

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

Cored By: Madrid CPWG

Date: 12/21/2021

Typical Section: _____

W.P.I. No.:	Name: SR 45 (US 41) from 45th St to SR 55	Lanes: 2
Fin. Proj. ID: 447384-1	From: 45th Street	Shoulder Type and Condition:
F.A. Project No.:	To: State Road 55	Inside: Paved
County: Manatee	SR No.: 13030102	Beg MP: 0
		End MP: 0.457
		Length: 0.457
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
		Other: _____
		Curb & Gutter (Y/N): N

Mainline Cores (ML)

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP9.5	S	RAP	BIND								LR	ABC-1				DEPTH (IN.)	TYPE	CLASS		
1	0.037	ML	L1	N	0.9	2.2			2.3					5.4	8.0					5.4	C	III	S	F	Base crack	
2	0.089	ML	L2	Y	1.0	2.2			2.0					5.2	9.0									F	Bottom-up cracking	
3	0.256	ML	L2	Y	0.7	2.7			1.9					5.3	9.3					5.3	C	III	S	P	Base crack	
4	0.251	ML	L2	Y	1.0	1.4	0.6		2.4					5.4	8.5									F	Bottom-up cracking, friction course separated	
5	0.332	ML	L1	N	0.4		1.5		2.6					4.5	8.0					2.5	C	III	S	P	Friction course separated	
6	0.429	ML	L2	N	0.8	1.6			2.4					4.8	8.5									F		
7	0.161	ML	L1	Y	1.1	2.1			2.1					5.3	8.0									F		
8	0.178	ML	L2	Y	1.0	1.3			2.1					4.4	8.0					4.4	C	II	M	P		
9	0.343	ML	L2	N	0.8	1.6			2.5					4.9	9.0									F		
14	0.248	ML	L1	N		1.2	2.8	4.0						8.0	7.0					0.2	C	IB	L	P	Additional core, patch, bottom-up cracking, RAP fell apart	
15	0.095	ML	L2	Y	0.7	1.2			1.4					3.3	9.0					3.3	C	III	S	P	Additional core, severe cracking, base crack	
AVERAGE					0.84	1.75	1.63	4.00	2.17					5.14	8.39					3.52						
MAX					1.10	2.70	2.80	4.00	2.60					8.00	9.25					5.40						
MIN					0.40	1.20	0.60	4.00	1.40					3.30	7.00					0.20						
LAYER COEF.					0.00	0.25	0.25	0.00	0.20						0.18	0.14				0.08						

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. The cross slope is measured in the center of the lane.
4. A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	IL - Inside Left Shoulder L2 - 2nd Lane Left of Centerline	A - Alligator B - Block C - Combination	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	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street

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		Length: 0.457
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	Paved	Lawn
	Other:	Curb & Gutter (Y/N): N

Shoulder Cores (S)

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP9.5	S	RAP	BIND								LR	ABC-1				DEPTH (IN.)	TYPE	CLASS		
10	0.228	S	IL	N	0.8	1.0				1.7					3.5		2.3						F			
11	0.202	S	OL	N	1.1	1.1	1.6								3.8		2.6						F			
12	0.363	S	IL	N	0.7	2.3									3.0		2.0						F			
13	0.313	S	OL	N	1.0	3.4									4.4		2.3						F			
AVERAGE					0.90	1.95	1.60			1.70					3.68		2.30									
MAX					1.10	3.40	1.60			1.70					4.40		2.60									
MIN					0.70	1.00	1.60			1.70					3.00		2.00									
LAYER COEF.					0.00	0.25	0.25	0.00	0.20							0.18	0.14				0.08					

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