

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

Cored By: Madrid Engineering Group

Coring Completion Date: 11/1/2022

Typical Section:

W.P.I. No.:		Name: SR 25 (US 27)	Lanes: 6 Lane Urban Principal Arterial Roadway
Fin. Proj. ID: 449275-1		From: North of Sanders Rd.	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 16180000	To: North of Deer Creek Blvd.	Inside: Paved
County: Polk	SR No.: 25	Beg MP: 18.884	End MP: 23.088
		Length: 4.204	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): Y	Paved	Lawn Y
		Other: No CTL	Curb & Gutter (Y/N): Inside: Y; Outside: N

All Cores

CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)											TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS		
					FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S	WC	S2	BIND		LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT				
1	20.010	ML	R1	Y	0.7			1.3				0.8		0.7			3.5	12.0						2.3	C	III	S	P	
2	21.372	ML	R1	Y	0.5			2.5									3.0	11.0					0.0					P	
3	19.269	ML	R2	Y	0.6			1.7				0.4	1.0				3.7	11.0						3.7	C	III	S	P	
4	19.419	ML	R2	Y	0.7			2.3				0.6	1.1				4.7	10.0					17.0					F	
5	22.774	ML	R2	Y	0.6			1.6				0.6	1.2				4.0	13.0					0.0	3.0	C	III	S	P	
6	23.068	ML	R3	Y	0.8			3.2									4.0	26.0					0.0	4.0	C	III	S	P	
7	19.015	ML	R3	Y				3.0	1.7								4.7	10.0										G	No friction course present
9	21.016	ML	L2	Y	0.7			5.7									6.4	8.0						6.4	C	III	S	P	On widening joint in R.W.P. In group with cores 10 & 11.
10	21.016	ML	L2	N	0.9			2.0				0.8	1.2			1.8	6.7	8.0										P	In lane center. In group with cores 9 & 11.
11	21.016	ML	L2	Y	0.9			2.2				0.6	2.0			1.3	7.0	9.0										P	In L.W.P. In group with cores 9 & 10.
12	19.139	ML	L3	Y				2.8	1.4								4.2	14.0										G	
13	20.495	ML	R2	Y	0.7			1.8				0.6				1.9	5.0	11.0						2.7	C	III	S	P	
14	20.817	ML	R3	N	0.8			5.6									6.4	10.0					0.0					F	
15	21.014	ML	R2	Y	0.8			2.2				0.8	1.1				4.9	12.0					0.0					F	
16	21.822	ML	R3	Y	0.7			3.9									4.6	12.0					13.0	4.6	C	II	M	P	
17	22.220	ML	R1	Y	0.9			2.5				0.6	0.9				4.9	11.0					0.0					F	
18	22.511	ML	R3	Y	0.5			4.2									4.7	11.0										F	
19	22.965	ML	R1	Y	1.0			1.7				0.8					3.5	12.0					0.0					F	
20	19.483	ML	L2	Y	1.0			2.6				0.9		0.8			5.3	12.0					0.0					F	
21	19.756	ML	L1	Y	0.8			2.6				0.4			6.7	1.4	11.9	10.3					0.0					F	
22	20.123	ML	L3	Y	1.0			4.3									5.3	12.0					0.0					P	
23	20.375	ML	L2	Y	0.6			2.3				0.7			2.5	1.9	8.0	9.0					0.0	3.4	C	III	S	P	
24	20.814	ML	L1	N	0.8			2.0				0.5			4.3	1.7	9.3	9.0					18.0					F	
25	21.460	ML	L3	Y	0.9			6.4									7.3	12.0					0.0					F	
26	21.823	ML	L1	Y	0.7			3.7				0.5			6.3	1.4	12.6	11.0					0.0					F	
27	22.106	ML	L2	Y	0.9			3.5				0.6			1.6	1.7	8.3	8.0					0.0					F	
28	22.569	ML	L3	Y	1.1			3.4									4.5		7.9				0.0					F	Base broke apart
29	22.767	ML	L1	Y	0.9			3.0		6.3					2.6	1.6	14.4	9.0					0.0					F	
30	23.092	ML	L1	Y			1.6		4.3	4.0	0.6				6.0	1.5	18.0	9.0					0.0					F	

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					FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S	WC	S2	BIND		LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
31	19.597	S	OR	N	1.1			1.5								2.6	7.0							F			
32	20.722	S	OR	N	0.8			1.3								2.1	4.0			0.0				F			
33	21.524	S	OR	N	0.8			1.3								2.1	5.0							F			
34	22.256	S	OR	N	0.9			2.6								3.5	6.0			8.0				F			
35	23.044	S	OR	N	0.7			1.7								2.4	6.0							F			
36	22.975	S	OL	N	0.7			1.6								2.3	6.0			0.0				F			
37	22.712	S	OL	N	0.7			2.0								2.7	5.0			11.0				F			
38	21.249	S	OL	N	1.0			1.5								2.5	8.0			0.0				F			
39	20.295	S	OL	N	1.0			1.5								2.5	7.0							F			
40	19.341	S	OL	N	1.1			1.8								2.9	5.0							F			
41	19.399	TL	RL	Y	1.4			5.7								7.1	24.0			0.0				F	RLTL		
42	19.998	TL	RR	Y	1.5			6.3								7.8	9.0			0.0	2.4	C	III	S	P	RRTL	
43	20.223	TL	LL	Y	1.1			1.5						1.2		3.8	14.0							F	LLTL		
44	21.102	TL	RL	Y	0.6			5.1								5.7		9.1		0.0				P	RLTL		
45	21.375	TL	RL	Y	1.5			2.9								4.4		6.6		0.0				F	RLTL		
46	21.620	TL	RR	Y	1.2			3.4								4.6	14.0			0.0	1.7	C	III	S	P	RRTL	
47	21.951	TL	LL	N	1.0			2.3		1.7						5.0		10.2		0.0				F	LLTL		
48	22.233	TL	LL	N	0.7			2.9								3.6		7.2		0.0				F	LLTL		
49	22.464	TL	LR	N	0.8			3.9								4.7	14.0							F	LRTL		
50	22.584	TL	RR	Y	0.7			3.9								4.6	11.0			12.0				F	RRTL		
51	22.814	TL	RL	Y	0.7			2.3		1.3						4.3		7.4		0.0				F	RLTL		
52	23.002	TL	LL	Y	0.9			4.1								5.0	20.0			0.0				F	LLTL		
54	19.795	TL	C	N	1.0			2.0						1.8		4.8	18.5			0.0				P	CTL		
55	20.668	TL	C	N	0.8			2.3						3.4		6.5	10.0							P	CTL		
56	19.173	SS	N/A	Y			2.2	4.1								6.3	18.5							F	North Blvd. W.		
57	19.165	SS	N/A	N				1.7								1.7	21.0			0.0				F	Holly Hill Cutoff Rd.		
58	19.426	SS	N/A	Y	1.0			5.9								6.9	10.5							F	Forest Lake Dr. Core Broke.		
59	19.418	SS	N/A	N	1.0			5.5								6.5	18.0							F	Mini Dump Rd.		
60	19.782	SS	N/A	Y	0.9			4.2								5.1	28.0			0.0				F	La Casa Del Sol Ent.		

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					FC5	FC9.5	FC12.5	SP9.5	SP12.5	S	ARMI	S	WC	S2	BIND		LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
61	19.986	SS	N/A	Y			1.8		1.9							3.7	14.0			0.0				F	Olive Dr.		
62	20.027	SS	N/A	Y	1.2			6.2								7.4	10.5			0.0				F	Publix Ent.		
63	20.169	SS	N/A	N	0.8			6.0								6.8	14.5							P	Holly Hill Rd. Gouging		
64	20.164	SS	N/A	N	1.2			3.8								5.0	16.0			0.0				P	Massee Rd. Raveling.		
65	20.421	SS	N/A	N	1.6			6.3								7.9	13.0			0.0				F	Holly Hill Fruit Rd.		
66	20.413	SS	N/A	Y	1.7			4.2								5.9	16.0			0.0				F	Park Place Blvd.		
67	20.669	SS	N/A	N	0.8			4.5		1.3						6.6	15.0							P	Florida Development Rd.		
68	20.665	SS	N/A	Y	1.9			4.0								5.9	20.0			0.0				F	Holly Hill Tank Rd.		
69	20.923	SS	N/A	Y		1.5		3.6								5.1	16.0							F	LBJ Ln.		
70	20.915	SS	N/A	Y	0.3			4.2								4.5	22.0			0.0				F	Sand Hill Rd.		
71	21.058	SS	N/A	Y		2.2										2.2	4.0			0.0				F	Clairmar Cir. / Vandelevr Rd.		
72	21.166	SS	N/A	N	1.1			5.2								6.3	17.0							F	Ridgewood Lakes Blvd.		
73	21.421	SS	N/A	Y	2.1			3.9								6.0	13.0			0.0				F	Holly Hill Grove Rd.		
74	21.415	SS	N/A	N	0.9			3.4								4.3	15.5			0.0				F	Holly Hill Grove Rd. 1.		
75	21.669	SS	N/A	Y	0.7			4.0								4.7	24.0			0.0				P	Cottonwood Rd.		
76	21.663	SS	N/A	Y	1.3			4.7								6.0	8.0			0.0				F	Hilly Hill Grove Rd. 2.		
77	21.918	SS	N/A	Y	1.9			2.4								4.3	20.0			0.0				P	Crescent Rd.		
78	21.914	SS	N/A	N	1.0			2.3								3.3	12.0							F	Holly Hill Grove Rd. 3.		
79	22.168	SS	N/A	Y	1.1			3.1								4.2	20.0			0.0				P	Minute Maid Ramp Rd. 1.		
80	22.165	SS	N/A	Y	1.3			7.6								8.9	25.0			0.0				F	Minute Maid Ramp Rd. 1.		
81	22.420	SS	N/A	Y			1.5	2.0								3.5		4.8		0.0				F	Citrus Ridge Dr.		
82	22.412	SS	N/A	N	1.4			2.9								4.3		3.9		0.0				F	Minute Maid Ramp Rd. 2.		
83	22.608	SS	N/A	Y	1.6			4.0								5.6	16.0							F	Ridge Center Dr.		
84	22.857	SS	N/A	N	0.8			5.3								6.1	19.0			0.0				F	Deer Creek Blvd.		
85	22.846	SS	N/A	N	0.6			2.8								3.4	20.0							F	Heller Brothers Blvd.		
AVERAGE					0.96	1.85	1.78	3.34	2.33	2.92	0.64	1.21	0.75		1.62	5.38	12.96	7.14		1.41	3.42						
MAX					2.10	2.20	2.20	7.60	4.30	6.30	0.90	2.00	0.80		1.90	18.00	28.00	10.20		18.00	6.40						
MIN					0.30	1.50	1.50	1.30	1.40	1.30	0.40	0.90	0.70		1.30	1.70	4.00	3.90		0.00	1.70						
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.00	0.25	UNKW	0.25	0.20		0.18	0.16		0.08							

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Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved		Lawn Y		Other: No CTL		Curb & Gutter (Y/N): Inside: Y; Outside: N	

All Cores

CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)											TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
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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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
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