

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

Cored By: RCS

Coring Completion Date: 2/20/2025

Typical Section: 1

W.P.I. No.:		Name: SR45/55 (US 41)	Lanes: 4 Lanes
Fin. Proj. ID: 442630-2-32-01		From: North of SR 64	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 13130000	To: Haben Blvd Bridge #130053	Inside: None
County: Manatee	SR No.: 45/55	Beg MP: 2.255	End MP: 3.552
		Length: 1.297	Outside: Paved Shoulder
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): Y	Paved	Lawn - Y
		Other:	Curb & Gutter (Y/N): Yes

**Mainline Cores (ML)**

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	FC9.5	SP12.5	SP9.5	S								LR	ABC-2		CONC	DEPTH (IN.)	TYPE	CLASS			EXTENT
1	3.184	ML	R2	Y		1.0		1.5	2.2						4.7		11.0			12.0	4.7	C	III	S	P	
2	2.362	ML	R3	Y			2.5		0.7						3.2	12.3					3.2	C	III	S	P	
3	2.564	ML	L1	N			1.6		3.0						4.6	14.1					4.6	C	III	S	P	
4	3.426	ML	L2	Y		1.0		1.5	4.8						7.3	18.1					5.3	C	III	S	P	
5	3.353	ML	L2	Y		1.0		1.5	3.6						6.1	14.0			12.0		6.1	C	III	S	P	
6	2.612	ML	L2	Y			2.5		4.1						6.6	13.9					6.6	C	III	S	P	
7	2.561	ML	L2	Y			2.5		2.8						5.3	11.4					5.3	C	III	S	P	
8	2.295	ML	R1	Y			2.3		1.2						3.5	10.8					2.3	C	III	S	P	
11	2.405	ML	R2	Y			2.5		0.9						3.4	13.6					3.2	C	III	S	P	
12	2.488	ML	R1	Y			2.5		1.2						3.7	12.7					3.7	C	III	S	F	
13	2.577	ML	R2	Y			2.7		1.1						3.8	11.8					3.8	C	III	S	P	
14	2.616	ML	R2	Y			2.5		1.8						4.3			UNKN			4.3	C	II	M	P	Approach Slab - Concrete Under Asphalt
16	3.041	ML	R1	Y		2.2									2.2			UNKN			2.2	C	III	S	P	Departure Slab - Concrete Under Asphalt
17	3.136	ML	R2	Y		1.3			3.2						4.5		13.0		12.0		4.5	C	III	S	P	3" of core broke inside of core hole during extraction.
19	3.101	ML	R1	Y			1.0		2.0	2.0					5.0	12.8					5.0	C	III	S	P	
23	3.401	ML	R1	Y			1.0		2.3	2.7					6.0	12.2					2.9	C	III	S	P	
26	3.466	ML	R2	Y			1.1		1.4	2.0					4.5		11.5		12.0		2.5	C	III	S	P	
27	3.502	ML	L2	Y			0.9		1.5	2.1					4.5		11.7		12.0						F	
29	3.387	ML	L1	Y			1.0		1.1	3.6					5.7	12.6					5.7	C	II	M	F	
32	3.176	ML	L2	N			1.0		1.3	2.2					4.5		11.4		12.0						F	
34	3.075	ML	L1	N			0.8		1.6	2.6					5.0	14.5					5.0	C	III	S	F	
35	3.041	ML	L2	N			0.9		1.6	1.1					3.6			UNKN			2.7	C	II	M	F	Approach Slab - Concrete Under Asphalt
36	2.617	ML	L1	Y				3.1	2.5						5.6			UNKN			1.0	C	I	L	P	Departure Slab - Concrete Under Asphalt
38	2.515	ML	L1	Y				2.5	2.5						5.0	13.1					2.8	C	III	S	P	
39	2.433	ML	L2	Y				2.5	2.3						4.8	12.1					4.8	C	III	S	P	
41	2.320	ML	L3	Y				2.5	1.2						3.7	9.8					3.7	C	III	S	P	
42	2.279	ML	L3	Y				2.0	4.0						6.0	14.5					2.0	C	II	M	P	Seperation at SP12.5 and S Layer
43	2.294	ML	L1	Y				2.6	2.1						4.7	10.7					4.6	C	III	S	P	
44	2.356	ML	L2	N				2.4	1.0						3.4	12.2					3.4	C	II	M	P	
45	2.309	ML	R3	Y				1.5	1.8						3.3		4.5		12.0		2.7	C	III	S	P	

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F.A. Project No.:		Roadway ID:	13130000			Inside:	None
County:	Manatee	SR No.:	45/55			Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	Paved	Lawn - Y	Other:
						Curb & Gutter (Y/N):	Yes

**Mainline Cores (ML)**

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	FC9.5	SP12.5	SP9.5	S									LR		ABC-2	CONC	DEPTH (IN.)	TYPE		
<b>AVERAGE</b>					1.75	0.97	2.39	1.57	2.29						4.62	12.86	10.52		12.00	3.88					
<b>MAX</b>					2.20	1.10	3.10	2.30	4.80						7.30	18.10	13.00		12.00	6.60					
<b>MIN</b>					1.30	0.80	1.50	1.10	0.70						2.20	9.80	4.50		12.00	1.00					
<b>LAYER COEF.</b>					0.25	0.25	0.25	0.25	0.25							0.18	0.16	0.20		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>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>		<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
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

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County: Manatee	SR No.: 45/55	Beg MP: 2.255	End MP: 3.552
		Length: 1.297	Outside: Paved Shoulder
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved
		Lawn - Y	Other:
			Curb & Gutter (Y/N): Yes

**Shoulder and Turn Lane Cores (S/TL)**

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	FC9.5	SP12.5	SP9.5	S								LR	ABC-2		CONC	DEPTH (IN.)	TYPE	CLASS		
9	2.295	S	IR	N			1.6		2.8					4.4	13.1				2.4	C	II	M	P		
10	2.309	S	OR	N			1.7		2.6					4.3		5.0			2.8	C	III	S	P		
15	2.469	TL	RR	N			1.4		1.3					2.7	14.4				2.7	C	III	S	P		
18	3.136	S	OR	N			1.0		1.5	2.5				5.0		12.5							F		
20	3.101	S	IR	N			1.2		2.0	1.9				5.1	12.1								F		
21	3.213	TL	RL	N	1.5		1.0		9.6					12.1	11.8								F		
22	3.222	TL	RR	Y			1.1		1.0	1.5				3.6		3.7			12.0				F		
24	3.350	TL	RR	N			1.0		1.0	1.0				3.0		10.5			2.1	C	III	S	P		
25	3.519	TL	RR	Y			1.0							1.0		1.8			1.0	C	III	S	P		
28	3.502	S	OL	N			1.1		1.9					3.0		3.1			12.0				F		
30	3.293	TL	LL	N			1.2		3.0	8.8				13.0	11.5								F		
31	3.274	TL	LR	Y			1.2		1.0	1.3				3.5		3.3			0.5	C	III	S	P		
33	3.176	S	OL	N			1.3		1.5					2.8		3.0			12.0				F		
37	2.544	TL	LR	Y			2.1		2.0					4.1	10.7				2.1	C	III	S	P		
40	2.306	TL	LR	Y			1.6		3.8					5.4	15.7				5.4	C	III	S	P		
<b>AVERAGE</b>					<b>1.50</b>	<b>1.12</b>	<b>1.57</b>	<b>1.61</b>	<b>3.26</b>					<b>4.87</b>	<b>12.76</b>	<b>5.36</b>			<b>12.00</b>	<b>2.38</b>					
<b>MAX</b>					<b>1.50</b>	<b>1.30</b>	<b>2.10</b>	<b>3.00</b>	<b>9.60</b>					<b>13.00</b>	<b>15.70</b>	<b>12.50</b>			<b>12.00</b>	<b>5.40</b>					
<b>MIN</b>					<b>1.50</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>					<b>1.00</b>	<b>10.70</b>	<b>1.80</b>			<b>12.00</b>	<b>0.50</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>						<b>0.18</b>	<b>0.16</b>	<b>0.20</b>			<b>0.08</b>					

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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
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