

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

Cored By: TEST LAB, INC.

Coring Completion Date: 9/15/2025

Typical Section:

W.P.I. No.:		Name:	SR 45 (US 41/US 41 B)				Lanes:	6 Lane Urban Principal Arterial Roadway							
Fin. Proj. ID:	452784-1	From:	S of SR 758 (Bee Ridge Rd)				Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	17020000				To:	S of SR 683							
County:	SARASOTA	SR No.:	45				Beg MP:	15.248	End MP:	17.208	Length:	1.960	Inside:	None	
Overall Pavement Condition (from DMO field review):			Fair				Median Curbed (Y/N):	Y	Paved	Lawn: N	Other:		Outside:	None	
							Other:					Curb & Gutter (Y/N):	Y		

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	SP9.5	S	BIND								ABC-2	LR	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	15.255	ML	L1	N	1.5	1.4	1.5	1.4							5.8		8.1				1.5	B	IB	L	F	
2	15.261	TL	RL	Y	1.2	1.6	1.1	1.6							5.5		9.5				0.8	B	IB	L	F	
3	15.301	ML	R2	Y	1.2	1.4	0.7	1.4							4.7		9.8								F	
4	15.312	TL	LL	Y	1.1	2.5	0.9	1.6							6.1		11.2								F	
5	15.331	ML	R1	N	1.1	1.6									3.5				UNK		2.7	A	III	M	F	Possible widening crack.
6	15.347	ML	L2	Y	1.4	1.8	0.9	1.4							5.5		8.3				3.4	A	III	M	F	
7	15.380	ML	R3	Y	1.3	1.7	0.6	1.1							4.7		10.3			8.0	3.0	A	IB	L	F	
8	15.412	ML	L3	Y	1.6	2.2		1.3							5.1		9.4				5.1	A	II	M	F	Widening crack.
9	15.467	TL	LL	N	1.8	1.3	0.6	1.5							5.2		9.6								F	
10	15.482	ML	R1	Y	1.5	1.3	0.5	1.2							4.5		10.3				2.3	A	II	M	F	
11	15.510	TL	RL	N	1.3	1.8	1.1	1.6							5.8		10.0				2.3	B	IB	L	F	
12	15.529	ML	L2	N	1.5	1.3	0.9	1.3							5.0		7.5				2.9	B	II	L	F	
13	15.532	TL	RR	N	1.5	5.7									7.2	6.8				11.0	3.2	A	III	M	F	
14	15.567	TL	LL	Y	1.4	1.5	0.4	1.2							4.5		5.5			15.3	1.8	B	III	M	F	
15	15.583	ML	R3	Y	1.3	1.6									2.9		10.1				2.9	A	III	M	F	Base crack.
16	15.607	ML	L1	Y	1.5	1.5	0.7	1.4							5.1		12.9				2.2	A	II	M	F	
17	15.624	ML	R2	Y	1.2	1.3		1.0							3.5		14.0				3.5	A	II	M	F	Base crack.
18	15.663	TL	C	N	1.6	1.5	0.8	1.6							5.5		15.8				3.3	B	III	M	F	
19	15.724	ML	L3	Y	1.7	1.9		0.3							3.9		13.9								F	
20	15.784	ML	R1	Y	1.5	1.1	0.9	1.0							4.5		9.9				4.5	A	III	M	F	Base crack.
21	15.859	ML	L2	N	1.0	1.5	0.7	1.5							4.7		13.3				3.2	A	II	L	F	
22	15.882	ML	R3	Y	1.2	1.0	0.9	1.2							4.3		12.5				3.1	B	IB	L	F	
23	15.907	TL	RL	Y	1.5	1.2	1.4	1.4							5.5		12.5				2.7	B	III	M	F	
24	15.916	ML	L3	Y	1.3	1.3		1.2							3.8		12.2				3.8	B	II	L	F	Base crack.
25	15.951	TL	LL	Y	1.7	1.3	0.9	1.0							4.9		12.9				2.0	B	III	M	F	
26	15.975	ML	R2	Y	1.2	1.5		1.3							4.0		8.0			17.0	1.8	B	IB	L	F	
27	16.015	TL	C	Y	1.6	1.4	0.8	1.4							5.2		13.1								F	
28	16.047	ML	R1	Y	1.6	1.3		1.9							4.8		9.5				4.8	A	II	M	F	Base crack.
29	16.057	ML	R3	Y	1.5	1.5		1.3							4.3				13.7		4.3	B	II	M	F	Base crack. Culvert.Base is 13.7" of SCEM or crushed CONC.
30	16.098	ML	L2	Y	1.2	1.3	0.4	0.4							3.5		12.0				3.3	B	IB	L	F	

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F.A. Project No.:		Roadway ID:	17020000				To:	S of SR 683				Inside:	None		
County:	SARASOTA	SR No.:	45		Beg MP:	15.248	End MP:	17.208	Length:	1.960		Outside:	None		
Overall Pavement Condition (from DMO field review):					Fair		Median Curbed (Y/N):	Y	Paved	Lawn: N	Other:	Curb & Gutter (Y/N): Y			

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	SP9.5	S	BIND								ABC-2	LR	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
31	16.176	ML	R3	Y	1.3	1.5	0.8	1.4							5.0		10.0				1.3	B	III	M	F	Separation under FC-layer.
32	16.196	ML	L1	Y	1.5	1.6		1.1							4.2		15.1				4.2	B	IB	L	F	Base crack.
33	16.231	ML	L2	Y	1.5	1.7									3.2			12.8		16.0	3.2	B	III	M	F	Base crack.
34	16.251	ML	R1	Y	1.6	1.5	0.8	1.4							5.3		13.5				3.4	B	IB	M	F	
35	16.325	ML	L3	Y	1.6	1.7									3.3			15.2			3.3	A	III	M	F	Base crack.
36	16.351	ML	R2	Y	1.1	1.5		0.8							3.4		13.1				3.4	C	II	S	P	Base crack.
37	16.377	TL	C	Y	1.5	1.5	0.5	1.6							5.1		7.9			14.0					F	
38	16.417	ML	L1	Y	1.4	1.6	0.7	1.2							4.9		13.6				4.9	B	IB	L	F	Base crack.
39	16.470	TL	RL	N	1.6	1.8	1.0	1.2							5.6		11.9				2.7	B	II	L	F	
40	16.473	ML	L3	Y	1.2	1.0	1.3								3.5			20.5			3.5	A	III	M	F	
41	16.514	TL	LL	N	1.6	1.7	1.7	1.5							6.5		12.0				2.5	A	IB	L	F	
42	16.515	ML	R3	Y	1.3	1.3	0.7	1.0							4.3		13.7				4.3	C	III	S	P	Base crack.
43	16.529	TL	LR	Y	1.7	3.0									4.7	10.8				6.5	1.7	B	III	L	F	Separation in FC-layer.
44	16.572	ML	L1	Y	1.4	1.8		1.1							4.3		7.7		12.0		4.3	B	III	L	F	Base crack.
45	16.586	ML	R2	Y	1.5	1.4		0.8							3.7		9.3				3.7	C	II	S	F	Base crack.
46	16.661	TL	RL	Y	1.5	2.0		1.0							4.5		11.8				4.5	B	III	M	F	Base crack.
47	16.701	TL	LL	N	1.5	1.5	0.5	1.4							4.9		13.6				3.6	B	IB	L	F	
48	16.714	ML	R1	Y	1.4	1.1	0.5	1.0							4.0		10.5		7.0		4.0	B	II	L	F	Base crack.
49	16.733	ML	L3	Y	1.4	1.7	0.8								3.9			19.6			3.3	A	II	L	F	
50	16.784	ML	R3	Y	1.5	1.4		1.1							4.0		15.0				1.7	A	III	M	F	
51	16.860	ML	L2	Y	1.5	1.2	1.6								4.3			14.7			4.3	A	III	M	F	Base crack.
52	16.908	TL	RL	Y	1.6	1.7	1.9	1.1							6.3		10.7		6.3		3.1	A	II	L	F	
53	16.921	ML	L3	Y	1.7	1.6	1.0								4.3			17.2			4.3	C	III	S	P	Base crack.
54	16.961	TL	LL	Y	1.5	1.3	1.5	1.2							5.5		12.0								F	
55	16.966	ML	R1	N	1.2	1.4	0.9	1.1							4.6		12.8				1.2	A	II	M	F	Separation in FC-layer.
56	17.005	ML	L1	Y	1.1	1.4	1.4	1.6							5.5		17.5				3.4	B	II	L	F	
57	17.013	ML	R2	Y	1.6	1.0	0.3	1.2							4.1		7.9				4.1	B	II	L	F	Base crack.
58	17.057	TL	C	Y	1.5	1.5	1.7	1.2							5.9		13.4				2.0	B	II	L	F	
59	17.097	ML	R3	Y	1.2	1.2	0.9	1.3							4.6		17.4				4.6	C	II	S	F	Base crack.
60	17.138	ML	L3	Y	1.6	1.9									3.5	7.8				18.2	2.5	B	IB	L	F	

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Overall Pavement Condition (from DMO field review):			Fair				Median Curbed (Y/N):	Y	Paved	Lawn: N	Other:		Outside:	None	
							Curb & Gutter (Y/N):	Y							

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	SP9.5	S	BIND								ABC-2	LR	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
61	17.184	ML	R2	Y	1.5	1.1	0.4	1.2							4.2		8.8				4.2	B	IB	L	F	Base crack.
62	17.202	ML	L2	Y	1.4	1.5		1.0							3.9		13.1								F	
63	17.021	BR	R3	Y	1.3	0.7	0.7								2.7				UNK		2.7	B	III	L	F	App slab.
64	17.026	BR	R1	Y	1.2	1.3	2.4	1.1							6.0				UNK		4.4	B	II	M	F	Deck. CONC under LR. Separation in S-layer.
65	17.029	BR	R2	Y	1.1	1.3	0.8								3.2				UNK		3.2	B	III	M	F	Deck.
66	17.031	BR	R3	Y	1.3		1.7								3.0				UNK		3.0	B	III	M	F	Deck.
67	17.033	BR	L3	Y	1.3		2.0								3.3				UNK		3.3	B	II	L	F	Dep slab.
68	17.033	TL	C	Y	1.8	1.7	0.8	2.4							6.7				UNK		6.7	B	III	S	F	Deck. CONC under LR.
69	17.036	BR	L1	Y	1.3	1.6									2.9				UNK		2.2	B	III	M	F	Deck.
70	17.037	BR	R1	Y	1.2	1.2	1.3								3.7				UNK		3.7	B	II	L	F	Dep slab.
71	17.038	BR	L2	Y	1.3	1.5	1.7								4.5				UNK		4.5	B	II	S	F	Deck.
72	17.041	BR	L3	Y	1.4	1.0	2.8								5.2				UNK		5.2	B	II	L	F	Deck.
73	17.044	BR	L2	Y	1.3	2.0	1.5								4.8				UNK		4.8	B	II	M	F	App slab.
74	15.824	ML	L3	Y	1.5	1.0	1.0	1.6							5.1		11.9				5.1	A	II	L	F	Contingency core. Base crack.
75	16.114	ML	L3	Y	1.2	2.1									3.3			14.2			3.3	B	II	L	F	Contingency core. Base crack.
76	16.293	ML	L2	Y	1.3	1.9									3.2			20.8			3.2	A	II	L	F	Contingency core. Base crack.
77	16.621	ML	R1	Y	1.4	1.5		1.0							3.9		15.0				3.9	B	IB	L	F	Contingency core. Base crack.
AVERAGE					1.41	1.56	1.04	1.26							4.55	8.47	11.52	16.88	13.70	11.93	3.34					
MAX					1.80	5.70	2.80	2.40							7.20	10.80	17.50	20.80	13.70	18.20	6.70					
MIN					1.00	0.70	0.30	0.30							2.70	6.80	5.50	12.80	13.70	6.25	0.80					
LAYER COEF.					0.25	0.25	0.25	0.20								0.16	0.18	0.18	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.

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					FC12.5	SP9.5	S	BIND										ABC-2	LR		SHEL	CONC	DEPTH (IN.)	TYPE		
<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 S - Shoulder SS - Side Street 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								