

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

Cored By: Madrid

Coring Completion Date: 8/13/2021

Typical Section:

| | | | | | | | |
|--|----------|-------------|----------------------|----------------------|-------|---|--------|
| W.P.I. No.: | | Name: | SR 659 (Combee Road) | | | Lanes: | 2 |
| Fin. Proj. ID: | 440274-2 | From: | US Highway 98 | | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: | 16006000 | | | To: North Crystal Lake Drive | |
| County: | Polk | SR No.: | 659 | | | Beg MP: 0.000 End MP: 1.360 Length: 1.360 | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): | Paved | Lawn | Other: |
| | | | | | | Curb & Gutter (Y/N): | N |

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 | |
|----------|------------------------|-----------|------|----------|----------------------|--------|-------|-----|-----|-----|--|--|-------------------------------|------|------|-----|----------------------------------|-------|-----|-------------|------|--------------------|----------|--------------------------------------|
| | | | | | FC3 | FC12.5 | FC9.5 | S | T1 | S | | | | | | LR | | ABC-1 | RAP | DEPTH (IN.) | TYPE | | | CLASS |
| 1 | 1.342 | ML | R1 | N | | 1.6 | | 0.9 | 2.1 | 1.0 | | | | 5.6 | 9.0 | | | | 5.6 | B | II | M | P | Base crack |
| 2 | 1.331 | TL | RL | Y | | 2.0 | | | 2.0 | 1.1 | | | | 5.1 | 8.0 | | | | 3.1 | C | II | M | P | Friction course seperated |
| 3 | 1.323 | ML | R1 | Y | | 1.7 | | 0.9 | 2.1 | 1.1 | | | | 5.8 | 7.5 | | | | 2.0 | C | III | S | P | |
| 4 | 1.310 | S | OR | N | | 1.5 | | 1.7 | | | | | | 3.2 | | 3.3 | | | | | | | F | |
| 5 | 1.280 | TL | LL | N | | 1.2 | | 1.2 | 2.8 | 1.1 | | | | 6.3 | 7.0 | | | | 1.2 | C | III | S | P | Friction course seperated |
| 6 | 1.113 | S | OL | N | | 1.3 | | 2.8 | | | | | | 4.1 | | | 3.4 | 12.0 | | | | | F | |
| 7 | 1.193 | TL | RR | N | | 1.9 | | 0.9 | | | | | | 2.8 | 10.0 | | | | | | | | F | |
| 8 | 1.116 | ML | R1 | N | | 1.5 | | 1.2 | | | | | | 2.7 | 12.0 | | | | 2.7 | C | III | S | P | Base crack |
| 9 | 1.053 | TL | RL | N | | 1.5 | | 1.1 | 1.5 | 0.9 | | | | 5.0 | 6.0 | | | | | | | | F | Bottom-up cracking, Base crack |
| 10 | 0.978 | ML | R1 | Y | | 1.3 | | 1.4 | | | | | | 2.7 | 9.0 | | | | 2.7 | A | III | S | P | Base crack |
| 11 | 0.907 | ML | L1 | Y | | 1.1 | | 1.4 | | | | | | 2.5 | 8.0 | | | | 2.5 | C | III | S | P | Base crack |
| 12 | 0.737 | ML | L1 | Y | | 1.2 | | 2.3 | | | | | | 3.5 | 6.0 | | | | 3.5 | C | III | S | P | |
| 13 | 0.621 | TL | LL | Y | | 1.3 | | 2.0 | | | | | | 3.3 | 7.0 | | | | | | | | F | |
| 14 | 0.573 | S | OR | N | | 1.0 | | 0.7 | | | | | | 1.7 | | 2.7 | | | | | | | F | |
| 15 | 0.571 | TL | RL | N | | 1.1 | | 2.6 | | | | | | 3.7 | 6.0 | | | | 3.7 | C | IB | L | P | Base crack |
| 16 | 0.534 | S | OL | N | | 1.2 | | 2.0 | | | | | | 3.2 | | 4.0 | | | | | | | F | |
| 17 | 0.505 | ML | L1 | Y | | 0.8 | | 1.1 | | | | | | 1.9 | 5.5 | | | | 1.9 | A | III | S | P | |
| 18 | 0.502 | ML | R1 | Y | | 1.6 | | 2.8 | | | | | | 4.4 | 8.0 | | | | 4.4 | B | III | S | P | |
| 19 | 0.372 | ML | L1 | N | | 0.6 | | 2.2 | | | | | | 2.8 | 5.5 | | | | 2.8 | A | II | M | P | |
| 20 | 0.284 | TL | RL | Y | | 1.0 | | 1.2 | 1.6 | 1.0 | | | | 4.8 | 7.0 | | | | 4.8 | B | II | M | P | Base crack |
| 21 | 0.229 | ML | R1 | Y | | 1.2 | | 3.7 | | | | | | 4.9 | 8.0 | | | | 4.9 | B | III | S | P | |
| 22 | 0.224 | S | OL | N | | 1.7 | | 1.9 | | | | | | 3.6 | | 4.0 | | | | | | | F | |
| 23 | 0.195 | S | OR | N | | 1.5 | | 2.0 | | | | | | 3.5 | | 3.4 | 10.0 | | | | | | F | |
| 24 | 0.194 | ML | L1 | N | | 1.2 | | 4.2 | | | | | | 5.4 | 8.0 | | | | 5.4 | C | II | M | P | |
| 25 | 0.077 | TL | LL | N | | 1.1 | | 4.3 | | | | | | 5.4 | 7.0 | | | 15.0 | 2.8 | C | II | M | P | |
| 26 | 0.044 | ML | R1 | Y | | 1.2 | | 2.1 | | | | | | 3.3 | 9.0 | | | | 3.3 | C | II | M | P | |
| 27 | 0.023 | ML | L1 | N | | 0.7 | | 3.4 | | | | | | 4.1 | 3.5 | | | | 4.1 | C | III | M | P | Railroad rock encountered below base |
| 28 | 1.223 | SS | RR | N | 0.8 | | | | 1.3 | 0.9 | | | | 3.0 | 8.0 | | | | 3.0 | C | II | M | P | Skyview Dr |
| 29 | 1.121 | SS | R1 | N | 1.5 | | | 3.1 | | | | | | 4.6 | 10.0 | | | | | | | | P | Royal Dr |

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|---|----------|-------------|----------------------|--------|--|---|---|
| W.P.I. No.: | | Name: | SR 659 (Combee Road) | | | Lanes: | 2 |
| Fin. Proj. ID: | 440274-2 | From: | US Highway 98 | | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: | 16006000 | | | To: North Crystal Lake Drive | |
| County: | Polk | SR No.: | 659 | | | Beg MP: 0.000 End MP: 1.360 Length: 1.360 | |
| Overall Pavement Condition (from DMO field review): | | | | Fair | | Median Curbed (Y/N): | |
| | | | | Paved | | Lawn | |
| | | | | Other: | | Curb & Gutter (Y/N): N | |

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 |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|--|--|--|-------------|-------------------------------|-------------|-------------|-----|----------------------------------|-------------|------|-------|--------|---------------------------------|----------|
| | | | | | FC3 | FC12.5 | FC9.5 | S | T1 | S | | | | | | LR | ABC-1 | RAP | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |
| 30 | 1.091 | SS | L1 | Y | 1.3 | | | 3.5 | 4.9 | | | | | | 9.7 | 5.5 | | | | | | | F | South Crystal Lake Dr | |
| 31 | 1.069 | SS | R1 | Y | 1.2 | | | 2.1 | | | | | | 3.3 | 6.0 | | | | | | | | P | Industrial Park | |
| 32 | 0.951 | SS | L1 | Y | 1.3 | | | 3.0 | 2.1 | | | | | 6.4 | 9.0 | | | | | | | | P | Kiwanis Ave | |
| 33 | 0.869 | SS | R1 | N | | | 0.8 | 0.3 | | | | | | 1.1 | 10.0 | | | | | | | | F | | |
| 34 | 0.791 | SS | L1 | N | 1.1 | | | 1.8 | | | | | | 2.9 | 9.0 | | | | | | | | F | Exchange Ave | |
| 35 | 0.742 | SS | L1 | Y | 0.9 | | | 0.4 | | | | | | 1.3 | 7.0 | | | | 1.3 | C | II | M | P | Civitan Ave | |
| 36 | 0.593 | SS | L1 | N | 1.6 | | | 3.4 | | | | | | 5.0 | 11.0 | | | | | | | | F | Commerce Point Dr | |
| 37 | 0.513 | SS | R1 | Y | 1.2 | | | 1.9 | | | | | | 3.1 | 9.0 | | | | | | | | F | Mine and Mill Rd | |
| 38 | 0.298 | SS | R1 | Y | 1.2 | | | 5.7 | | | | | | 6.9 | 9.0 | | | | | | | | F | McJunkin Rd, Bottom-up cracking | |
| 39 | 0.220 | SS | RR | Y | | 1.5 | | 1.5 | | | | | | 3.0 | 9.0 | | | | | | | | F | Maine Ave | |
| 40 | 0.172 | SS | L1 | Y | 1.0 | | | 3.9 | | | | | | 4.9 | 7.0 | | | | | | | | F | Lyonal Dr | |
| 41 | 0.154 | SS | R1 | Y | 1.3 | | | 2.2 | | | | | | 3.5 | 6.0 | | | | | | | | F | Ellis Ave | |
| 42 | 0.091 | SS | R1 | Y | 1.1 | | | 1.4 | | | | | | 2.5 | 6.0 | | | | | | | | F | Fletcher Ave | |
| AVERAGE | | | | | 1.19 | 1.30 | 0.80 | 2.16 | 2.27 | 1.01 | | | | 3.96 | 7.74 | 3.00 | 3.70 | | 12.33 | 3.29 | | | | | |
| MAX | | | | | 1.60 | 2.00 | 0.80 | 5.70 | 4.90 | 1.10 | | | | 9.70 | 12.00 | 3.30 | 4.00 | | 15.00 | 5.60 | | | | | |
| MIN | | | | | 0.80 | 0.60 | 0.80 | 0.30 | 1.30 | 0.90 | | | | 1.10 | 3.50 | 2.70 | 3.40 | | 10.00 | 1.20 | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.25 | 0.23 | 0.25 | | | | | 0.18 | 0.14 | UNKW | | 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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline | <u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline | <u>Lane Type</u> ML - Mainline TL - Turn Lane | <u>Lane Type</u> S - Shoulder SS - Side Street | <u>Crack Type</u> A - Alligator B - Block | <u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch | <u>Extent</u> L - Light M - Moderate | <u>Pavement Condition</u> G - Good F - Fair |
|---|--|---|--|---|--|--|---|

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| County: | Polk | SR No.: | 659 | | | Beg MP: | 0.000 |
| | | | End MP: | 1.360 | Length: | 1.360 | Other: |
| Overall Pavement Condition (from DMO field review): | | Fair | Median Curbed (Y/N): | | Paved | Lawn | Curb & Gutter (Y/N): N |

All Cores

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|------------------------------|------------------------|------------------------------|------|----------|----------------------|--------|--------------------------------|---|----|-----------------|--|-------------------------------|--|--|-------------------------------|------------|-------|----------|--|----------------------------------|-------------|------|-------|--------|--------------------|----------|
| | | | | | FC3 | FC12.5 | FC9.5 | S | T1 | S | | | | | | LR | ABC-1 | RAP | | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |
| LL/LR - Left/Right Turn Lane | | RL/RR - Left/Right Turn Lane | | | CO - Crossover | | BR - Bridge Approach/Departure | | | C - Combination | | Class III - Cracks > 1/4 inch | | | | S - Severe | | P - Poor | | | | | | | | |