STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid CPWG

Coring Completion Date: 3/10/2021, 3/24/2021

Typical Section: 01

W.P.I. No.:				Name:	SR 681				Lanes: 2
Fin. Proj. ID:	441560-1			From:	SR 45				Shoulder Type and Condition: Poor
F.A. Project No.:		Roadway ID:	17005000	To:	I-75				Inside:
County:	Sarasota	SR No.:	SR 681	Beg MP:	0.327	End MP: 4.142	Length:	3.815	Outside:
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn X	Other:	Curb & Gutter (Y/N): N

All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC9.5	FC5	SP9.5	S	T1	SP12.5					TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-2	CONC		STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	0.045	ML	R1	Y		0.7	2.5								3.2	10.25					3.2	C	III	S	P	
2	0.246	ML	R1	Y		1.0	3.3								4.3	8.00				10.00	4.3	C	III	S	P	Base Crack
3	0.340	ML	R1	Y		1.0	2.9								3.9	9.00					2.5	C	II	M	P	
4	0.486	ML	R1	N		1.0	3.0								4.0	7.00					3.6	C	III	S	P	
5	1.330	ML	R1	Y		0.8	2.8								3.6	10.00									F	
6	1.449	ML	R1	Y		1.0	3.1								4.1	8.00					4.1	C	II	M	P	Base Crack
7	1.960	ML	R1	Y		1.1	2.9								4.0	10.00					4.0	C	III	S	P	Base Crack
8	2.307	ML	R1	Y		1.0	2.8								3.8	9.50					0.8	C	II	M	P	
9	2.356	ML	R1	Y		0.9	2.7								3.6	9.25					3.6	C	III	S	P	
10	2.805	ML	R1	N		0.9	2.2								3.1	9.50									F	
11	3.168	ML	R1	Y		0.9	2.4	2.4							5.7	11.00									F	
12	3.529	ML	R1	Y		1.0	2.5	3.9							7.4	11.50									F	
13	3.714	ML	R1	Y		0.9	2.0	2.4							5.3	11.50									F	
14	0.085	ML	R2	Y		1.0	2.2								3.2	10.00					3.2	C	III	S	P	Base Crack
15	0.867	ML	R2	Y		0.8	3.2								4.0	11.00				12.00	3.0	C	III	S	P	
16	0.366	ML	R2	Y		0.7	2.6								3.3	13.00					3.3	C	II	M	F	Base Crack
17	0.906	ML	R2	Y		1.0	3.1								4.1	8.50									P	
18	0.906	ML	R2	N		0.9	3.3								4.2	8.50					3.0	C	III	S	P	
19	0.906	ML	R2	N		0.8	3.2								4.0	12.00									P	
20	1.128	ML	R2	Y		1.1	3.2								4.3	9.00					2.5	C	III	S	P	
21	1.128	ML	R2	Y		1.2	3.0								4.2	9.00					3.5	C	III	S	P	
22	1.128	ML	R2	N		1.1	3.0								4.1	7.50				11.00					P	
23	1.441	ML	R2	Y		1.2	2.5								3.7	12.00				12.25	3.7	C	III	S	P	Base Crack
24	1.522	ML	R2	Y		1.1	2.1								3.2			UNK							P	Departure Slab
25	1.749	ML	R2	Y		1.0	2.4								3.4	10.00					3.4	C	III	S	P	Base Crack
26	1.809	ML	R2	Y		0.8	2.4								3.2	9.50					3.2	C	III	S	P	Base Crack
27	2.266	ML	R2	N		1.0	3.0								4.0	9.50					2.9	C	III	S	P	
28	2.888	ML	R2	Y		1.0	2.7								3.7	10.25					2.5	C	III	S	P	
29	3.077	ML	R2	Y		0.9	3.0	2.4							6.3	11.00									P	
30	3.077	ML	R2	Y		0.7	3.0	1.7							5.4	11.25									P	
31	3.263	ML	R2	Y		0.8	2.6	2.2							5.6	8.00									F	
32	0.568	ML	L1	Y		0.8	2.5								3.3	12.00									F	
33	1.224	ML	L1	Y		1.0	2.8								3.8	10.50				15.00	3.5	C	III	S	P	
34	1.463	ML	L1	Y		1.4	1.4	1.0							3.8			UNK							F	Departure Slab
35	1.538	ML	L1	Y		1.3	1.1	0.6							3.0			UNK			3.0	C	III	S	P	Approach Slab
36	1.677	ML	L1	N		1.1	2.7								3.8	11.25									F	
37	1.991	ML	L1	N		0.9	2.4								3.3	12.00									F	
38	2.757	ML	L1	N		0.8	2.7								3.5	11.00									F	
39	0.434	ML	L2	Y		0.7	2.9								3.6	12.00					2.8	C	III	S	P	
40	0.847	ML	L2	N		0.9	2.9								3.8	11.00				12.00	0.9	C	III	S	P	
41	1.203	ML	L2	Y		1.3	2.7								4.0	11.00					0.8	C	IB	L	F	
42	1.466	ML	L2	Y		2.3	2.0								4.3			UNK							P	Departure Slab
43	2.183	ML	L2	N		1.0	2.7								3.7	11.50					3.7	C	III	S	P	Base Crack
44	2.440	ML	L2	Y		0.9	2.8								3.7	11.00					3.1	C	III	S	P	

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County:	Sarasota	SR No.:	SR 681	Beg MP:	0.327	End MP:	4.142	Length: 3.815	Outside:
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn X	Other:	Curb & Gutter (Y/N): N

All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC9.5	FC5	SP9.5	S	T1	SP12.5					TOTAL ASPHALT THICKNESS (IN.)	BASE LR	ABC-2	CONC		STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
45	3.042	ML	L2	Y		1.1	2.4								3.5	12.00					3.5	C	III	S	P	Base Crack
46	3.040	ML	L2	N		0.9	3.0								3.9	12.00									P	
47	0.844	TL/CO	CO	N		0.6	2.8								3.4	12.00									P	
48	0.525	TL/CO	R2	N		0.8	3.5								4.3	10.00									F	
49	0.842	TL/CO	R2	N		0.8	3.0								3.8	12.00									F	
50	2.709	ML	R2	N	1.2		3.0								4.2	8.25				13.00					F	
51	0.466	TL/CO	R2	Y		0.8	2.7								3.5	12.00									F	
52	0.743	TL/CO	R2	N		1.0	2.7								3.7	11.00									F	
53	0.798	TL/CO	R1	N		0.9	3.7								4.6	10.50									P	Core debonded at SP layer
54	2.601	TL/CO	R1	N		0.9	3.3								4.2	7.25									F	
55	2.633	TL/CO	R2	N		1.0	3.0								4.0	8.50									F	
56	2.658	TL/CO	R1	Y		0.7	2.9								3.6	8.50									F	
57	0.012	S	IR	N	1.5			1.5							3.0	8.00				12.00	2.0	C	II	M	P	
58	0.118	S	OR	N	1.4										1.4	11.50									F	
59	0.279	S	IR	N	1.6			1.0							2.6	10.00									F	
60	0.643	S	OR	N		1.6		0.8							2.4	9.00				16.00	0.3	C	IB	M	P	
61	0.968	S	IR	N	1.3			1.3							2.6	8.00									F	
62	1.595	S	OR	N	1.4			1.0							2.4	10.25									F	
63	2.102	S	IR	N	1.5			0.6							2.1	12.00									F	
64	2.546	S	OR	N	1.8			1.2							3.0	9.75				12.00	1.5	C	IB	L	F	
65	2.993	S	IR	N	1.6										1.6	10.00									F	
66	3.107	S	IR	N	2.0				2.5						4.5	8.00									F	
67	3.625	S	IR	N	1.5				2.8						4.3	8.25									F	
68	0.390	S	IL	N	1.3			0.7							2.0	9.00									F	
69	0.981	S	OL	N	1.2			1.4							2.6	10.00									F	
70	1.372	S	IL	N	1.2			1.1							2.3	10.00				11.00	0.4	C	IB	L	F	
71	1.960	S	OL	N	1.1			1.0							2.1	12.00									F	
72	2.364	S	IL	N	1.0			0.7							1.7	11.00					1.7	C	II	L	F	
73	2.913	S	OL	N	1.0			0.7							1.7	11.00				10.00					P	
96	2.893	S	IR	N	1.0		5.5								6.5		6.4				1.5	C	III	S	P	Core debonded at SP layer
97	2.896	ML	R1	Y		0.9	2.6								3.5	8.00					3.5	C	III	S	P	Base Crack
98	2.940	ML	L1	Y		1.1	2.8								3.9	10.75					2.9	C	III	S	P	
100	2.891	ML	L1	Y		1.0	2.8								3.8	10.50					3.8	C	III	S	P	Base Crack
101	2.891	S	IL	N	0.9		3.8								4.7		7.0				3.2	C	III	S	P	
102	2.261	ML	R1	Y		0.8	2.9								3.7	10.50					3.7	C	III	S	P	Base Crack
103	0.401	ML	R1	N		0.8	3.2								4.0	8.25					2.9	C	III	S	P	
104	0.275	ML	R2	N		1.0	2.8								3.8	7.50				11.25	3.8	C	III	S	P	
105	0.191	ML	R1	Y		1.2	2.6								3.8	12.00				11.00					F	
106	2.778	TL/CO	L1	Y		0.6				2.8					3.4	11.00									F	
107	2.779	TL/CO	L1	Y		1.0				2.6					3.6	8.50									F	
108	2.779	TL/CO	L2	Y		0.8				2.8					3.6	12.00									F	
AVERAGE					***1.34***	***0.97***	***2.80***	***1.41***	***2.65***	***2.73***					***3.70***	***10.11***	***6.70***			***12.04***	***2.82***					
MAX					***2.00***	***2.30***	***5.50***	***3.90***	***2.80***	***2.80***					***7.40***	***13.00***	***7.00***			***16.00***	***4.30***					
MIN					***0.90***	***0.60***	***1.10***	***0.60***	***2.50***	***2.60***					***1.40***	***7.00***	***6.40***			***10.00***	***0.30***					

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County:	Sarasota	SR No.:	SR 681	Beg MP:	0.327	End MP:	4.142	Length:	3.815	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn X	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
					FC9.5	FC5	SP9.5	S	T1	SP12.5						LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
LAYER COEF.					0.25	0.00	0.25	0.25	0.23	0.25						0.18	0.16	UNKW		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).
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		Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type
IL - Inside Left Shoulder	IR - Inside Right Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	S - Shoulder
OL - Outside Left Shoulder	OR - Outside Right Shoulder	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	SS - Side Street
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	
L2 - 2nd Lane Left of Centerline	R2 - 2nd Lane Right of Centerline					