



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

Cored By: RCS

Coring Completion Date: 12/12/2024

Typical Section: 1

W.P.I. No.:				Name: SR 31				Lanes: 2 Lanes			
Fin. Proj. ID:				From: North of CR 74				Shoulder Type and Condition:			
F.A. Project No.: 451103-1-31-01		Roadway ID: 01030000		To: Desoto County Line				Inside: NA			
County: Charlotte		SR No.: 31		Beg MP: 12.432		End MP: 18.397		Length: 5.965		Outside: Paved Shoulder	
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn X		Curb & Gutter (Y/N): N	

**Mainline Cores (ML)**

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	SP9.5	ARMI	S	S2	WC								SAHM	ABC-2	RAP		LR	SHEL	DEPTH (IN.)	TYPE		
68	16.791	ML	L1	N	1.3	4.3	0.6	2.1	3.9	0.4					12.6	3.7				12.0					F	Core Separated at SP Layer at Milling Line	
70	16.536	ML	L1	N	1.4	2.2	0.6	3.3						7.5			11.8				2.5	C	III	S	P		
72	16.328	ML	L1	Y	1.7	1.7	0.5	2.0	4.1					10.0	3.0						2.1	C	III	S	P		
74	16.054	ML	L1	Y	1.1	1.8	0.6	1.3	4.8	0.5				10.1	4.4						3.1	C	III	S	P	SAHM Fell Apart	
76	15.812	ML	L1	Y	1.2	1.7	0.7		6.3	0.8				10.7	4.0						3.6	C	III	S	P	SAHM Fell Apart	
78	15.571	ML	L1	Y	1.5	2.7	0.5	1.7	3.6					10.0	4.3				12.0		2.8	C	III	S	P	SAHM Fell Apart	
80	15.341	ML	L1	N	1.8	2.0	0.7	1.8	3.2	0.5				10.0	4.4						3.2	C	III	S	P	SAHM Fell Apart - Bottom up crack	
82	15.034	ML	L1	N	1.8	1.8	0.5	1.7	4.0	0.6				10.4	4.4						3.5	C	III	S	P	SAHM Fell Apart	
84	14.822	ML	L1	Y	1.9	1.7	0.5	1.7	4.0	0.3				10.1	4.3						3.3	C	III	S	P	SAHM Fell Apart	
86	14.551	ML	L1	N	1.5	1.7	0.6	0.9	3.1	0.6				8.4	5.3						3.2	C	III	S	P	SAHM Fell Apart	
88	14.332	ML	L1	Y	1.5	1.7	0.5	1.2	3.3	0.8				9.0	4.5				12.0		3.3	C	III	S	P	SAHM Fell Apart	
90	14.076	ML	L1	Y	1.4	1.5	0.6	1.2	4.1	0.5				9.3	4.7						3.3	C	III	S	P	SAHM Fell Apart	
92	13.839	ML	L1	N	1.7	1.6	0.8	0.7	4.8	0.7				10.3	5.2						2.8	C	III	S	P		
94	13.579	ML	L1	N	1.7	1.7	0.6	1.4	3.5	0.4				9.3	6.3						2.4	C	II	L	F		
96	13.345	ML	L1	Y	1.6	1.6	0.5	0.6	4.0	0.5				8.8	5.8						3.4	C	III	S	P		
98	13.071	ML	L1	Y	1.3	1.9	0.6	0.7	3.7	0.4				8.6	4.8				12.0		3.5	C	III	S	P	SAHM Fell Apart	
100	12.819	ML	L1	N	1.5	2.1	0.5	1.1	4.5	0.6				10.3	4.9						2.5	C	III	S	P	SAHM Fell Apart - Bottom up crack	
102	12.578	ML	L1	Y	1.4	1.7	0.5	0.4	3.6	0.5				8.1	5.0						3.4	C	II	S	P	SAHM Fell Apart	
<b>AVERAGE</b>					<b>1.44</b>	<b>2.16</b>	<b>0.54</b>	<b>1.53</b>	<b>3.65</b>	<b>0.51</b>				<b>9.52</b>	<b>4.47</b>	<b>7.70</b>	<b>11.75</b>		<b>12.00</b>	<b>3.37</b>							
<b>MAX</b>					<b>1.90</b>	<b>7.40</b>	<b>0.80</b>	<b>5.70</b>	<b>6.30</b>	<b>0.80</b>				<b>15.90</b>	<b>6.30</b>	<b>7.70</b>	<b>11.80</b>		<b>12.00</b>	<b>7.70</b>							
<b>MIN</b>					<b>1.10</b>	<b>1.10</b>	<b>0.30</b>	<b>0.40</b>	<b>1.10</b>	<b>0.20</b>				<b>5.20</b>	<b>2.40</b>	<b>7.70</b>	<b>11.70</b>		<b>12.00</b>	<b>2.00</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>					<b>0.11</b>	<b>0.16</b>	<b>UNKW</b>	<b>0.18</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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Fin. Proj. ID:	From: North of CR 74	Shoulder Type and Condition:
F.A. Project No.: 451103-1-31-01	To: Desoto County Line	Inside: NA
County: Charlotte	Beg MP: 12.432	End MP: 18.397
Roadway ID: 01030000	Length: 5.965	Outside: Paved Shoulder
SR No.: 31	Other:	Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn X	

**Shoulder Cores (S)**

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	SP9.5	ARMI	S	S2	WC								SAHM	ABC-2	RAP		LR	SHEL	DEPTH (IN.)	TYPE			CLASS	EXTENT
77	15.812	S	OL	N	1.6	1.0									2.6		2.5									F			
79	15.571	S	OL	N	3.2	0.9									4.1		3.2										F		
81	15.341	S	OL	N	2.5	1.0									3.5		3.5										F		
83	15.034	S	OL	N	2.0	1.0									3.0		3.0										F		
85	14.822	S	OL	N	2.3	0.8									3.1		3.2										F		
87	14.551	S	OL	N	1.3	0.9									2.2		2.8										F		
89	14.332	S	OL	N	1.7	1.3									3.0		2.3										F		
91	14.076	S	OL	N	1.6	1.0									2.6		2.5										F		
93	13.839	S	OL	N	2.3	0.8									3.1		2.8										F		
95	13.579	S	OL	N	1.8	1.2									3.0		2.3										F		
97	13.345	S	OL	N	1.9	1.3									3.2		2.6										F		
99	13.071	S	OL	N	1.5	1.1									2.6		2.4										F	Base Crack	
101	12.819	S	OL	N	1.5	1.0									2.5		2.6										F		
103	12.578	S	OL	N	1.4	1.1									2.5		2.5										F		
<b>AVERAGE</b>					<b>1.87</b>	<b>1.47</b>		<b>0.80</b>							<b>3.12</b>	<b>3.40</b>	<b>2.58</b>	<b>2.14</b>	<b>7.36</b>	<b>9.10</b>	<b>12.00</b>	<b>2.70</b>							
<b>MAX</b>					<b>3.20</b>	<b>3.70</b>		<b>0.80</b>							<b>6.00</b>	<b>3.40</b>	<b>3.80</b>	<b>4.90</b>	<b>9.50</b>	<b>10.20</b>	<b>12.00</b>	<b>3.10</b>							
<b>MIN</b>					<b>1.30</b>	<b>0.50</b>		<b>0.80</b>							<b>1.80</b>	<b>3.40</b>	<b>1.50</b>	<b>0.70</b>	<b>4.40</b>	<b>8.40</b>	<b>12.00</b>	<b>2.00</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>						<b>0.11</b>	<b>0.16</b>	<b>UNKW</b>	<b>0.18</b>	<b>0.18</b>	<b>0.08</b>								

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