

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 10/4/2021

Typical Section: _____

W.P.I. No.:	Name: SR 37	Lanes:
Fin. Proj. ID: 447382-1	From: Intersection of SR 62	Shoulder Type and Condition:
F.A. Project No.:	To: Polk County Line	Inside:
County: Manatee	Beg MP: 0.000	End MP: 5.534
SR No.: 37	Length: 5.534	Outside:
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N):	Curb & Gutter (Y/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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS
					FC9.5	SP9.5	S	T1	SAHM	WC						LR	SAHM	RAP	ABC-1		DEPTH (IN.)	TYPE	CLASS	EXTENT					
1	0.085	ML	R1	N	1.2	1.2	0.6	2.6	3.8						9.4	5.2				12.4	9.4				P				Go-Pro review. Full-depth cracking. Debonding
2	0.251	S	OR	N	1.6									1.6			7.9							F					
3	0.251	ML	R1	N	1.0	0.8	0.6	3.7	4.5					10.6	6.1						1.2				F				Part of core was not retrieved
4	0.458	ML	R1	Y	1.2	1.5	0.9	1.1	3.8					8.5	8.3						8.5				P				Full-depth cracking. Debonding
5	1.290	SS	R1	N	1.2	1.9								3.1				6.0							F				Bradley Rd.
6	1.362	ML	R1	N	1.0	1.1	0.5	0.7	3.9					7.2	6.4				11.8	7.2	C	III	S	P					Full-depth cracking. Debonding
7	1.523	S	OR	N	1.3	1.4								2.7			6.8								F				Part of core was not retrieved
8	1.744	ML	R1	N	1.1		0.5	0.8	5.0					7.4	5.9						7.4	C	III	S	P				Go-Pro review. Full-depth cracking. Debonding
9	1.848	ML	R1	Y	1.2	2.0		2.9	4.1					10.2	6.0						10.2	C	III	S	P				Go-Pro review. Full-depth cracking. Debonding
10	2.559	ML	R1	N	1.3	2.0			3.9					7.2	4.6						7.2	C	III	S	P				Full-depth cracking
11	2.598	ML	R1	Y	1.1	1.0	7.0							9.1		3.2					3.6				F				
12	2.734	ML	R1	N		1.9	0.2	0.4	1.9					4.4	6.8										F				
13	2.860	S	OR	N	1.0		0.8							1.8			12.6								F				Part of core was not retrieved
14	2.873	ML	R1	N		2.3	1.2	1.6	3.6					8.7	6.3										P				Debonding
15	3.096	ML	R1	Y		2.0	0.4	1.6	2.3					6.3	6.9			10.7							F				
16	3.261	S	OR	N	1.8									1.8			8.2								P				Debonding
17	3.476	ML	R1	Y	1.0		1.6	1.0	2.8	0.6				7.0	6.5						7.0	C	III	S	P				Go-Pro review. Full-depth cracking. Debonding
18	3.871	ML	R1	Y	1.2	1.8								3.0				5.7			3.0	C	IIB	L	F				
19	4.329	ML	R1	N	1.0	1.8		1.1	2.0	0.4				6.3	5.5						6.3	C	III	S	P				Full-depth cracking
20	4.547	S	OR	N	0.8	0.7								1.5			10.6								F				Part of core was not retrieved
21	5.136	ML	R1	Y	1.0	2.1	2.1							5.2				3.9			5.2	C	IIB	L	P				
22	5.257	S	OR	N	1.1	0.7								1.8			8.3								F				Part of core was not retrieved
23	5.365	ML	R1	N	1.1		1.5		2.4					5.0	5.2						5.0				P				Go-Pro review. Full-depth cracking
24	5.463	SS	L1	N	1.5	3.5								5.0	4.1										F				Unsigned Road
25	5.426	ML	L1	Y	1.1	2.1		0.9	2.3					6.4	5.7										F				
26	5.426	ML	L1	Y	0.9	0.9	1.5	1.0	2.1					6.4	6.3						6.4	C	II	M	P				Full-depth cracking
27	5.359	SS	L1	N	1.0	1.0	1.9							3.9	8.2										F				Four Corners Mine Rd.
28	5.310	ML	L1	N	1.2		1.3							2.5	7.6						2.5	C	II	M	P				Full-depth cracking
29	5.222	S	OL	N		1.5								1.5			12.8								F				Part of core was not retrieved
30	5.059	ML	L1	N	1.0		2.3	1.1	2.1	0.6				7.1	4.7				12.0	7.1	C	III	S	P					Full-depth cracking. Debonding
31	4.697	ML	L1	Y	1.2	1.2		4.7	3.8					10.9	5.2						3.4	C	III	S	P				Go-Pro review. Debonding
32	4.189	ML	L1	N	1.2	1.3		1.1	3.4					7.0	5.0						0.9	C	IIB	L	F				

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Fin. Proj. ID: 447382-1	From: Intersection of SR 62	Shoulder Type and Condition:
F.A. Project No.:	To: Polk County Line	Inside:
County: Manatee	Beg MP: 0.000	End MP: 5.534
Roadway ID:	Length: 5.534	Outside:
SR No.: 37	Median Curbed (Y/N):	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Other:
		Curb & Gutter (Y/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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS							
					FC9.5	SP9.5	S	T1	SAHM	WC								LR	SAHM		RAP	ABC-1	DEPTH (IN.)	TYPE						CLASS	EXTENT					
33	4.043	S	OL	N	1.2	1.7										2.9			6.1															Debonding		
34	3.711	ML	L1	Y	1.4	1.0	1.2			4.0						7.6	4.7																Full-depth cracking. Debonding			
35	3.594	S	OL	N	1.5											1.5			9.7														Part of core was not retrieved			
36	2.994	ML	L1	N	1.1	1.6		1.6		3.5	0.5					8.3	5.3																Go-Pro review.			
37	2.370	ML	L1	Y	1.0	0.8	2.1									3.9				7.6													Full-depth cracking. Crack extends into base.			
38	2.181	S	OL	N	1.0	0.9										1.9			5.3																	
39	1.919	ML	L1	N	1.5		1.0	1.4		3.1						7.0	7.0																	Go-Pro review. Full-depth cracking. Debonding		
40	1.573	ML	L1	N	1.0	1.5		0.6		3.1	0.5					6.7	5.2																	Go-Pro review. Full-depth cracking		
41	1.209	ML	L1	Y	1.3	3.7										5.0				7.2																
42	1.124	S	OL	N	1.2											1.2			8.8															Part of core was not retrieved		
43	0.974	ML	L1	N	1.0	1.7		0.6		4.5	0.5					8.3	5.1																	Go-Pro review. Full-depth cracking. Debonding		
44	0.780	S	OL	N	1.5											1.5			8.1															Part of core was not retrieved		
45	0.763	ML	L1	Y	1.0	0.7	1.7	0.9		4.3						8.6	5.3																	Full-depth cracking		
46	0.088	TL/CO	LR	N	1.0	2.7	1.9									5.6				7.3														LRTL (1st). Debonding		
47	0.051	TL/CO	LL	N	1.1	1.3	2.9			1.3						6.6	6.1																	LLTL (1st)		
AVERAGE					1.17	1.58	1.55	1.50	3.26	0.52					5.47	5.90	3.20	8.77	6.28	10.58	5.58															
MAX					1.80	3.70	7.00	4.70	5.00	0.60					10.90	8.30	3.20	12.80	7.60	12.40	10.20															
MIN					0.80	0.70	0.20	0.40	1.30	0.40					1.20	4.10	3.20	5.30	3.90	6.00	0.90															
LAYER COEF.					0.25	0.25	0.25	0.23	0.11	UNKW						0.18	0.11	UNKW	0.14	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).
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.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline	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 ML - Mainline TL - Turn Lane SS - Side Street CO - Crossover