

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

Cored By: RCS

Coring Completion Date: 8/29/2024

Typical Section: 1

W.P.I. No.:		Name: SR 37		Lanes: 2 Lanes	
Fin. Proj. ID:		From: Ariana Street		Shoulder Type and Condition:	
F.A. Project No.: 444627-2-31-01		Roadway ID: 16250000		To: Lime Street	
County: Polk		SR No.: 37		Beg MP: 27.812 End MP: 28.432 Length: 0.620	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved Lawn Other:	
				Outside: Paved Shoulder	
				Curb & Gutter (Y/N): Yes	

Roadway 16250000 - 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			
					FC12.5	SP9.5	S2	CRL	SAHM									LR		BRCK	SCEM 500	DEPTH (IN.)			TYPE	CLASS	EXTENT
1	27.897	ML	L1	Y	1.5			1.0	2.0						4.5	12.2					4.5	A	III	S	P	1" of CRL layer fell apart	
2	28.339	TL	LL	N	1.5	0.5		0.8	1.3						4.1	13.0									F	0.8" of CRL layer fell apart	
3	28.300	TL	RL	N	1.4	0.6	0.7	2.0	1.6						6.3	13.1			12.0	0.2	C	lb	L	F	2" of CRL layer fell apart		
4	27.951	TL	LL	N	1.5	0.8	0.7	1.0	1.5						5.5	9.7									F	Core fell apart at CRL layer	
5	27.917	TL	RL	N	1.3	0.7	0.5	1.6	1.8						5.9	12.5									F	1.6" of CRL layer fell apart	
6	28.406	TL	C	N	1.5	0.5									2.0		8.7								F		
7	28.109	TL	C	N	1.5	0.9		0.9	1.4						4.7	4.6									F		
8	27.860	TL	C	N	1.4	1.2		1.6	1.8						6.0	8.8									F	Bottom up Crack	
9	28.365	ML	R1	N	1.5	1.2		1.5	0.8						5.0	13.0			12.0						F	1.5" of CRL layer fell apart	
10	28.257	ML	L1	Y	1.2	1.2		1.2	1.4						5.0	15.5									F	1.2" of CRL layer fell apart	
11	28.160	ML	R1	Y	1.7	1.0		1.7	2.9						7.3	15.0									F	1.7" of CRL layer fell apart	
12	28.064	ML	L1	Y	1.3	1.2	0.6	1.1	1.0						5.2	12.0			12.0						F	Core fell apart at CRL layer. Core measured in hole	
13	27.989	ML	R1	N	1.9			1.2	2.9						6.0	4.2									F	1.1" of CRL layer fell apart	
14	27.828	ML	L1	N	1.6	0.6									2.2		2.6								F	LR under Brick	
AVERAGE					1.49	0.87	0.63	1.30	1.70						4.98	11.13	2.60	8.70	12.00	2.35							
MAX					1.90	1.20	0.70	2.00	2.90						7.30	15.50	2.60	8.70	12.00	4.50							
MIN					1.20	0.50	0.50	0.80	0.80						2.00	4.20	2.60	8.70	12.00	0.20							
LAYER COEF.					0.25	0.25	0.25	0.00	0.11						0.18	UNKW	0.20			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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> 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	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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