

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

Cored By: District Materials Office

Coring Completion Date: 10/18/2023

Typical Section: 1

W.P.I. No.:		Name: SR 17 (SCENIC HWY)	Lanes: 2
Fin. Proj. ID: 449178-1		From: BULLARD AVE.	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 16090000	To: JOHNSON AVE.	Inside: NA
County: POLK	SR No.: 17	Beg MP: 19.138	End MP: 19.239
Overall Pavement Condition (from DMO field review): Fair		Length: 0.101	Outside: NA
			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
					FC9.5	SP1F	S	BIND	T1	SAHM						LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	19.186	ML	R1	Y	1.1	1.3	1.1	1.6	0.5	1.5					7.1	7.0				12.0	0.9	C	IB	M	P	BINDER FELL APART
2	19.210	ML	L1	Y	0.9	1.0		1.2		1.9					5.0	3.5				12.0	5.0	C	II	S	P	
3	19.239	ML	R1	N	1.3					1.5					2.8	5.0				12.0	2.8	C	II	S	P	3RD STREET, NO SLD
4	19.239	ML	L1	Y	0.7					1.8					2.5	7.5				12.0	2.5	C	II	S	P	3RD STREET, NO SLD
<b>AVERAGE</b>					<b>1.00</b>	<b>1.15</b>	<b>1.10</b>	<b>1.40</b>	<b>0.50</b>	<b>1.68</b>				<b>4.35</b>	<b>5.75</b>				<b>12.00</b>	<b>2.80</b>						
<b>MAX</b>					<b>1.30</b>	<b>1.30</b>	<b>1.10</b>	<b>1.60</b>	<b>0.50</b>	<b>1.90</b>				<b>7.10</b>	<b>7.50</b>				<b>12.00</b>	<b>5.00</b>						
<b>MIN</b>					<b>0.70</b>	<b>1.00</b>	<b>1.10</b>	<b>1.20</b>	<b>0.50</b>	<b>1.50</b>				<b>2.50</b>	<b>3.50</b>				<b>12.00</b>	<b>0.90</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>	<b>0.23</b>	<b>0.11</b>					<b>0.18</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	<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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