

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

Cored By: Intertek- PSI

Coring Completion Date: 2/4/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 25 (US 27)			Lanes:	6 Lane							
Fin. Proj. ID:	447437-1	From:	North Cypress Garden			Shoulder Type and Condition:		Fair						
F.A. Project No.:		Roadway ID:	16180000			To:	North Kokomo Road	Inside:	Fair					
County:	Polk	SR No.:	25			Beg MP:	5.944	End MP:	11.370	Length:	5.426	Outside:	Fair	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Paved	Lawn:	Y	Other:		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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS		
					FC5	FC9.5	FC12.5	SP9.5	ARMI	S	ARMI	S2	T1	BIND	WC		LR	ABC-1	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT							
1	8.350	ML	R1	Y	0.6			2.9								3.5	11.8				12.0					F	0.2	0.2	2.20		
2	8.360	TL	RL	N	0.7			3.1								3.8	12.0									F			2.50		
3	8.378	ML	L2	N				3.3								3.3	14.4						3.3	B	IB	S	P			1.60	FC5 Missing, delamination
4	8.390	CO	CO	N	0.5			3.3								3.8	11.1									F			1.70		
5	8.410	TL	LL	N	0.7			2.6								3.3	11.5									F			2.00		
6	8.420	TL	LR	N	1.0			2.5								3.5	11.2									F			2.20		
7	8.430	ML	L1	N	0.8			2.5								3.3	11.4						3.3	B	I	S	F	0.1	0.1	1.20	
8	8.470	S	OR	N	1.0			3.0								4.0	11.0									F			1.00		
9	8.494	ML	R2	Y	0.9			2.3								3.2	10.5						3.2	B	IB	S	P	0.3	0.2	2.60	
10	8.628	TL	RL	Y	1.0			2.8								3.8	11.3									F			2.00		
11	8.648	ML	R1	N	1.0			3.1								4.1	11.0									F			1.40		
12	8.668	TL	RR	Y	0.5			3.6								4.1	12.4						2.9	B	III	S	P	0.3	0.3	2.10	Core Broke
13	8.694	SS	SS	Y			1.6	6.4								8.0	12.0									F			2.40	Recover 6.9 inch Core broke / 1.1 inch missing	
14	8.608	TL	LR	N	1.0			2.9								3.9	11.4					12.0				F			2.40		
15	8.694	SS	SS	N			1.5	3.5								5.0		10.0								F			3.40		
16	8.470	ML	R3	Y	1.0			3.1								4.1	11.0						4.1	B	IB	S	P	0.2	0.2	1.20	
17	8.741	TL	LL	N			1.4	1.5								2.9	12.0									F			2.00		
18	8.753	TL	LR	N			1.6	1.6								3.2	12.1									F			3.70		
19	8.750	SS	SS	N			1.0	2.9								3.9	12.2						2.6	B	IB	M	P			2.10	
20	8.771	ML	L3	N			1.4	1.8								3.2	11.4									F			3.20		
21	8.832	ML	R3	Y	1.1			3.1								4.2	10.8						4.2	A	IB	S	P			2.30	
22	8.835	ML	L3	Y	0.8			3.3								4.1	10.5						2.8	B	IB	M	F	0.2	0.2	2.20	
23	8.875	ML	L2	Y	0.7			2.5								3.2	10.2						3.2	B	IB	S	P	0.4	0.2	2.00	
24	8.973	TL	LL	N	0.9			3.4								4.3	10.3									F			2.00		
25	8.991	ML	R1	Y	2.0			3.0								5.0	13.0									F			2.10		
26	8.973	ML	R2	Y	0.7			4.0								4.7	12.0						4.7	B	IB	S	P	0.2	0.2	1.20	
27	8.975	ML	L2	Y	0.8			3.4								4.2	12.4						2.4	B	IB	M	F			1.20	
28	9.045	ML	L2	N	0.9			4.3								5.2	12.5									F			1.60		
29	9.125	TL	RR	N	1.2			3.4								4.6	11.5						2.5	B	IB	M	F	0.1	0.1	1.00	
30	8.575	SS	SS	N			1.1	1.7								2.8	9.2									F			1.00		
31	9.195	SS	SS	N		1.1		0.6								1.7	12.5									F			3.00		
32	9.234	S	OL	N	1.0			4.0								5.0	12.0									F			3.00		
33	9.145	ML	L1	Y	0.7			3.6								4.3	12.5						3.3	B	IB	M	F	0.2	0.2	2.50	
34	9.340	ML	L3	Y	1.0			3.9								4.9	12.3									F			2.40		

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F.A. Project No.:		Roadway ID:	16180000				To:	North Kokomo Road							
County:	Polk	SR No.:	25		Beg MP:	5.944	End MP:	11.370	Length:	5.426	Inside:	Fair			
Overall Pavement Condition (from DMO field review):					Fair		Median Curbed (Y/N):		Paved	Lawn:	Y	Other:		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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
					FC5	FC9.5	FC12.5	SP9.5	ARMI	S	ARMI	S2	T1	BIND		WC	LR	ABC-1		RAP	DEPTH (IN.)	TYPE	CLASS					
35	9.470	ML	R1	N	1.4			3.0							4.4	12.0								F			2.10	
36	9.515	TL	RL	N	1.4			3.8							5.2	13.0								F			0.60	
37	9.596	ML	R2	Y	0.9			2.9							3.8	13.6								P	0.3	0.3	1.00	
38	9.624	TL	LL	N	0.8			4.0							4.8	11.5								F			2.50	
39	9.670	SS	SS	N	1.0			5.1							6.1	12.3								F			2.00	
40	9.681	ML	L1	Y	0.6			3.3							3.9	12.0								F			2.40	
41	9.705	ML	L2	Y	1.0			2.7							3.7	12.3								P	0.1	0.2	1.70	
42	9.735	TL	RL	N	1.9			3.1							5.0	12.0								F			0.50	
43	9.758	ML	L2	Y	1.4			2.6							4.0	12.0								P	0.2	0.2	1.70	
44	9.771	CO	CO	N	1.1			3.7							4.8	12.5								F			2.00	
45	9.780	SS	SS	N	1.6			3.2							4.8	12.0								F			2.00	
46	9.822	TL	LR	N	1.5			3.0							4.5		9.5							F			3.30	Core broke one inch from bottom
47	9.858	ML	R3	Y	0.6			7.2							7.8	11.6				12.0				F	0.3	0.1	3.30	widening Crack
48	9.861	S	OR	N	1.7			4.6							6.3	12.2								F			0.60	
49	9.902	ML	R3	Y	0.8			2.9							3.7	11.0								P	0.2	0.2	3.30	
50	9.932	S	OL	N	1.3			3.3							4.6	12.0								F			4.00	
51	9.956	ML	R2	Y	0.7			2.4		4.0			1.5		8.6	11.5								F	0.2	0.2	3.30	
52	10.075	ML	R2	Y	1.0			3.0							4.0	11.8								F	0.2	0.1	2.30	
53	10.085	TL	RL	N	1.0			2.2							3.2	12.0								F			1.20	
54	10.103	ML	R2	Y	0.7			3.4		2.3			2.4		8.8	12.4								F	0.2	0.2	3.30	
55	10.195	ML	L2	N	0.9			2.7				3.8	1.1		9.0	12.3								F	0.2	0.1	4.50	
56	10.205	TL	LL	N	1.3			3.5							4.8	11.6								F			4.50	
57	10.370	ML	R1	N	0.9			4.0		1.7			1.6		8.2	10.0								F			1.00	
58	10.380	S	IL	N	1.6			3.0							4.6	12.0								F			3.00	
59	10.400	TL	RL	N	1.4			5.8				1.8			9.0	10.0								F			0.50	1/2 inch core broke from bottom
60	10.423	TL	RR	N	1.5			2.6							4.1	10.3								F			1.60	
61	10.852	CO	CO	N	0.4			2.9				3.3	2.3		8.9	12.1								F			4.60	
62	10.496	SS	SS	N		1.2		1.7					1.0		3.9	12.0								F			2.00	1.5 inch core broke from bottom
63	10.489	SS	SS	N			1.4	3.1							4.5		6.5							F			1.20	
64	10.505	ML	R2	Y	0.9			1.0				2.2	2.0		6.1	9.7								F	0.2	0.2	2.20	
65	10.552	TL	LR	N	0.4			2.4				4.7			7.5	12.5								F			2.00	
66	10.562	TL	LL	N	1.4			3.8							5.2	12.3								F			4.40	
67	10.576	S	IR	N	1.3			2.6				2.9	2.1		8.9	9.0								F			2.40	

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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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS					
					FC5	FC9.5	FC12.5	SP9.5	ARMI	S	ARMI	S2	T1	BIND	WC		LR	ABC-1	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT										
68	10.581	ML	L1	Y	0.8			2.3								3.1	10.1							3.1	B	IB	S	F	0.1	0.1	3.00	Base crack		
69	10.625	SS	SS	N	1.5			1.5								3.0	11.0																	
70	10.708	S	OL	N	1.4			3.6								5.0		3.7						2.8	B	IB	M	F						
71	10.738	ML	L3	Y	1.0			2.3		2.7						6.0	11.3							3.0	B	IB	S	F	0.2	0.2	5.00			
72	10.754	TL	RL	N	1.3			3.3				3.9		0.8		9.3	7.0																	
73	10.812	S	OR	N	1.2			2.8								4.0	9.0																	
74	10.841	TL	LL	N	1.8			3.1								4.9	10.4							1.8	B	I	M	F						
75	11.026	ML	L2	Y	0.5			2.9				4.0	0.5	0.6		8.5	12.6							3.7	B	IB	M	F	0.2	0.2	5.40			
76	11.150	ML	L2	Y	0.7			2.2				3.0	0.8	0.5		7.2	13.0			12.0				2.8	B	IB	M	F	0.1	0.2	3.10			
77	11.204	TL	RR	Y	1.1			4.1								5.2	12.0																	
78	11.238	TL	RL	N	1.5			2.8								4.3	12.5																	
79	11.292	SS	SS	N			0.5	5.1								5.6	11.0																	
80	11.298	CO	CO	N	0.8			5.3		2.7						8.8	11.0																	
81	11.310	ML	R2	N	0.9			2.2		3.3				1.2		7.6	12.0																	
82	11.325	TL	RL	N	0.7			4.0				4.6				9.3	10.3							3.0	B	IB	M	F						
83	11.335	ML	L3	N	0.5			4.5								5.0	15.0																	
84	11.340	ML	R3	N	1.0			3.8								4.8	12.5																	
85	5.994	S	OR	N	1.5							2.0				3.5	10.4		1.0															
86	5.985	TL	LL	N	0.9							5.5		1.5		7.9	10.7																	
87	6.008	TL	LR	N	1.1							4.6				5.7	10.2																	
88	6.025	ML	L3	Y	0.9			4.0				1.5				6.4	10.2																	
89	6.034	ML	R2	Y	1.7							3.2		2.2		7.1	9.2							3.5	B	III	S	P	0.2	0.3	2.10			
90	6.046	ML	R3	Y	1.6							4.8				6.4	11.2							3.5	B	III	M	F	0.3	0.3	2.10			
91	6.158	S	OL	N	1.0			2.7				2.8				6.5	8.5																	
92	6.255	ML	R2	Y	1.2			1.4		0.4	0.5	2.4		1.1		7.0	8.3							3.5	B	IB	M	F	0.4	0.3	2.10	Bottom up crack		
93	6.268	ML	L1	Y	1.1			1.4	0.8	1.6				1.0	0.7	6.6	8.0							3.2	B	I	M	F		0.3	2.10			
94	6.592	ML	R1	N	1.0			1.8	0.8			3.4				7.0	7.0							3.0	B	I	M	F	0.2	0.3	2.00	3.5 broke bottom of core		
95	6.610	ML	L2	N	1.0			1.8	0.6	2.4				0.8	0.4	7.0	9.0																	
96	6.712	S	OL	N	1.0			1.7								2.7			4.1															
97	6.720	S	OR	N	1.3			3.1								4.4			3.4															
98	6.770	ML	R3	N	1.3			5.4								6.7	10.2																	
99	6.785	ML	R2	Y	0.9			1.2	0.5			1.0		1.6		5.2	9.0							5.2	B	I	M	F	0.2	0.2	2.10			
100	6.780	ML	L3	Y	0.9			4.9								5.8	10.2							2.2	B	IB	M	F						

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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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS		
					FC5	FC9.5	FC12.5	SP9.5	ARMI	S	ARMI	S2	T1	BIND	WC		LR	ABC-1	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT							
101	6.795	TL	RR	N	1.1			6.0								7.1	9.0							F			3.80				
102	6.851	TL	RL	N	1.1			5.7								6.8	11.2							F			2.00				
103	6.775	ML	L2	Y	1.1			1.7	0.6							3.4								F			2.00	Recover core from 7.0 inch Total pavement layers thickness			
104	6.832	CO	CO	N	1.1			1.8	0.5				2.6			6.0	16.0							F			2.00				
105	6.851	SS	SS	N	1.1			4.9								6.0	15.0							F			2.50				
106	6.882	TL	LL	N	0.8			1.9	0.6				0.9			4.2	16.0							F			2.50				
107	7.025	ML	R1	Y	0.9			1.8	0.5				1.4	1.5		6.1	9.2							F			2.00				
108	7.052	ML	L1	N	1.0			2.2	0.6	2.0			0.8		0.7	7.3	11.2							F			1.40				
109	7.395	ML	R2	Y	0.9			1.9	0.6	2.2				1.6		7.2	10.0							F			2.00				
110	7.452	ML	L2	N	1.0			1.6	0.7	3.0			0.8		0.4	7.5	11.0							F			1.70	Bottom up Crack			
111	7.488	S	OL	N	0.9			2.8								3.7			3.0					F			6.20				
112	7.571	S	OR	N	1.0			1.5								2.5			4.0					F			3.40				
113	7.593	ML	L3	Y	1.0			5.2								6.2	10.0							F			2.00				
114	7.602	ML	R3	Y	1.3			4.6								5.9	8.4							F	0.3	0.3	2.40				
115	7.754	ML	R2	Y	1.0			1.7	0.5	2.6				1.4		7.2	8.5							F			2.00				
116	7.862	ML	L2	N	1.1			0.5	0.7	2.4			0.7		0.6	6.0	11.2							F			2.30				
117	7.924	ML	R1	N	0.8			3.3								4.1	11.0							F			1.45				
118	8.052	ML	L2	Y	0.9			1.3								2.2	11.5							F			1.20	widening Crack			
119	8.132	TL	RR	N	1.1			3.6								4.7	11.5					12.0		F			2.10				
120	8.110	TL	RL	Y	1.1			3.0								4.1	9.0							F			1.20				
121	8.179	SS	SS	Y	1.1			3.9								5.0	11.0							F			1.00				
122	8.182	CO	CO	N	0.7			3.6								4.3	11.0							F			1.00				
123	8.215	TL	LL	N	1.0			3.4								4.4	10.6							F			1.00				
124	8.242	ML	L1	N	0.8			3.2								4.0	10.5							F			2.80				
125	9.181	CO	CO	N	1.3			3.9								5.2	12.3							F			2.00				
126	8.806	ML	L2	N			1.4	2.7								4.1	10.7							F			2.00				
127	8.789	ML	L1	N				2.7								2.7	10.9							F			1.10				
128	8.639	ML	L3	Y	0.9			3.1								4.0	11.2					12.0	3.0	B	IB	M	F	0.2	0.2	2.20	
129	8.026	ML	L3	Y	0.8			6.4								7.2	8.0							F			2.30				
130	7.963	ML	R2	N	0.8			2.6	0.5	2.3				1.1		7.3	10.7							F			3.00				
131	7.920	ML	R3	Y	0.9			6.6								7.5	8.5							F			1.50				
132	7.410	ML	L3	Y	1.0			5.4								6.4	10.0							F			2.80				

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

Cored By: Intertek- PSI

Coring Completion Date: 2/4/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 25 (US 27)			Lanes:	6 Lane							
Fin. Proj. ID:	447437-1	From:	North Cypress Garden			Shoulder Type and Condition:		Fair						
F.A. Project No.:		Roadway ID:	16180000			To:	North Kokomo Road	Inside:	Fair					
County:	Polk	SR No.:	25			Beg MP:	5.944	End MP:	11.370	Length:	5.426	Outside:	Fair	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Paved	Lawn:	Y	Other:		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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS	
					FC5	FC9.5	FC12.5	SP9.5	ARMI	S	ARMI	S2	T1	BIND	WC		LR	ABC-1	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT						
<b>AVERAGE</b>					1.03	1.15	1.29	3.16	0.61	2.37	0.50	3.06		1.58	0.55	5.23	11.18	7.43	3.10		12.00	3.36					0.2	0.2	2.40	
<b>MAX</b>					2.00	1.20	1.60	7.20	0.80	4.00	0.50	5.50		2.40	0.70	9.30	16.00	10.00	4.10		12.00	6.10					0.4	0.3	8.60	
<b>MIN</b>					0.40	1.10	0.50	0.50	0.50	0.40	0.50	0.90		0.80	0.40	1.70	7.00	3.70	1.00		12.00	1.30					0.1	0.1	0.40	
<b>LAYER COEF.</b>					0.00	0.25	0.25	0.25	0.00	0.25	0.00	0.25		0.20	UNKW		0.18	0.14	UNKW		0.08									

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>	<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	OR/IR - Outside/Inside Shoulder	ML - Mainline S - Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane SS - Side Street	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor