

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

Cored By: RCS

Coring Completion Date: 3/10/2023

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

W.P.I. No.:		Name:	SR 37			Lanes:	2 Lane Rural Minor Arterial Roadway							
Fin. Proj. ID:	450892-1	From:	N of SR 674			Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	16250000			To:	S of CR 630							
County:	Polk	SR No.:	37		Beg MP:	4.648	End MP:	7.385	Length:	2.737	Inside:	NA	Outside:	Paved
Overall Pavement Condition (from DMO field review):					Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N	

<b>Mainline Cores (ML)</b>																												
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	COMMENTS		
					FC12.5	FC3	S	S2	WC								LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS			EXTENT	
6	4.685	ML	R1	Y		1.3	2.5								3.8		12.2											Concrete base to inside. Base crack.
8	4.896	ML	R1	N		1.3	4.6								5.9			7.1			12.0	1.4	C	III	M	P		Base crack.
10	5.102	ML	R1	Y		1.1	1.9								3.0		15.0					1.9	C	III	S	P		Widening crack.
12	5.314	ML	R1	Y		1.5	1.5								3.0		13.0					2.0	C	III	S	P		Concrete base to inside. Base crack.
14	5.525	ML	R1	N		1.4	6.0								7.4			5.9				2.0	C	III	S	P		Base crack.
16	5.735	ML	R1	N		1.1	6.3		0.5						7.9			6.6				3.8	C	III	M	P		Base crack.
18	5.941	ML	R1	Y		1.2	7.2		0.4						8.8	8.4						2.2	C	II	M	P		Bottom-up crack.
20	6.191	ML	R1	N		1.5	2.8								4.3	13.3						4.3	C	II	L	F		Base crack.
22	6.435	ML	R1	Y		1.6		3.7							5.3	12.7				12.0		5.3	C	III	S	P		Base crack.
24	6.654	ML	R1	Y			1.0	3.8							4.8	13.0						0.1	C	I	L	F		
26	6.867	ML	R1	N			1.3	3.3	2.7	0.4					7.7	9.3										F		
28	7.070	ML	R1	Y			1.0	3.0	3.2	0.5					7.7	9.3						2.5	C	II	S	P		
30	7.313	ML	R1	N			1.3	3.9	3.4	0.5					9.1	8.2										F		
32	7.193	ML	L1	Y			1.3	5.6	2.0	0.6					9.5	8.4				12.0		1.5	C	I	L	F		Base crack. Bottom-up crack.
34	6.956	ML	L1	N			1.5	3.3	1.7	0.6					7.1	10.0						0.2	C	I	L	F		
36	6.763	ML	L1	Y			1.1	3.6							4.7	10.9						4.7	C	III	M	P		Base crack.
38	6.535	ML	L1	Y			1.6	3.0							4.6	13.0						2.1	C	I	L	F		
40	6.317	ML	L1	Y			1.1	2.0	2.5	0.4					6.0	10.8						6.0	C	II	M	F		Widening crack.
42	6.088	ML	L1	Y			1.2	3.3							4.5	12.0				12.0		4.5	C	II	L	F		
44	5.825	ML	L1	N			1.6	6.6		0.5					8.7			UNK				1.9	C	III	S	P		Bottom-up crack.
46	5.628	ML	L1	N			1.4	1.4							2.8		14.7					2.8	C	III	S	P		
48	5.401	ML	L1	N			1.3	1.3							2.6		16.9					2.6	C	III	S	P		Base crack.
50	5.226	ML	L1	N			1.3	1.8							3.1		17.8					3.1	C	III	S	P		
52	4.990	ML	L1	N			1.4	1.5							2.9		16.3					2.5	C	III	S	P		
54	4.794	ML	L1	N			1.5	1.5							3.0		17.7			12.0		2.7	C	III	S	P		
56	4.657	ML	L1	N			0.8	4.9							5.7			8.0				2.0	C	III	S	P		Concrete base inside LN.

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County:	Polk	SR No.:	37			Beg MP:	4.648	End MP:	7.385	Length:	2.737	Inside:	NA	Outside:	Paved
Overall Pavement Condition (from DMO field review):					Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N		

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				PAVEMENT CONDITION	COMMENTS	
					FC12.5	FC3	S	S2	WC								LR	ABC-2		CONC	DEPTH (IN.)	TYPE	CLASS			EXTENT
58	6.088	ML	R1	Y		1.2	2.5								3.7	14.8					3.7	A	III	S	P	Very clayey & plastic LR.
59	5.787	ML	L1	N		1.3	1.8								3.1		17.9				3.1	C	III	S	P	
60	5.825	ML	L1	N		1.6	6.6		0.6						8.8			7.3						P	Adjacent to Core 44. Base Crack. Bottom-up crack.	
<b>AVERAGE</b>					<b>1.60</b>	<b>1.29</b>	<b>3.49</b>	<b>2.58</b>	<b>0.50</b>						<b>5.50</b>	<b>11.01</b>	<b>15.72</b>	<b>6.98</b>		<b>12.00</b>	<b>2.80</b>					
<b>MAX</b>					<b>1.60</b>	<b>1.60</b>	<b>7.20</b>	<b>3.40</b>	<b>0.60</b>						<b>9.50</b>	<b>14.80</b>	<b>17.90</b>	<b>8.00</b>		<b>12.00</b>	<b>6.00</b>					
<b>MIN</b>					<b>1.60</b>	<b>0.80</b>	<b>1.30</b>	<b>1.70</b>	<b>0.40</b>						<b>2.60</b>	<b>8.20</b>	<b>12.20</b>	<b>5.90</b>		<b>12.00</b>	<b>0.10</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>							<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>						

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



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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				PAVEMENT CONDITION	COMMENTS	
					FC12.5	FC3	S	S2	WC								LR	ABC-2		CONC	DEPTH (IN.)	TYPE	CLASS			EXTENT
<b>AVERAGE</b>						1.36	1.62								2.98	1.00	3.25			12.00						
<b>MAX</b>						1.80	4.40								6.00	1.00	4.10			12.00						
<b>MIN</b>						1.00	0.80								2.10	1.00	2.40			12.00						
<b>LAYER COEF.</b>						0.25	0.17	0.25	0.25	UNKW						0.18	0.16	UNKW			0.08					

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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	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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				

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**Turn Lane and Side Street Cores (TL / SS)**

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	COMMENTS		
					FC12.5	FC3	S	S2	WC								LR	ABC-2		CONC	DEPTH (IN.)	TYPE	CLASS			EXTENT	
1	5.661	SS	NA	N		1.2	1.3								2.5		13.5				2.5	C	III	M	P	Albritton Road. Base crack.	
2	6.578	SS	NA	N		1.3	4.7								6.0	7.0									F	Bethlehem Road	
3	6.141	TL	LL	N		1.1	3.4	2.6	0.5						7.6	9.6									F		
4	6.546	TL	RL	N		1.5	4.3	2.5	0.5						8.8	9.2									F		
5	6.608	TL	LL	N		1.4	4.1	2.0	0.5						8.0	9.4									F		
<b>AVERAGE</b>						<b>1.30</b>	<b>3.56</b>	<b>2.37</b>	<b>0.50</b>						<b>6.58</b>	<b>8.80</b>	<b>13.50</b>				<b>2.50</b>						
<b>MAX</b>						<b>1.50</b>	<b>4.70</b>	<b>2.60</b>	<b>0.50</b>						<b>8.80</b>	<b>9.60</b>	<b>13.50</b>				<b>2.50</b>						
<b>MIN</b>						<b>1.10</b>	<b>1.30</b>	<b>2.00</b>	<b>0.50</b>						<b>2.50</b>	<b>7.00</b>	<b>13.50</b>				<b>2.50</b>						
<b>LAYER COEF.</b>						<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>						<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>			<b>0.08</b>						

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