2	ABC-2	SAHM		LR	BIND	SHEL	DEPTH (IN.)	TYPE		CLASS	EXTENT	CROSS SLOPE (%) <sup>4</sup>			

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				