

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

Cored By: MADRID CPWG

Coring Completion Date: 9/30/2024

Typical Section: 1

W.P.I. No.:	Name: SR 600 (US 92)	Lanes: 2 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 451473-1-31-01	From: County Line Rd	Shoulder Type and Condition:
F.A. Project No.:	To: E of Churchill Ave	Inside: N
County: Polk	Beg MP: 0.023	End MP: 2.469
Roadway ID: 16010000	Length: 2.446	Outside: Y
SR No.: 600	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Other:
		Curb & Gutter (Y/N): N

**Mainline and Bridge Cores (ML/BR)**

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
					FC12.5	FC9.5	SP12.5	SP9.5	S	T1	LR	ABC-2		RAP	DEPTH (IN.)	TYPE		CLASS	EXTENT				
1	0.076	ML	R1	Y	1.3			1.0		1.4			3.7	9.0				3.7	B	II	S	P	
2	0.834	ML	R1	Y	1.5			2.3		1.7			5.5	10.0				3.5	L	II	M	P	Longitudinal Cracks
3	1.294	ML	R1	Y	1.4			1.6				3.0	11.0				10.0	3.0	B	II	M	P	
4	1.642	ML	R1	N	1.2			0.7		1.3		3.2	10.0					3.2	B	III	S	P	
5	2.415	ML	R1	Y		1.1		1.5		0.9		3.5	10.0					1.5	A	II	M	P	Patch
6	0.481	ML	L1	Y	1.5			1.8	1.4			4.7	17.0					4.7	B	III	M	P	
7	0.101	ML	L1	N	0.8			1.8		1.6		4.2	6.0					1.2	B	II	M	P	
8	0.030	ML	R1	Y	1.7			3.8				5.5	10.0				11.0					P	
9	0.412	ML	R1	Y	1.6			2.0		1.4		5.0	10.0					2.7	B	II	M	P	
10	0.707	ML	R1	Y	1.6			3.5				5.1	11.0					5.1	B	IB	M	P	
11	1.054	ML	R1	Y	1.8			3.7				5.5		3.5				3.4	B	II	M	P	ABC
12	1.388	ML	R1	Y	1.6			1.8				3.4		1.6				3.4	B	III	S	P	ABC; Base fell apart
13	1.724	ML	R1	N	1.6			1.0	1.4			4.0	10.0					4.0	B	III	S	P	Measured in hole
14	2.050	ML	R1	Y	1.7			1.8		1.3		4.8	8.0				18.0	3.2	A	III	M	P	
15	2.196	ML	R1	Y	1.0			1.4		1.1		3.5	12.0					2.5	A	II	M	P	
16	2.338	ML	R1	N	1.3			2.5				3.8	10.0					3.8	B	IB	M	P	Widening crack
17	0.242	ML	L1	N	0.9			1.7		0.9		3.5	9.0					3.5	B	III	S	P	
18	0.554	ML	L1	Y	1.4			1.9				3.3	11.0				14.0					P	
19	0.890	ML	L1	Y	1.8			7.3				9.1	5.0					2.0	B	II	M		
20	1.215	ML	L1	N	1.4			1.7		1.1		4.2	8.0					2.3	B	IB	M		
21	1.561	ML	L1	Y	1.4			1.4		1.5		4.3	8.0									P	
22	1.881	ML	L1	N	1.5			2.5		2.0		6.0	8.0									P	
23	2.128	ML	L1	Y	1.4			1.9		1.2		4.5	10.0					2.6	B	III	M	P	Seperated in SP layers
24	2.274	ML	L1	Y	1.4			1.3		0.8		3.5	10.0				11.0	3.5	A	II	S	P	
25	2.407	ML	L1	N	1.3			0.8		1.1		3.2	9.0					3.2	A	II	S	P	
44	0.987	BR	R1	N	1.5			3.5				5.0		5.7								F	Bridge Underpass Clearance
45	1.000	BR	L1	Y	1.2			4.5	3.7			9.4	4.0				12.0	0.7	A	IB	L	P	Bridge Underpass Clearance
<b>AVERAGE</b>					<b>1.42</b>	<b>1.10</b>		<b>2.25</b>	<b>2.17</b>	<b>1.29</b>		<b>4.61</b>	<b>9.42</b>	<b>3.60</b>			<b>12.67</b>	<b>3.03</b>					
<b>MAX</b>					<b>1.80</b>	<b>1.10</b>		<b>7.30</b>	<b>3.70</b>	<b>2.00</b>		<b>9.40</b>	<b>17.00</b>	<b>5.70</b>			<b>18.00</b>	<b>5.10</b>					
<b>MIN</b>					<b>0.80</b>	<b>1.10</b>		<b>0.70</b>	<b>1.40</b>	<b>0.80</b>		<b>3.00</b>	<b>4.00</b>	<b>1.60</b>			<b>10.00</b>	<b>0.70</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>			<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>						

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.

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**PAVEMENT EVALUATION CORING AND CONDITION DATA**

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Coring Completion Date: 9/30/2024

Typical Section: 1

W.P.I. No.:	Name: SR 600 (US 92)	Lanes: 2 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 451473-1-31-01	From: County Line Rd	Shoulder Type and Condition:
F.A. Project No.:	To: E of Churchill Ave	Inside: N
County: Polk	Beg MP: 0.023	Outside: Y
Overall Pavement Condition (from DMO field review): Fair	End MP: 2.469	Curb & Gutter (Y/N): N
Roadway ID: 16010000	Length: 2.446	
SR No.: 600	Median Curbed (Y/N): N	
	Paved	
	Lawn	
	Other:	

**Shoulder Cores (S)**

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		
					FC12.5	FC9.5	SP12.5	SP9.5	S	T1						LR		ABC-2	RAP	DEPTH (IN.)	TYPE			CLASS	EXTENT
26	0.150	S	OR	N	1.8								1.8			3.2						F	Base fell apart		
27	0.483	S	OR	N	1.5			1.7					3.2	10.0								F			
28	0.800	S	OR	N	1.6			1.7					3.3	9.0				1.6	B	IB	L	F			
29	1.133	S	OR	N	1.5			4.0					5.5		3.5							F	ABC		
30	1.460	S	OR	N	1.2								1.2			5.8						F	Base fell apart; Measured in hole		
31	1.809	S	OR	N	1.5								1.5			7.0						F	Base fell apart; Measured in hole		
32	2.093	S	OR	N	1.5								1.5			5.5						F	ABC; Base fell apart; Measured in hole		
33	2.235	S	OR	N	1.5								1.5			5.0						F	Base fell apart		
34	2.376	S	OR	N	1.2								1.2	7.5				1.2	B	II	S	F			
35	0.333	S	OL	N	1.0			1.7					2.7	6.5		2.3						F	2.3" of RAP on top of LR; "S" layer fell apart		
36	0.630	S	OL	N	1.4			2.3					3.7	8.0								F			
37	0.960	S	OL	N	1.4			5.5					6.9									F			
38	1.305	S	OL	N	1.8								1.8	4.0		5.2						F	5.2" of RAP on top of LR; Measured in hole		
39	1.642	S	OL	N	1.5								1.5			3.5	24.0					P			
40	1.968	S	OL	N	1.6								1.6			4.4	20.0					F			
41	2.159	S	OL	N	1.3			1.3		1.2			3.8	7.0				3.8	B	III	S	P			
42	2.315	S	OL	N	1.5								1.5	12.0				13.0				P			
43	2.452	S	OL	N	1.4			2.8	7.6				11.8	8.0								P			
<b>AVERAGE</b>					<b>1.46</b>			<b>2.63</b>	<b>7.60</b>	<b>1.20</b>			<b>3.11</b>	<b>8.00</b>	<b>3.50</b>	<b>4.66</b>	<b>19.00</b>	<b>2.20</b>							
<b>MAX</b>					<b>1.80</b>			<b>5.50</b>	<b>7.60</b>	<b>1.20</b>			<b>11.80</b>	<b>12.00</b>	<b>3.50</b>	<b>7.00</b>	<b>24.00</b>	<b>3.80</b>							
<b>MIN</b>					<b>1.00</b>			<b>1.30</b>	<b>7.60</b>	<b>1.20</b>			<b>1.20</b>	<b>4.00</b>	<b>3.50</b>	<b>2.30</b>	<b>13.00</b>	<b>1.20</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>				<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>							

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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> 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	<u>Lane Type</u> S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<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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Coring Completion Date: 9/30/2024

Typical Section: 1

W.P.I. No.:	Name: SR 600 (US 92)	Lanes: 2 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 451473-1-31-01	From: County Line Rd	Shoulder Type and Condition:
F.A. Project No.:	To: E of Churchill Ave	Inside: N
County: Polk	Beg MP: 0.023	End MP: 2.469
Roadway ID: 16010000	Length: 2.446	Outside: Y
SR No.: 600	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Other:
		Curb & Gutter (Y/N): N

**Turn Lane Cores (TL)**

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
					FC12.5	FC9.5	SP12.5	SP9.5	S	T1						LR	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		
46	0.043	TL	LL	N	1.5			6.1	2.1	1.0				10.7	8.5								P		
47	0.048	TL	LR	Y	1.3			6.6					7.9	12.0						3.1	B	II	M	P	
48	0.404	TL	LR	N	1.5			1.0					2.5	10.0									P		
49	0.523	TL	RL	N	1.0			1.7					2.7		1.2				2.7	B	II	S	F	Base crack	
50	0.589	TL	LL	N	1.4			1.5		1.5			4.4	8.0									F		
51	0.656	TL	RL	Y	1.3			3.1		1.3			5.7	10.0					1.9	B	II	M	F		
52	0.712	TL	LL	N	1.6			1.9		1.1			4.6	9.0					1.4	B	IB	L	P		
53	0.732	TL	LR	N	1.2			2.7					3.9	9.0				0.0					F	Subgrade not stable; Sample collected	
54	0.851	TL	C	N	1.6			2.3		1.3			5.2	9.0				14.0					F		
55	0.976	TL	RL	N	1.6			2.5	3.4	1.7			9.2	8.0					7.3	B	IB	S	F	Bottom up crack	
56	1.066	TL	LL	Y	1.5			2.7		1.3			5.5	8.0					2.8	B	III	M	P	"SP" fell apart	
57	1.354	TL	RL	N	1.5			0.9		1.1			3.5	7.0									F		
58	1.390	TL	LR	N	1.6			0.8					2.4	13.0									F		
59	2.247	TL	RL	N	1.5					1.2			2.7	8.0									P		
60	2.322	TL	LL	N	2.0								2.0	8.5				14.0					P		
61	2.338	TL	LR	Y	1.5		1.3						2.8	9.5				11.0	2.8	B	II	S	P		
<b>AVERAGE</b>					<b>1.48</b>		<b>1.30</b>	<b>2.60</b>	<b>2.75</b>	<b>1.28</b>			<b>4.73</b>	<b>9.17</b>	<b>1.20</b>			<b>9.75</b>	<b>3.14</b>						
<b>MAX</b>					<b>2.00</b>		<b>1.30</b>	<b>6.60</b>	<b>3.40</b>	<b>1.70</b>			<b>10.70</b>	<b>13.00</b>	<b>1.20</b>			<b>14.00</b>	<b>7.25</b>						
<b>MIN</b>					<b>1.00</b>		<b>1.30</b>	<b>0.80</b>	<b>2.10</b>	<b>1.00</b>			<b>2.00</b>	<b>7.00</b>	<b>1.20</b>			<b>0.00</b>	<b>1.40</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>				<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>							

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