

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

Cored By: Brent Grubbs

Coring Completion Date: 11/15/2023

Typical Section: 2

W.P.I. No.:	Name: SR 45	Lanes: 4 Lane Major Arterial Roadway
Fin. Proj. ID: 433550-5	From: CARIBBEAN DRIVE	Shoulder Type and Condition:
F.A. Project No.:	To: S OF SR 72 (STICKNEY POINT RD)	Inside: N
County: Sarasota	Beg MP: 11.398	End MP: 12.436
Roadway ID: 17020000	Length: 1.038	Outside: Y
SR No.: 45	Median Curbed (Y/N): N	Paved: Y
Overall Pavement Condition (from DMO field review): Fair	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	
					FC12.5	SP2F	SP1F	WC	S2	BIND								LR					DEPTH (IN.)	TYPE			CLASS
01	11.607	TL	RL	N	1.5	1.5				0.6					3.6	8.5				12.0					F	LEFT TURN,RIGHT RDWY	
02	11.864	TL	RL	Y	1.8	1.0				0.7					3.5	8.5				12.0					F	LEFT TURN,RIGHT RDWY	
03	11.957	CO	CO	N	1.4	1.7				0.9					4.0	7.5				12.0					P	CROSSOVER/SB,LEFT TURN	
04	12.057	CO	CO	N	1.4	1.2				1.1					3.7	9.0				12.0					F	CROSSOVER	
05	12.130	ML	R1	Y	2.0				1.0	1.8					4.8	8.5				12.0					F	1' FROM GORE AREA	
06	12.355	TL	LL	N	1.0		6.0	0.8	1.1	1.8					10.7	8.5				12.0					P	LT RDWY,LEFT TURN BETWEEN BOTH TURN LANES	
AVERAGE					1.52	1.35	6.00	0.80	1.05	1.15					5.1	8.42				12.00							
MAX					2.00	1.70	6.00	0.80	1.10	1.80					10.70	9.00				12.00							
MIN					1.00	1.00	6.00	0.80	1.00	0.60					3.50	7.50				12.00							
LAYER COEF.					0.25	0.25	0.25	UNK W	0.25	0.20						0.18				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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Lane Type</u> S - Shoulder SS - Side Street Bridge Approach/Depa	<u>Crack Type</u> A - Alligator B - Block C - Combination	<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 Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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