

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 9/13/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 45 (US 41)				Lanes:	4 lanes					
Fin. Proj. ID:	450726-1	From:	N of Pondella Rd				Shoulder Type and Condition:						
F.A. Project No.:		Roadway ID:	12010000				Inside:	None					
County:	Lee	SR No.:	45		Beg MP:	25.906	End MP:	27.030	Length:	1.124	Outside:	Paved Shoulder	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N

All Cores																								
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAYEMENT CONDITION	COMMENTS
					FC5	FC9.5	SP9.5	BIND						LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	25.912	ML	R2	N	0.7		1.8	2.0					4.5	9.5				11.0	4.5	C	II	S	P	Base Crack
2	25.928	ML	L1	Y	0.9		1.9	2.4					5.2	11.2					5.2	C	III	S	P	Base Crack
3	25.944	S	OL	N	1.8		1.5						3.3	3.9									F	
4	25.981	ML	R1	N	1.1		2.7	1.7					5.5	6.8					3.7	C	IB	L	F	
5	26.014	ML	L2	Y	0.8		2.3	2.0					5.1	12.1					2.9	C	II	M	F	
6	26.062	ML	R2	Y	0.7		2.0	2.2					4.9	9.4					1.0	C	II	M	P	Bottom Up Crack
7	26.093	ML	L1	N	1.2		2.5	1.3					5.0	9.9					1.2	C	II	M	F	
8	26.104	TL	RL	Y	0.9		2.1	2.1					5.1	11.9					5.1	C	III	S	P	Base Crack, Base Crumbled
9	26.115	TL	LR	Y	0.7		2.0						2.7	9.0									F	
10	26.141	S	OR	N	1.0		1.2						2.2	6.1									F	
11	26.186	S	OL	N	0.5		2.7						3.3		3.2								F	
12	26.208	ML	R2	N	0.7		2.3	1.0					4.0	9.6					4.0	C	III	S	P	Base Crack
13	26.235	ML	L2	N	0.9		1.8	1.8					4.5	8.5				11.0	4.5	C	III	S	P	Base Crack
14	26.287	ML	R1	N	1.0		2.2	1.5					4.7	8.9					1.0	C	IB	L	F	
15	26.299	TL	RL	Y	0.8		1.9	1.3					4.0	10.2					4.0	C	II	S	F	Base Crack
16	26.320	ML	L1	Y	0.8		2.3	1.9					5.0	8.3					5.0	C	III	S	P	
17	26.354	TL	LL	Y	0.8		1.8	1.6					4.2	9.8									F	
18	26.360	S	OR	N	1.0		1.5						2.5	5.3									F	
19	26.392	TL	LR	Y	1.0		2.1	1.4					4.5	8.7					1.0	C	II	M	P	
20	26.438	ML	L2	Y	0.8		2.0	1.7					4.5	9.5				11.5	4.5	C	III	S	P	Widening Area, Base Crack
21	26.462	S	OL	N	2.5								2.5		8.5								F	
22	26.469	TL	RL	N	1.0		3.2						4.2	16.3					1.0	C	II	M	P	
23	26.506	ML	R2	N	0.6		2.5	1.5					4.6	8.7									F	
24	26.569	TL	LL	N	1.2		3.3						4.5		6.4				3.0	C	II	M	P	
25	26.599	ML	L2	Y	0.7		2.2	1.6					4.5	9.6					4.5	C	II	S	F	Base Crack
26	26.664	ML	R1	Y	0.9		1.6	1.3					3.8	8.9									F	
27	26.682	TL	LR	N	0.7		2.1	1.6					4.4	12.5									F	
28	26.682	ML	R1	N	0.9		3.1						4.0	10.6				13.4	4.0	C	III	S	P	Base Crack
29	26.682	TL	RR	Y	0.9		2.1						3.0		8.3				3.0	C	III	S	P	
30	26.702	ML	L1	Y	0.8		2.0	1.3					4.1	9.4					4.1	C	II	S	F	

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Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:

All Cores																										
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	SP9.5	BIND										LR	ABC-2				DEPTH (IN.)	TYPE		
31	26.728	TL	LL	Y	1.1		2.4	2.5							6.0	8.5					6.0	C	II	S	P	Widening Area, Base Crack
32	26.773	S	OL	N	1.2		2.3							3.5		6.0								F		
33	26.772	S	OR	N	1.5		1.2							2.7	5.2									F		
34	26.802	TL	LR	Y	0.9		1.8							2.7		7.5					2.7	C	II	S	P	
35	26.814	ML	R1	N	0.9		1.9	2.1						4.9	8.4									P		
36	26.862	ML	L2	Y	0.9		1.9	0.9						3.7	8.6									F		
37	26.890	ML	R2	Y		1.5	2.3	2.3						6.1	10.1									F		
38	26.909	TL	RL	N		1.6	2.2							3.8	14.5									F	RLTL (1st)	
39	26.984	TL	LL	Y		1.5	1.4							2.9		8.6								F	LLTL (1st)	
40	27.008	ML	L1	N		1.7	2.3	2.0						6.0	9.5						14.5			F		
41	27.019	S	OR	N	0.8		2.0							2.8		3.9								F		
AVERAGE					0.96	1.58	2.11	1.72						4.13	9.38	6.55				12.28	3.45					
MAX					2.50	1.70	3.30	2.50						6.10	16.30	8.60				14.50	6.00					
MIN					0.50	1.50	1.20	0.90						2.20	3.90	3.20				11.00	1.00					
LAYER COEF.					0.00	0.25	0.25	0.20							0.18	0.16				0.08						

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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