

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

Cored By: Test Lab, Inc.

Coring Completion Date: 7/16/2021

Typical Section: 2

W.P.I. No.:		Name:	SR 758			Lanes:	2	
Fin. Proj. ID:	441558-1	From:	Stickney Point Road			Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:				Inside:		
County:	Sarasota	SR No.:	758	Beg MP:	0.000	End MP:	1.635	
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Paved	Lawn	Other:		
					Length:	1.635	Outside:	Paved
							Curb & Gutter (Y/N):	N

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		
					FC12.5	SP9.5	S	T1	WC									SCEM 300	LR		ABC-2		DEPTH (IN.)	TYPE			CLASS	EXTENT
1	1.526	ML	R1	N	1.0	1.2		1.1							3.3	8.7					3.3	B	III	S	P	CR 789A		
2	1.274	ML	R1	Y	1.8	2.0									3.8			1.6							F	Patch		
3	1.178	ML	L1	Y	1.4	1.6			0.4						3.4			3.0		7.6	5.0	B	III	S	P	Base Crack, Possible Joint, Base is ABC / Binder		
4	1.554	ML	L1	Y	1.2	1.7	0.6								3.5		7.8								F	CR 789A		
5	1.235	ML	R1	N	1.2	1.0	0.9								3.1		9.7				2.5	A	II	M	P			
6	1.490	S	OR	N	1.2	1.5									2.7	9.2					2.7	B	II	M	P	CR 789A; Base Crack		
7	1.291	S	OR	N	1.2	1.1	1.9								4.2	5.0					11.9					F		
8	1.297	S	OL	N		2.2									2.2			3.7								F	Patch	
9	1.592	S	Gore	N	1.2	0.7	0.9								2.8		10.0									F	CR 789A	
10	1.567	TL	RL	N		1.9	1.3								3.2		10.0				13.8					G	CR 789A; 1ST RLTL	
11	1.280	ML	R1	N	1.2	0.8	1.1								3.1		9.2				3.1	B	III	M	P	Base Crack		
12	1.597	S	Gore	N	1.2	0.7									1.9		11.0									F	CR 789A	
<b>AVERAGE</b>					<b>1.26</b>	<b>1.37</b>	<b>1.12</b>	<b>1.10</b>	<b>0.40</b>						<b>3.10</b>	<b>7.63</b>	<b>9.62</b>	<b>2.77</b>		<b>11.10</b>	<b>3.32</b>							
<b>MAX</b>					<b>1.80</b>	<b>2.20</b>	<b>1.90</b>	<b>1.10</b>	<b>0.40</b>						<b>4.20</b>	<b>9.20</b>	<b>11.00</b>	<b>3.70</b>		<b>13.80</b>	<b>5.00</b>							
<b>MIN</b>					<b>1.00</b>	<b>0.70</b>	<b>0.60</b>	<b>1.10</b>	<b>0.40</b>						<b>1.90</b>	<b>5.00</b>	<b>7.80</b>	<b>1.60</b>		<b>7.60</b>	<b>2.50</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>							<b>0.15</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	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline	<u>Lane Type</u> ML - Mainline TL - Turn Lane	<u>Lane Type</u> S - Shoulder SS - Side Street	<u>Crack Type</u> A - Alligator B - Block	<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	<u>Extent</u> L - Light M - Moderate	<u>Pavement Condition</u> G - Good F - Fair
---	--	---	--	---	--	--	---