

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
		End MP: 5.854
		Length: 0.139
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): Y	Paved
		Lawn: Yes
		Other:
		Outside: Paved - 5 feet width
		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								P						
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								F					RRTL to SR 600	
25	5.782	SS	R1	N		0.7	0.7	1.7							3.1	10.4								P					SR 600	
26	5.798	ML	R1	Y	0.5		2.2	1.3							4.0	12.0								P					Severe Raveling	
43	5.761	ML	R1	Y		1.1	1.0	1.1							3.2	11.8			12.0					F						
44	5.809	ML	R2	Y	0.5		1.9	1.1		1.0					4.5	12.0								P					Severe Raveling	
45	5.769	ML	L1	Y	0.8		1.3	1.4		0.9					4.4	11.1								F						
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						F						
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>	<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				