

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

Cored By: MADRID CPWG

Coring Completion Date: 11/21/2023

Typical Section: 1

W.P.I. No.:	Name: SR 45 (US 41)	Lanes: 6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 438262-1	From: Conway Blvd	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 01010000	To: Midway Blvd
County: Charlotte	SR No.: 45	Beg MP: 17.532
Overall Pavement Condition (from DMO field review): Fair	End MP: 19.668	Length: 2.136
	Median Curbed (Y/N): Y	Paved
		Lawn
		Other:
		Inside:
		Outside:
		Curb & Gutter (Y/N): N

**Mainline, Shoulder and Turn Lane Cores (ML/S/TL)**

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	FC9.5	FC3	SP12.5	SP9.5	S	T1	WC	BIND			LR	ABC-2	SHEL			DEPTH (IN.)	TYPE	CLASS			EXTENT		
1	17.445	ML	R1	Y	1.6			0.8	1.6						4.0	11.0								F				
2	17.503	ML	R2	N	1.4			0.9	2.1				0.6		5.0	11.0			10.0						F			
3	17.478	ML	L3	Y	1.5			2.2							3.7	11.0									F			
4	17.458	S	OL	N	1.5			1.2							2.7	10.0									F			
5	17.493	TL	RL	N	1.3			2.3							3.6			13.0							F			
6	17.593	ML	L1	Y	1.6				6.0	1.0	0.6	0.5			9.7	7.0									F			
7	17.547	ML	L2	Y	1.5				2.8	0.7	0.8	0.4			6.2	10.0									F			
8	17.565	ML	R3	Y	1.5			1.3	1.4	1.5					5.7	10.0									F	Box Culvert / Soil sample was taken		
9	17.578	S	OR	N	1.6			1.9	5.5						9.0	7.0									F	Box Culvert		
10	17.555	TL	LL	Y	1.7				8.4	2.8			2.3		15.2	10.0									F			
<b>AVERAGE</b>					<b>1.52</b>			<b>1.51</b>	<b>3.97</b>	<b>1.50</b>	<b>0.70</b>	<b>0.50</b>	<b>2.30</b>		<b>6.48</b>	<b>9.67</b>			<b>13.00</b>		<b>10.00</b>							
<b>MAX</b>					<b>1.70</b>			<b>2.30</b>	<b>8.40</b>	<b>2.80</b>	<b>0.80</b>	<b>0.60</b>	<b>2.30</b>		<b>15.20</b>	<b>11.00</b>			<b>13.00</b>		<b>10.00</b>							
<b>MIN</b>					<b>1.30</b>			<b>0.80</b>	<b>1.40</b>	<b>0.70</b>	<b>0.60</b>	<b>0.40</b>	<b>2.30</b>		<b>2.70</b>	<b>7.00</b>			<b>13.00</b>		<b>10.00</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>	<b>0.20</b>			<b>0.18</b>	<b>0.16</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 S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<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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	Median Curbed (Y/N): Y	Paved
		Lawn
		Other:
		Inside:
		Outside:
		Curb & Gutter (Y/N): N

**Side Street Cores (SS)**

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	FC9.5	FC3	SP12.5	SP9.5	S	T1	WC	BIND	LR		ABC-2	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT				
11	17.505	SS	NA	Y		0.6				2.0	1.5				4.1	6.0							F	Conway Blvd / Soil sample was taken		
12	17.505	SS	NA	N		1.1				1.4	1.0				3.5			6.0					F	Conway Blvd		
13	17.512	SS	NA	N				1.0			1.5	1.5			4.0	7.0							F	Conway Blvd		
14	17.512	SS	NA	N				1.3			2.4	1.6			5.3			5.0					P	Conway Blvd		
15	17.518	SS	NA	N			0.9				2.2	1.1			4.2	7.0							F	Conway Blvd		
16	17.544	SS	NA	Y			1.5				2.3	1.2			5.0			8.0					F	Conway Blvd		
17	17.538	SS	NA	N				1.1			1.9	0.8			3.8			7.0					F	Conway Blvd / Soil sample was taken		
18	17.537	SS	NA	N				1.5			2.2	0.8			4.5			5.0					F	Conway Blvd (gray sand)		
19	17.530	SS	NA	N				0.9			1.2			1.9	4.0	9.0			9.0				F	Conway Blvd		
20	17.532	SS	NA	N		1.9			1.7						3.6	11.0			10.0				F	Conway Blvd		
21	17.660	SS	NA	N			1.0							1.7	4.0	11.0							F	Easy St (Taper)		
22	17.667	SS	NA	N			1.0							2.1	4.0	11.0							F	Easy St (Taper)		
23	17.861	SS	NA	N		1.5				0.8	0.5			1.7	4.5	10.0							F	Galway Ln (Taper)		
24	17.865	SS	NA	N			1.1							2.3	4.7	11.0							F	Galway Ln (Taper)		
25	18.374	SS	NA	Y		1.9				1.2	6.9				10.0	5.0							F	Winn Dixie Entrance (Taper) / Soil sample was taken		
26	18.380	SS	NA	N		1.9					2.1				4.0		4.5		8.0				F	Winn Dixie Entrance (Taper)		
27	18.754	SS	NA	N		1.3					1.0	0.5		1.8	4.6	15.0			8.0				F	Elkcam Blvd (Taper)		
28	18.758	SS	NA	N		1.6					0.9			1.2	3.7	9.0			10.0				F	Elkcam Blvd (Taper)		
29	19.384	SS	NA	N		1.2								1.2	3.6	11.0							F	Tarpon Blvd (Taper)		
30	19.389	SS	NA	Y		1.8								1.7	4.9	11.0							F	Tarpon Blvd (Taper)		
<b>AVERAGE</b>						<b>1.64</b>	<b>1.03</b>	<b>1.16</b>	<b>1.70</b>	<b>1.29</b>	<b>2.01</b>	<b>1.17</b>		<b>1.73</b>	<b>4.50</b>	<b>9.57</b>	<b>4.50</b>	<b>6.20</b>	<b>9.00</b>							
<b>MAX</b>						<b>1.90</b>	<b>1.50</b>	<b>1.50</b>	<b>1.70</b>	<b>2.10</b>	<b>6.90</b>	<b>1.60</b>		<b>2.30</b>	<b>10.00</b>	<b>15.00</b>	<b>4.50</b>	<b>8.00</b>	<b>10.00</b>							
<b>MIN</b>						<b>1.20</b>	<b>0.60</b>	<b>0.90</b>	<b>1.70</b>	<b>0.80</b>	<b>0.50</b>	<b>0.80</b>		<b>1.20</b>	<b>3.50</b>	<b>5.00</b>	<b>4.50</b>	<b>5.00</b>	<b>8.00</b>							
<b>LAYER COEF.</b>						<b>0.25</b>	<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>	<b>0.20</b>		<b>0.18</b>	<b>0.16</b>	<b>0.18</b>	<b>0.08</b>							

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