STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Roberts Consulting Services | Coring Completion Date: 1/5/2022 | Typical Section: 16020000

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 600 (US 92) | | | | | Lanes: | 4 Lanes - 2 lanes each direction |
| Fin. Proj. ID: | 447429-1 | | | From: | E Valley Pike | | | | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: | 16020000 | To: | Lake Alfread Road | | | | | Inside: | No Shoulder |
| County: | Polk | SR No.: | 600 | Beg MP: | 11.944 | End MP: | 14.349 | Length: | 2.405 | Outside: | Paved 4 feet shoulder |
| Overall Pavement Condition (from DMO field review): | | Fair | | Median Curbed (Y/N): | N | Paved | Lawn - X | Other: | | Curb & Gutter (Y/N): | Y |

## All Cores

| CORE NO. | MILE POST [2] | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) FC3 | FC5 | FC9.5 | SP9.5 | S | S2 | S | T1 | BIND | WC | TOTAL ASPHALT THICKNESS (IN.) | BASE LR | ABC-2 | CONC | RAP | STABILIZED SUBGRADE [3] | CRACK DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | RUT DEPTH - RWP (IN.) | CROSS SLOPE (%) [4] | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 11.950 | SS | L1 | Y | | 0.9 | | 1.3 | | 0.5 | | | 2.3 | | 5.0 | 10.0 | | | | | | | | | G | | | | Jersey Road |
| 2 | 12.079 | ML | R2 | Y | | 0.8 | | 1.0 | | 1.9 | | | 1.3 | | 5.0 | 9.3 | | | | 12.0 | 5.0 | C | II | L | F | | | | |
| 3 | 12.079 | S | OR | | | 0.8 | | 1.0 | 1.2 | | | | | | 3.0 | 4.5 | | | | | | | | | F | | | | |
| 4 | 12.148 | SS | L1 | Y | 0.4 | | | | | | | 0.6 | | | 1.0 | 4.0 | | | | | 1.0 | C | III | M | P | | | | Palm Lane Drive |
| 5 | 12.177 | SS | R1 | Y | 0.7 | | | | 0.6 | | | 0.7 | | | 2.0 | 3.5 | | | | | 2.0 | C | III | M | P | | | | Palm Lane Drive |
| 6 | 12.204 | SS | R1 | Y | 0.7 | | | | 1.9 | | | 0.4 | | | 3.0 | 2.5 | | | | | 3.0 | C | III | S | P | | | | Bass Circle |
| 7 | 12.260 | SS | R1 | Y | 0.6 | | | | 3.4 | | | | | 0.5 | 4.5 | | | | | | 4.5 | C | III | M | P | | | | Bream Street - No Base Clayey Sand Subgrade |
| 8 | 12.232 | SS | R1 | Y | 0.4 | | | | 0.8 | | | | | | 1.2 | 6.6 | | | | | | | | | F | | | | Perch Street |
| 9 | 12.282 | SS | R1 | Y | | | 0.9 | | 3.5 | | | | | | 4.4 | | | | | | 4.4 | C | III | S | P | | | | Catfish Lane - No Base Clayey Sand Subgrade |
| 10 | 12.316 | SS | R1 | Y | | | 0.9 | 1.0 | | | | | | | 1.9 | 8.6 | | | | | | | | | G | | | | Seaplane Base |
| 11 | 12.890 | TL | RR | N | | 0.9 | | | 1.5 | | | | | | 2.4 | 9.6 | | | | 10.0 | | | | | G | | | | RRTL to Airport |
| 12 | 12.922 | SS | L1 | Y | | 1.3 | | | 1.9 | | | | | | 3.2 | 11.3 | | | | | | | | | F | | | | Winter Haven Regional Airport |
| 13 | 13.123 | SS | L1 | Y | | | 0.8 | 2.3 | | | | | | | 3.1 | 17.0 | | | | | | | | | G | | | | Winter Haven Regional Airport |
| 14 | 13.466 | TL | RR | N | | 0.7 | | 1.0 | | | | 1.1 | | | 2.8 | 8.2 | | | | | | | | | F | | | | RRTL to 21st NW |
| 15 | 13.496 | SS | L1 | N | | 0.6 | 0.6 | | 2.8 | | | | | | 4.0 | 9.1 | | | | | 2.7 | C | Ib | L | F | | | | 21st street NW |
| 16 | 13.578 | ML | R2 | Y | | 0.5 | | 0.9 | 1.6 | | | | 0.7 | | 3.7 | 8.9 | | | | | 3.7 | C | III | S | P | | | | |
| 17 | 13.679 | ML | R2 | Y | | 0.8 | | 1.1 | | 0.6 | | | 1.0 | | 3.5 | 7.5 | | | | | 3.5 | C | III | S | P | | | | |
| 18 | 13.710 | ML | R2 | Y | | 0.7 | | 1.0 | 1.0 | | | | 1.0 | | 3.7 | 7.7 | | | | 11.5 | 3.7 | C | III | M | P | | | | |
| 19 | 13.710 | S | OR | Y | | 0.7 | | 0.7 | 0.6 | | | | | | 2.0 | 6.3 | | | | | | | | | F | | | | |
| 20 | 14.149 | ML | R2 | Y | | 0.9 | | 1.3 | | 1.1 | | | 1.0 | | 4.3 | 10.4 | | | | | 4.3 | C | III | L | F | | | | |
| 21 | 14.149 | S | OR | | | 0.8 | | 1.3 | | | | | | | 2.1 | 6.7 | | | | | | | | | F | | | | |
| 22 | 14.258 | TL | RR | N | | 0.9 | | 0.9 | 0.6 | | | | | | 2.4 | 10.8 | | | | | 2.4 | C | Ib | L | F | | | | RRTL to dealership |
| 23 | 14.237 | SS | R1 | Y | | 1.1 | | 0.9 | 0.9 | | | | 1.6 | | 4.5 | 8.5 | | | | | | | | | F | | | | Lock Street |
| 24 | 14.198 | ML | L2 | Y | | 0.7 | | 1.2 | | 1.2 | | | 1.7 | | 4.8 | 7.9 | | | | 12.0 | | | | | F | | | | Bottom Up Crack |
| 25 | 14.160 | ML | L2 | Y | | 0.8 | | 1.1 | 1.0 | | | | 2.1 | | 5.0 | 11.4 | | | | | | | | | F | | | | |
| 26 | 14.160 | S | OL | | | 1.0 | | | 0.9 | | | | | | 1.9 | 3.0 | | | | | | | | | F | | | | Bottom Up Crack |
| 27 | 13.867 | ML | L2 | Y | | 1.0 | | 0.7 | | 0.7 | | | 0.6 | | 3.0 | 7.8 | | | | | 3.0 | C | III | M | P | | | | |
| 28 | 13.599 | ML | L2 | N | | 0.9 | | 0.9 | 3.8 | | | 1.4 | | | 7.0 | | | 6.0 | | | 7.0 | C | III | M | P | | | | Buttom Up Crack/ 2 layers of WC - .6 and 1.4 inches |
| 29 | 13.599 | S | OL | | | 1.1 | | | 1.1 | | | | | | 2.2 | 6.3 | | | | 11.0 | | | | | F | | | | |
| 30 | 13.408 | SS | R1 | N | | 1.2 | | | 1.6 | | | | | | 2.8 | 10.9 | | | | | | | | | F | | | | |
| 31 | 13.128 | SS | R1 | Y | | 1.1 | | 1.1 | | 1.3 | | | | | 3.5 | | | | 6.0 | | | | | | F | | | | Lynchburg Road - No Base Clayey Sand Subgrade |
| 32 | 12.631 | SS | L1 | Y | | | 1.0 | | 2.6 | | | | | | 3.6 | 6.2 | | | | | | | | | F | | | | Lychee Drive |

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Roberts Consulting Services | Coring Completion Date: 1/5/2022 | Typical Section: 16020000

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 600 (US 92) | | | | | Lanes: | 4 Lanes - 2 lanes each direction | | |
| Fin. Proj. ID: | 447429-1 | | | From: | E Valley Pike | | | | | Shoulder Type and Condition: | | | |
| F.A. Project No.: | | Roadway ID: | 16020000 | To: | Lake Alfread Road | | | | | Inside: | No Shoulder | | |
| County: | Polk | SR No.: | 600 | Beg MP: | 11.944 | End MP: | 14.349 | Length: | 2.405 | Outside: | Paved 4 feet shoulder | | |
| Overall Pavement Condition (from DMO field review): | Fair | | | Median Curbed (Y/N): | N | Paved | Lawn - X | Other: | | Curb & Gutter (Y/N): | Y | | |

## All Cores

| CORE NO. | MILE POST [2] | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) FC3 | FC5 | FC9.5 | SP9.5 | S | S2 | S | T1 | BIND | WC | TOTAL ASPHALT THICKNESS (IN.) | BASE LR | ABC-2 | CONC | RAP | STABILIZED SUBGRADE [3] | CRACK DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | RUT DEPTH - RWP (IN.) | CROSS SLOPE (%) [4] | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 12.540 | SS | R1 | Y | | 1.4 | | 1.4 | | | | 1.2 | | | 4.0 | | 2.0 | | | | | | | | F | | | | Lake Mariana - No Base Clayey Sand Subgrade |
| 34 | 12.510 | ML | L2 | Y | | 0.9 | | 1.1 | 1.7 | | | 1.5 | | | 5.2 | | | 9.3 | | | 5.2 | C | III | S | P | | | | 2 layers of WC - .9 and .5 inches |
| 35 | 12.472 | SS | R1 | Y | | 1.6 | | | | | | | | | 1.6 | | 1.3 | | | 7.5 | | | | | F | | | | Oak Drive |
| 36 | 12.343 | SS | R1 | Y | | 1.0 | | 0.7 | 1.3 | | | | | | 3.0 | | 1.3 | | | 9.0 | | | | | F | | | | Palmetto Drive |
| 37 | 12.408 | SS | L1 | Y | | 1.2 | | 0.9 | 0.5 | | | | | | 2.6 | | 1.6 | | | 11.8 | | | | | F | | | | Pickney Drive |
| 38 | 11.994 | TL | LR | Y | | 1.0 | | 3.0 | | | | | | | 4.0 | 12.0 | | | | | | | | | F | | | | LRTL o Aarons Store - Cored on Pavement Joint |
| 39 | 11.954 | CO | CO | Y | | | 0.9 | | 2.0 | | | | 1.6 | | 4.5 | 10.0 | | | | | | | | | F | | | | |
| 40 | 12.309 | TL | RL | Y | | 1.0 | 1.0 | | | 0.6 | | | 2.7 | | 5.3 | 10.7 | | | | | | | | | F | | | | RLTL to Palmetto Dr |
| 41 | 12.339 | CO | CO | Y | | | 1.2 | | 1.5 | | | | 2.5 | | 5.2 | 9.1 | | | | | 5.2 | C | III | S | F | | | | Full Depth/Base Crack |
| 42 | 12.442 | TL | RL | Y | | 0.7 | | 1.2 | 1.3 | | | | 2.3 | | 5.5 | 11.0 | | | | | | | | | F | | | | RLTL to Oak Drive |
| 43 | 12.465 | CO | CO | Y | | | 1.1 | | 1.9 | | | | 2.5 | | 5.5 | 9.6 | | | | | 5.5 | C | III | M | P | | | | Full Depth/Base Crack |
| 44 | 12.731 | CO | CO | Y | | | 1.0 | | 1.1 | 1.3 | | | 3.4 | | 6.8 | 9.7 | | | | | | | | | F | | | | |
| 45 | 12.797 | ML | R1 | Y | | 0.9 | | 0.9 | | 0.9 | | | 2.1 | | 4.8 | 10.4 | | | | 12.0 | | | | | F | | | | |
| 46 | 13.099 | TL | RL | Y | | 0.8 | | 1.3 | 1.8 | | | | 1.5 | | 5.4 | 10.4 | | | | | | | | | F | | | | RLTL to Lynchburg Dr |
| 47 | 13.172 | ML | R1 | Y | | 0.9 | | 1.2 | 1.4 | | | | 1.5 | | 5.0 | 9.9 | | | | | | | | | F | | | | |
| 48 | 13.487 | CO | CO | Y | | | 1.0 | | | 1.6 | | | 2.2 | | 4.8 | 10.7 | | | | | 4.8 | C | III | M | F | | | | Base Crack |
| 49 | 14.108 | ML | R1 | Y | | 0.9 | | 1.9 | | 0.4 | | | 1.6 | | 4.8 | 10.2 | | | | | | | | | F | | | | |
| 50 | 14.209 | TL | RL | Y | | 0.8 | | 1.1 | | 1.0 | | | 2.2 | | 5.1 | 10.6 | | | | | | | | | F | | | | RLTL to Lock St |
| 51 | 14.231 | CO | CO | Y | | | 0.8 | 0.7 | | 0.7 | | | 2.5 | | 4.7 | 10.5 | | | | | 4.7 | C | III | M | P | | | | Base Crack |
| 52 | 14.326 | TL | RL | Y | | 0.7 | | 1.1 | | 1.5 | | | 2.5 | | 5.8 | 9.9 | | | | | | | | | F | | | | RLTL to US 17 |
| 53 | 13.964 | ML | L1 | Y | | 0.7 | | 0.9 | 1.1 | | | | 1.3 | | 4.0 | 8.0 | | | | 12.0 | | | | | F | | | | |
| 54 | 13.248 | ML | L1 | Y | | 0.8 | | 1.1 | 2.4 | | | 2.7 | | | 7.0 | | | 8.5 | | | 7.0 | C | III | M | P | | | | |
| 55 | 13.166 | TL | LL | N | | 1.5 | | | 3.5 | | | | | | 5.0 | | 8.0 | | | | 0.1 | C | Ib | L | F | | | | LLTL to airport |
| 56 | 12.934 | TL | LL | N | | 0.8 | | | 2.2 | | | | | | 3.0 | 11.7 | | | | | | | | | F | | | | LLTL to airport |
| 57 | 12.883 | ML | L1 | Y | | 0.7 | | 1.3 | 2.5 | | | | | | 4.5 | 10.8 | | | | | 4.5 | C | II | L | F | | | | |
| 58 | 12.510 | ML | L1 | N | | 0.9 | | 1.1 | 7.0 | | | | | | 9.0 | | | 7.1 | | | | | | | F | | | | |
| 59 | 11.973 | TL | LL | Y | | 0.5 | | | 1.6 | | | | 2.4 | | 4.5 | 11.4 | | | | | 1.2 | C | III | L | P | | | | LLTL to E Valley Pike - Core Delamination |
| ***AVERAGE*** | | | | | ***0.56*** | ***0.91*** | ***0.93*** | ***1.16*** | ***1.84*** | ***1.02*** | | ***1.20*** | ***1.85*** | ***0.50*** | ***4.02*** | ***8.96*** | ***2.84*** | ***7.73*** | ***6.00*** | ***10.88*** | ***3.84*** | | | | | | | | |
| ***MAX*** | | | | | ***0.70*** | ***1.60*** | ***1.20*** | ***3.00*** | ***7.00*** | ***1.90*** | | ***2.70*** | ***3.40*** | ***0.50*** | ***9.00*** | ***17.00*** | ***8.00*** | ***9.30*** | ***6.00*** | ***12.00*** | ***7.00*** | | | | | | | | |
| ***MIN*** | | | | | ***0.40*** | ***0.50*** | ***0.60*** | ***0.70*** | ***0.50*** | ***0.40*** | | ***0.40*** | ***0.60*** | ***0.50*** | ***1.00*** | ***2.50*** | ***1.30*** | ***6.00*** | ***6.00*** | ***7.50*** | ***0.10*** | | | | | | | | |
| ***LAYER COEF.*** | | | | | ***0.17*** | ***0.00*** | ***0.25*** | ***0.25*** | ***0.25*** | ***0.25*** | ***0.25*** | ***0.23*** | ***0.20*** | ***UNKW*** | | ***0.18*** | ***0.16*** | ***UNKW*** | ***UNKW*** | ***0.08*** | | | | | | | | | |

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Roberts Consulting Services | Coring Completion Date: 1/5/2022 | Typical Section: 16020000

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 600 (US 92) | | | | | Lanes: | 4 Lanes - 2 lanes each direction |
| Fin. Proj. ID: | 447429-1 | | | From: | E Valley Pike | | | | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: | 16020000 | To: | Lake Alfread Road | | | | | Inside: | No Shoulder |
| County: | Polk | SR No.: | 600 | Beg MP: | 11.944 | End MP: | 14.349 | Length: | 2.405 | Outside: | Paved 4 feet shoulder |
| Overall Pavement Condition (from DMO field review): | Fair | | | Median Curbed (Y/N): | N | Paved | Lawn - X | Other: | | Curb & Gutter (Y/N): | Y |

## All Cores

| CORE NO. | MILE POST [2] | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) FC3 | FC5 | FC9.5 | SP9.5 | S | S2 | S | T1 | BIND | WC | TOTAL ASPHALT THICKNESS (IN.) | BASE LR | ABC-2 | CONC | RAP | STABILIZED SUBGRADE [3] | CRACK DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | RUT DEPTH - RWP (IN.) | CROSS SLOPE (%) [4] | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

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.

| Lane Designations - Decreasing MP | Lane Designations - Increasing MP | Lane Type | | Crack Type | Crack Rating | Extent | Pavement Condition |
|---|---|---|---|---|---|---|---|
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | S - Shoulder | 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 | SS - Side Street | 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 | BR - Bridge Approach/Departure | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |