

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			
County: Sarasota				SR No.: 45				Beg MP: 22.181    End MP: 22.390    Length: 0.209			
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		
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]
<b>AVERAGE</b>					<b>1.07</b>	<b>2.62</b>	<b>2.50</b>	<b>1.37</b>					<b>4.79</b>	<b>7.71</b>	<b>8.63</b>		<b>8.00</b>	<b>3.47</b>					
<b>MAX</b>					<b>1.40</b>	<b>3.40</b>	<b>2.50</b>	<b>1.70</b>					<b>8.70</b>	<b>8.00</b>	<b>10.00</b>		<b>12.00</b>	<b>4.50</b>					
<b>MIN</b>					<b>0.50</b>	<b>1.30</b>	<b>2.50</b>	<b>0.70</b>					<b>3.40</b>	<b>6.00</b>	<b>7.30</b>		<b>6.00</b>	<b>1.00</b>					
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.20</b>	<b>0.25</b>	<b>0.20</b>						<b>0.18</b>	<b>0.16</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 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                      S - Shoulder TL - Turn Lane                      SS - Side Street CO - Crossover                      BR - Bridge Approach/Departure	<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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