

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

Cored By: District Materials Office

Coring Completion Date: 11/6/2024

Typical Section: 1

W.P.I. No.:					Name:	SR45 / US41				Lanes:	6							
Fin. Proj. ID:	451026-1				From:	N OF MAGELLAN DRIVE				Shoulder Type and Condition:								
F.A. Project No.:			Roadway ID:	13010000		To:	N OF 63RD AVE W				Inside:	N						
County:	MANATEE		SR No.:	45		Beg MP:	2.095		End MP:	3.017		Length:	0.922		Outside:	N		
Overall Pavement Condition (from DMO field review):					Fair		Median Curbed Y	N		10 - MEDIAN				Curb & Gutter (Y/N):			Y	

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
					FC12.5	SP2F	SP1F	BIND								LR	SHEL	CONC	ABC-1		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	2.223	ML	R1	Y	1.5		3.6								5.1	10.0				12.0	4.0	C	II	S	P	
2	2.223	TL	RL	N	1.5		4.0								5.5				5.2	12.0	4.0	C	II	S	P	
3	2.597	ML	R1	Y	1.6		0.8	1.3							3.7	9.0				12.0	3.0	C	II	S	P	WIDENING CRACK, ABC ON CTL SIDE
4	2.597	TL	C	N	1.5		3.5								5.0				4.7	12.0	3.1	C	II	M	P	JOINT CRACK, BASE CRACK
5	2.937	ML	R1	Y	1.3		1.2	1.3							3.8	8.0				12.0	3.8	C	II	S	P	WIDENING CRACK TO LEFT OF CORE, BASE CRACK
6	2.937	TL	C	Y	1.6		2.6								4.2		3.5			12.0	2.0	C	II	M	P	JOINT CRACK, BASE CRACK
7	2.838	ML	L1	Y	1.5		1.4	1.3							4.2	8.0				12.0	4.2	C	II	S	P	WIDENING CRACK, ABC ON CT SIDE
8	2.670	ML	L1	N	1.6		1.7	1.4							4.7	8.5				12.0	3.6	C	II	S	P	WIDENING CRACK TO LEFT OF CORE
9	2.153	ML	L1	Y	1.6		4.1								5.7	8.0				12.0	2.0	C	II	L	P	
10	2.282	ML	R2	Y	1.2		0.8	1.3							3.3	9.0				12.0	3.3	C	II	S	P	BASE CRACK
11	2.507	ML	R2	N	1.3		0.7	1.0							3.0	8.5				12.0	3.0	C	II	S	P	BASE CRACK
12	2.825	ML	R2	Y	1.5		0.7	0.4							2.6	9.0				12.0	2.6	C	II	S	P	BASE CRACK
13	2.931	ML	L2	N	1.3		0.8								2.1	10.0				12.0	2.1	C	II	S	P	BASE CRACK
14	2.750	ML	L2	N	1.6		1.1								2.7	9.5				12.0	2.7	C	II	S	P	BASE CRACK
15	2.338	ML	L2	Y	1.2		1.0	0.6							2.8	8.0				12.0	2.8	C	II	S	P	BASE CRACK
16	2.213	ML	R3	Y		1.7	2.4								4.1		9.0			12.0					F	PATCH
17	2.691	ML	R3	Y	1.7		0.6	0.3							2.6	7.5				12.0	2.6	C	II	S	P	BASE CRACK
18	2.900	ML	R3	N	2.0			0.3							2.3	8.5				12.0	2.3	C	II	S	P	BASE CRACK
19	2.973	ML	L3	N		2.3	0.8	1.4							4.5	8.0				12.0					F	PATCH
20	2.615	ML	L3	Y	1.5		1.0	1.5							4.0	8.5				12.0	4.0	C	II	S	P	
21	2.165	ML	L3	Y	1.6		2.7								4.3		8.0			12.0	2.8	C	II	M	P	
22	2.117	ML	R3	N	2.0										2.0					12.0					F	DEPARTURE SLAB
23	2.117	ML	L3	Y	1.3		0.9								2.2					12.0	1.4	C	II	M	P	APPROACH SLAB
24	2.117	ML	R2	N	1.0										1.0					12.0	1.0	C	II	S	P	DEPARTURE SLAB
AVERAGE					1.50	2.00	1.73	1.01							3.56	8.63	6.83			12.00	2.87					
MAX					2.00	2.30	4.10	1.50							5.70	10.00	9.00			12.00	4.20					
MIN					1.00	1.70	0.60	0.30							1.00	7.50	3.50			12.00	1.00					
LAYER COEF.					0.25	0.25	0.25	0.20								0.18	0.18	UNKW			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	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	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair

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					FC12.5	SP2F	SP1F	BIND									LR		SHEL	CONC	ABC-1	DEPTH (IN.)			TYPE	CLASS	EXTENT
LL/LR - Left/Right Turn Lane					RL/RR - Left/Right Turn Lane							CO - Crossover					C - Combination		Class III - Cracks > 1/4 inch					S - Severe		P - Poor	