

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Intertek- PSI

Coring Completion Date: January, 10 2022

Typical Section: _____

W.P.I. No.: 198296-2-32-01	Name: SR 559	Lanes: 2
Fin. Proj. ID: 447436-1	From: SR 400 (I-4)	Shoulder Type and Condition: Paved, Fair
F.A. Project No.:	To: SR 33	Inside:
County: Polk / 16160	Beg MP: 7.850	End MP: 10.068
Roadway ID: 16160000	Length: 2.218	Outside:
SR No.: 559	Other:	Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Poor	Median Curbed: No	Paved: _____
	Lawn: _____	

Mainline Cores (ML)

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	
					FC12.5	FC9.5	SP9.5	S	S2	T1	BIND		LR	ABC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	7.950	ML	L1	N	1.6		2.0	3.2				6.8	9.3			12.0	6.8	B	III	S	F	Base Crack	
19	9.057	ML	L1	N	1.6		3.3	2.2			0.5	7.6	7.3				3.0		I	L	F		
28	9.672	ML	L1	Y	1.5		2.5	2.8			0.7	7.5	4.5				3.7	B	IB	S	P		
29	9.672	ML	L1	Y	1.6		2.5	3.5			0.7	8.3	5.0				3.3	B	IB	S	P		
39	9.921	ML	L1	Y	1.6		1.6	2.4			0.6	6.2	6.2		12.0		6.2	B	IB	S	F		
2	7.965	ML	R1	Y	1.5		1.7	2.2				5.4	10.0				5.4	B	III	S	F		
6	8.061	ML	R1	N	1.6		1.5	2.8				5.9	10.5		12.0		2.4	B	III	M	F	Core Separation	
14	8.697	ML	R1	N	1.7		3.1					4.8	12.0				2.1	B	IB	L	F		
18	8.842	ML	R1	Y	1.4		2.0	1.6				5.0	12.5				5.0	A	IB	S	P		
20	9.091	ML	R1	N	1.5		1.8	3.6			0.4	7.3	9.0				3.0	A	III	S	F		
35	9.827	ML	R1	Y	1.5		1.7	3.7			0.6	7.5	5.0				4.7	B	IB	S	F		
42	10.032	ML	R1	Y	1.3		2.6			1.8	0.6	6.3	5.2				6.3	B	IB	S	P		
AVERAGE					1.53		2.19	2.80			1.80	6.55	8.04		12.00		4.33						
MAX					1.70		3.30	3.70			1.80	8.30	12.50		12.00		6.80						
MIN					1.30		1.50	1.60			1.80	4.80	4.50		12.00		2.10						

Notes:

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- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
- 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	S- Shoulder	<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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F.A. Project No.: _____	To: SR 33	Inside: _____
County: Polk / 16160	Beg MP: 7.850	End MP: 10.068
Roadway ID: 16160000	Length: 2.218	Outside: _____
SR No.: 559	Other: _____	Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Poor	Median Curbed: No	Paved: _____
	Lawn: _____	

Turn Lane Cores (TL)

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
					FC12.5	FC9.5	SP9.5	S	S2	T1	BIND		LR	ABC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
3	7.990	TL	RL	N		0.8	1.9	3.0				5.7	9.0				5.7	B	III	M	F	
15	8.783	TL	RL	Y	1.2		1.5	3.1			0.6	6.4				6.0	3.8	B	III	M	F	
17	8.821	TL	LR	N	1.3		2.2	1.1				4.6	14.0				4.6	B	IB	M	F	Base Crack
43	10.041	TL	RR	N	1.6		1.4					3.0		6.1			3.0	B	IB	S	P	Base Crack
AVERAGE					1.37	0.80	1.75	2.40			0.60	4.93	11.50	6.10		6.00	4.28					
MAX					1.60	0.80	2.20	3.10			0.60	6.40	14.00	6.10		6.00	5.70					
MIN					1.20	0.80	1.40	1.10			0.60	3.00	9.00	6.10		6.00	3.00					

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<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	S- Shoulder	<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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Roadway ID: 16160000	Length: 2.218	Outside: _____
SR No.: 559	Median Curbed: No	Paved: _____
Overall Pavement Condition (from DMO field review): Poor	Lawn: _____	Other: _____
	Curb & Gutter (Y/N): N	

Shoulder Cores (S)

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	
					FC12.5	FC9.5	SP9.5	S	S2	T1	BIND		LR	ABC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT			
5	8.052	S	OR	N	1.6			1.4					3.0		3.0						F	Milled Shoulder, Base Crack	
7	8.160	S	OL	N			2.5						2.5		1.3			2.5	B	IB	M	F	Milled Shoulder, Base Crack
31	9.722	S	OR	N		1.0	1.2						2.2		3.0							F	
33	9.774	S	OL	N	1.3		1.2						2.5		2.2							G	
38	9.902	S	OR	N		1.1	1.9						3.0		3.5							G	
41	9.978	S	OL	N		1.4	1.0			2.7	0.7		5.8	6.2								F	
AVERAGE					1.45	1.17	1.56	1.40		2.70	0.70		3.17	6.20	2.60			2.50					
MAX					1.60	1.40	2.50	1.40		2.70	0.70		5.80	6.20	3.50			2.50					
MIN					1.30	1.00	1.00	1.40		2.70	0.70		2.20	6.20	1.30			2.50					

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County: Polk / 16160	Beg MP: 7.850	End MP: 10.068
Roadway ID: 16160000	Length: 2.218	Outside:
SR No.: 559	Other:	Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Poor	Median Curbed: No	Paved: _____
	Lawn: _____	

Side Street Cores (SS)

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
					FC12.5	FC9.5	SP9.5	S	S2	T1	BIND		LR	ABC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
4	8.022	SS	SS	N	1.8			1.2				3.0	10.0							F	Lelynn RV Resort Entrance	
8	8.237	SS	SS	N			0.9	1.1			0.7	2.7	5.3							F	SR 557 A	
9	8.237	SS	SS	Y			1.5	0.8	0.4			2.7	7.5							G	SR 557 A	
16	8.802	SS	SS	N	1.4		1.5					2.9	14.3							F	Fantasy Flight Ent.	
21	9.246	SS	SS	N	1.7							1.7		1.6			1.7		I	L	F	Base Crack / Camp Gilead Dr.
22	9.248	SS	SS	N	1.8		0.7					2.5		2.0							F	Lakeshore Dr.
23	9.563	SS	SS	N		1.0	1.0					2.0		2.2			2.0		I	L	F	Base Crack / Bridges Rd
24	9.563	SS	SS	N		0.9	0.8					1.7		1.2							F	Base Crack / Barfield Rd
25	9.564	SS	SS	N		0.8	0.6					1.4		1.7			1.4		I	L	F	Base Crack / Bridges Rd
26	9.565	SS	SS	N		1.1	0.9					2.0		1.9		12.0					F	Bridges Rd
27	9.626	SS	SS	Y		1.1	2.1					3.2	10.5								F	Bignonia Ave.
30	9.686	SS	SS	N		2.0		2.3				4.3	3.7								F	Callitris Ave.
32	9.750	SS	SS	N		1.0	0.4					1.4		1.3							G	Hamolia Ave.
34	9.809	SS	SS	Y	1.5							1.5	7.1								G	Azalea Ave.
36	9.880	SS	SS	Y		1.3						1.3	6.0								G	Possible widening area, Base Crack/ N. Hydrangea Ave.
37	9.882	SS	SS	N		1.0						1.0		7.0							F	Clayey sand/sandy clay beneath Asphalt Pavement/ N. Hydrangea Ave.
40	9.942	SS	SS	Y		1.0						1.0		1.3			1.0	B	IB	L	F	Possible widening area , base crack / Matt Williams BLVD
44	10.068	SS	SS	N		1.1	1.6					2.7	11.5				2.7		IB	M	F	Commonwealth Ave N
45	10.068	SS	SS	Y		1.1	1.9					3.0	10.5				1.2		IB	M	F	Commonwealth Ave N
AVERAGE					1.64	1.12	1.16	1.35	0.40		0.70	2.21	8.64	1.65	7.00		12.00	1.67				
MAX					1.80	2.00	2.10	2.30	0.40		0.70	4.30	14.30	2.20	7.00		12.00	2.70				
MIN					1.40	0.80	0.40	0.80	0.40		0.70	1.00	3.70	1.20	7.00		12.00	1.00				

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SR No.: 559	Other: _____	Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Poor	Median Curbed: No	Paved: _____
	Lawn: _____	

Cores Not Performed

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	
					FC12.5	FC9.5	SP9.5	S	S2	T1	BIND		LR	ABC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT			
10																						Coring was not performed (based on the directions from DMO-new pavement)	
11																							Coring was not performed (based on the directions from DMO-new pavement)
12																							Coring was not performed (based on the directions from DMO-new pavement)
13																							Coring was not performed (based on the directions from DMO-new pavement)
AVERAGE																							
MAX																							
MIN																							

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