

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

Cored By: BRENT GRUBBS

Coring Completion Date: 11/28/2023

Typical Section: 1

W.P.I. No.:		Name:	SR 659/ COMBEE ROAD				Lanes:	2				
Fin. Proj. ID:	453446-1	From:	N OF CORAL WAY				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	16006000		To:	DONS PL		Inside:	N			
County:	Polk	SR No.:	659		Beg MP:	1.980	End MP:	2.385	Length:	0.405	Outside:	Fair
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N

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	COMMENTS	
					FC3	FC9.5	SP1F	S	S2								LR					DEPTH (IN.)	TYPE	CLASS			EXTENT
1	2.147	ML	L1	Y		1.1	1.0	1.2	1.3						4.6	6.0				12.0	4.6	B	III	S	P	SR 659 / COMBEE ROAD	
2	2.126	ML	L1	Y		1.1	1.0	2.0	1.1						5.2	6.0				12.0	5.2	B	III	S	P	SR 659 / COMBEE ROAD	
3	2.136	ML	L1	N	1.5		0.5		1.0						3.0	6.0				12.0					F	OFFSYSTEM / S EASTSIDE DR	
4	2.136	ML	R1	Y			2.4	1.4							3.8	6.5				12.0					F	OFFSYSTEM / S EASTSIDE DR	
AVERAGE					1.50	1.10	1.23	1.53	1.13						4.15	6.13				12.00	4.90						
MAX					1.50	1.10	2.40	2.00	1.30						5.20	6.50				12.00	5.20						
MIN					1.50	1.10	0.50	1.20	1.00						3.00	6.00				12.00	4.60						
LAYER COEF.					0.17	0.25	0.25	0.25	0.25							0.18				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				