

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

Cored By: Test Lab, Inc.

Coring Completion Date: 2/3/2023

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

W.P.I. No.:				Name: SR 35 (US 17)				Lanes: 4 Lane Rural Principal Arterial Roadway					
Fin. Proj. ID: 449231-1				From: Hardee County Line				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 16030000		To: N of Bridge 160079				Inside: None					
County: Polk		SR No.: 35		Beg MP: 0.250		End MP: 3.149	Length: 2.899	Outside: Paved					
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved: N		Lawn: Y		Other: N		Curb & Gutter (Y/N): Y	

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	SP9.5	SP12.5	S	S2	T1	WC	SAHM				LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.255	ML	R1	N	0.8	3.2		0.8							4.8	10.7								F		
2	0.334	ML	L1	N	0.8	2.3		1.2						4.3	10.0				14.8					F		
3	0.428	ML	R2	Y	0.7	2.4			1.7	1.4	0.4	1.4		8.0	6.5				11.5	8.0	B	II	S	P		
4	0.475	TL	RL	N	0.9	2.4		1.0						4.3	11.0									F		
5	0.493	CO	CO	N	1.1	2.7		1.1						4.9	10.1									F		
6	0.523	TL	LL	Y	1.2	2.5		1.4						5.1	11.7									F		
7	0.600	S	OR	N	1.4	1.7		1.4						4.5	5.3									F		
8	0.701	ML	L2	Y	1.0	2.5		1.4						4.9	8.9									F		
9	0.770	ML	L1	Y	0.9	2.4		0.8						4.1	7.9				4.1	A	III	S	P			
10	0.856	ML	R2	Y	1.2	2.8		1.2						5.2	13.1									F	Box culvert.	
11	0.897	S	OL	N	1.0	2.2		1.1						4.3	4.7									F		
12	0.957	ML	R1	Y	0.8	2.5		0.9						4.2	12.1				3.4	B	III	M	P			
13	0.995	ML	R2	Y	0.8	1.6		2.6						5.0	12.0				5.0	A	III	S	P		Core broke. Bottom ~1.0" not recoverable. Possible widening crack.	
14	1.127	ML	R1	Y	0.7	2.5		0.8						4.0	9.0				3.2	B	III	L	P			
15	1.171	ML	L1	Y	0.9	1.8		1.0						3.7	12.3									F	Culvert bridge.	
16	1.224	TL	RL	N	1.0	2.5		1.4						4.9	11.6									F		
17	1.240	CO	CO	N	0.9	1.9		1.1						3.9	9.4									F		
18	1.251	SS	NA	N	1.0	1.8		1.1						3.9	8.4									F	Tilghman Rd.	
19	1.259	SS	NA	N	1.6	4.5		1.6						7.7	7.1				2.0	A	IB	L	F		Bill Bryan Rd.	
20	1.280	TL	LL	Y	1.2	2.5		1.8						5.5	11.0			7.5	2.3	B	IB	M	P			
21	1.409	ML	R2	Y	1.2	1.5		2.5						5.2	12.6									F	Bottom-up crack.	
22	1.491	ML	L2	Y	1.0	2.0		0.7						3.7	11.6				3.7	C	III	M	P			
23	1.601	S	OR	N	1.6	1.5		1.1						4.2	4.3									F		
24	1.684	ML	L1	Y	0.9	1.5		0.5						2.9	11.1									F		
25	1.721	ML	L2	Y	0.5		1.2	0.8						2.5	10.5									F	Patch.	
26	1.733	TL	RL	N	0.9	2.5		1.7						5.1	11.9									F		
27	1.750	CO	CO	N	1.7	2.7		1.8						6.2	9.8				2.8	B	II	M	P			



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County:	Polk	SR No.:	35		Beg MP:	0.250	End MP:	3.149	Length:	2.899	
Overall Pavement Condition (from DMO field review):	Fair		Median Curbed (Y/N):	Y	Paved:	N	Lawn:	Y	Other:	N	
										Outside:	Paved
										Curb & Gutter (Y/N):	Y

**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	SP9.5	SP12.5	S	S2	T1	WC	SAHM						LR						DEPTH (IN.)		

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	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor