

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

Cored By: MADRID CPWG

Coring Completion Date: 8/23/2023

Typical Section: 1

W.P.I. No.:		Name:	SR 17			Lanes:	2 Lane Urban Major Collector						
Fin. Proj. ID:	450883-1	From:	N of Old Scenic Hwy			Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	16090000			To:	Lake Marion Rd / SR 544						
County:	Polk	SR No.:	17			Beg MP:	28.034	End MP:	33.349	Length:	5.315	Inside:	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y

**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				COMMENTS		
					FC12.5	FC3	SP12.5	ARMI	S2	WC	T1	BIND		LR	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		PAVEMENT CONDITION	
1	28.648	ML	R1	Y	1.5		2.4			0.6				4.5	9.0			0.0	4.5	A	II	M	P	
2	30.742	ML	R1	N		1.3	3.3	0.5	3.3	0.8				9.2	6.0			0.0	9.2	C	II	M	P	
4	31.022	ML	R1	Y		1.4	1.8	0.6	0.8	0.5				5.1	8.0			6.0	2.1	A	II	M	F	
6	31.831	ML	L1	N		1.3	2.7	0.6	0.5	0.7				5.8	7.0			0.0	2.0	B	II	M	F	
7	28.251	ML	R1	Y	1.1		2.1	0.4		0.6				4.2	9.0			0.0	3.0	C	II	M	F	
8	29.253	ML	R1	Y	1.8						2.3	0.9		5.0	8.0			0.0					F	
9	29.792	ML	R1	Y		1.5	2.7	0.5	1.1					5.8	8.0			0.0	5.8	A	II	M	F	
10	30.256	ML	R1	N		1.3	2.7	0.5	1.0	0.7				6.2	7.0			0.0	2.4	B	II	M	F	
11	30.495	ML	R1	Y		1.3	2.7	0.5	0.8	0.5				5.8	7.0			0.0	2.5	B	II	M	F	
12	31.277	ML	R1	Y		1.5	3.8	0.5	2.7	0.6				9.1	8.0			0.0					F	Bottom up crack
13	31.556	ML	R1	Y		1.4	2.5	0.5	1.0	0.7				6.1	8.0			0.0	0.4	A	IB	M	F	Slippage
14	32.030	ML	R1	Y		1.2	2.2	0.6	1.3	0.7				6.0	6.0			9.0	2.5	A	II	M	F	Bottom up crack
15	32.290	ML	R1	N		1.5	2.3	0.4	1.2	0.4				5.8	6.0			8.0					F	
16	32.575	ML	R1	N	1.5		3.7							5.2	22.0			0.0					F	
17	32.799	ML	R1	Y	1.4		3.5							4.9	15.0			0.0					F	
18	33.067	ML	R1	Y	1.5		2.4							3.9	8.0			0.0	3.9	C	II	M	F	Widening crack
19	33.321	ML	L1	Y	1.9		4.7		3.5					10.1	10.0			0.0					F	
20	32.941	ML	L1	N	1.3		2.2							3.5	8.0			0.0					F	
21	32.459	ML	L1	Y	1.5		4.4							5.9	14.0			0.0					F	
22	32.140	ML	L1	Y		1.5	2.6	0.5	1.2	0.7				6.5	7.0			0.0	0.7	A	IB	L	F	Possible slippage
23	31.685	ML	L1	N		1.5	2.3	0.5	0.9	0.7				5.9	8.0			0.0					F	
24	31.136	ML	L1	Y		1.4	3.0	0.6	1.2					6.2	8.0			0.0	6.2	A	III	S	F	
25	30.874	ML	L1	N		1.5	3.2	0.7	0.5	0.6				6.5	8.0			0.0					F	Bottom up crack
26	30.384	ML	L1	Y		1.5	2.2	0.5	1.6	0.5				6.3	8.0			0.0					F	Bottom up crack
27	30.031	ML	L1	N		1.6	4.4	0.5	0.4	0.6				7.5	8.0			0.0					F	
28	29.514	ML	L1	N		1.5	2.9	0.5		0.6				5.5	8.0			0.0					F	
29	28.967	ML	L1	Y	1.5						1.8	0.7		4.0	8.0			0.0					F	
30	28.436	ML	L1	N	1.9		1.2	0.6	1.2	0.6				5.5	8.0			0.0					F	
67	33.067	ML	R1	Y	1.5		4.5							6.0	8.0			0.0					P	RT of Core #18 (Widening)
68	33.067	ML	R1	Y	1.5		6.2	0.6		0.9				9.2	8.0			0.0					P	LT of Core #18 (Widening)
<b>AVERAGE</b>					<b>1.53</b>	<b>1.42</b>	<b>3.02</b>	<b>0.53</b>	<b>1.34</b>	<b>0.63</b>	<b>2.05</b>	<b>0.80</b>		<b>6.04</b>	<b>8.70</b>			<b>0.77</b>	<b>3.48</b>					
<b>MAX</b>					<b>1.90</b>	<b>1.60</b>	<b>6.20</b>	<b>0.70</b>	<b>3.50</b>	<b>0.90</b>	<b>2.30</b>	<b>0.90</b>		<b>10.10</b>	<b>22.00</b>			<b>9.00</b>	<b>9.20</b>					
<b>MIN</b>					<b>1.10</b>	<b>1.20</b>	<b>1.20</b>	<b>0.40</b>	<b>0.40</b>	<b>0.40</b>	<b>1.80</b>	<b>0.70</b>		<b>3.50</b>	<b>6.00</b>			<b>0.00</b>	<b>0.40</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.23</b>	<b>0.20</b>			<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>	<b>0.08</b>						

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County:	Polk	SR No.:	17			Beg MP:	28.034	End MP:	33.349	Length:	5.315	Inside:	
Overall Pavement Condition (from DMO field review):	Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y			

**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				COMMENTS
					FC12.5	FC3	SP12.5	ARMI	S2	WC	T1	BIND				LR		ABC-2	RAP		DEPTH (IN.)	

Notes:

- 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.
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
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- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
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<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 L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover	S - Shoulder SS - Side Street BR - Bridge Approach/Departure	A - Alligator B - Block C - Combination	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	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor

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**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				COMMENTS	
					FC12.5	FC3	SP12.5	ARMI	S2	WC	T1	BIND		LR	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		PAVEMENT CONDITION
3	30.743	S	OR	N			2.0						2.0		1.8		0.0				F		
31	28.099	S	OR	N	1.8		1.0						2.8			6.2	0.0				F	Measured in hole (Bottom fell apart)	
32	28.568	S	OR	N	1.8		1.7						3.5			4.5	0.0				F	Measured in hole (Bottom fell apart)	
33	29.142	S	OR	N	1.3						1.0	1.2	3.5	5.0			0.0	3.5	C	II	M	F	
34	29.631	S	OR	N		1.2	0.8						2.0	5.0			0.0	0.3	A	IB	L	F	
35	29.913	S	OR	N		1.2	0.8						2.0	6.0			0.0					F	
36	30.149	S	OR	N		1.6							1.6	6.0			0.0	0.3	B	IB	L	F	
37	30.611	S	OR	N		2.0							2.0	6.0			0.0					F	
38	31.220	S	OR	N		1.5	1.6						3.1		9.7		0.0					F	Core broke into 2 pieces
39	31.463	S	OR	N		1.6	0.6						2.2	3.5			6.0					F	
40	31.943	S	OR	N		1.5	1.6						3.1	5.0			6.0					F	
41	32.386	S	OR	N		1.7	1.2						2.9	6.0			0.0					F	
42	32.904	S	OR	N			3.0						3.0	6.0			0.0					F	
43	33.186	S	OL	N	1.1		2.2						3.3	6.0			0.0					F	
44	32.695	S	OL	N	1.6		3.8						5.4	7.0			0.0					F	
45	32.219	S	OL	N		1.5	0.7						2.2	4.0								F	
46	31.766	S	OL	N		1.9	0.6						2.5	4.0			0.0					F	
47	31.390	S	OL	N		1.2	4.8						6.0	8.0			0.0					F	
48	30.938	S	OL	N		1.4	1.0						2.4	6.0			0.0					F	
49	30.435	S	OL	N		2.0	0.9						2.9	6.0			0.0					F	
50	30.078	S	OL	N		1.7	1.2						2.9	6.0			0.0					F	
51	29.441	S	OL	N		1.6	0.8						2.4	5.0			0.0					F	
52	28.829	S	OL	N	1.5		0.7						2.2	6.0			0.0					F	
53	28.489	S	OL	N	1.4		0.9						2.3			6.2	0.0					F	Measured in hole (Core fell apart)
54	28.307	S	OL	N	1.3		0.7						2.0			6.0	0.0					F	Measured in hole (Core fell apart)
<b>AVERAGE</b>					<b>1.48</b>	<b>1.57</b>	<b>1.48</b>						<b>2.81</b>	<b>5.61</b>	<b>5.75</b>	<b>5.73</b>	<b>0.50</b>	<b>1.37</b>					
<b>MAX</b>					<b>1.80</b>	<b>2.00</b>	<b>4.80</b>						<b>6.00</b>	<b>8.00</b>	<b>9.70</b>	<b>6.20</b>	<b>6.00</b>	<b>3.50</b>					
<b>MIN</b>					<b>1.10</b>	<b>1.20</b>	<b>0.60</b>						<b>1.60</b>	<b>3.50</b>	<b>1.80</b>	<b>4.50</b>	<b>0.00</b>	<b>0.30</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.23</b>	<b>0.20</b>		<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>	<b>0.08</b>						

Notes:

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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.

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**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					COMMENTS
					FC12.5	FC3	SP12.5	ARMI	S2	WC	T1	BIND						LR		ABC-2	RAP	DEPTH (IN.)	TYPE	CLASS	

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 L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover	S - Shoulder SS - Side Street BR - Bridge Approach/Departure	A - Alligator B - Block C - Combination	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	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor

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Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y

**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				COMMENTS		
					FC12.5	FC3	SP12.5	ARMI	S2	WC	T1	BIND		LR	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		PAVEMENT CONDITION	
5	33.235	TL	LL	N	1.5		5.4	0.5	1.5	0.6				9.5	12.0			0.0	3.2	B	III	S	P	
55	28.094	TL	LR	Y	1.7		3.3							5.0	15.0			0.0					F	
56	28.151	TL	LR	Y	1.8		1.9							3.7	14.0			0.0					F	
57	28.675	TL	LL	N	1.8		1.8			0.5				4.1	10.0			0.0					F	
58	29.050	TL	LR	N	1.6						0.4	1.1		3.1	5.0			5.0					F	
59	30.264	TL	RR	N		1.4	4.4							5.8	7.0			0.0					P	
60	31.297	TL	RL	N		1.5	4.4	0.4	0.4	0.6				7.3	6.0			8.0					F	
61	31.339	TL	LR	Y		1.1	3.6							4.7		9.9		0.0					F	
62	31.368	TL	LL	N		1.2	4.2	0.5	0.8	0.6				7.3	8.0			0.0					F	
63	32.560	TL	LL	N	1.5		2.4	0.3	1.5	0.6				6.3	7.0			0.0					F	
64	33.093	TL	RR	N	1.4		4.6							6.0	28.0			0.0					F	
65	33.164	TL	LL	N	1.9		5.2	0.5	0.9	0.4				8.9	7.0			0.0					F	
66	33.290	TL	RL	N	1.3		5.4		1.6	0.6				8.9	8.0			0.0					F	
<b>AVERAGE</b>					<b>1.61</b>	<b>1.30</b>	<b>3.88</b>	<b>0.44</b>	<b>1.12</b>	<b>0.56</b>	<b>0.40</b>	<b>1.10</b>		<b>6.20</b>	<b>10.58</b>	<b>9.90</b>		<b>1.00</b>	<b>3.20</b>					
<b>MAX</b>					<b>1.90</b>	<b>1.50</b>	<b>5.40</b>	<b>0.50</b>	<b>1.60</b>	<b>0.60</b>	<b>0.40</b>	<b>1.10</b>		<b>9.50</b>	<b>28.00</b>	<b>9.90</b>		<b>8.00</b>	<b>3.20</b>					
<b>MIN</b>					<b>1.30</b>	<b>1.10</b>	<b>1.80</b>	<b>0.30</b>	<b>0.40</b>	<b>0.40</b>	<b>0.40</b>	<b>1.10</b>		<b>3.10</b>	<b>5.00</b>	<b>9.90</b>		<b>0.00</b>	<b>3.20</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>UNKW</b>	<b>0.23</b>	<b>0.20</b>			<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>					

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