

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

Cored By: B.GRUBBS

Date: 6/23/2020

Section: 1

W.P.I. No.:				Name: US 41/SR 45				Lanes: 4 @ 12 FEET			
Fin. Proj. ID: 444485-1-31-01				From: S OF PAYNE STREET				Shoulder Type and Condition:			
F.A. Project No.:				To: N OF RIO VILLA DR				Inside: 1 PAVED			
County: CHARLOTTE		SR No.: 45		Beg MP: 7.71		End MP: 11.820		Length: 4.110		Outside: 1 PAVED	
Median Curbed (Y/N): Y		Paved		Lawn		Other:		Curb & Gutter (Y/N): N			

All Cores																												
CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	CROSS SLOPE (%) <sup>3</sup>	COMMENTS
					FC5	FC9.5	SP1F	S	T1	S2	BIND	T1	BIND	LR		SHELL	ABC	SAHM	DEPTH (IN.)		TYPE	CLASS	EXTENT					
1	8.183	ML	R1	N	0.6		1.7	3.6	0.4		1.0			7.3	10.0				12.0	2.9	C	IB	M	P	-	-		
2	9.089	ML	R1	Y	0.9		2.0	4.8	0.6		1.3			9.6	7.5				12.0	2.5	C	IB	M	F	-	-		
3	10.136	ML	R1	Y	0.9		2.3	6.9	2.0		0.8			12.9	5.5				12.0		C			F	-	-		
4	11.138	ML	R1	Y	0.9		1.0	5.1	1.5		0.6			9.1	8.0				12.0	3.0	C	IB	S	P	-	-	BASE CRACKED	
5	11.492	ML	L1	Y	0.8		1.1	3.5						5.4		10.0			12.0	2.5	C	IB	S	P	-	-	SEPARATED AT SP LAYER	
6	10.423	ML	L1	N	1.0		1.4	1.0		1.2	1.4			6.0		10.0			12.0	2.9	C	IB	S	P	-	-		
7	9.413	ML	L1	N	1.1		1.0	1.3	0.5		1.0			3.9		11.0			12.0	2.2	C	IB	M	F	-	-		
8	8.430	ML	L1	N	1.0		0.9	1.4	1.2		1.0			5.5		10.5			12.0		C			F	-	-		
9	8.060	ML	R2	N	0.8		2.2	2.3	0.7		0.8			6.8	7.5				12.0	2.2	C	IB	L	F	-	-		
10	9.246	ML	R2	Y	0.6		2.2	2.1	1.2		1.0			7.1	8.0				12.0	7.1	C	IB	S	F	-	-	BASE CRACKED	
11	10.126	ML	R2	Y	0.6		2.2	2.2						5.0					12.0					F	-	-		
12	11.126	ML	R2	Y	0.9		0.7	3.2	1.8		0.9			7.5	9.0				12.0	7.5	C	IB	S	P	-	-		
13	11.062	ML	L2	Y	0.9		1.3	2.4						4.6		9.5			12.0	4.6	C	IB	S	F	-	-	BASE CRACKED	
14	9.991	ML	L2	Y	0.8		1.0	1.9						3.7		10.0			12.0	0.5	A	IB	L	P	-	-	LIGHT ALLIGATOR CRACKING	
15	9.000	ML	L2	Y	0.8		0.8	1.3						2.9		10.5			12.0					F	-	-		
16	7.894	ML	L2	N	0.8		1.1	1.5						3.4		10.0			12.0					F	-	-		
17	8.066	S	OR	N	1.0		1.0	1.2						3.2		5.5			12.0					F	-	-		
18	9.246	S	OR	N	0.7		0.9	1.0	1.2					3.8		9.0			12.0					F	-	-		
19	10.335	S	OR	N	0.9		1.0	0.7	1.8					4.4		5.0			12.0					F	-	-		
20	11.129	S	OR	N	1.0		0.8	0.7	2.1					4.6		10.5			12.0					F	-	-		
21	11.062	S	OL	N	0.9		1.0	0.8	1.9					4.6		6.5			12.0					F	-	-		
22	9.991	S	OL	N	0.8		1.0	1.8						3.6		8.0			12.0					F	-	-		
23	9.000	S	OL	N	1.1		1.0	1.4						3.5		7.5			12.0					F	-	-		
24	7.894	S	OL	N	1.0		0.9	2.4						4.3		7.0			12.0					F	-	-		
25	7.972	TL/CO	R1LT	N	0.7		1.0	0.6	1.6					3.9		8.5			12.0					F	-	-	LEFT TURN LANE	
26	7.982	TL/CO	CO	N		1.2			1.3					2.5		9.5			12.0	2.6	C	IB	S	F	-	-	CROSSOVER , BASE CRACKED	
27	8.455	TL/CO	R1LT	Y	1.0		0.8	0.7	1.5					4.0		9.5			12.0					F	-	-	LEFT TURN LANE	
28	8.478	TL/CO	CO	N		1.5		1.0	1.1					3.6		8.5			12.0					F	-	-	CROSSOVER	
29	8.796	TL/CO	R1LT	N	0.5		1.1		2.4					4.0			10.4		12.0					F	-	-	LEFT TURN LANE	
30	8.807	TL/CO	CO	N	1.6				2.0					3.6		10.0			12.0	2.2	C	IB	M	F	-	-	CROSSOVER	
31	9.263	TL/CO	R1LT	Y	0.7		1.3		2.3					4.3		8.0			12.0	1.1	C	IB	L	F	-	-	LEFT TURN LANE - WORMING	
32	9.278	TL/CO	CO	N	1.6				1.6					3.2		8.5			12.0	2.0	C	IB	M	F	-	-	CROSSOVER	
33	9.375	TL/CO	R1	N	0.7		1.5		1.6					3.8		8.5			12.0					F	-	-	GORE AREA	
34	9.513	TL/CO	R1LT	N	0.4		1.4		1.6					3.4			16.6		12.0	1.3	C	IB	L	F	-	-	LEFT TURN LANE	
35	9.533	TL/CO	CO	N		1.0			0.6					1.6		10.5			12.0	1.6	C	IB	S	P	-	-	CROSSOVER	
36	9.837	ML	R1	N	0.9		1.1							2.0					12.0	2.0	C	IB	S	F	-	-	APPROACH SLAB	
37	9.865	ML	R1	N	0.6		0.8	0.4						1.8					12.0					F	-	-	BRIDGE DECK	
38	9.872	ML	R1	Y	0.4		0.7							1.1					12.0	1.1	C	IB	L	F	-	-	DEPARTURE SLAB	

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F.A. Project No.:				To: N OF RIO VILLA DR				Inside: 1 PAVED			
County: CHARLOTTE		SR No.: 45		Beg MP: 7.71		End MP: 11.820		Length: 4.110		Outside: 1 PAVED	
Median Curbed (Y/N): Y		Paved		Lawn		Other:		Curb & Gutter (Y/N): N			

All Cores																												
CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	CROSS SLOPE (%) <sup>3</sup>	COMMENTS
					FC5	FC9.5	SP1F	S	T1	S2	BIND	T1	BIND	LR		SHELL	ABC	SAHM	DEPTH (IN.)		TYPE	CLASS	EXTENT					
39	9.964	TL/CO	CO	N	0.9		2.0								2.9		8.0			12.0	1.3	C	IB	L	F	-	-	CROSSOVER
40	10.109	TL/CO	R1LT	Y	1.3		1.3		2.4						5.0		8.0			12.0	2.0	C	IB	M	F	-	-	LEFT TURN LANE
41	10.582	TL/CO	R1LT	Y	0.9		1.4		1.7						4.0			5.5		12.0					F	-	-	LEFT TURN LANE
42	11.088	TL/CO	CO	N		0.9	1.4		0.7						3.0		8.0			12.0	3.0	C	IB	M	F	-	-	CROSSOVER, BASE CRACKED
43	11.184	ML	R1	Y	0.6		0.8	0.7	1.1	4.9	0.8				8.9		5.0			12.0	0.5	C	IB	L	F	-	-	BRIDGE DECK, 5" OF LIMEROCK OVER BOTTOM DECK
44	11.238	TL/CO	CO	N		1.3			1.6						2.9		9.5			12.0	2.9	C	IB	S	F	-	-	CROSSOVER, BASE CRACKED
45	11.265	TL/CO	R1LT	N	1.0		0.8	1.9							3.7		11.5			12.0					F	-	-	LEFT TURN LANE
46	11.638	TL/CO	R1LT	Y	0.5		0.9	0.8	2.0						4.2		11.0			12.0	2.4	C	IB	M	F	-	-	LEFT TURN LANE
47	11.654	TL/CO	CO	N		1.1	1.2		0.7						3.0		13.0			12.0	1.9	C	IB	L	F	-	-	CROSSOVER
48	11.696	ML	R1	N	0.7		2.4	3.8	1.5		0.8				9.2	9.0			12.0	3.3	C	IB	M	F	-	-	BASE CRACKED, BOTTOM UP CRACKING	
49	11.656	SS	R1	Y		1.3			1.3						2.6		7.5			12.0	2.6	C	IB	S	F	-	-	RIO VILLA DRIVE, BASE CRACKED
50	11.271	SS	R1	Y		1.1		1.3	0.7						3.1		7.0			12.0	3.1	C	IB	S	F	-	-	SINAPORE ROAD, WIDENING CRACK
51	10.857	SS	R1	Y	0.7		1.6	0.9	0.6						3.8			6.5		12.0					F	-	-	MONACO DRIVE
52	11.533	TL/CO	L1LT	Y	0.6		1.8		0.6						3.0			12.0		12.0	3.0	C	IB	S	F	-	-	LEFT TURN LANE
53	11.182	ML	L1	Y	0.5		1.5	2.2							4.2				12.0	1.0	C	IB	L	F	-	-	APPROACH SLAB	
54	11.166	ML	L1	N	0.7		0.4	0.5							1.6										F	-	-	BRIDGE DECK
55	11.159	ML	L1	Y	0.7		1.5	0.9	1.4						4.5				12.0	3.1	C	IB	M	F	-	-	DEPARTURE SLAB	
56	10.936	TL/CO	L1LT	Y	0.5		1.3		3.1						4.9			12.4		12.0	3.3	C	IB	S	F	-	-	LEFT TURN LANE
57	10.418	TL/CO	L1LT	Y	0.9		1.7		2.4						5.0			10.5		12.0	3.1	C	IB	S	F	-	-	LEFT TURN LANE
58	10.259	TL/CO	L1	N	1.2		1.7		2.5						5.4		10.0			12.0	0.9	C	IB	L	F	-	-	OUTSIDE LEFT TURN LANE
59	9.887	ML	L1	Y	0.6		1.3	1.4							3.3				12.0	3.3	C	IB	S	F	-	-	APPROACH SLAB	
60	9.849	ML	L1	N	0.9		1.2	0.6							2.7				12.0	2.7	C	IB	S	F	-	-	DEPARTURE SLAB	
61	8.632	TL/CO	L1LT	N	0.8		1.0		1.5						3.3		10.0			12.0					F	-	-	LEFT TURN LANE
62	8.276	TL/CO	L1LT	Y	1.0				3.7						4.7			10.7		12.0	2.8	C	IB	L	F	-	-	LEFT TURN LANE
63	8.025	TL/CO	L1LT	Y	1.1		1.4		1.1						3.6		10.0			12.0	0.9	C	IB	L	F	-	-	LEFT TURN LANE
64	8.011	ML	L1	Y	0.6		1.2	0.9							2.7		12.0			12.0	2.7	C	IB	S	P	-	-	BASE CRACKED
65	8.537	TL/CO	R2RT	Y	0.6		1.6	0.7	1.3						4.2		12.0			12.0	2.2	C	IB	M	F	-	-	RIGHT TURN LANE
66	9.460	TL/CO	R2RT	N	1.1		1.6	1.3							4.0		11.0			12.0					F	-	-	RIGHT TURN LANE
67	9.841	ML	R2	Y	0.6		0.6	0.6							1.8				12.0	1.8	C	IB	S	F	-	-	APPROACH SLAB	
68	9.866	ML	R2	N	0.6		0.7	0.5							1.8										F	-	-	BRIDGE DECK
69	9.874	ML	R2	Y	0.7		1.1	0.4							2.2				12.0	2.2	C	IB	S	F	-	-	DEPARTURE SLAB	
70	10.110	TL/CO	R2RT	N	1.0		1.7		0.8						3.5		10.0			12.0	3.5	C	IB	S	P	-	-	RIGHT TURN LANE, BASE CRACKED
71	11.169	ML	R2	N	0.7		0.9	5.0			0.6	0.9	0.9		9.0	6.0				12.0	3.5	C	IB	S	P	-	-	BRIDGE DECK, 6" OF LIMEROCK OVER BOTTOM DECK
72	11.476	ML	R2	Y	0.6		1.4	2.2	1.5		0.7				6.4	10.0				12.0	6.4	C	IB	S	P	-	-	BASE CRACKED
73	11.476	S	OR	N	0.7		1.2	0.7	0.7						3.3		10.5			12.0					F	-	-	
74	11.292	TL/CO	L2RT	Y	0.5		1.4	0.8	1.8						4.5		9.0			12.0	3.3	C	IB	M	F	-	-	RIGHT TURN LANE
75	11.182	ML	L2	N	0.9		1.0	0.9	1.7						4.5					12.0					F	-	-	APPROACH SLAB
76	11.174	ML	L2	Y	0.9		1.1								2.0										F	-	-	BRIDGE DECK

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All Cores																											
CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)									TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	CROSS SLOPE (%) <sup>3</sup>	COMMENTS
					FC5	FC9.5	SP1F	S	T1	S2	BIND	T1	BIND		LR	SHELL	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT				
77	11.157	ML	L2	Y	0.8		1.2	0.8	1.8					4.6					12.0	3.0	C	IB	S	F	-	-	DEPARTURE SLAB
78	10.904	TL/CO	L2RT	N	0.9		0.5		3.6					5.0		9.0			12.0					F	-	-	RIGHT TURN LANE
79	10.620	TL/CO	L2RT	N	1.2		2.3							3.5			8.2		12.0	3.5	C	IB	S	F	-	-	RIGHT TURN LANE
80	10.358	TL/CO	L2RT	Y	1.1		1.9		2.4					5.4		9.5			12.0	2.4	C	IB	L	F	-	-	RIGHT TURN LANE
81	9.876	ML	L2	N	0.7		1.6	1.2						3.5					12.0					F	-	-	APPROACH SLAB
82	9.837	ML	L2	Y	1.3		1.1	0.5						2.9					12.0					F	-	-	DEPARTURE SLAB
83	9.447	TL/CO	L2RT	Y	1.3		2.0		1.1					4.4		10.0			12.0	3.0	C	IB	M	F	-	-	RIGHT TURN LANE
84	9.120	TL/CO	L2RT	Y	1.1		5.0							6.1			7.5		12.0	2.7	C	IB	L	F	-	-	PATCH, RIGHT TURN LANE
85	8.517	TL/CO	L2RT	N	0.8		0.6		1.2					2.6		11.0			12.0						-	-	RIGHT TURN LANE
86	8.048	TL/CO	L2RT	N	1.0		1.4							2.4		10.0			12.0						-	-	RIGHT TURN LANE
87	11.160	ML	R1	Y	0.7			7.2	0.8	1.9	0.9			11.5	12.0				12.0	1.5	C	IB	L	P	-	-	
88	11.160	S	IR	N	1.3			3.5						4.8			10.0		12.0					F	-	-	
89	11.177	ML	R1	N	0.7			7.7	0.9	1.3	0.7			11.3	11.0				12.0					F	-	-	
90	11.179	S	IR	N	1.3			4.0						5.3			7.9		12.0					F	-	-	
91	11.160	S	OR	N	1.0			3.5						4.5			7.1		12.0					F	-	-	
92	11.161	ML	R2	Y	0.8			7.0	1.0	1.5	0.7			11.0	12.0				12.0	2.4	C	IB	S	P	-	-	
93	11.168	ML	R2	Y	0.8			6.0	0.8		0.8			8.4	7.0				12.0	4.0	C	IB	S	P	-	-	BRIDGE DECK WITH 7" OF LR ON TOP OF DECK
94	11.168	S	OR	N	0.9			3.6						4.5			8.4		12.0					F	-	-	OR SHOULDER ON BRIDGE, 8.4" ABC ON TOP OF DECK
95	11.179	ML	R2	Y	0.7			7.8	0.8	1.2	0.7			11.2	12.0				12.0	2.1	C	IB	S	P	-	-	
<b>AVERAGE</b>					<b>0.85</b>	<b>1.18</b>	<b>1.32</b>	<b>2.24</b>	<b>1.48</b>	<b>2.00</b>	<b>0.86</b>	<b>0.90</b>	<b>0.90</b>	<b>4.64</b>	<b>8.97</b>	<b>9.28</b>	<b>9.55</b>	<b>12.00</b>	<b>2.66</b>								
<b>MAX</b>					<b>1.60</b>	<b>1.50</b>	<b>5.00</b>	<b>7.80</b>	<b>3.70</b>	<b>4.90</b>	<b>1.40</b>	<b>0.90</b>	<b>0.90</b>	<b>12.90</b>	<b>12.00</b>	<b>13.00</b>	<b>16.60</b>	<b>12.00</b>	<b>7.50</b>								
<b>MIN</b>					<b>0.40</b>	<b>0.90</b>	<b>0.40</b>	<b>0.40</b>	<b>0.40</b>	<b>1.20</b>	<b>0.60</b>	<b>0.90</b>	<b>0.90</b>	<b>1.10</b>	<b>5.50</b>	<b>5.00</b>	<b>5.50</b>	<b>12.00</b>	<b>0.50</b>								

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. The cross slope is measured in the center of the lane.
4. A blank cell indicates measurement was not recorded.

Lane Designations		Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type	
OL - Outside Left Shoulder	OR - Outside Right Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline	S - Shoulder
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane	SS - Side Street
		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	