



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

Cored By: HighSpans Engineering, Inc.

Coring Completion Date: 1/22/2023

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 45 (US 41)				Lanes:	4 Lane Urban Principal Arterial Roadway						
Fin. Proj. ID:	448931-1	From:	S of Morningside Dr.				Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	01010000		To:	N of St. Pierre Rd.		Inside:				N/A		
County:	Charlotte	SR No.:	45		Beg MP:	4.983	End MP:	7.710	Length:	2.727	Outside:	Paved		
Overall Pavement Condition (from DMO field review):					Fair	Median Curbed (Y/N):	N	Paved	Lawn: Y	Other:	Curb & Gutter (Y/N): Inside: N, Outside: N			

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		
					FC5	FC9.5	SP9.5	S	T1	BIND						LR	SHEL	CONC	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT				
29	7.051	TL	LL	Y	0.6		3.3								3.9	10.1									F			
30	7.241	TL	RL	N	1.1		4.1								5.2	11.0							3.0	A	II	M	P	
31	7.683	TL	LR	N	0.8		3.5								4.3	7.4										F		
32	6.975	TL	RL	N	1.2		2.7								3.9	13.0										F		
33	5.164	SS	NA	N		1.0									1.0											P	Division of Forestry	
34	5.558	SS	NA	N	0.9		4.0								4.9	9.7						12.0				F	Morningside Dr.	
35	5.751	SS	NA	N	1.0		4.1								5.1	9.7						2.7	A	II	M	F	St. Ives Dr.	
36	5.909	SS	NA	N	0.8		6.7								7.5	7.9										F	Chinquapin Dr.	
37	5.913	SS	NA	Y	0.7		3.6								4.3	6.0										F	Chinquapin Dr.	
38	6.081	SS	NA	Y	1.1		4.2								5.3	9.9										F	E. Twin Lakes Dr.	
39	6.073	SS	NA	N	1.1		3.7								4.8	10.2										P	Twin Lakes Dr.	
40	6.374	SS	NA	N	1.1		5.6								6.7	5.5										F	Lamontier Dr.	
41	6.381	SS	NA	N	1.0		4.6								5.6	7.4										P	Lamontier Dr.	
42	6.679	SS	NA	Y	1.0		2.5								3.5	14.4										F	Tribune Blvd.	
43	6.679	SS	NA	N		1.1	2.7								3.8	9.8										P	Tribune Blvd.	
44	7.016	SS	NA	Y	0.6		3.4								4.0	7.4										F	Green Gulf Blvd.	
45	7.010	SS	NA	N		1.0	1.4								2.4	10.0						2.4	C	II	L	F	Tuckers Grade Blvd.	
46	7.284	SS	NA	Y	1.0		4.3								5.3	8.5										F	Notre Dame Blvd.	
47	7.667	SS	NA	Y	0.7		5.3								6.0	11.3										P	St. Perre Rd.	
48	4.989	ML	R1	Y	0.6		6.0			1.4					8.0		6.1					2.3	B	III	S	P		
49	5.427	ML	R1	Y	0.7		4.1			1.2					6.0		4.5					6.0	C	III	S	P	Possible widening crack	
50	5.004	ML	R2	Y	0.5		4.0		0.8	1.2					6.5		5.8					6.5	C	III	S	P		
51	5.236	ML	R2	Y	0.9		3.7		1.1	1.2					6.9		6.9					6.9	C	III	S	P		
52	7.302	ML	R2	Y	0.9		3.5		1.0	1.5					6.9	7.1										F		
53	6.957	TL	RR	N	1.3		3.8								5.1	11.0						12.0	5.1	C	III	S	F	
54	6.233	ML	L1	N	1.1		2.8								3.9	9.9							2.8	A	III	S	P	
55	6.093	ML	L1	N	1.0		2.5								3.5			9.3				10.0	3.5	C	III	S	P	

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					FC5	FC9.5	SP9.5	S	T1	BIND						LR	SHEL	CONC	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT				
56	6.093	ML	L2	Y	1.3		2.6								3.9			6.0					3.9	C	III	S	P	
57	7.703	ML	L2	N	0.7		3.8								4.5	9.9							3.2	C	III	S	P	
58	5.151	CO	CO	N	0.7		4.5								5.2	11.9											F	
59	5.741	CO	CO	N		1.1	2.6								3.7	13.1											P	
60	6.533	CO	CO	N	0.8		3.7								4.5	11.0											F	
61	7.017	CO	CO	N	1.4		1.5	1.6							4.5		9.5										F	
62	6.998	GO	GO	N	1.1		3.0								4.1	8.0						1.6	C	II	L	F	OR gore. Crack reflected from former signal loop.	
63	6.284	S	OL	N	1.0		2.0								3.0	10.9											F	
64	6.199	ML	R1	N	1.1		5.3		0.2	1.2					7.8	7.1											F	
<b>AVERAGE</b>					<b>0.93</b>	<b>1.05</b>	<b>3.68</b>	<b>1.60</b>	<b>0.78</b>	<b>1.22</b>				<b>4.87</b>	<b>9.22</b>	<b>6.52</b>	<b>8.70</b>	<b>2.70</b>	<b>12.25</b>	<b>3.48</b>								
<b>MAX</b>					<b>1.40</b>	<b>1.10</b>	<b>7.10</b>	<b>1.60</b>	<b>1.10</b>	<b>1.50</b>				<b>8.60</b>	<b>14.40</b>	<b>9.50</b>	<b>9.90</b>	<b>2.70</b>	<b>16.00</b>	<b>6.90</b>								
<b>MIN</b>					<b>0.50</b>	<b>1.00</b>	<b>1.40</b>	<b>1.60</b>	<b>0.20</b>	<b>0.80</b>				<b>1.00</b>	<b>4.30</b>	<b>4.50</b>	<b>6.00</b>	<b>2.70</b>	<b>10.00</b>	<b>1.60</b>								
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>					<b>0.18</b>	<b>0.18</b>	<b>UNKW</b>	<b>UNKW</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>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				