

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 4/6/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name: SR 683 (US 301)	Lanes: 6
Fin. Proj. ID: 447872-1		From: 12th Street	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 17120000	To: Dr. Martin Luther King Way	Inside: Paved
County: Sarasota	SR No.: 683	Beg MP: 1.389	End MP: 2.155
		Length: 0.766	Outside: Paved
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	
					FC12.5	SP12.5												LR					DEPTH (IN.)	TYPE			CLASS
1	1.435	ML	R1	N	1.3	3.2									4.5	10.7				11.9					F		
2	1.453	ML	R2	Y	1.4	2.5									3.9	11.2					3.9	C	III	S	P	GoPro Review Core, Base Crack	
3	1.557	ML	R2	N	1.5	2.6									4.1	12.0					2.7	C	II	M	P		
4	1.588	TL	RL	Y	1.2	2.8									4.0	10.6								F	RLTL (1st)		
5	1.688	ML	R3	N	1.3	2.2									3.5	13.1					3.1	C	III	M	P		
6	1.820	ML	R1	Y	1.3	2.3									3.6	11.6								F			
7	1.842	ML	R1	Y	1.4	3.1									4.5	12.6					2.5	C	III	S	P	GoPro Review Core	
8	1.857	TL	RL	Y	1.2	2.9									4.1	11.2								F	RLTL (1st)		
9	1.910	ML	R3	N	1.1	3.3									4.4	12.2					2.8	C	II	S	P		
10	1.963	ML	R2	Y	1.4	2.8									4.2	11.2					3.0	C	II	L	F	Crack coming from patch in R3	
11	2.062	ML	R3	N	1.5	2.9									4.4	12.5					12.2	1.9	C	III	M	P	
12	2.097	TL	RL	N	1.6	2.1									3.7	12.5								F	RLTL (1st)		
13	2.120	ML	L1	Y	1.7	2.7									4.4	11.6								F	No distress in roadway		
14	2.052	ML	L1	Y	1.6	3.1									4.7	11.7					4.7	C	III	M	P	GoPro Review Core, Base Crack	
15	2.008	ML	L2	N	1.4	2.7									4.1	11.1								F			
16	1.938	TL	LL	N	1.5	2.6									4.1	12.9								F	LLTL (1st)		
17	1.906	ML	L3	N	1.4	3.1									4.5	12.6								F			
18	1.863	ML	L3	Y	1.5	3.0									4.5	11.5					3.1	C	III	S	P	GoPro Review Core	
19	1.786	ML	L1	N	1.4	2.5									3.9	15.3					11.8	2.0	C	II	L	P	
20	1.684	TL	LL	N	1.2	2.9									4.1	13.5								F	LLTL (1st)		
21	1.675	ML	L1	Y	1.5	2.5									4.0	13.2					2.1	C	II	L	P	Rut	
22	1.607	ML	L1	Y	1.3	2.9									4.2	11.0					4.2	C	III	S	P	GoPro Review Core, Base Crack	
23	1.543	TL	LL	Y	1.5	2.5									4.0	14.5								F	LLTL (1st)		
24	1.523	ML	L2	Y	1.4	2.7									4.1	12.2					2.9	C	II	M	P		
25	1.486	ML	L3	Y	1.4	2.6									4.0	12.2					4.0	C	II	M	P	Base Crack	
26	1.440	TL	LL	N	1.5	2.5									4.0	12.8								F	LLTL (2nd)		

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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	SP12.5												LR					DEPTH (IN.)	TYPE		
AVERAGE					1.40	2.73									4.13	12.21				11.97	3.06					
MAX					1.70	3.30									4.70	15.30				12.20	4.70					
MIN					1.10	2.10									3.50	10.60				11.80	1.90					
LAYER COEF.					0.25	0.25										0.18				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.

<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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		BR - Bridge Approach/Departure				