

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

Cored By: Brent Grubbs

Coring Completion Date: 3/1/2022

Typical Section: 2

W.P.I. No.:		Name:	SR 17		Lanes:	2
Fin. Proj. ID:	444313-1	From:	RAINBOW BLVD		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16090000		To:	N.CROOKED LAKE DR, OUTSIDE SHOULDER ONLY
County:	Polk	SR No.:	17		Beg MP:	11.934
			End MP:	12.707	Length:	0.773
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N):	10	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	
					FC9.5	S2	S	T1	BIND	S2								SAHM					DEPTH (IN.)	TYPE			CLASS
1	12.211	S	OR	N	1.3	1.1	3.0	1.9	1.2						8.5	1.7				3.0					P	BINDER FELL APART,BASE CRACK,SCLY AS STAB,12' SHOULDER	
2	12.211	S	OR	N	1.2	1.2	3.0	1.8	1.7						8.9	1.3				2.5					P	BINDER FELL APART,BASE CRACK,SCLY AS STAB,12' SHOULDER	
3	12.211	S	OR	N	1.5	1.1	3.2	1.6	2.0						9.4	1.5				3.0					P	BINDER FELL APART,BASE CRACK,SCLY AS STAB,12' SHOULDER	
4	12.211	S	OR	N	1.5	1.2	3.3	1.7	1.5						9.2	1.7				3.5					P	BINDER FELL APART,BASE CRACK,SCLY AS STAB,12' SHOULDER	
5	12.211	S	OR	N	1.6	0.6	3.2	1.7	1.6						8.7	1.6				3.5	8.7	C	IB	S	P	BINDER FELL APART,BASE CRACK,SCLY AS STAB,12' SHOULDER	
AVERAGE					1.42	1.04	3.14	1.74	1.60						8.94	1.56				3.10	8.70						
MAX					1.60	1.20	3.30	1.90	2.00						9.40	1.70				3.50	8.70						
MIN					1.20	0.60	3.00	1.60	1.20						8.50	1.30				2.50	8.70						
LAYER COEF.					0.25	0.25	0.25	0.23	0.20	0.25						0.11				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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
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				