

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 8/17/2021

Typical Section:

W.P.I. No.:	Name: SR 37 at CR 640 PCE	Lanes:
Fin. Proj. ID: 445438-1	From:	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 16250000	To:
County: Polk	SR No.: 37	Beg MP: 15.042
Overall Pavement Condition (from DMO field review): Fair	End MP: 15.240	Length: 0.198
	Median Curbed (Y/N):	Paved
		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	COMMENTS
					FC3	FC9.5	SP9.5	S	S2	BIND	ARMI	T1	ARMI	S		ABC-1	RAP	LR	DEPTH (IN.)		TYPE	CLASS	EXTENT			
1	15.240	S	OL	N	1.1			3.5							4.6	7.8					3.6	C	II	M	F	
2	15.232	TL	LR	Y	1.0			3.5						4.5	9.7						1.0	C	II	L	F	Separation at 1.5"
3	15.226	ML	L1	N	1.6			1.5	1.1	0.7				4.9			10.2							F	BASE CRACK	
4	15.217	TL	LL	Y	1.3			1.4	1.9	0.6				5.2			9.4		6.5	5.2	C	II	M	P		
5	15.210	ML	R1	Y	1.2			2.2						3.4		4.6				3.4	C	III	M	P		
6	15.205	S	OR	N	1.2			1.5						2.7		6.3				0.7	C	IIB	L	F		
7	15.137	ML	L1	Y		1.0	1.7	2.8						5.5	7.5									F		
8	15.137	S	OL	N			1.0	2.5						3.5	6.8									F		
9	15.137	TL	LL	N		1.2	1.5	1.7				2.7	0.6	7.7			5.9	11.8						F		
10	15.137	ML	R1	Y		1.0	1.4	2.4			0.3	3.4	0.5	9.0			6.0							F		
11	15.137	S	OR	N			1.1	3.1						4.2		7.3				4.2	C	II	L	F	Separation at 2.5"	
12	15.042	S	OR	N		1.5	1.7	1.8						5.0	8.2									F	Separation at 7.0"	
13	15.048	TL	RR	N		1.7	1.4	2.6						5.7	7.5				4.3					F		
14	15.055	ML	R1	Y		1.1	1.6	1.1	0.7		0.6			5.1			7.9							F		
15	15.061	TL	RL	N		1.5	1.7		1.4	0.7				5.3			8.8							F		
16	15.068	ML	L1	Y		1.4	1.5	2.4						5.3	7.0									F		
17	15.076	S	OL	N			2.4	0.8						3.2		8.9								F		
18	15.137	S	OR	N		1.4	4.7							6.1		6.3								F		
19	15.137	ML	R1	N		1.1	3.8				0.5		2.9	8.3			8.6			1.7	C	III	M	P		
20	15.137	TL	RL	Y		1.5	2.9	2.0			0.6			7.0			6.0			1.6	C	III	S	P	Separation at 1.0"	
21	15.137	ML	L1	Y		1.4	2.7		1.8				2.3	8.2			8.9			1.1	C	II	L	P		
22	15.137	S	OL	N		1.7	3.3							5.0		6.6								F		
AVERAGE					1.23	1.35	2.15	2.16	1.38	0.67	0.50	3.05	0.55	2.60	5.43	7.79	6.67	7.97	7.53	2.50						
MAX					1.60	1.70	4.70	3.50	1.90	0.70	0.60	3.40	0.60	2.90	9.00	9.70	8.90	10.20	11.80	5.20						
MIN					1.00	1.00	1.00	0.80	0.70	0.60	0.30	2.70	0.50	2.30	2.70	6.80	4.60	5.90	4.30	0.70						
LAYER COEF.					0.17	0.25	0.25	0.25	0.25	0.20	0.00	0.23	0.00	0.25		0.14	UNKW	0.18	0.08							

Notes:

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F.A. Project No.:		Roadway ID:	16250000			Inside:	
County:	Polk	SR No.:	37			Outside:	
Overall Pavement Condition (from DMO field review):		Median Curbed (Y/N):		Paved	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	COMMENTS
					FC3	FC9.5	SP9.5	S	S2	BIND	ARMI	T1	ARMI	S		ABC-1	RAP	LR		DEPTH (IN.)	TYPE	CLASS	EXTENT		

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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor