

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

Cored By: RCS

Coring Completion Date: 7/9/2021

Typical Section: 16040000

W.P.I. No.:		Name:	SR 700 (US 98) Polk County				Lanes:	1 way each direction							
Fin. Proj. ID:	445471-1	From:	Keller Road				Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	16040000				To:	W of Ridge Road							
County:	Polk County	SR No.:	700				Beg MP:	2.700	End MP:	8.690	Length:	5.990	Inside:	Paved Outside Shoulder / Same condition as mainlane	
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				PAVEMENT CONDITION	COMMENTS
					FC3	FC5	FC9.5	S	S2	SAHM	BIND	T1	WC	S2		SAHM	ABC-1	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	2.704	ML	R1	Y			0.8	1.9							2.7	4.3				14.8	2.7	C	III	M	P	Requested, SAHM Broke Apart, Base Crack
2	2.788	ML	R1	N			1.4	1.1							2.5	6.0					2.5	C	III	M	P	
3	2.788	S	OR	N			1.4	2.3							3.7		4.1								F	
4	3.444	SS	L1	Y			1.3	0.8							2.1	7.2					2.1	C	II	M	P	Lanier Road
5	3.456	ML	R1	Y			1.1	2.0							3.1	4.3					3.1	C	III	M	P	SAHM Broke Apart, Base Crack
6	3.460	S	OR	N			1.0	2.0							3.0		5.4								F	SAHM Broke Apart, Base Crack
7	3.967	ML	R1	Y		1.3		1.3		4.4					7.0			7.9			5.7	A	III	M	P	Requested
8	3.967	S	OR	N			1.4	2.6							4.0		5.0								F	
9	4.285	ML	R1	Y			1.0	1.7							2.7	4.4					2.7	C	II	M	P	Requested, SAHM Broke Apart, Base Crack
10	4.546	ML	R1	Y			1.1	1.5							2.6	3.2					2.6	C	III	M	P	Requested, SAHM Broke Apart, Base Crack
11	4.546	S	OR	N			1.5	2.5							4.0		4.1								F	
12	4.678	ML	R1	Y			1.2	1.6							2.8	5.5					2.8	C	III	S	P	Low side of S.E.L, SAHM Broke Apart, Base Crack
13	4.939	ML	R1	Y			1.5	1.6	1.1						4.2	6.7					4.2	C	Ib	C	F	SAHM Broke Apart, Base Crack
14	4.939	S	OR	N			1.4	2.8							4.2		4.5								F	
15	5.133	ML	R1	Y			1.3	1.4							2.7	5.8			12.4		2.7	C	III	M	P	
16	5.133	S	OR	N			1.4	2.6							4.0		4.1								F	
17	5.634	ML	R1	Y			1.0	3.0							4.0	6.8					1.9	C	Ib	L	F	SAHM Broke Apart
18	5.878	ML	R1	Y			1.4	1.6							3.0		5.6								F	
19	5.878	S	OR	N			1.5	1.9							3.4	5.6					3.4	C	II	M	P	
20	6.534	ML	R1	N			1.4	1.5							2.9	5.5					2.9	C	III	S	P	
21	6.534	S	OR	N			1.4	2.4							3.8		4.5								F	
22	6.750	ML	R1	Y			1.1	1.7							2.8	6.8					2.8	C	II	M	F	
23	6.750	S	OR	N			1.1	2.4							3.5		4.8								F	
24	7.178	ML	R1	N			1.1	1.7							2.8	4.6					2.8	C	II	M	P	SAHM Broke Apart, Base Crack
25	7.178	S	OR	N			1.3	2.2							3.5		4.8								F	
26	7.588	ML	R1	Y			1.0	2.9		2.9	1.7				8.5			2.0		2.0	8.5	C	III	S	P	SAHM in core
27	7.590	S	OR	N			1.1	3.4							4.5		5.5								F	
28	7.582	SS	R1	N			0.7			3.2	1.4				5.3		8.3				5.3	C	III	S	P	Has both L/R and SAHM, Avon park cut off rd



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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				PAVEMENT CONDITION	COMMENTS	
					FC3	FC5	FC9.5	S	S2	SAHM	BIND	T1	WC	S2		SAHM	ABC-1	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT			
57	3.847	ML	L1	Y			1.5	1.4	0.6						3.5	8.1						3.8	C	II	C	F	SAHM Broke Apart, Base Crack
58	3.847	S	OL	N			1.3	2.7						4.0		5.3										F	
59	3.761	SS	R1	Y	1.0									1.0				6.0				1.0	A	III	S	P	Broke rd, shell base, core broke apart. Brook Rd N
60	3.694	SS	R1	Y	0.7			1.7						2.4		2.0		7.6				2.4	C	II	M	F	Base crack. Canon Road
61	3.21	ML	L1	N			1.5	1.3		4.1			0.7	7.6	1.0				12.5			7.6	C	II	M	F	
62	3.21	S	OL	N			1.4	2.4						3.8		5.4										F	
63	2.848	ML	L1	Y			1.4	1.4	0.7					3.5	5.8							3.5	C	III	M	F	SAHM Broke Apart, Base Crack
64	2.848	S	OL	N			1.4	2.6						4.0		5.2										F	
<b>AVERAGE</b>					<b>0.85</b>	<b>1.30</b>	<b>1.26</b>	<b>2.25</b>	<b>1.60</b>	<b>3.61</b>	<b>1.55</b>	<b>1.80</b>	<b>0.57</b>	<b>1.30</b>	<b>4.08</b>	<b>5.52</b>	<b>4.55</b>	<b>5.40</b>	<b>6.80</b>	<b>7.11</b>	<b>3.16</b>						
<b>MAX</b>					<b>1.00</b>	<b>1.30</b>	<b>1.50</b>	<b>5.60</b>	<b>4.60</b>	<b>4.50</b>	<b>1.70</b>	<b>1.80</b>	<b>0.70</b>	<b>1.30</b>	<b>12.50</b>	<b>8.10</b>	<b>8.25</b>	<b>7.90</b>	<b>7.60</b>	<b>14.75</b>	<b>8.50</b>						
<b>MIN</b>					<b>0.70</b>	<b>1.30</b>	<b>0.70</b>	<b>0.80</b>	<b>0.60</b>	<b>2.90</b>	<b>1.40</b>	<b>1.80</b>	<b>0.50</b>	<b>1.30</b>	<b>1.00</b>	<b>1.00</b>	<b>1.80</b>	<b>2.00</b>	<b>6.00</b>	<b>0.00</b>	<b>0.50</b>						
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.11</b>	<b>0.20</b>	<b>0.23</b>	<b>UNKW</b>	<b>0.25</b>		<b>0.11</b>	<b>0.14</b>	<b>0.18</b>	<b>0.18</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
		BR - Bridge Approach/Departure				