

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

Cored By: District Materials Office

Coring Completion Date: 2/6/2025

Typical Section: 1

W.P.I. No.:	Name: SR 37	Lanes: 4 Lanes
Fin. Proj. ID: 451483-1	From: Lime St	Shoulder Type and Condition:
F.A. Project No.:	To: Main St	Inside: N
County: Polk	Beg MP: 28.435	End MP: 28.693
Roadway ID: 16250000	Length: 0.258	Outside: N
SR No.: 37	Median Curbed Y	Curb & Gutter (Y/N): Y
Overall Pavement Condition (from DMO field review): Fair		

**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	
					FC9.5	SP9.5	S	CRL	SAHM								CONC	BRCK		LR	DEPTH (IN.)	TYPE	CLASS			EXTENT
1	28.473	TL	C	N	1.1	1.3		0.5	1.3						4.2	2.5			12.0					F	CONC. BASE FELL APART	
2	28.491	ML	R1	Y	0.9	1.4	0.8	1.4	1.8						6.3	2.5			12.0	6.3	C	II	S	P	CRACK RELIEF FELL APART UNDER S, CONC. BASE FELL APART	
3	28.547	ML	R1	Y	0.9	1.0	1.0	1.8	2.8						7.5	2.5			12.0	7.5	C	II	S	P	CRACK RELIEF FELL APART UNDER S	
4	28.576	TL	C	Y	1.0	1.0	1.4	1.4	0.5						5.3	2.6			12.0	5.3	C	II	S	F	CRACK RELIEF AND SAHM FELL APART, MEASURED IN HOLE	
5	28.667	TL	LL	Y	1.3	1.5		0.9							3.7		3.3		12.0					F		
6	28.676	ML	R1	Y	0.8	1.5	1.8								4.1		5.5		12.0	4.1	C	II	S	P	POSSIBLE WIDENING CRACK	
7	28.625	ML	L1	Y	1.3	0.9		0.6							2.8		3.3		12.0					F		
8	28.565	ML	L1	N	1.4	1.5	0.7	0.4	0.5						4.5	3.9			12.0					F	BASE CRACK	
9	28.465	ML	L1	Y	1.3	1.5	0.8	0.8	0.4						4.8	3.8			12.0	4.8	C	II	S	F	BASE CRACK	
10	28.455	ML	R2	Y	1.5	1.5		0.9							3.9		5.5		12.0	3.9	C	II	S	F	CRACK RELIEF FELL APART	
11	28.565	ML	R2	Y	1.1	1.1	1.7								3.9		13.5		12.0	3.9	C	II	S	P	BASE CRACK	
12	28.626	ML	R2	Y	1.1	1.9	0.4	1.1							4.5		6.0		12.0	4.5	C	II	S	P	CRACK RELIEF FELL APART	
13	28.673	ML	L2	Y	0.5	1.7		0.9							3.1		4.5		12.0	3.1	A	II	S	P	ALLIGATOR CRACKING	
14	28.535	ML	L2	Y	0.7	1.5		2.3							4.5		4.5		12.0	4.5	C	II	S	P	WIDENING CRACK, 1/2 LR - 1/2 ABC, CRACK RELIEF FELL APART	
15	28.496	TL	LR	Y	1.0	1.2		1.3							3.5		6.5		12.0	3.5	C	II	S	P	L2 / LR TL	
16	28.465	TL	LR	N	1.0	1.6		0.8							3.4		6.5		12.0					F		
<b>AVERAGE</b>					<b>1.06</b>	<b>1.38</b>	<b>1.08</b>	<b>1.08</b>	<b>1.22</b>						<b>4.38</b>	<b>2.97</b>	<b>3.30</b>	<b>6.56</b>	<b>12.00</b>	<b>4.67</b>						
<b>MAX</b>					<b>1.50</b>	<b>1.90</b>	<b>1.80</b>	<b>2.30</b>	<b>2.80</b>						<b>7.50</b>	<b>3.90</b>	<b>3.30</b>	<b>13.50</b>	<b>12.00</b>	<b>7.50</b>						
<b>MIN</b>					<b>0.50</b>	<b>0.90</b>	<b>0.40</b>	<b>0.40</b>	<b>0.40</b>						<b>2.80</b>	<b>2.50</b>	<b>3.30</b>	<b>4.50</b>	<b>12.00</b>	<b>3.10</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.11</b>							<b>UNKW</b>	<b>UNKW</b>	<b>0.18</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> 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	<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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