Cored By: Intertek- PSI

Coring Completion Date: 1/4/2024

W.P.I. No.:				Name:	SR 45			
Fin. Proj. ID:	451011-1			From:	North of Myrtle St			
F.A. Project No.:		Roadway ID:	17020000	To:	Edwards Dr			
County:	Sarasota	SR No.:	45	Beg MP:	20.903	End MP:	22.390	Len
Overall	Pavement Condition (from DMO field	review): Fair		Median Curbed (Y/N):	Y Paved		Lawn	Oth
								-

Norm Norm Lee Lee Norm Production Norm														Mair	nline Cor	es (ML	.)									
1 2008 ML R1 Y 14 A2 11 A A B I B I S P 3 2058 ML R1 Y 16 11 A A 38 0.0 A A II S P 4 2058 ML R1 N 16 A II A A II S P P 4 2058 ML R1 N 11 13 A A A II S P P 4 2051 ML R1 N 11 13 13 14 A A II S P P P P P P P P P A A II S P									PA	VEMENT	LAYER (II	N.)					BAS	ε Έ				CRA	ACK			
2 2022 ML R2 V R6 12 11 V R7 R4 11 V R7 R4 U S3 100 V R3 0.0 R3 A U S P Pectrain Base 4 2037 ML R2 N 11 1 V 1 1 V 1 1 N 1 N </th <th>CORE NO.</th> <th>-</th> <th>LANE TYPE</th> <th>LANE</th> <th></th> <th>FC4</th> <th>ТЗ</th> <th>S2</th> <th>BIND</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>ASPHALT THICKNESS</th> <th>LR</th> <th>ABC-2</th> <th></th> <th></th> <th>STABILIZED SUBGRADE³</th> <th>DEPTH (IN.)</th> <th>ТҮРЕ</th> <th>CLASS</th> <th>EXTENT</th> <th>PAVEMENT CONDITION</th> <th>COMMENTS</th>	CORE NO.	-	LANE TYPE	LANE		FC4	ТЗ	S2	BIND						ASPHALT THICKNESS	LR	ABC-2			STABILIZED SUBGRADE ³	DEPTH (IN.)	ТҮРЕ	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
3 2098 ML RI Y 17 14 11 <th< td=""><td>1</td><td>20.908</td><td>ML</td><td></td><td>Y</td><td>1.4</td><td>1.2</td><td></td><td>1.2</td><td></td><td></td><td></td><td></td><td></td><td>3.8</td><td>8.0</td><td></td><td></td><td></td><td>12.0</td><td>3.8</td><td>В</td><td> </td><td>S</td><td>Р</td><td></td></th<>	1	20.908	ML		Y	1.4	1.2		1.2						3.8	8.0				12.0	3.8	В		S	Р	
A 2087 ML R2 N 1.6 1.4 V V N 1.1 1.9 V 8.0 0.0	2	20.922	ML	R2	Y	1.6	1.2		1.1						3.9	10.0					3.9	Α	III	S	Р	
B 21 303 ML R1 N 1.1 1.9 1.4 - - A 3.0 3.0 9.0 -	3	20.968	ML		Y	1.7	1.4		1.1						4.2	8.0					4.2	Α	II	S	Р	
9 21207 ML R2 N 21 14 13 M P F 10 21324 ML R1 Y 15 13 0.6 3.4 8.0 3.4 C II M M P 114 21524 ML R1 Y 15 13 0.6 3.4 9.0 3.4 C II M P 15 21670 ML R1 N 18 17.0 0.0 0.9 3.5 8.0 3.5 8.0 2.5 C II N <td< td=""><td>4</td><td>20.987</td><td>ML</td><td>R2</td><td>Ν</td><td>1.6</td><td>1.4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.0</td><td>6.0</td><td></td><td></td><td></td><td></td><td>3.0</td><td>В</td><td>III</td><td>S</td><td>Р</td><td>Refusal in Base</td></td<>	4	20.987	ML	R2	Ν	1.6	1.4								3.0	6.0					3.0	В	III	S	Р	Refusal in Base
10 21.361 ML R2 Y 1.7 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 0.5 1.4 1.4 1.0 1.4 1.0 1.4 1.0 1.4 1.0 1.4 1.0 1.4 1.0 <td>8</td> <td></td> <td>ML</td> <td></td> <td>Ν</td> <td>1.1</td> <td>1.9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3.0</td> <td>В</td> <td> </td> <td>М</td> <td>Р</td> <td></td>	8		ML		Ν	1.1	1.9								3.0						3.0	В		М	Р	
13 21324 ML RI Y 15 13 0.6 $\end{tabular}$ 3.4 9.0 $\end{tabular}$ 3.4 0.0 $\end{tabular}$ A 0 0 2.8 C III M P 15 21670 ML RI N 18 17 - - 3.5 8.0 - 2.9 C III M P 16 21740 ML RI Y 1.5 1.0 0.9 - 3.4 8.0 - - C III M P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - P - - D <td>9</td> <td></td> <td></td> <td></td> <td>Ν</td> <td>2.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3.5</td> <td>9.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>F</td> <td></td>	9				Ν	2.1									3.5	9.0									F	
14 21600 ML R2 Y 16 15 2160 ML R2 Y 16 17 40 80 P 16 21740 ML R2 Y 15 13 0.9 P 35 80 P 25 6 III M P 18 21740 ML R2 N 15 16 0.9 P 40 80 P P P P 19 22019 ML R2 N 15 16 0.9 P 40 80 P P P P 20 22.09 ML R2 N 0 16 1.7 13 P 87 80 P					Y																	А			Р	
15 2170 ML R1 N 18 17 m m 35 8.0 m 35 8.0 m M P 16 21701 ML R1 Y 15 10 0.9 37 8.0 26 26 II M P 19 22019 ML R2 N 16 17 13 0.9 37 8.0 26 2.6 II M P 20 2208 ML R2 N 16 17 13 0.9 55 8.0 0 6.0 7 7 P P P 22 2236 ML R2 N 1.4 34 2.5 1.4 8.0 1.7 1.3 0 1.6 1.7 1.3 0 1.6 1.7 1.3 0 1.6 1.7 1.3 0 1.6 1.7 1.3 0 1.6 1.7 1.3 0 1.6 1.7 1.3 0 1.6 1.7 1.3 0																										
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $					-				0.9																Г	
18 2191 ML R2 N 15 16 0.9 × <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>																										
19 22 019 ML R2 N 15 16 0.9 Image: constraint of the second s																					2.5	С	II	S		
22 106 ML R2 N 0.9 16 17 13 N N 55 8.0 N 55 8 III M F Temporal 22 22,155 ML R1 Y 10 13 17 40 8.0 40 40 8.0 40 40 8.0 40 40 8.0 40 40 8.0 40																									1	
22 22.95 ML R2 N 1.4 3.4 2.5 1.4 M B M F Newsplat Percent 23 22.248 ML R3 N 1.4 2.8 1.7 M 8.0 4.0 8.0 4.2 8 1.0 M P Base Crack, unven pavement surface 24 22.328 ML R3 N 1.4 2.8 1.1 M P Base Crack, unven pavement surface 26 22.375 ML 1.1 Y 1.0 3.4 1.6 6.0 8.0 1.0 4.2 8 10 M P Uneven Pavement Surface 27 23.18 ML 1.2 N 1.0 3.4 1.6 6.0 8.0 1.0 1.6 F Uneven Pavement Surface 30 22.06 ML 1.1 N 0.8 1.7 1.5 1.5 1.5 1.6 8.0 8.0 4.0 8.0 4.0 1.0 1.6 F Uneven Pavement Surface 31 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>47</td> <td></td>								47																		
23 2248 ML R1 Y 10 13 17 V V 10 13 17 V V 10 13 17 V V 10 13 V 12 31 V 12 31 V 12 31 V 10 34 16 V 43 83 120 35 B III M P BaseCrad, unewn payment Surface 26 22368 ML 12 Y 10 34 16 60 80 - - F Unewn Payment Surface 27 22368 ML 12 Y 10 30 - - 40 80 - - F Unewn Payment Surface 30 22206 ML 11 Y 10 20 1.5 - 40 60 80 45 B III L <td></td> <td>5.5</td> <td>В</td> <td> </td> <td>M</td> <td></td> <td></td>																					5.5	В		M		
24 22.328 ML R3 N 1.4 2.8 V V 1.2 7.3 V 4.2 B III M P Base Crack, uneven payment surface 26 22.373 ML V 1.0 2.8 1.3 V 1.0 3.6 B III M P Dase Crack, uneven payment surface 27 22.318 ML L1 Y 1.0 3.4 1.6 V 6.0 8.0 V								2.5													4.0					New asphalt
25 22.373 ML R3 N 1.2 3.1 P 4.3 R3 P 12.0 3.5 B III M P Uneven Pavement Surface 26 22.385 ML L1 Y 1.0 2.8 1.3 1.6 5.1 8.0 2.6 B II L F Uneven Pavement Surface 27 22.385 ML L2 N 1.0 3.4 1.6 6.0 8.0 1.0 B IB L F Uneven Pavement Surface 30 22.264 ML L2 Y 0.5 2.6 1.4 4.5 6.0 8.0 4.5 B III L F Uneven Pavement Surface 31 22.006 ML L1 Y 1.0 2.0 1.5 4.5 6.0 8.4 6.0 3.0 4.5 F Uneven Pavement Surface 32 22.09 ML L1 N 1.8 2.8 9.9 4.0 8.0 8.4 6.0 3.0 B B <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>1.7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>8.0</td> <td>7.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Dage Grack upover poverent ourfage</td>					-				1.7							8.0	7.0									Dage Grack upover poverent ourfage
28 2238 ML L1 Y 1.0 2.8 1.3 M M S1 8.0 M L2 N 1.0 3.4 1.6 6.0 8.0 M L2 R Hueven Pavement Surface 29 22.265 ML L2 N 1.0 3.4 1.6 4.0 10.0 6.0 1.0 B IB L F Uneven Pavement Surface 30 22.205 ML L1 N 0.5 2.6 1.4 4.0 4.0 8.0 8.0 8.0 4.5 B III L F Uneven Pavement Surface 31 22.200 ML L1 N 0.8 1.7 1.5 4.0 6.0 8.0 4.5 B III L F Uneven Pavement Surface 32 22.003 ML L2 N 1.8 2.8 4.0 6.0 8.4 6.0 3.0 B IB L F Uneven Pavement Surface 33 22.069 ML L2 Y																				12.0						
27 22.318 ML L2 N 1.0 3.4 1.6 Image: constraint of the symbolic constrest of the symbolic constraint of the symbo									1.2							0.0	0.3			12.0				IVI	Г	Uneven Pavement Sunace
29 22.265 ML L3 N 1.0 3.0 M <																					2.0	D	11	L		Unoven Devement Surface
30 22.204 ML L2 Y 0.5 2.6 1.4 Image: constraint of the system						-			1.0							0.0	10.0			6.0	1.0	B	IR	1		
31 22.200 ML L1 Y 1.0 2.0 1.5 Image: Constraint of the system									11							8.0	10.0			-					F I	
32 22.103 ML L1 N 0.8 1.7 1.5 Image: constraint of the state o																									I F	Widening Crack [Base = I.R + ABC]
33 22.099 ML L2 N 1.8 2.8 M <					•		2.0													0.0	4.5	D	111	L	F	
34 22.066 ML L2 Y 1.6 1.5 0.9 Image: constraint of the state o							2.8		1.0							0.0	84			6.0	3.0	B	IB	1	F	Uneven Pavement Surface
37 21.822 ML L1 N 1.7 1.6 1.4 M 4.7 8.0 M M M P 39 21.731 ML L2 Y 1.4 30 1.6 M 6.0 6.0 M 6.0 B III M P 40 21.723 ML L1 Y 1.5 1.4 0.7 M 3.6 8.0 A 3.6 B III M P 42 21.557 ML L1 Y 1.5 1.1 0.9 A A 3.5 8.0 B III M P 44 21.365 ML L2 N 1.6 1.1 1.4 A A A A.6 A A B B III M P 44 21.365 ML L1 Y 1.7 1.2 1.0 A A A.7 8.0 A B B II L F 45 21.253 ML								<u> </u>	09				┟──┼			8.0	0.7		ļ	0.0						
39 21.731 ML L2 Y 1.4 3.0 1.6 0 6.0 6.0 0 6.0 B III M P 40 21.723 ML L1 Y 1.5 1.4 0.7 0 3.6 8.0 0 3.6 B III M P 42 21.557 ML L1 Y 1.5 1.1 0.9 0 3.5 8.0 0 3.5 B III M P 44 21.365 ML L2 N 1.6 1.1 1.4 0 0 4.1 8.0 0 3.5 B III M P 44 21.365 ML L1 Y 1.7 1.2 1.0 0 3.9 8.0 0 6.0 3.5 B II L F 45 21.253 ML L1 Y 1.3 1.1 1.3 0.9 3.7 8.0 0 3.7 C III S P 4.6 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>┼ ┼</td><td></td><td></td><td></td><td> </td><td></td><td></td><td></td><td>1.0</td><td>5</td><td></td><td></td><td>F</td><td></td></t<>													┼ ┼								1.0	5			F	
40 21.723 ML L1 Y 1.5 1.4 0.7 Image: Marrow of the symbolic conditions of the symbolic conditis and the symbolic condition of the symbolic c																					6.0	В		М	P	
42 21.557 ML L1 Y 1.5 1.1 0.9 Image: Constraint of the symbolic constrestimate of the symbolic constraint of the																										
44 21.365 ML L2 N 1.6 1.1 I.4 I								1																	•	
45 21.253 ML $L1$ Y 1.7 1.2 1.0 0 3.9 8.0 0 6.0 3.5 B II L F 46 21.142 ML $L2$ Y 1.3 1.3 0.9 0 3.7 8.0 0 0 3.7 0					N			1												1					F	
46 21.42 ML $L2$ Y 1.3 1.1 1.3 1								1												6.0	3.5	В		L		
48 20.994 ML L1 Y 1.5 1.3 0.9 III 3.7 8.0 III M P 49 20.924 ML L2 Y 1.4 1.8 III M P AVERAGE III L2 Y 1.4 1.8 III M P MAX IIII IIII M IIII M P																				-				S	Р	
49 20.924 ML L2 Y 1.4 1.8 Image: Mode of the system 3.2 8.0 9 2.4 C II M P AVERAGE Image: Max Image: Max Image: Max 1.39 1.82 2.10 1.18 Image: Max 1.00 10.00 10.00 10.00 12.00 6.00 Image: Max Image: Max </td <td></td> <td></td> <td></td> <td></td> <td>Y</td> <td></td> <td>-</td> <td></td> <td>Р</td> <td></td>					Y		-																		Р	
AVERAGE 1.39 1.82 2.10 1.18 4.21 7.90 8.50 8.29 3.62 6.00 MAX 2.10 3.40 2.50 1.70 6.00 12.00 6.00 12.00 6.00 12.00 6.00 10.00 <t< td=""><td></td><td></td><td></td><td></td><td>Y</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td> </td><td></td><td>Р</td><td></td></t<>					Y																				Р	
MAX 2.10 3.40 2.50 1.70 8.70 10.00 10.00 12.00 6.00								2.10	1.18								8.50			8.29					Ī	
	MIN					0.50	1.00	1.70	0.60						3.00	6.00	7.30			6.00	1.00					

Typical Section:	1

	Lanes: 4 to 6
	Shoulder Type and Condition: Paved
	Inside: N
ength: 1.487	Outside: N
ther:	Curb & Gutter (Y/N): Y

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W.P.I. No.:				Name:	SR 45				
Fin. Proj. ID:	451011-1			From:	North of Myrtle	St			
F.A. Project No.:		Roadway ID:	17020000	To:	Edwards Dr				
County:	Sarasota	SR No.:	45	Beg MP:	20.903		End MP:	22.390	Ler
Overall	Pavement Condition (from DMO field	l review): Fair		Median Curbed (Y/N):	Y F	Paved		Lawn	Oth

												Μ	ainline Cor	es (ML	_)								
								PA	VEMENT	LAYER (IN.))				BA	SE			CR	ACK	-		
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC4	ТЗ	S2	BIND					TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2		STABILIZED SUBGRADE ³	DEPTH (IN.)	ТҮРЕ	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
LAYER COEF.					0.15	0.20	0.25	0.20						0.18	0.16		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	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are $\leq 1/8$ 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 $\leq 1/4$ 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

	 Inside: N		
ength: 1.487 Outside: N			
ther: Curb & Gutter (Y/N): Y	Outside: N	n: 1.487	ength:
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													Turn	Lane Co	res (Tl	_)								
						•		PA	VEMENT	LAYER (IN	l.)		-			BA	SE			CRA	CK			
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC4	T3	S2	BIND						TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2		STABILIZED SUBGRADE ³	DEPTH (IN.)	ТҮРЕ	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
5	21.002	TL	RL	Ν	1.6			1.2						2.8	8.0			12.0					F	
11	21.376	TL	RL	Ν	1.3	0.8		1.6						3.7	8.0				3.7	В		М	F	
17	21.823	TL	RL	Ν	1.4	1.7		1.0						4.1	8.0								Р	
21	22.186	TL	RL	Ν	1.2	1.5		0.7						3.4	8.0								F	
28	22.280	TL	LL	Ν	1.1	2.9								4.0		8.9		6.0					F	
35	22.025	TL	LR	Ν	1.4	3.1								4.5		6.8		10.0					F	Uneven Pavement Surface
38	21.764	TL	LL	Ν	1.4	1.5		1.3						4.2	12.0				4.2	В		L	F	
41	21.662	TL	LL	Ν	1.5	1.0		1.2						3.7	8.0								F	
43	21.429	TL	LL	Ν	1.5	1.3		1.2						4.0	8.0								F	
47	21.030	TL	LL	Ν	1.3	0.5		1.5						3.3	8.0								F	
AVERAGE					1.37	1.59		1.21						3.77	8.50	7.85		9.33	3.95					
MAX					1.60	3.10		1.60						4.50	12.00	8.90		12.00	4.20					
MIN					1.10	0.50		0.70						2.80	8.00	6.80		6.00	3.70					
LAYER COEF.					0.15	0.20	0.25	0.20							0.18	0.16		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.

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	Typical Section: 1
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Overall Pavement Condition (from DMO field	review): Fair	Median Curbed (Y/N):	Y Paved		Lawn	Otł

														Cros	sover Co	res (CC))									
						r	PAVEMENT LAYER (IN.)										BA	BASE			CRACK					
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC4	ТЗ	S2	BIND							TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2			STABILIZED SUBGRADE ³	DEPTH (IN.)	ТҮРЕ	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
6	21.014	CO	CO	Ν	1.6			0.9							2.5	6.0									F	40th Street; Refusal in Base
7	21.121	CO	CO	Ν	2.2			0.8							3.0	9.0					3.0	В		М	F	42nd Street
12	21.483	CO	CO	Ν	1.6			1.4							3.0	9.0									F	
AVERAGE					1.80			1.03							2.83	8.00					3.00					
MAX					2.20			1.40							3.00	9.00					3.00					
MIN					1.60			0.80							2.50	6.00					3.00					
LAYER COEF.					0.15	0.20	0.25	0.20								0.18	0.16			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	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are $\leq 1/8$ 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 $\leq 1/4$ 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

	Typical Section: 1
	Lanes: 4 to 6
	Shoulder Type and Condition: Paved
	Inside: N
ength: 1.487	Outside: N
ther:	Curb & Gutter (Y/N): Y