

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Completion 6/23/2023

Typical Section: 1

W.P.I. No.:				Name:	SR 600 (US 92 / US 17)			Lanes:	4 Lane Urban Principal Arterial Roadway			
Fin. Proj. ID:	450874-1			From:	W of Ramona Avenue			Shoulder Type and Condition:				
F.A. Project No.:				To:	3rd Street			Inside:	None			
County:	POLK	Roadway ID:	16020000	Beg MP:	22.133	End MP:	16.403	Length:	5.730		Outside:	Paved
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed:	Y	Paved:		Lawn:	Y	Other:	
											Curb & Gutter (Y/N):	Y

Mainline and GORE Cores (ML / GO)

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
					FC5	FC9.5	SP9.5	S	ARMI	S2	T1	BIND		ABC-2	RAP	LR	CONC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	16.410	ML	R1	Y		1.0	2.0	0.7				0.8	4.5			9.5				3.1	B	III	S	P	
3	16.456	ML	L1	N	0.8		2.0	0.8	0.5			0.9	5.0			8.0			29.0	3.3	A	III	L	F	
6	16.639	ML	R2	Y	0.7		2.1	0.6	0.4			1.0	4.8			12.0				0.7	B	IB	L	F	Wheel-rim gouge.
8	16.721	ML	R2	Y	0.8		2.4	0.8	0.5			1.2	5.7			8.8				4.5	B	III	M	F	DMO Pic 2. Transverse and longitudinal crack.
9	16.738	GO	GO	N	1.4								1.4			7.8				1.4	B	III	L	F	OR-Gore. Joint crack.
10	16.787	ML	L2	Y	0.8		2.0	0.9	0.4	1.7	0.8		6.6				UNK			3.2	C	III	M	F	CONC base prevented subgrade depth measurement.
14	16.961	ML	R1	Y	0.8		2.0	0.6	0.5			1.1	5.0			9.0			12.0	2.2	C	IB	L	F	
17	17.097	ML	L1	Y	0.9		2.1	0.4	0.6	1.8			5.8				UNK			2.8	B	III	M	F	Bottom-up crack.
18	17.170	ML	R2	N	0.7		2.3	0.7	0.4			1.5	5.6			9.2								F	Bottom-up crack.
19	17.277	ML	L2	Y	1.0		1.9	0.6	0.4	0.6			4.5			7.3				3.1	B	II	M	F	Culvert. Bottom-up crack.
20	17.323	ML	L2	N	1.0		1.9	0.5	0.5	1.8	0.7		6.4				UNK			6.4	B	II	M	F	Possible widening crack.
22	17.411	ML	L1	Y	1.0		1.9	1.0	0.5	2.0	0.8		7.2				UNK			2.9	C	III	S	P	Bottom-up crack.
23	17.467	ML	R2	Y	0.9		2.3	1.0	0.2			1.0	5.4			8.6			18.0					F	Wheel rim gouge.
26	17.589	ML	L2	N	0.7		1.8	0.8	0.4	0.6			4.3				UNK			4.3	B	II	L	F	CONC base prevented subgrade depth measurement.
27	17.621	ML	R1	Y	0.8		2.3	0.6	0.5			1.3	5.5			7.8				3.5	B	III	M	F	
29	17.698	ML	R1	Y	1.0		2.3	1.2	0.5			1.0	6.0			8.8				2.8	A	IB	M	F	
32	17.995	ML	L1	Y	1.0		2.1	0.7	0.5	2.0	1.4		7.7			8.6				7.7	B	III	S	P	
34	18.070	GO	GO	N	1.1		3.8						4.9			9.1								F	OL-Gore
35	18.080	ML	R2	N	1.0		1.9	1.1	0.4			1.2	5.6			11.4								F	
37	18.151	ML	R2	Y	1.0		1.3	1.0	0.5			1.2	5.0			11.3								F	Culvert. Wheel rim gouge.
39	18.236	ML	L2	N	1.0		1.9	1.1	0.5	1.7	0.7		6.9				UNK			4.1	B	III	M	F	Transverse and longitudinal (widening) crack.
40	18.245	ML	LL	N	0.6		2.5	1.6					4.7			7.8								F	
41	18.309	ML	R1	Y	1.0		1.9	1.0	0.4			1.2	5.5			7.3								F	Wheel rim gouge.
42	18.451	ML	R2	Y	0.7		2.1	0.8	0.4			0.9	4.9			8.6								F	Wheel rim gouge.
44	18.583	ML	L1	Y	0.7		1.6	1.0	0.5	1.8	0.7		6.3				UNK			6.3	B	III	M	F	
46	18.670	ML	L1	Y	0.6		1.8	0.6	0.6	1.9	0.6		6.1				UNK			6.1	B	III	M	F	
48	18.721	ML	R1	Y	1.0		1.6	1.0	0.5			1.0	5.1			11.7								F	Wheel rim gouge.
49	18.828	ML	L2	Y	0.9		2.2	0.5	0.6	1.5	1.0		6.7				UNK			3.4	B	III	L	F	Bottom-up crack. CONC base prevented subgrade depth.
52	19.020	ML	R2	Y	1.0		2.1	1.1	0.2			0.9	5.3			8.7								F	
53	19.085	ML	L1	N	0.8		1.5	1.0	0.4	1.4	0.8		5.9				UNK			5.9	B	III	S	P	
54	19.091	GO	GO	N	1.0		2.7						3.7			9.1								F	RL/R1-Gore
59	19.264	ML	R1	Y	1.0		2.0	1.1	0.4			1.4	5.9			8.4								F	Wheel rim gouge.
60	19.338	ML	L2	Y	1.0		1.7	0.6	0.5	2.1			5.9				UNK			3.1	B	II	L	F	Bottom-up crack.
61	19.439	ML	R2	N	1.0		2.5	1.1	0.3			1.0	5.9			8.4				3.6	C	III	M	P	
64	19.560	ML	L1	N	0.7		1.8	0.8	0.4	2.4	0.7		6.8				UNK			6.8	C	III	S	P	
66	19.719	ML	R1	N	1.0		1.4	1.5	0.4			1.2	5.5			11.3								F	
67	19.826	ML	R2	Y	1.2		1.9	0.6	0.3			1.0	5.0			9.0				5.0	A	III	S	P	DMO Pic 3. Possible widening crack.
68	19.882	ML	L2	N	0.6		1.9	1.1	0.5	2.0	0.8		6.9				UNK							F	
71	20.066	ML	R2	Y	1.3		2.2	0.6	0.5			1.0	5.6			10.7				3.7	A	III	S	P	Possible widening crack. Bottom-up crack.
72	20.120	ML	L1	Y	0.9		1.9	0.7	0.4	1.3			5.2			6.8								F	Wheel rim gouge.
75	20.249	ML	L2	Y	0.9		2.2	1.0	0.4	1.5			6.0			14.8				6.0	B	III	M	F	Transverse and longitudinal (widening) crack.

PAVEMENT EVALUATION CORING AND CONDITION DATA

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Completion 6/23/2023

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F.A. Project No.:				To:	3rd Street			Inside:	None			
County:	POLK	Roadway ID:	16020000	Beg MP:	22.133	End MP:	16.403	Length:	5.730		Outside:	Paved
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed:	Y	Paved:		Lawn:	Y	Other:	
											Curb & Gutter (Y/N):	Y

Mainline and GORE Cores (ML / GO)

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		
					FC5	FC9.5	SP9.5	S	ARMI	S2	T1	BIND		ABC-2	RAP	LR	CONC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT				
76	20.263	ML	R1	Y	0.9		2.3	1.1	0.4			1.5	6.2			8.3				2.7	A	IB	L	F			
77	20.308	ML	L2	N	1.0		1.8	1.4	0.6	1.6			6.4				UNK							F			
78	20.446	ML	L1	Y	0.9		1.7	1.4	0.4	1.6	1.1		7.1				UNK							F			
80	20.517	ML	R2	Y	1.2		1.6	0.9	0.5			1.2	5.4			11.4								F	Wheel rim gouge.		
83	20.704	ML	L2	N	1.1		1.6	0.5	0.8	2.4	0.8		7.2				UNK							F			
85	20.844	ML	R1	Y	0.9		1.5	1.3	0.6			0.9	5.2			7.8			5.2	5.2	A	IB	L	F			
88	20.982	ML	L1	Y	0.8		2.1			1.1	1.3		5.3				UNK		5.3	5.3	B	IB	L	F			
91	21.178	ML	R2	N	0.7		1.9	1.5			0.6	0.8	5.5			10.5								F			
93	21.200	ML	R1	Y	0.8		1.8	0.9					3.5			9.0			3.5		A	II	M	F	Culvert.		
94	21.247	ML	R1	Y	1.0		2.1	0.8					3.9			9.6								F	UP #0301. Wheel rim gouge.		
95	21.266	ML	L1	N	1.0		1.8	3.0		1.2	1.6		8.6				UNK							F	UP #0301		
96	21.354	ML	R1	Y	0.6		2.0	2.5			1.1	0.4	6.6			7.4		18.0	5.0	C	III	S	P				
97	21.383	ML	L2	N		0.9	2.1	0.5		0.9	1.8		6.2				6.0		6.2		B	IB	L	F			
99	21.464	ML	L1	N		0.7	2.2	0.5		1.1	1.8		6.3				UNK		6.3		B	III	S	P			
100	21.472	GO	GO	N		1.1		1.3				1.6	4.0			15.0		21.0						F	L2/LR-Gore		
103	21.570	ML	R2	N		1.0	2.4						3.4			9.6			2.3		A	II	M	F			
105	21.598	ML	L1	N		1.1	2.3						3.4				UNK		3.4		B	III	M	F			
107	21.662	ML	L2	N		1.0	2.6						3.6			9.4		19.0	3.6		B	II	M	F			
109	21.738	ML	R1	Y		1.0	2.0						3.0			9.5			3.0		B	II	M	F			
110	21.742	ML	L1	Y		1.0	2.0						3.0			9.0		19.0	3.0		B	II	S	P			
112	21.953	ML	R2	N		1.4	2.1						3.5			8.5		4.0	3.5		B	II	M	F		Possible widening crack.	
115	22.059	ML	R1	Y		1.0	2.5						3.5			8.5			2.2		A	IB	L	F			
116	22.090	ML	L2	Y		1.1	1.7					1.6	4.4			8.4			4.4		C	II	M	F			
AVERAGE					0.91	1.03	2.03	0.97	0.46	1.58	1.01	1.10	5.34			9.36	6.90	15.05	4.04								
MAX					1.40	1.40	3.80	3.00	0.80	2.40	1.80	1.60	8.60			15.00	7.80	29.00	7.70								
MIN					0.60	0.70	1.30	0.40	0.20	0.60	0.60	0.40	1.40			6.80	6.00	4.00	0.70								
LAYER COEF.					0.00	0.25	#REF!	0.25	0.25	#REF!	0.00	#REF!			0.16	UNKW	0.18	UNKW	0.12	0.08							

- Notes:
- 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.
 - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
 - 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 S - Shoulder TL - Turn Lane SS - Side Street CO - Crossover Bridge Approach/Depa	<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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PAVEMENT EVALUATION CORING AND CONDITION DATA

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Completion 6/23/2023

Typical Section: 1

W.P.I. No.:				Name:	SR 600 (US 92 / US 17)			Lanes:	4 Lane Urban Principal Arterial Roadway											
Fin. Proj. ID:	450874-1			From:	W of Ramona Avenue			Shoulder Type and Condition:												
F.A. Project No.:				Roadway ID:	16020000			To:	3rd Street											
County:	POLK			SR No.:	600			Beg MP:	22.133		End MP:	16.403	Length:	5.730	Inside:	None		Outside:	Paved	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed:	Y		Paved:			Lawn:	Y		Other:			Curb & Gutter (Y/N):	Y	

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				
					FC5	FC9.5	SP9.5	S	ARMI	S2	T1	BIND		ABC-2	RAP	LR	CONC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT						
2	16.446	TL	LL	N	0.7		2.5	1.0				2.0	6.2			7.8										F			
7	16.697	TL	RL	Y	0.5		1.9	5.0					7.4			8.4											F		
11	16.837	TL	RR	Y	1.0		1.7	0.5				2.0	5.2			7.1											F		
12	16.908	TL	LL	N	1.2		1.7	1.1				2.1	6.1			10.4											F		
31	17.919	TL	RL	N	1.1		4.4						5.5			10.8											F		
33	18.030	TL	LR	N	1.3		3.4						4.7			18.3			7.0								F		
50	18.861	TL	RL	N	0.6		3.1						3.7			12.6											F		
51	18.953	TL	LR	N	0.9		3.2						4.1			11.9											F		
55	19.152	TL	LL	N	1.0		2.6						3.6			9.2											F		
74	20.214	TL	LR	N	0.5		1.1	0.8					2.4			13.6											F		
81	20.591	TL	LR	N	1.3		4.5						5.8			17.0											G		
84	20.722	TL	LL	N	0.7		1.7		0.8			2.4	5.6			11.9											F		
87	20.975	TL	RL	N	1.1	1.9		2.5					5.5	10.4													F		
89	21.050	TL	RR	N	0.6		2.0	1.0				2.4	6.0			8.8											F		
92	21.183	TL	LR	N	0.6		1.8	0.7			0.8	0.7	4.6			8.9											F		
106	21.625	TL	RL	N		1.0	2.0						3.0			9.0			3.0	B	II	L				F			
108	21.719	TL	LL	N		1.0	2.1						3.1			9.7											F		
113	21.978	TL	LL	N		1.4	1.6						3.0			9.5											F		
117	22.107	TL	RL	N		1.4	2.0					1.3	4.7			8.1											F		
AVERAGE					0.87	1.34	2.41	1.58	0.80		0.80	1.84	4.75	10.40		10.70			7.00	3.00									
MAX					1.30	1.90	4.50	5.00	0.80		0.80	2.40	7.40	10.40		18.30			7.00	3.00									
MIN					0.50	1.00	1.10	0.50	0.80		0.80	0.70	2.40	10.40		7.05			7.00	3.00									
LAYER COEF.					0.00	0.25	#REF!	0.25	0.25	#REF!	0.00	#REF!		0.16	UNKW	0.18	UNKW	0.12	0.08										

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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 S - Shoulder TL - Turn Lane SS - Side Street CO - Crossover Bridge Approach/Depa	<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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Fin. Proj. ID:	450874-1			From:	W of Ramona Avenue			Shoulder Type and Condition:					
F.A. Project No.:				To:	3rd Street			Inside:	None				
County:	POLK	SR No.:	600	Beg MP:	22.133	End MP:	16.403	Length:	5.730		Outside:	Paved	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed:	Y	Paved:		Lawn:	Y	Other:		Curb & Gutter (Y/N):	Y

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	
					FC5	FC9.5	SP9.5	S	ARMI	S2	T1	BIND		ABC-2	RAP	LR	CONC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT			
5	16.612	S	OL	N	0.7		0.7	1.6					3.0		5.4									F		
13	16.908	S	OR	N	0.8		0.9	1.0				2.7	5.4			8.4								F	Bottom-up crack.	
15	16.996	S	OL	N	1.0		1.0	1.3					3.3		3.5									F		
21	17.355	S	OR	N	1.0		1.6	1.4					4.0		1.0									F		
24	17.485	S	OL	N	0.6		1.0	1.4					3.0		3.3									F		
28	17.624	S	OR	N	1.5		1.5						3.0		0.5									F		
36	18.113	S	OL	N	0.8		2.2						3.0		4.7									F		
38	18.180	S	OR	N	1.1		1.0	4.9					7.0			8.0			12.0					F	Core bottom disintegrated. Measured hole.	
43	18.547	S	OR	N	0.7		1.4	1.4					3.5		1.4									F		
45	18.657	S	OL	N	1.3		0.8	1.2					3.3		3.7									F		
56	19.166	S	OR	N	0.8		1.1	1.1					3.0		3.0				18.0					F	Core shattered. Measured hole.	
57	19.191	S	OL	N	1.0		1.6	0.9					3.5		5.5									F	Base crack.	
63	19.503	S	OR	N	0.8		1.1	1.1					3.0		4.7									F		
65	19.703	S	OL	N	0.7		1.3	1.0					3.0		2.8				23.6					F		
69	19.999	S	OR	N	1.1		1.2	0.6					2.9		2.6									F		
70	20.048	S	OL	N	0.9		1.1	1.0					3.0		5.3									F		
79	20.503	S	OL	N	1.0		0.9	1.1					3.0		4.0									F		
82	20.631	S	OR	N	1.0		1.4	0.6					3.0		3.7									F		
86	20.957	S	OL	N	1.4		1.2	0.7			1.3	0.7	5.3			9.7								F		
90	21.113	S	OR	N	0.7		1.1	1.2					3.0	3.8										F		
98	21.435	S	OL	N		0.5	2.0	2.3					4.8					UNK						F		
101	21.476	S	OR	N		0.5	2.4				1.2		4.1			10.7								F		
102	21.520	S	OL	N		0.9	2.9						3.8	13.2										F		
104	21.588	S	OR	N		1.0	2.2					1.1	4.3			8.2				1.6	B	IB	L	F	Possible widening crack.	
AVERAGE					0.95	0.73	1.40	1.36			1.30	1.43	3.68	8.50	3.44	8.98			17.87	1.60						
MAX					1.50	1.00	2.90	4.90			1.30	2.70	7.00	13.20	5.50	10.65			23.60	1.60						
MIN					0.60	0.50	0.70	0.60			1.30	0.70	2.90	3.80	0.50	8.00			12.00	1.60						
LAYER COEF.					0.00	0.25	#REF!	0.25	0.25	#REF!	0.00	#REF!		0.16	UNKW	0.18	UNKW	0.12	0.08							

Notes:

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- 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 S - Shoulder TL - Turn Lane SS - Side Street CO - Crossover Bridge Approach/Depa	<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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PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Completion 6/23/2023

Typical Section: 1

W.P.I. No.:				Name:	SR 600 (US 92 / US 17)			Lanes:	4 Lane Urban Principal Arterial Roadway						
Fin. Proj. ID:	450874-1			From:	W of Ramona Avenue			Shoulder Type and Condition:							
F.A. Project No.:				Roadway ID:	16020000			To:	3rd Street						
County:	POLK			Sr No.:	600			Beg MP:	22.133	End MP:	16.403	Length:	5.730	Outside:	Paved
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed:	Y	Paved:		Lawn:	Y	Other:		Curb & Gutter (Y/N):	Y	

Crossover Cores (CO)

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	
					FC5	FC9.5	SP9.5	S	ARMI	S2	T1	BIND		ABC-2	RAP	LR	CONC	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT			
4	16.587	CO	CO	N		1.1	1.5	0.4				2.7	5.7			8.1								F		
16	17.058	CO	CO	N		1.4	3.1					2.7	7.2			7.6					2.3	B	II	M	F	
25	17.568	CO	CO	N		0.9	1.6					2.6	5.1			7.9					5.1	B	IB	L	F	Joint crack.
30	17.728	CO	CO	N			3.2					2.2	5.4			6.9								F		
47	18.671	CO	CO	N		0.8	1.9					1.4	4.1			7.7					4.1	B	III	L	F	Joint crack.
58	19.237	CO	CO	N		1.0	1.6	0.6				3.0	6.2			8.6								F		
62	19.449	CO	CO	N		1.5	1.5		0.9				3.9			6.6					2.0	B	IB	L	F	
73	20.199	CO	CO	N		1.3	2.0	2.7					6.0			6.8								F		
111	21.872	CO	CO	N		0.9	2.3						3.2			8.6								F		
114	22.019	CO	CO	N		0.8	2.2						3.0			9.0								F		
AVERAGE						1.08	2.09	1.23	0.90			2.43	4.98			7.75					3.38					
MAX						1.50	3.20	2.70	0.90			3.00	7.20			9.00					5.10					
MIN						0.80	1.50	0.40	0.90			1.40	3.00			6.60					2.00					
LAYER COEF.						0.00	0.25	#REF!	0.25	0.25	#REF!	0.00	#REF!			0.16	UNKW	0.18	UNKW	0.12	0.08					

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