

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

Cored By: MADRID CPWG

Coring Completion Date: 7/27/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name: SR 600 (US 92)	Lanes: 4
Fin. Proj. ID: 449233-1		From: Schalamar Creek Drive	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 16020000	To: West of SR 570	Inside: None
County: Polk	SR No.: 600	Beg MP: 5.577	End MP: 7.511
		Length: 1.934	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved N
		Lawn Y	Other: No Center Turn Lane
		Curb & Gutter (Y/N):	Inside: Y; Outside: N

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	COMMENTS
					FC5	FC9.5	FC12.5	SP9.5	S	BIND						LR	SCLY				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	5.608	ML	R2	Y	0.8			1.5	0.5	1.5				4.3	10.0				14.0	4.3	A	III	S	P	Base crack	
2	6.598	ML	R2	Y	0.9			1.2	0.4	1.2				3.7	10.0					3.7	A	III	S	P		
3	6.888	ML	R2	N	1.2			1.4	1.2	1.2				5.0	10.0									F		
4	7.219	ML	L2	N	1.1			1.6	1.4	1.1				5.2	9.0				15.0						F	
5	6.884	ML	L2	Y	0.6			1.3	1.3	1.4				4.6	10.0				0.0						P	Severe raveling
6	6.703	ML	L1	Y		1.2		2.5	11.8					15.5	6.0				0.0						P	On patch, bottom 6" of core shattered, possible settlement reported
7	6.701	ML	L2	Y	0.5			1.4	1.4					3.3	9.0				0.0	3.3	C	III	S	P	Near patch, possible settlement reported	
8	6.333	TL	LR	Y	1.5			1.6	0.7	2.2				6.0	10.0										F	LRTL
9	5.984	ML	L1	N	0.6			1.3	1.8	1.5				5.2	10.0					5.2	C	III	S	F	Base crack	
10	5.984	ML	L2	N	0.9			1.4	4.1					6.4	11.0					6.4	C	III	S	P	Base crack	
11	5.657	ML	R1	N	1.0			0.9	2.0					3.9	9.0				13.0						F	
12	5.946	ML	R2	Y	0.8			1.3	0.9	0.9				3.9	9.0				17.0	3.9	A	III	S	P	Organic content detected in subgrade (sample pulled)	
13	6.143	ML	R1	N	0.9			1.4	2.2					4.5	10.0				0.0						F	
14	6.401	ML	R2	Y	0.7			1.4	1.2	0.8				4.1	9.5										F	
15	6.762	ML	R1	Y	1.2			1.3	2.5					5.0	10.0				14.0						F	
16	6.996	ML	R2	Y	1.0			1.3	1.6	0.9				4.8	9.0					2.2	C	II	M	F		
17	7.265	ML	R1	Y	0.9			1.2	1.3	1.4				4.8	7.0				0.0						F	
18	7.440	ML	R2	N	0.9			1.7	0.5	1.3				4.4	9.0										F	
19	5.786	S	OR	N	1.3			0.5						1.8	5.0										F	
20	6.711	S	OR	N	1.4			0.8						2.2	6.0										F	
21	7.175	S	OL	N	1.3			0.8						2.1	6.0										F	
22	6.155	S	OL	N	1.2			1.3						2.5	6.0										F	
23	5.593	TL	RL	N	1.1			1.2	1.1					3.4	13.5										F	RLTL
24	5.900	TL	RR	N	0.7			1.5	0.9					3.1	12.0										P	RRTL, severe raveling
25	6.229	TL	RL	N	1.2			1.5		2.1				4.8	10.0										P	RLTL, core broke in half
26	7.029	TL	RL	Y	1.0			1.8	1.4					4.2	12.0										F	RLTL
27	7.078	TL	LR	Y	0.8			1.5	1.6					3.9	11.0				0.0	1.8	C	III	S	F	LRTL	

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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	COMMENTS
					FC5	FC9.5	FC12.5	SP9.5	S	BIND	LR	SCLY	DEPTH (IN.)	TYPE		CLASS	EXTENT									
28	6.298	TL	LL	N	1.1			1.2	1.5	2.4					6.2	12.0									F	LLTL
29	5.639	TL	LR	N	1.1			1.5	2.9					5.5	14.5						3.1	C	II	M	P	
30	5.753	CO	CO	N			2.0		3.5					5.5	12.0										F	
31	6.064	CO	CO	N			1.5			2.5				4.0	13.0				0.0						F	
32	6.474	CO	CO	N			1.8		1.9	1.3				5.0	11.0					5.0	C	III	S	F	Base crack	
33	6.875	CO	CO	N			1.7		0.8	1.9				4.4	10.0					4.4	C	II	M	P	Base crack	
34	7.046	CO	CO	N			1.9		1.5	1.8				5.2	11.0					5.2	C	IB	L	F	Bottom-up cracking	
35	7.390	CO	CO	N			1.4		1.6	2.0				5.0	10.0				0.0						F	
36	5.621	SS	R1	Y		1.0		3.1						4.1	14.0				0.0						F	Schalamar Creek Drive
37	5.760	SS	L1	N		1.2		1.5	2.8					5.5	8.0										P	Palmer Road
38	6.262	SS	R1	N		1.2		1.5		1.6				4.3	11.0										F	Old Dixie Highway
39	6.580	SS	TL	Y	1.0			1.6	1.3					3.9	10.0				0.0						F	McC Campbell Road, LRTL, R-turn only.
40	6.906	SS	TL	Y			1.6		0.6					2.2	11.0										F	Leisure Drive, LRTL, R-turn only.
41	6.948	SS	R1	N	0.6			1.4						2.0		16.0			0.0						P	Payne Street
42	7.048	SS	L1	N		1.3		1.1						2.4	15.0				0.0						F	Southampton Boulevard, The Hamptons Ent.
<b>AVERAGE</b>					<b>0.98</b>	<b>1.18</b>	<b>1.70</b>	<b>1.41</b>	<b>1.88</b>	<b>1.55</b>				<b>4.47</b>	<b>10.04</b>	<b>16.00</b>			<b>4.29</b>	<b>4.04</b>						
<b>MAX</b>					<b>1.50</b>	<b>1.30</b>	<b>2.00</b>	<b>3.10</b>	<b>11.80</b>	<b>2.50</b>				<b>15.50</b>	<b>15.00</b>	<b>16.00</b>			<b>17.00</b>	<b>6.40</b>						
<b>MIN</b>					<b>0.50</b>	<b>1.00</b>	<b>1.40</b>	<b>0.50</b>	<b>0.40</b>	<b>0.80</b>				<b>1.80</b>	<b>5.00</b>	<b>16.00</b>			<b>0.00</b>	<b>1.80</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>0.12</b>			<b>0.08</b>							

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					FC5	FC9.5	FC12.5	SP9.5	S	BIND						LR	SCLY				DEPTH (IN.)	TYPE	CLASS	EXTENT		

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