

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

Cored By: Madrid CPWG

Date: 6/27/2023

Typical Section: 1

|  |  |                                 |  |                              |  |
|--|--|---------------------------------|--|------------------------------|--|
| W.P.I. No.:  |  | Name: SR 17                     |  | Lanes: 2                     |  |
| Fin. Proj. ID: 450882-1                                  |  | From: N of Waverly Rd. (CR 540) |  | Shoulder Type and Condition: |  |
| F.A. Project No.:  |  | Roadway ID: 16090000            |  | To: S of Lake Trask Rd       |  |
| County: Polk   |  | SR No.: 17                      |  | Beg MP: 25.056               |  |
| Overall Pavement Condition (from DMO field review): Fair |  | End MP: 27.121                  |  | Length: 2.065                |  |
|  |  | Median Curbed (Y/N):            |  | Paved                        |  |
|  |  |                                 |  | Lawn                         |  |
|  |  |                                 |  | Other:                       |  |
|  |  |                                 |  | Curb & Gutter (Y/N): N       |  |

| Mainline Cores (ML) |                        |           |      |          |                      |             |             |             |             |             |    |             |                               |             |             |              |                                  |       |        |   |   |                    |          |
|---------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|----|-------------|-------------------------------|-------------|-------------|--------------|----------------------------------|-------|--------|---|---|--------------------|----------|
| CORE NO.            | MILE POST <sup>1</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) |             |             |             |             |             |    |             | TOTAL ASPHALT THICKNESS (IN.) | BASE        |             |              | STABILIZED SUBGRADE <sup>2</sup> | CRACK |        |   |   | PAVEMENT CONDITION | COMMENTS |
|                     |                        |           |      |          | FC12.5               | SP12.5      | SP9.5       | ARMI        | S2          | WC          | LR | ABC-2       |                               | RAP         | DEPTH (IN.) | TYPE         |                                  | CLASS | EXTENT |   |   |                    |          |
| 1                   | 25.117                 | ML        | R1   | N        | 1.8                  |             | 1.4         |             |             |             |    | 3.2         | 7.0                           |             |             |              |                                  |       |        |   |   | F                  |          |
| 3                   | 26.543                 | ML        | R1   | N        | 1.5                  | 1.2         | 1.1         | 0.5         |             | 0.8         |    | 5.1         | 8.5                           |             |             |              |                                  |       |        |   |   | F                  |          |
| 4                   | 26.790                 | ML        | R1   | N        | 1.7                  | 0.5         | 0.9         | 0.6         |             | 0.8         |    | 4.5         | 8.5                           |             |             |              | 3.0                              | B     | II     | M | F |                    |          |
| 5                   | 25.448                 | ML        | L1   | Y        | 1.4                  | 0.5         | 1.0         | 0.5         | 1.5         | 0.6         |    | 5.5         | 7.5                           |             |             | 16.0         | 5.5                              | B     | II     | M | F |                    |          |
| 6                   | 25.286                 | ML        | R1   | Y        | 1.4                  | 1.1         | 1.4         | 0.6         |             |             |    | 4.5         | 8.0                           |             |             |              | 2.6                              | B     | II     | M | F |                    |          |
| 7                   | 25.886                 | ML        | R1   | N        | 1.5                  | 1.1         | 1.7         | 0.6         |             | 0.6         |    | 5.5         | 8.0                           |             |             | 15.0         | 3.5                              | B     | II     | M | P |                    |          |
| 8                   | 26.144                 | ML        | R1   | N        | 1.3                  | 0.9         | 1.2         | 0.4         |             | 0.4         |    | 4.2         | 7.8                           |             |             | 16.0         | 2.4                              | B     | IB     | L | P |                    |          |
| 9                   | 26.429                 | ML        | R1   | Y        | 1.4                  | 0.7         | 1.1         | 0.3         |             | 0.5         |    | 4.0         | 8.0                           |             |             |              | 4.0                              | B     | III    | S | P |                    |          |
| 10                  | 26.713                 | ML        | R1   | N        | 1.5                  | 0.9         | 1.1         | 0.5         |             | 0.7         |    | 4.7         | 7.5                           |             |             |              | 3.5                              | B     | II     | M | P |                    |          |
| 11                  | 27.082                 | ML        | R1   | N        | 1.6                  | 1.0         | 1.8         | 0.5         | 0.6         | 0.5         |    | 6.0         | 8.5                           |             |             |              | 1.6                              | B     | IB     | L | F |                    |          |
| 12                  | 26.909                 | ML        | L1   | Y        | 1.5                  | 0.7         | 1.2         | 0.5         | 1.0         | 0.6         |    | 5.5         | 8.0                           |             |             | 16.0         |                                  |       |        |   | F |                    |          |
| 13                  | 26.631                 | ML        | L1   | N        | 1.5                  | 0.7         | 1.2         | 0.6         | 0.3         | 0.5         |    | 4.8         | 6.0                           |             |             |              | 4.8                              | B     | IB     | L | F |                    |          |
| 14                  | 26.282                 | ML        | L1   | N        | 1.0                  | 1.0         | 1.0         |             | 1.1         |             |    | 4.1         | 7.5                           |             |             |              | 1.0                              | B     | IB     | L | F | SP 12.5 fell apart |          |
| 15                  | 26.003                 | ML        | L1   | Y        | 1.5                  | 0.6         | 1.3         | 0.4         | 0.6         | 0.4         |    | 4.8         | 9.0                           |             |             |              | 4.8                              | B     | II     | M | F |                    |          |
| 16                  | 25.601                 | ML        | L1   | N        | 1.3                  | 0.7         | 1.4         | 0.6         |             |             |    | 4.0         | 7.0                           |             |             |              |                                  |       |        |   | F |                    |          |
| 17                  | 25.205                 | ML        | L1   | N        | 1.5                  | 0.9         | 1.3         | 0.4         | 0.5         | 0.5         |    | 5.1         | 8.0                           |             |             |              | 2.5                              | B     | II     | M | F |                    |          |
| <b>AVERAGE</b>      |                        |           |      |          | <b>1.46</b>          | <b>0.83</b> | <b>1.26</b> | <b>0.50</b> | <b>0.80</b> | <b>0.58</b> |    | <b>4.72</b> | <b>7.80</b>                   |             |             | <b>15.75</b> | <b>3.27</b>                      |       |        |   |   |                    |          |
| <b>MAX</b>          |                        |           |      |          | <b>1.80</b>          | <b>1.20</b> | <b>1.80</b> | <b>0.60</b> | <b>1.50</b> | <b>0.80</b> |    | <b>6.00</b> | <b>9.00</b>                   |             |             | <b>16.00</b> | <b>5.50</b>                      |       |        |   |   |                    |          |
| <b>MIN</b>          |                        |           |      |          | <b>1.00</b>          | <b>0.50</b> | <b>0.90</b> | <b>0.30</b> | <b>0.30</b> | <b>0.40</b> |    | <b>3.20</b> | <b>6.00</b>                   |             |             | <b>15.00</b> | <b>1.00</b>                      |       |        |   |   |                    |          |
| <b>LAYER COEF.</b>  |                        |           |      |          | <b>0.25</b>          | <b>0.25</b> | <b>0.25</b> | <b>0.00</b> | <b>0.25</b> | <b>UNKW</b> |    |             | <b>0.18</b>                   | <b>0.16</b> | <b>UNKW</b> | <b>0.08</b>  |                                  |       |        |   |   |                    |          |

- Notes:
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
  - The cross slope is measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.

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

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Typical Section: 1

|   |          |             |                           |                      |         |                              |                      |        |  |
|---|----------|-------------|---------------------------|----------------------|---------|------------------------------|----------------------|--------|--|
| W.P.I. No.:   |          | Name:       | SR 17                     |                      |         | Lanes:                       | 2                    |        |  |
| Fin. Proj. ID:                                      | 450882-1 | From:       | N of Waverly Rd. (CR 540) |                      |         | Shoulder Type and Condition: |                      |        |  |
| F.A. Project No.:                                   |          | Roadway ID: | 16090000                  |                      |         | To:                          | S of Lake Trask Rd   |        |  |
| County:   | Polk     | SR No.:     | 17                        |                      |         | Beg MP:                      | 25.056               |        |  |
|   |          |             | End MP:                   | 27.121               | Length: | 2.065                        | Outside:             | Fair   |  |
| Overall Pavement Condition (from DMO field review): |          |             | Fair                      | Median Curbed (Y/N): |         | Paved                        | Lawn                 | Other: |  |
|   |          |             |                           |                      |         |                              | Curb & Gutter (Y/N): | N      |  |

| Turn Lane, Shoulder, and Side Street Cores (TL / S / SS) |                        |           |      |          |                      |             |             |             |             |             |  |  |  |             |                               |             |             |              |                                  |             |      |       |        |                    |  |  |
|--|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|--|--|--|-------------|-------------------------------|-------------|-------------|--------------|----------------------------------|-------------|------|-------|--------|--------------------|--|--|
| CORE NO.   | MILE POST <sup>1</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) |             |             |             |             |             |  |  |  |             | TOTAL ASPHALT THICKNESS (IN.) | BASE        |             |              | STABILIZED SUBGRADE <sup>2</sup> | CRACK       |      |       |        | PAVEMENT CONDITION | COMMENTS   |  |
|  |                        |           |      |          | FC12.5               | SP12.5      | SP9.5       | ARMI        | S2          | WC          |  |  |  |             |                               | LR          | ABC-2       | RAP          |                                  | DEPTH (IN.) | TYPE | CLASS | EXTENT |                    |  |  |
| 2  | 25.721                 | TL        | RR   | N        | 1.3                  | 3.6         | 1.9         |             |             |             |  |  |  |             | 6.8                           | 16.0        |             |              | 0.0                              | 3.2         | B    | III   | M      | F                  |  |  |
| 18   | 25.502                 | S         | OR   | N        | 2.0                  | 0.8         |             |             |             |             |  |  |  |             | 2.8                           |             |             | 6.2          | 0.0                              |             |      |       |        | F                  | Measured in hole base fell apart                           |  |
| 19   | 26.229                 | S         | OR   | N        | 1.7                  | 0.9         |             |             |             |             |  |  |  |             | 2.6                           |             |             | 6.9          | 0.0                              |             |      |       |        | F                  | Measured in hole base fell apart                           |  |
| 20   | 26.986                 | S         | OR   | N        | 1.7                  | 1.0         |             |             |             |             |  |  |  |             | 2.7                           |             |             | 5.3          | 0.0                              |             |      |       |        | F                  | Measured in hole base fell apart                           |  |
| 21   | 26.590                 | S         | OL   | N        | 1.5                  | 1.0         |             |             |             |             |  |  |  |             | 2.5                           |             |             | 4.0          |                                  |             |      |       |        | F                  |  |  |
| 22   | 25.815                 | S         | OL   | N        | 1.1                  | 0.8         | 0.9         |             |             |             |  |  |  |             | 2.8                           | 6.5         |             |              | 0.0                              |             |      |       |        | P                  |  |  |
| 23   | 25.085                 | S         | OL   | N        | 1.3                  | 0.7         |             |             |             |             |  |  |  |             | 2.0                           |             | 4.5         |              | 0.0                              |             |      |       |        | F                  |  |  |
| 24   | 25.798                 | TL        | LL   | N        | 1.9                  | 0.6         | 1.3         | 0.4         |             | 0.8         |  |  |  |             | 5.0                           | 7.0         |             |              | 0.0                              |             |      |       |        | P                  |  |  |
| 25   | 25.740                 | TL        | RR   | Y        | 2.3                  | 3.2         | 1.5         |             |             |             |  |  |  |             | 7.0                           | 16.0        |             |              | 0.0                              | 1.9         | C    | IB    | L      | P                  |  |  |
| 26   | 25.334                 | SS        | NA   | Y        | 2.1                  | 2.3         |             |             |             |             |  |  |  |             | 4.4                           |             | 7.0         |              | 0.0                              |             |      |       |        | P                  | Tindel Camp Rd / Measured in hole. Base crack.             |  |
| 28   | 26.580                 | SS        | NA   | N        | 1.3                  | 0.8         |             |             |             | 0.7         |  |  |  |             | 2.8                           | 6.0         |             |              | 10.0                             |             |      |       |        | P                  | Almburg Rd   |  |
| 29   | 26.815                 | SS        | NA   | Y        |                      |             | 3.7         |             |             |             |  |  |  |             | 3.7                           |             |             |              | 0.0                              |             |      |       |        | P                  | Welsh Rd / Reddish-yellow clayey sand below asphalt (SCLY) |  |
| <b>AVERAGE</b>   |                        |           |      |          | <b>1.65</b>          | <b>1.43</b> | <b>1.86</b> | <b>0.40</b> |             | <b>0.75</b> |  |  |  | <b>3.76</b> | <b>10.30</b>                  | <b>5.75</b> | <b>5.60</b> | <b>0.91</b>  | <b>2.55</b>                      |             |      |       |        |                    |  |  |
| <b>MAX</b>   |                        |           |      |          | <b>2.30</b>          | <b>3.60</b> | <b>3.70</b> | <b>0.40</b> |             | <b>0.80</b> |  |  |  | <b>7.00</b> | <b>16.00</b>                  | <b>7.00</b> | <b>6.90</b> | <b>10.00</b> | <b>3.20</b>                      |             |      |       |        |                    |  |  |
| <b>MIN</b>   |                        |           |      |          | <b>1.10</b>          | <b>0.60</b> | <b>0.90</b> | <b>0.40</b> |             | <b>0.70</b> |  |  |  | <b>2.00</b> | <b>6.00</b>                   | <b>4.50</b> | <b>4.00</b> | <b>0.00</b>  | <b>1.90</b>                      |             |      |       |        |                    |  |  |
| <b>LAYER COEF.</b>                                       |                        |           |      |          | <b>0.25</b>          | <b>0.25</b> | <b>0.25</b> | <b>0.00</b> | <b>0.25</b> | <b>UNKW</b> |  |  |  |             | <b>0.18</b>                   | <b>0.16</b> | <b>UNKW</b> |              | <b>0.08</b>                      |             |      |       |        |                    |  |  |

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- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
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| Lane Designations<br>OL - Outside Left Shoulder<br>L1 - 1st Lane Left of Centerline | Lane Designations<br>OR - Outside Right Shoulder<br>R1 - 1st Lane Right of Centerline | Crack Type<br>A - Alligator<br>B - Block<br>C - Combination | Crack Rating<br>Class IB - Hairline cracks that are ≤ 1/8 inch wide<br>Class II - Cracks > than 1/8 inch and ≤ 1/4 inch<br>Class III - Cracks > 1/4 inch | Extent<br>L - Light<br>M - Moderate<br>S - Severe | Pavement Condition<br>G - Good<br>F - Fair<br>P - Poor | Lane Type<br>ML - Mainline<br>TL - Turn Lane<br>CO - Crossover<br>S - Shoulder<br>SS - Side Street |
|---|---|---|--|---|--|--|