STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Intertek - PSI Coring Completion Date: 3/29/2023 Typical Section:

W.P.I. No.:				Name:	SR 62					Lanes:	2 Lane Rural Minor Arterial Roadway
Fin. Proj. ID:	449118-1			From:	E of SR 37					Shoulder Type and Condition: Fair	
F.A. Project No.:		Roadway ID:	13060000	To:	HARDEE COUNTY LINE					Inside:	None
County:	MANATEE	SR No.:	62	Beg MP:	23.215	End MP:	19.376	Length:	3.839	Outside:	Paved
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				PAVEMENT CONDITION	COMMENTS
					FC3	S	WC	SAHM								LR	ABC-2	SAHM			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	19.399	S	OR	N	1.0	2.6									3.6		2.8								F	
2	19.586	ML	R1	N	0.9	5.3									6.2			2.8		7.0	6.2	B	III	S	P	
3	19.866	S	OR	N	0.9	1.1									2.0		3.0								F	
4	20.151	TL	RR	N	1.4	4.6									6.0		8.0				2.0	B	IB	L	P	Slippage in LWP
5	20.158	S	OR	N	1.1										1.1		2.8			5.0					P	
6	20.174	SS	NA	N	1.1										1.1		2.9			9.0					P	Duette Rd. Patches near core.
7	20.270	ML	R1	N	1.0	1.6									2.6			UNK			2.6	B	II	M	F	SAHM-base not delivered. Measured delivered core.
8	20.456	S	OR	N	0.9	3.3									4.2		2.8								F	
9	20.801	ML	R1	Y	1.2	3.3									4.5	8.0					4.5	B	IB	M	F	
10	21.087	S	OR	N	1.0	1.1									2.1		3.4				2.1	B	IB	L	F	Base crack
11	21.273	ML	R1	Y	0.9	1.4									2.3		10.7				0.9	A	IB	M	F	
12	21.446	S	OR	N	0.9	1.1									2.0		2.9			5.0	0.2	B	IB	L	F	
13	21.539	ML	R1	N	1.0	5.6									6.6	10.0					6.6	B	II	M	F	Box culvert
14	21.677	ML	R1	Y	1.0	3.5									4.5			UNK			4.5	B	IB	L	F	SAHM-base not delivered. Measured delivered core.
15	21.943	S	OR	N	1.0	1.4									2.4		4.2				2.4	B	II	L	F	
16	22.233	ML	R1	Y	0.9	4.2	0.7								5.8			8.0			5.8	B	II	M	F	Base fell apart, base crack
17	22.516	S	OR	N	0.9	1.4									2.3		4.1								F	
18	22.719	ML	R1	Y	0.9	5.0	0.5								6.4			8.0			6.4	B	III	M	F	Base fell apart, base crack
19	22.970	S	OR	N	0.9	1.6									2.5		3.3								F	
20	23.151	ML	R1	Y	0.9	5.5	0.4								6.8			5.0		6.0	6.8	B	II	M	F	Base fell apart, base crack
21	23.195	S	OL	N	1.3	1.2									2.5		3.5				0.8	B	IB	L	F	
22	23.079	ML	L1	N	1.1	3.9	0.5								5.5			8.0			5.5	B	II	M	P	Base fell apart, base crack
23	22.844	S	OL	N	0.8	1.7									2.5		3.5				2.5	B	III	M	P	Base crack
24	22.618	ML	L1	Y	1.0	3.7	0.5								5.2			7.8		3.0	5.2	B	II	M	F	Base fell apart, base crack
25	22.300	S	OL	N	1.1	1.9									3.0		3.7								F	
26	22.084	ML	L1	Y	0.9	4.0	0.4	3.3							8.6	8.0					8.6	B	II	M	F	Base crack
27	21.826	S	OL	N	0.8	2.2									3.0		3.0								F	
28	21.576	ML	L1	N	1.0	4.1	0.4	3.1							8.6	8.0					8.6	B	II	M	F	Base crack
29	21.314	S	OL	N	1.1	2.4									3.5		3.1				1.1	B	IB	L	F	
30	21.166	ML	L1	Y	0.9	4.0	0.6	3.5							9.0	8.0					9.0	B	II	S	F	SAHM fell apart.
31	20.970	S	OL	N	1.0	3.6									4.6		4.5								F	
32	20.783	ML	L1	Y	0.9	4.1									5.0	11.0					5.0	B	II	M	F	

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					FC3	S	WC	SAHM								LR	ABC-2	SAHM			DEPTH (IN.)	TYPE	CLASS	EXTENT		
33	20.655	ML	L1	Y	1.0	3.5									4.5	11.5					1.0	B	IB	L	F	Box culvert
34	20.216	S	OL	N	1.0	2.1									3.1		2.0				3.1	B	II	M	F	Base crack
35	19.954	ML	L1	Y	1.0	5.7	0.5	3.3							10.5	5.5					10.5	B	II	S	P	SAHM fell apart.
36	19.704	S	OL	N	0.8	2.2									3.0		3.6				3.0	B	II	M	F	Base crack
37	19.481	ML	L1	Y	0.6	3.9	0.7	3.1							8.3	8.0					3.7	B	IB	L	F	SAHM fell apart.
AVERAGE					***0.98***	***3.08***	***0.52***	***3.26***							***4.47***	***8.67***	***3.89***	***6.60***		***5.83***	***4.39***					
MAX					***1.40***	***5.70***	***0.70***	***3.50***							***10.50***	***11.50***	***10.70***	***8.00***		***9.00***	***10.50***					
MIN					***0.60***	***1.10***	***0.40***	***3.10***							***1.10***	***5.50***	***2.00***	***2.80***		***3.00***	***0.20***					
LAYER COEF.					***0.17***	***0.25***	***UNKW***	***0.11***								***0.18***	***0.16***	***0.11***		***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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor