

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

Cored By: Intertek- PSI

Coring Completion Date: 1/4/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 45 (US 41)				Lanes:	4 to 6					
Fin. Proj. ID:	456075-1		From:	S of General Spaatz Blvd				Shoulder Type and Condition: Paved					
F.A. Project No.:		Roadway ID:	17020000		To:	N of Edwards Dr			Inside:	N			
County:	Sarasota		SR No.:	45		Beg MP:	22.181	End MP:	22.390	Length:	0.209	Outside:	N
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y	

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
					FC4	T3	S2	BIND								LR	ABC-2					DEPTH (IN.)	TYPE	CLASS		
21	22.186	TL	RL	N	1.2	1.5		0.7							3.4	8.0								F		
22	22.195	ML	R2	N	1.4	3.4	2.5	1.4							8.7	8.0								F	New asphalt	
23	22.248	ML	R1	Y	1.0	1.3		1.7							4.0	8.0					4.0	B	III	M	F	
24	22.328	ML	R3	N	1.4	2.8									4.2		7.3				4.2	B	III	M	P	Base Crack, uneven pavement surface
25	22.373	ML	R3	N	1.2	3.1									4.3		8.3			12.0	3.5	B	III	M	P	Uneven Pavement Surface
26	22.385	ML	L1	Y	1.0	2.8		1.3							5.1	8.0					2.6	B	II	L	F	
27	22.318	ML	L2	N	1.0	3.4		1.6							6.0	8.0									F	Uneven Pavement Surface
28	22.280	TL	LL	N	1.1	2.9									4.0		8.9			6.0					F	
29	22.265	ML	L3	N	1.0	3.0									4.0		10.0			6.0	1.0	B	IB	L	F	Uneven Pavement Surface
30	22.204	ML	L2	Y	0.5	2.6		1.4							4.5	8.0				8.0	4.5	B	III	L	F	
31	22.200	ML	L1	Y	1.0	2.0		1.5							4.5	6.0				8.0	4.5	B	III	L	F	Widening Crack [Base = LR + ABC]
AVERAGE					1.07	2.62	2.50	1.37							4.79	7.71	8.63			8.00	3.47					
MAX					1.40	3.40	2.50	1.70							8.70	8.00	10.00			12.00	4.50					
MIN					0.50	1.30	2.50	0.70							3.40	6.00	7.30			6.00	1.00					
LAYER COEF.					0.15	0.20	0.25	0.20								0.18	0.16			0.08						

- Notes:
- 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.
  - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
  - The cross slope is approximate and measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.
  - 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