

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

Cored By: Madrid Engineering Group

Date: 10/20/2020

Typical Section: _____

W.P.I. No.:		Name:	US 98				Lanes:	4 to 2			
Fin. Proj. ID:	436673-1-32-01	From:	W Socrum Loop Rd				Shoulder Type and Condition:	Paved, Good			
F.A. Project No.:		To:	CR 54				Inside:				
County:	POLK	SR No.:	US 98	Beg MP:	7.895	End MP:	17.750	Length:	9.855	Outside:	
Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N				

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)					TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE - RWP (%)	COMMENTS
					FC9.5	T1	S	SAHM	BIND		LR	SAHM	ABC	Clay		DEPTH (IN.)	TYPE	CLASS	EXTENT					
01	9.214	ML	R1	N	1.0		2.7			3.7		7.6				B	II	S	P				SAHM, BS, Base crack	
02	10.098	ML	R1	Y	0.9		5.1			6.0	12.0				6.0	C	II	M	P				LRB, BS	
03	10.982	ML	R1	Y	1.0	2.0	2.2			5.2		5.2							G				SAHM, BS, Bottom up cracking	
04	11.795	ML	R1	N	1.1	1.2	2.1			4.4		5.5			5.9	C	II	M	P				SAHM, DKBS, Base crack	
05	13.339	ML	R1	N		0.8	2.1			2.9		7.1				B	III	S	P				SAHM, BS, Base crack, FC 9.5 missing	
06	14.776	ML	R1	N	1.0	1.0	2.2			4.2		6.1			2.9	B	II	M	P				SAHM, BS	
07	16.256	TL	R1RT	Y	1.0	1.5	2.4			4.9	10.0				2.4	C	III	S	P				LRB, BS	
08	11.468	ML	L1	Y	0.9	0.9	2.9			4.7		6.2			6.1	C	II	S	P				SAHM, BS, Base crack	
09	8.653	ML	R1	N		0.6	1.2			1.8	12.0			12.0					G				LRB, Brown stabilized subgrade, ARMI	
10	8.661	ML	R2	Y		0.5	0.7			1.2	11.0			12.0					G				LRB, BS Mix, ARMI	
11	10.507	ML	R1	N	1.0	1.1	3.0			5.1		7.2			6.7	C	I	L	F				SAHM, BS, Base crack	
12	11.591	ML	R1	Y	0.9	0.7	2.6			4.2		7.5							F				SAHM, BS	
13	12.174	ML	R1	Y	1.1	1.1	3.3			5.5		7.7			1.6	C	IB	L	F				SAHM, BS	
14	13.026	ML	R1	Y	1.1	1.3	2.1			4.5		7.0			2.5	C	II	M	P				SAHM, BS, SAHM Fell apart	
15	14.390	ML	R1	Y	0.9	1.7	1.6			4.2		7.0			5.8	A	III	S	P				SAHM, BS, SAHM Fell apart	
16	15.486	ML	R1	Y	1.3	1.6	2.1			5.0		4.9			2.5	C	II	M	P				SAHM, BS	
17	16.519	ML	R1	N	1.0	0.6	1.6			3.2		7.4			3.0	B	II	S	P				SAHM, BS, Shoulder	
18	17.496	ML	R1	N	1.2	1.1	3.0			5.3		7.5			1.6	C	II	M	P				SAHM, Brown sand	
19	17.699	ML	R1	N	1.0	0.3	8.5			9.8			3.0		2.8	C	II	M	P				LRB, Brown sand	
20	17.664	ML	L1	Y	1.0	1.0	3.3			5.3		7.0			1.8	C	II	M	P				SAHM, Brown sand	
21	17.096	ML	L1	Y	0.9	1.3	2.2			4.4		5.2			6.0	C	II	S	P				SAHM, BS, Base crack	
22	16.015	ML	L1	Y	1.0	1.1	2.9			5.0		6.9			2.5	C	II	M	P				SAHM, BS, Base crack	

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F.A. Project No.:		To: CR 54		Inside:	
County: POLK	SR No.: US 98	Beg MP: 7.895	End MP: 17.750	Length: 9.855	Outside:
Median Curbed (Y/N): N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N	

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)					TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE - RWP (%)	COMMENTS
					FC9.5	T1	S	SAHM	BIND		LR	SAHM	ABC	Clay		DEPTH (IN.)	TYPE	CLASS	EXTENT					
23	15.016	ML	L1	N	1.0	0.9	3.0			4.9		5.7			2.1	C	II	M	P				SAHM, BS	
24	14.029	ML	L1	Y	1.0	0.8	2.1			3.9		6.5			5.5	C	II	M	P				SAHM, BS, Base crack	
25	12.921	ML	L1	Y	1.0	1.7	3.2			5.9		7.0			2.7	C	II	S	P				SAHM, BS, Base crack	
26	12.082	ML	L1	N	1.3	1.0	3.1			5.4		5.0			3.5	C	II	S	P				SAHM, BS	
27	10.930	ML	L1	Y	1.0	0.7	2.3			4.0		6.7			5.9	C	II	M	F				SAHM, BS, Base crack	
28	9.838	ML	L1	Y	1.0	1.0	2.8			4.8		7.3			2.2	C	II	M	P				SAHM, BS, Base crack	
29	8.829	ML	L1	Y	1.0		0.6			1.6									G				ARMI, Too much rubber/binder, unable to core full depth	
30	8.703	ML	L2	N		1.3	3.9			5.2		4.2							G				SAHM, BS, ARMI	
31	9.436	TL	R1	N	1.0		3.6			4.6			6.0						G				ABC, BS	
32	10.369	ML	R1	N	1.1	1.2	3.8			6.1		5.0							G				SAHM, BS, base fell apart	
33	11.330	S	OR	N	1.0		3.4			4.4			7.1						G				ABC, Brown sand, Shoulder	
34	12.502	S	OR	N	1.1		3.5			4.6			6.2						G				ABC, BS, RT Shoulder	
35	13.621	S	OR	N	1.0		2.6			3.6													ABC, BS, Shoulder	
36	14.545	S	OR	N	1.0		2.4			3.4			6.3						G				ABC, BS, Shoulder	
37	14.545	S	OR	N	1.0		3.2			4.2			6.5						G				ABC, BS, Shoulder	
38	16.613	S	OR	N	1.3		2.9			4.2									G				ABC, BS, Shoulder	
39	17.294	S	OR	N	1.0		2.6			3.6			6.5						G				ABC, Light brown sand, Shoulder	
40	17.680	S	OR	N	1.0		2.7			3.7			6.4						G				ABC, Brown sand, Shoulder	
41	17.711	S	OL	Y	1.0	0.6	2.3			3.9		3.0			4.4	C	II	M	P				SAHM, Brown sand, Base crack, Shoulder	
42	17.415	S	OL	N	1.1		1.6			2.7			8.5						G				ABC, BS, Shoulder	
43	15.681	S	OL	N	1.2	0.5	2.6			4.3		6.6											SAHM, BS, Shoulder	
44	15.153	S	OL	N	0.9		3.4			4.3			5.7										ABC, BS, Shoulder	

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All Cores

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					FC9.5	T1	S	SAHM	BIND		LR	SAHM	ABC	Clay		DEPTH (IN.)	TYPE	CLASS	EXTENT								
45	14.121	S	OL	N	0.9		2.9			3.8			6.1														ABC, BS, Shoulder
46	12.739	S	OL	N	1.1		1.7			2.8			7.8							G							ABC, BS, Shoulder
47	12.266	S	OL	N	1.0		2.9			3.9			5.4							G							ABC, BS, Shoulder
48	10.874	S	OL	N	0.8		3.0			3.8			7.5							G							ABC, BS, Shoulder
49	9.698	S	OL	N	1.2		4.1			5.3			5.9							G							ABC, Shoulder
50	9.016	S	OL	N	1.1		3.6			4.7			5.7							G							ABC, BS, Shoulder
51	10.139	TL	R1LT1	N	1.3	1.2	5.0			7.5		5.0			1.5	A	II	S	P								SAHM, Brown sand
52	10.696	TL	R1LT1	N	1.0	1.0	4.3			6.3		5.0							G								SAHM, BS
53	11.151	TL	R1LT1	Y	1.0	1.3	2.2			4.5		5.6							F								SAHM, BS, Shoulder
54	11.170	TL	R1RT	N	0.9		3.2			4.1			6.0						F								ABC, BS
55	17.709	TL	R1LT	N	0.7	0.4	3.0			4.1		6.8			1.3				P								SAHM, Brown sand, Turn lane
56	16.336	TL	L1LT	Y	1.0	1.0	2.5			4.5		7.3			1.2	C	IB	M	F								SAHM, BS, Base crack
57	12.823	TL	L1RT	N	1.2		2.7			3.9			7.5						F								ABC, BS, Turn lane
58	11.251	TL	L1LT1	N	1.1	0.9	1.5			3.5		7.2															SAHM, BS
59	11.235	TL	L1RT	N	0.8		3.8			4.6					1.8	C	II	M	P								ABC
60	10.758	TL	L1RT1	Y	0.8		3.7			4.5			9.1						F								ABC, BS
61	10.203	TL	L1RT1	N	0.8		4.2			5.0	11.0				6.3	C	II	M	P								Base, BS, LRB
62	8.714	TL	L1LT1	N			3.3			3.3	10.0				12.0				G								LRB, Clay sand
63	8.690	TL	L1RT1	N						0.0	11.0				12.0				G								LRB, Brown stabilized subgrade
64	11.202	ML	R1	N	0.4		2.1			2.5					3.6	A	III	S	P								GS, Widening crack, Severe raveling, Rockridge Rd.
65	13.469	SS	L1	N	1.5					1.5									F								Lakeland Acres Rd, Shell Rock, Orange Clay/Sand Maetrial
66	16.309	SS	R1	N	1.1		2.1			3.2			7.5						P								ABC, Tan sand, Side street

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All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)					TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE - RWP (%)	COMMENTS
					FC9.5	T1	S	SAHM	BIND		LR	SAHM	ABC	Clay		DEPTH (IN.)	TYPE	CLASS	EXTENT					
67	17.536	SS	L1	N	0.8					0.8			5.2		5.0	C	II	M	F				ABC, Sand, Muck, Base crack, Widening crack	
68	8.665	SS	L1	N	1.0		1.8			2.8	12.0								G				LRB, Gray clay sand	
69	10.492	SS	L1	N			1.8			1.8	1.0								F				LRB, BS, Pioneer Dr	
70	12.070	TL	R1RT	N						0.0	7.0				0.9	B	II	M	P				LRB, BS, Side Rd, Perkle Rd	
71	17.741	TL	R1RT	N	1.0		3.5			4.5		7.5							G				ABC, Brown sand, Extra	
72	17.535	SS	L1	Y	0.9		1.4			2.3		7.2											SAHM, Brown sand, Extra	
73	17.536	SS	L1	Y	0.9		2.5			3.4		5.2											ABC, Brown sand, Extra	
74	13.135	SS	R1	N	0.8					0.8	12.0				1.3	C	II	M	P				Orange clay, Brown sand, Keen Dr.	
AVERAGE					1.01	1.03	2.81			4.02	9.91	6.30	6.46		12.00	3.27								
MAX					1.50	2.00	8.50			9.80	12.00	7.70	9.10		12.00	6.70								
MIN					0.40	0.30	0.60			0.00	1.00	3.00	3.00		12.00	0.90								

- Notes:
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
 - During the field operation 10% of the cores were checked for stabilization thickness. For pavement design assume 12 inches of thickness for stabilization.
 - The rut measurement is the greater of two measurements from each wheelpath.
 - A blank cell indicates measurement was not recorded.

Lane Designations	Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type
OL - Outside Left Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline
L1 - 1st Lane Left of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane
OR - Outside Right Shoulder	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover
R1 - 1st Lane Right of Centerline					S - Shoulder