

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

Cored By: RCS

Coring Completion Date: 9/6/2023

Typical Section: 1

W.P.I. No.:				Name: SR 17				Lanes: 2 Lanes					
Fin. Proj. ID: 450879-1				From: US 27				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 16090000		To: 5th Avenue				Inside: None					
County: Polk		SR No.: 17		Beg MP: 0.000		End MP: 11.823		Length: 11.823		Outside: Paved Shoulder			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn X		Other:		Curb & Gutter (Y/N): N	

**Mainline Cores (ML)**

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		
					FC9.5	FC12.5	SP9.5	SP12.5	S	WC	BIND					LR	ABC-2	RAP		CONC	SAHM	DEPTH (IN.)	TYPE			CLASS	EXTENT
15	5.879	ML	R1	N		1.5			0.7	1.3				3.5				2.5	12.0	3.5	C	III	S	P	Widening Crack		
16	9.202	ML	R1	N		1.5								1.5	6.8					1.5	C	III	S	P			
17	0.015	ML	R1	N	0.8			1.2	0.7					2.7	12.5					2.7	A	III	S	P			
18	0.173	ML	R1	N	0.8				2.2					3.0	12.2					3.0	C	III	S	P			
21	0.347	ML	R1	Y	0.9				4.0	0.6				5.5	11.5					0.9	C	IB	L	F			
22	4.211	ML	R1	N	0.8				1.4	1.6				3.8				1.2		3.8	C	III	S	P			
23	4.560	ML	L1	N	0.7				1.2	0.8				2.7				1.8		2.7	C	III	S	P			
24	11.101	ML	L1	N		1.5								1.5	10.2					1.5	C	III	M	P			
25	7.248	ML	L1	N		1.2			0.4	0.6				2.2	8.6					2.2	C	III	S	P			
26	6.225	ML	L1	N	0.9				0.6	0.7				2.2				2.8	12.0	2.2	C	III	S	P			
31	0.246	ML	R1	Y	1.0				2.0					3.0	12.4					3.0	C	III	S	P			
33	0.125	ML	L1	Y	1.0				1.4					2.4	12.9					2.4	C	III	S	P	Widening Crack		
35	0.798	ML	R1	Y	1.0				3.0	0.5				4.5	10.0					1.4	C	III	S	P			
37	1.016	ML	L1	Y	1.0				2.7	0.4				4.1	11.1					1.5	C	II	M	P			
39	1.153	ML	R1	N	1.0				3.5		1.1			5.6	10.1					1.6	C	III	S	P			
40	1.599	ML	R1	Y	0.9				1.5		1.4			3.8	9.2					3.8	C	III	S	P			
42	1.443	ML	L1	N	0.9				1.5		0.9			3.3	11.7					3.3	C	II	M	P			
44	1.763	ML	L1	Y	1.3				2.0		1.1			4.4	11.1					1.5	C	III	S	P			
46	1.893	ML	R1	Y	1.0				1.9		0.9			3.8	11.0					0.4	C	III	S	P			
48	2.252	ML	L1	N	1.0				1.3		1.0			3.3	7.6				12.0	2.4	C	II	M	P			
50	2.442	ML	R1	Y	0.9				2.9					3.8	7.5									F			
52	2.612	ML	L1	N	0.8				1.4	0.7				2.9	8.6					2.9	C	II	M	P			
54	2.803	ML	R1	N	0.8				1.7					2.5	10.2					2.5	C	II	M	P			
56	3.171	ML	L1	N	0.8				1.0	0.3				2.1	8.4					2.1	C	II	M	P			
58	3.354	ML	R1	Y	1.0				1.4	0.6				3.0	7.2				12.0	3.0	C	II	M	P			
60	3.569	ML	L1	N	0.9				0.6	0.4				1.9	7.8					1.9	C	III	S	P			
62	3.774	ML	R1	N	1.1				0.8	0.7				2.6	9.7					2.6	C	II	M	P			
64	4.171	ML	L1	Y	1.0		1.0		0.3	0.7				3.0	7.8					3.0	C	III	S	P			
66	4.330	ML	R1	Y	1.0				1.2		1.6			3.8						3.8	C	II	M	P	Core came apart		
67	4.677	ML	L1	N	0.9				1.5	0.5				2.9										F			
68	4.889	ML	R1	N	0.9				0.6	0.9				2.4	10.8					2.4	C	II	M	P	Measured core delivered / Core came apart		
70	5.235	ML	L1	N	1.3						2.1			3.4										F			
72	5.468	ML	R1	N	1.0				1.4		2.3			4.7						2.3	12.0	4.7	C	III	S	P	Base came apart
74	5.605	ML	L1	Y	0.8				1.6		1.3			3.7						2.1		3.7	C	III	S	P	Binder came apart
76	5.753	ML	R1	N	0.9				1.4		2.8			5.1						1.9				F	Binder came apart / Bottom up crack		
78	6.089	ML	L1	Y		1.7			1.9	0.8				4.4						4.4	C	III	S	P	Bottom up Cracking		
79	6.327	ML	R1	N		1.4				0.6				2.0	7.9					2.0	C	II	M	P			

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

Cored By: RCS

Coring Completion Date: 9/6/2023

Typical Section: 1

W.P.I. No.:		Name: SR 17		Lanes: 2 Lanes	
Fin. Proj. ID: 450879-1		From: US 27		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 16090000		To: 5th Avenue	
County: Polk		SR No.: 17		Beg MP: 0.000	
Overall Pavement Condition (from DMO field review): Fair		End MP: 11.823		Length: 11.823	
		Median Curbed (Y/N): N		Paved	
		Lawn		X	
		Other:		Curb & Gutter (Y/N): N	

**Mainline Cores (ML)**

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			
					FC9.5	FC12.5	SP9.5	SP12.5	S	WC	BIND					LR	ABC-2	RAP		CONC	SAHM	DEPTH (IN.)	TYPE			CLASS	EXTENT	
81	6.627	ML	L1	N		1.8				0.5				2.3	7.8							2.3	C	III	S	P		
83	6.965	ML	R1	N		1.5				0.5	0.6			2.6	8.6							2.7	C	III	S	P		
85	7.390	ML	L1	Y		1.2				0.5				1.7	8.6							1.7	C	III	M	P		
87	7.500	ML	R1	N		1.1				0.8	0.6			2.5	8.0							2.5	C	III	S	P		
89	7.747	ML	L1	Y		1.3								1.3	9.0							1.3	C	III	S	P		
91	8.002	ML	R1	Y		1.4				1.1	0.5			3.0	9.2							3.0	C	II	M	P		
93	8.264	ML	L1	Y		2.0					0.4			2.4	10.1							2.4	C	III	S	P		
95	8.475	ML	R1	N		1.4				0.4	0.6			2.4	8.0							2.4	C	II	L	P		
97	8.679	ML	L1	N		1.6								1.6	8.1					12.0		1.6	C	III	M	P		
99	8.819	ML	R1	N		1.4					0.4			1.8	8.8							1.8	C	II	M	P		
101	9.111	ML	L1	N		1.4								1.4	8.4							1.4	C	II	L	P		
103	9.326	ML	R1	Y		1.5				0.4	0.7			2.6	8.4							2.6	C	II	M	P		
105	9.671	ML	L1	Y		1.5								1.5	7.5							1.5	C	III	L	P		
107	9.833	ML	R1	N		1.6								1.6	10.4							1.6	C	III	S	P		
109	10.139	ML	L1	Y		1.5								1.5	8.0							1.5	C	III	S	P		
111	10.343	ML	R1	N		1.2				0.5	0.6			2.3	8.9					12.0						F		
113	10.619	ML	L1	N		1.0								1.0	9.0							1.0	C	III	S	P		
115	10.854	ML	R1	N		1.1								1.1	9.4							1.1	C	II	L	P		
117	11.219	ML	L1	Y		1.4								1.4	8.7							1.4	C	III	S	P		
119	11.413	ML	R1	Y		0.8				1.2	0.5			2.5	8.8							2.5	C	III	S	P		
121	11.594	ML	L1	Y		1.2								1.2	10.0												F	
123	11.778	ML	R1	N		1.7								1.7	9.3							1.7	C	II	M	P		
<b>AVERAGE</b>					<b>0.94</b>	<b>1.41</b>	<b>1.00</b>	<b>1.20</b>	<b>1.42</b>	<b>0.64</b>	<b>1.50</b>			<b>2.75</b>	<b>9.33</b>					<b>1.97</b>	<b>12.00</b>	<b>2.31</b>						
<b>MAX</b>					<b>1.30</b>	<b>2.00</b>	<b>1.00</b>	<b>1.20</b>	<b>4.00</b>	<b>1.60</b>	<b>2.80</b>			<b>5.60</b>	<b>12.90</b>							<b>2.80</b>	<b>12.00</b>	<b>4.70</b>				
<b>MIN</b>					<b>0.70</b>	<b>0.80</b>	<b>1.00</b>	<b>1.20</b>	<b>0.30</b>	<b>0.30</b>	<b>0.90</b>			<b>1.00</b>	<b>6.80</b>							<b>1.20</b>	<b>12.00</b>	<b>0.40</b>				
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.20</b>		<b>0.20</b>			<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>				<b>0.11</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.
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 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: 9/6/2023

Typical Section: 1

W.P.I. No.:		Name: SR 17		Lanes: 2 Lanes	
Fin. Proj. ID: 450879-1		From: US 27		Shoulder Type and Condition:	
F.A. Project No.:		To: 5th Avenue		Inside: None	
County: Polk		SR No.: 17		Beg MP: 0.000 End MP: 11.823 Length: 11.823	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved Lawn X Other:	
				Outside: Paved Shoulder	
				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	
					FC9.5	FC12.5	SP9.5	SP12.5	S	WC	BIND						LR	ABC-2	RAP	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS			EXTENT
1	0.022	TL	LL	Y		1.2	1.8			2.0					5.0	10.3							1.2	A	III	S	P	
2	0.144	TL	RR	N	1.1					1.8					2.9	11.6							2.0	C	II	M	P	
3	0.205	TL	LL	N	1.1					1.2	0.7				3.0	9.4											F	
4	2.064	TL	LR	Y	0.8					5.7					6.5	9.8											F	
5	3.899	TL	RR	N		1			1.3						2.3	12.4							2.3	C	III	S	P	
6	3.982	TL	LL	N	0.8		1.1			1.6	0.5				4.0	11.6							1.8	C	II	M	P	
7	4.038	TL	RR	N	1.2		1.7								2.9	11.6							2.9	C	II	M	P	
8	4.117	TL	LL	Y	1.0		1.0			1.8	0.5				4.3	8.8							1.8	C	III	S	P	
9	4.748	TL	RR	Y	0.9					2.4					3.3	10.7					12.0		3.3	C	II	M	P	
10	5.373	TL	LR	N	1.5					0.6	0.4				2.5					2.7			2.5	C	III	S	P	Base Crack
11	5.417	TL	LR	N	0.9					0.8	0.6				2.3					2.4			2.3	C	III	S	P	
12	5.981	TL	RL	Y		1.4	1.6			1.8	0.5				5.3					2.5			2.0	C	III	S	P	
13	6.048	TL	LL	Y		1			1.2	0.6					2.8					1.2			2.8	C	III	S	P	
14	6.844	TL	LR	N		1.4				1.1					2.5	13.1							2.5	C	III	S	P	
<b>AVERAGE</b>					<b>1.03</b>	<b>1.20</b>	<b>1.44</b>	<b>1.25</b>	<b>1.78</b>	<b>0.53</b>				<b>3.54</b>	<b>10.93</b>					<b>2.20</b>	<b>12.00</b>	<b>2.28</b>						
<b>MAX</b>					<b>1.50</b>	<b>1.40</b>	<b>1.80</b>	<b>1.30</b>	<b>5.70</b>	<b>0.70</b>				<b>6.50</b>	<b>13.10</b>					<b>2.70</b>	<b>12.00</b>	<b>3.30</b>						
<b>MIN</b>					<b>0.80</b>	<b>1.00</b>	<b>1.00</b>	<b>1.20</b>	<b>0.60</b>	<b>0.40</b>				<b>2.30</b>	<b>8.80</b>					<b>1.20</b>	<b>12.00</b>	<b>1.20</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.20</b>		<b>0.20</b>				<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.11</b>	<b>0.08</b>							

Notes:

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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> 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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F.A. Project No.:		Roadway ID: 16090000		To: 5th Avenue				Inside: None					
County: Polk		SR No.: 17		Beg MP: 0.000		End MP: 11.823		Length: 11.823		Outside: Paved Shoulder			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn X		Other:		Curb & Gutter (Y/N): N	

**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				
					FC9.5	FC12.5	SP9.5	SP12.5	S	WC	BIND						LR	ABC-2		RAP	CONC	SAHM	DEPTH (IN.)			TYPE	CLASS	EXTENT	
106	9.671	S	OL	N		1.8							1.8		3.7										F				
108	9.833	S	OR	N		1.5							1.5		4.2											F			
110	10.139	S	OL	N		1.0			1.0				2.0		3.2											F			
112	10.343	S	OR	N		1.6							1.6		4.3					1.6	C	II	L		P				
114	10.619	S	OL	N		1.9							1.9		4.3					1.9	C	III	L		P				
116	10.854	S	OR	N		1.3							1.3		3.7											F			
118	11.219	S	OL	N		1.6							1.6		2.9					1.6	C	III	L		P				
120	11.413	S	OR	N		1.3			0.6				1.9		4.0											F			
122	11.594	S	OL	N		1.5							1.5		4.5											F			
124	11.778	S	OR	N		1.3							1.3		3.8					1.3	C	IB	L		F	Base Crack			
<b>AVERAGE</b>					<b>0.93</b>	<b>1.53</b>			<b>1.41</b>	<b>0.70</b>			<b>2.16</b>		<b>3.77</b>	<b>5.26</b>		<b>2.03</b>	<b>12.00</b>	<b>2.05</b>									
<b>MAX</b>					<b>1.50</b>	<b>2.00</b>			<b>3.60</b>	<b>0.70</b>			<b>4.50</b>		<b>4.60</b>	<b>8.30</b>		<b>2.20</b>	<b>12.00</b>	<b>4.50</b>									
<b>MIN</b>					<b>0.50</b>	<b>1.00</b>			<b>0.40</b>	<b>0.70</b>			<b>1.30</b>		<b>1.80</b>	<b>1.10</b>		<b>1.70</b>	<b>12.00</b>	<b>1.20</b>									
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.20</b>		<b>0.20</b>		<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.11</b>	<b>0.08</b>										

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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 TL - Turn Lane CO - Crossover 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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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: RCS

Coring Completion Date: 9/6/2023

Typical Section: 1

W.P.I. No.:				Name: SR 17				Lanes: 2 Lanes					
Fin. Proj. ID: 450879-1				From: US 27				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 16090000		To: 5th Avenue				Inside: None					
County: Polk		SR No.: 17		Beg MP: 0.000		End MP: 11.823		Length: 11.823		Outside: Paved Shoulder			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn X		Other:		Curb & Gutter (Y/N): N	

**Side Street Cores (SS)**

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				
					FC9.5	FC12.5	SP9.5	SP12.5	S	WC	BIND						LR	ABC-2		RAP	CONC	SAHM	DEPTH (IN.)			TYPE	CLASS	EXTENT	
27	3.467	SS	NA	N	1.1					3.5	0.7					5.3	8.2						2.4	C	II	M	P		
28	4.216	SS	NA	Y	1.0					2.9						3.9							2.5	C	III	M	P		
29	5.100	SS	NA	Y	0.6					2.0						2.6	6.4										F		
30	5.100	SS	NA	Y	1.1					1.7						2.8											F	Bottom up Cracking	
125	8.198	SS	NA	N		1.4				4.6						6.0	7.5										F		
126	8.198	SS	NA	N		1.5										1.5		2.9									F		
127	8.198	SS	NA	N						1.5						1.5		2.7									F		
<b>AVERAGE</b>					<b>0.95</b>	<b>1.45</b>				<b>2.70</b>	<b>0.70</b>					<b>3.37</b>	<b>7.37</b>	<b>2.80</b>					<b>2.05</b>						
<b>MAX</b>					<b>1.10</b>	<b>1.50</b>				<b>4.60</b>	<b>0.70</b>					<b>6.00</b>	<b>8.20</b>	<b>2.90</b>					<b>3.10</b>						
<b>MIN</b>					<b>0.60</b>	<b>1.40</b>				<b>1.50</b>	<b>0.70</b>					<b>1.50</b>	<b>6.40</b>	<b>2.70</b>					<b>1.00</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.20</b>			<b>0.20</b>				<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>				<b>0.11</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.
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.

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