

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.:	To: N OF 63RD AVE W	Inside: N
County: MANATEE	Beg MP: 2.095	End MP: 3.017
Roadway ID: 13010000	Length: 0.922	Outside: N
SR No.: 45	Median Curbed Y: N	Curb & Gutter (Y/N): Y
Overall Pavement Condition (from DMO field review): Fair		

**All Cores**

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	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	
<b>AVERAGE</b>					<b>1.50</b>	<b>2.00</b>	<b>1.73</b>	<b>1.01</b>				<b>3.56</b>	<b>8.63</b>	<b>6.83</b>			<b>12.00</b>	<b>2.87</b>						
<b>MAX</b>					<b>2.00</b>	<b>2.30</b>	<b>4.10</b>	<b>1.50</b>				<b>5.70</b>	<b>10.00</b>	<b>9.00</b>			<b>12.00</b>	<b>4.20</b>						
<b>MIN</b>					<b>1.00</b>	<b>1.70</b>	<b>0.60</b>	<b>0.30</b>				<b>1.00</b>	<b>7.50</b>	<b>3.50</b>			<b>12.00</b>	<b>1.00</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>					<b>0.18</b>	<b>0.18</b>	<b>UNKW</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	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline	<u>Lane Type</u> ML - Mainline TL - Turn Lane	<u>Crack Type</u> A - Alligator B - Block	<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	<u>Extent</u> L - Light M - Moderate	<u>Pavement Condition</u> G - Good F - Fair
---	--	---	---	--	--	---

