

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

Cored By: RCS

Coring Completion Date: 12/29/2021

Typical Section: 16100

W.P.I. No.:		Name: SR 546 (US 92)		Lanes: 4 lane roadway - 2 Lane each direction	
Fin. Proj. ID: 447432-1		From: West of SR 600		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 16100		To: SR 700	
County: Polk		SR No.: SR 546 (US 92)		Beg MP: 5.715	
Overall Pavement Condition (from DMO field review): Fair		End MP: 5.854		Length: 0.139	
		Median Curbed (Y/N): Y		Paved	
		Lawn: Yes		Other:	
		Curb & Gutter (Y/N): Y			

**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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS	
					FC5	FC9.5	SP9.5	S	S2	BIND	LR	ABC-2	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT											
18	5.813	TL	LL	Y	0.2		0.5	3.1						3.8	10.2														LLTL to SR 600
19	5.792	ML	L2	Y	0.7		2.2	0.5		1.6				5.0	11.3					0.5	C	II	M	P				Severe Raveling	
20	5.792	S	OL		1.1			1.7						2.8	6.0														
21	5.705	ML	L1	Y	1.4									1.4			8.7		11.0	1.4	C	III	S	P				Base Crack	
22	5.705	ML	L2	Y	0.4									0.4			7.6			0.4	C	III	S	P				Base Crack	
23	5.705	ML	R2	N		1.1								1.1			6.7			1.1	C	Ib	L	F					
24	5.746	TL	RR	Y		1.1		1.6		1.0				3.7	12.1													RRTL to SR 600	
25	5.782	SS	R1	N		0.7	0.7	1.7						3.1	10.4													SR 600	
26	5.798	ML	R1	Y	0.5		2.2	1.3						4.0	12.0													Severe Raveling	
43	5.761	ML	R1	Y		1.1	1.0	1.1						3.2	11.8				12.0										
44	5.809	ML	R2	Y	0.5		1.9	1.1		1.0				4.5	12.0													Severe Raveling	
45	5.769	ML	L1	Y	0.8		1.3	1.4		0.9				4.4	11.1														
46	5.737	ML	L2	Y	0.6		2.0	2.7		2.2				7.5	9.0					7.5	C	III	S	P				Base Crack	
47	5.765	ML	R2	Y			2.7	1.4		0.8				4.9	11.9				12.0										
48	5.723	ML	L1	Y	0.8		1.0	3.2		2.0				7.0	9.0					3.0	C	III	S	P					
<b>AVERAGE</b>					<b>0.70</b>	<b>1.00</b>	<b>1.55</b>	<b>1.73</b>		<b>1.36</b>				<b>3.79</b>	<b>10.57</b>		<b>7.67</b>		<b>11.67</b>	<b>2.32</b>									
<b>MAX</b>					<b>1.40</b>	<b>1.10</b>	<b>2.70</b>	<b>3.20</b>		<b>2.20</b>				<b>7.50</b>	<b>12.10</b>		<b>8.70</b>		<b>12.00</b>	<b>7.50</b>									
<b>MIN</b>					<b>0.20</b>	<b>0.70</b>	<b>0.50</b>	<b>0.50</b>		<b>0.80</b>				<b>0.40</b>	<b>6.00</b>		<b>6.70</b>		<b>11.00</b>	<b>0.40</b>									
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>					<b>0.18</b>	<b>0.16</b>	<b>UNKW</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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Lane Type</u> S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<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 Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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