

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

Cored By: Ardaman & Associates - Marwan Fasheh

Date: 2/12/2021

Typical Section: 1

W.P.I. No.:	Name: SR31 & CR74 Roundabout	Lanes:
Fin. Proj. ID: 441950-1-32-01	From:	Shoulder Type and Condition:
F.A. Project No.:	To:	Inside:
County: Charlotte	SR No.: 31	Outside:
Overall Pavement Condition (from DMO field review): Poor		Curb & Gutter (Y/N): N
Beg MP: 11.82	End MP: 12.390	Length: 0.570
Median Curbed (Y/N): N	Paved	Lawn
	Other:	

**Mainline Cores (ML)**

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	COMMENTS		
					FC12.5	S	T3	BIND	SAHM								LR	ABC-2				DEPTH (IN.)	TYPE	CLASS			EXTENT	
1	12.126	ML	L1	Y	1.0	5.8		1.0							7.8	6.0				12+	1.0		IB	L	P	OFFSET= 500ft RT. LWP TRANSV CRACKING.		
2	12.126	ML	R1	N	1.0	5.8		1.0							7.8	6.0				12+					F	OFFSET= 510ft RT. LWP DRAG MARKS.		
4	12.126	ML	R1	Y	4.5	2.0	1.5	0.5							8.5					12+	2.0		IB	L	P	OFFSET= 990ft LFT. LWP LONG CRACKING. 2 PARTS. NO BASE.		
6	12.126	ML	L1	Y	2.5	3.0	1.5	0.8							7.8					12+	2.3		II	L	P	OFFSET= 965ft LFT. LWP LONG AND TRANSV CRACKING.		
8	11.821	ML	L1	N	4.8	5.0			0.5						10.3					12+					F			
9	11.821	ML	R1	N		3.0			2.8						5.8					12+					F	CORE STUCK IN CORE BIT.		
11	12.378	ML	R1	N	5.0	3.3		0.8	0.3						9.3					12+					F	CORE CAME OUT IN 2 PARTS. NO BASE.		
12	12.378	ML	L1	N	4.3	3.8		0.5	0.8						9.3					12+					F	CORE CAME OUT IN 2 PARTS. NO BASE.		
12A	12.390	ML	L1	Y	4.8	3.5			0.5						8.8					12+	3.5		II	L	P	LWP CRACKING (LONG). NO BASE.		
13	12.126	ML	L1	Y		6.5		1.0							7.5	6.0				12+	4.5		II	L	P	OFFSET= 290ft RT. LWP TRANSV CRACKING.		
14	12.126	ML	R1	Y		6.8		1.0							7.8	4.0				12+					F	OFFSET= 290ft RT. LWP DRAG MARKS.		
15	12.232	ML	L1	Y	4.5	4.0		1.0	0.5						10.0					12+	2.5		II	L	P	LWP LONG AND TRANSV CRACKING. NO BASE.		
17	12.045	ML	R1	Y	3.0	4.8	1.8		0.3						9.8					12+	1.8		II	L	P	LWP LONG CRACKING. CHUNK FELL OFF. NO BASE.		
18	12.126	ML	L1	Y		4.8	2.3	0.5							7.6					12+	1.8		II	L	F	OFFSET= 560ft RT. LWP LONG AND TRANSV CRACKING. NO BASE.		
<b>AVERAGE</b>					<b>3.53</b>	<b>4.41</b>	<b>1.78</b>	<b>0.80</b>	<b>0.79</b>						<b>8.40</b>	<b>5.50</b>					<b>2.41</b>							
<b>MAX</b>					<b>5.00</b>	<b>6.80</b>	<b>2.30</b>	<b>1.00</b>	<b>2.75</b>						<b>10.25</b>	<b>6.00</b>						<b>4.50</b>						
<b>MIN</b>					<b>1.00</b>	<b>2.00</b>	<b>1.50</b>	<b>0.50</b>	<b>0.25</b>						<b>5.75</b>	<b>4.00</b>						<b>1.00</b>						
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.08</b>							<b>0.18</b>	<b>0.12</b>					<b>0.08</b>						

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

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>	
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline	A - Alligator B - Block C - Combination	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	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor	S - Shoulder SS - Side Street

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	Length: 0.570	Other:
	Median Curbed (Y/N): N	Paved
	Lawn	Curb & Gutter (Y/N): N

**Shoulder Cores (S)**

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	COMMENTS		
					FC12.5	S	T3	BIND	SAHM									LR	ABC-2				DEPTH (IN.)	TYPE			CLASS	EXTENT
3	12.126	S	L1	N		13.0										13.0		1.0			12+	1.0		II	L	F	OFFSET= 510ft RT. LIGHT LONG AND TRANSV CRACKING.	
5	12.126	S	R1	N	1.0	2.8										3.8	3.5				12+					G	OFFSET= 990ft LFT.	
7	11.821	S	L1	N		2.0										2.0		3.5			12+					G	CORE BROKE AFTER REMOVAL FROM CORE BIT.	
10	12.378	S	R1	N		2.0										2.0		3.5			12+					G	NO BASE.	
<b>AVERAGE</b>					<b>1.00</b>	<b>4.94</b>										<b>5.19</b>	<b>3.50</b>	<b>2.67</b>				<b>1.00</b>						
<b>MAX</b>					<b>1.00</b>	<b>13.00</b>										<b>13.00</b>	<b>3.50</b>	<b>3.50</b>				<b>1.00</b>						
<b>MIN</b>					<b>1.00</b>	<b>2.00</b>										<b>2.00</b>	<b>3.50</b>	<b>1.00</b>				<b>1.00</b>						
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.08</b>								<b>0.18</b>	<b>0.12</b>				<b>0.08</b>						

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