

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

Cored By: RCS

Coring Completion Date: 12/29/2021

Typical Section: 16020

W.P.I. No.:		Name:	SR 600			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:	16020			To:	County Road 33 A							
County:	Polk	SR No.:	SR 600			Beg MP:	2.249	End MP:	3.224	Length:	0.975	Inside:	No Shoulder	
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 ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS							
					FC5	FC9.5	SP9.5	S	S2	BIND						LR	ABC-2	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT												
42	3.159	S	OL			1.0	10.3							11.3			7.2																		
49	2.967	ML	R1	N	1.0		1.7	1.8						4.5	11.5																				
50	2.480	ML	L1	N	0.8		2.1	1.4		1.1				5.4	11.0																				
51	2.866	ML	L1	Y	0.8		2.1	1.3		1.5				5.7	10.8																				
AVERAGE					0.78	1.13	2.35	1.77	1.33	1.28				5.16	11.35	9.50	6.60		11.17	3.20															
MAX					1.00	2.70	10.30	6.10	2.40	2.50				11.30	14.20	9.50	7.20		12.00	5.80															
MIN					0.30	0.40	0.70	0.40	0.60	0.40				3.40	6.40	9.50	6.00		10.00	1.30															
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.20					0.18	0.16	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>	<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				