

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:	
		Curb & Gutter (Y/N): Yes			

**Roadway 16250000 - All Cores**

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	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	Ib	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:

- 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.
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
- Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
- 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	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
		BR - Bridge Approach/Departure				