STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Ardaman & Associates, Inc. | Coring Completion Date: 4/8/2022 | Typical Section: **17120000 & 13121000**

W.P.I. No.:				Name:	SR 683						Lanes:	6	
Fin. Proj. ID:	447870-1			From:	South of Crossing with University Pkwy						Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	17120000 & 13121000	To:	North of Crossing with University Pkwy						Inside:	N	
County:	Sarasota & Manatee	SR No.:	683	Beg MP:	4.109 & 0.000	End MP:	4.184 & 0.235	Length:	0.075 & 0.235		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 [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE [3]	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP9.5	S									SHEL	LR				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	4.109	TL	RR	Y	1.3	1.2									2.5		4.6				2.5	C	II	M	F	17120000, RRTL (1st)
2	4.140	ML	R3	Y	0.8	4.0	4.2								9.0		11.7			10.6	1.8	C	II	L	F	17120000
3	4.144	S	OR	N	0.8	2.9									3.7	14.9									F	17120000
4	4.148	ML	R2	Y	0.7	2.6	0.4								3.7	14.7									F	17120000
5	4.154	ML	R1	N	1.1	2.6	2.0								5.7	14.3									F	17120000
6	4.159	TL	RL	Y	0.9	5.7									6.6		12.6								F	17120000, RLTL (1st)
7	0.021	GO	GO	N	0.6	2.4									3.0	11.7									F	13121000
8	0.033	ML	R3	Y	0.7	2.4	0.7								3.8	11.6									F	13121000
9	0.055	ML	R4	N	1.1	3.4									4.5		13.6				2.5	C	III	M	F	13121000, Free Flow Lane
10	0.072	ML	R2	N	0.8	3.0									3.8	12.3									F	13121000
11	0.111	ML	R1	N	0.9	2.6									3.5	14.3				11.8					F	13121000
12	0.113	S	OR	N	0.9	1.0	1.4								3.3	10.8									F	13121000
13	0.139	S	IR	N	0.8	1.0									1.8		15.5								F	13121000
14	0.150	ML	R3	Y	1.0	2.6	0.5								4.1		12.5								F	13121000
15	0.187	ML	R2	Y	0.8	2.6									3.4		10.7								F	13121000
16	0.223	ML	R1	N	0.7	2.9									3.6		12.1								F	13121000
17	0.235	ML	L3	N	0.8	1.8									2.6	9.4									F	13121000
18	0.228	TL	LR	Y	1.1	3.6									4.7		12.5			12.1	2.6	C	III	M	F	13121000, LRTL (1st)
19	0.198	S	OL	N	0.8	2.0									2.8		12.1								F	13121000
20	0.190	ML	L2	Y	0.8	2.5									3.3	11.9									F	13121000
21	0.159	ML	L1	Y	1.2	3.0	1.2								5.4		12.5				3.0	C	III	S	F	13121000
22	0.120	ML	L3	Y	0.9	2.7									3.6		11.5								F	13121000
23	0.082	ML	L2	N	0.6	2.5									3.1	11.9									F	13121000
24	0.047	TL	LL	Y	0.8	6.1									6.9		18.1			14.2					F	13121000, LLTL (1st)
25	0.043	ML	L1	Y	0.9	2.6									3.5	11.7					0.9	C	IB	L	F	13121000
26	0.042	GO	GO	N	0.9	3.3									4.2	9.3									F	13121000

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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
					FC5	SP9.5	S									SHEL	LR				DEPTH (IN.)	TYPE	CLASS	EXTENT		
27	0.030	TL	LL	N	0.8	4.1									4.9		15.3								F	13121000, LLTL (2nd)
28	4.152	ML	L1	N	0.8	2.1									2.9		12.6								F	17120000
29	4.160	GO	GO	N	0.4	2.7									3.1	10.2									F	17120000
30	4.153	ML	L2	N	0.8	2.5	1.1								4.4	12.6									F	17120000
31	4.146	ML	L3	N	0.6	2.8	0.4								3.8	13.7					0.3	C	II	M	F	17120000
32	4.141	ML	L4	Y	0.8	2.9									3.7		11.8								F	17120000, Free Flow Lane
AVERAGE					***0.84***	***2.82***	***1.32***								***4.03***	***12.21***	***12.48***			***12.18***	***1.94***					
MAX					***1.30***	***6.10***	***4.20***								***9.00***	***14.90***	***18.10***			***14.20***	***3.00***					
MIN					***0.40***	***1.00***	***0.40***								***1.80***	***9.30***	***4.60***			***10.60***	***0.30***					
LAYER COEF.					***0.00***	***0.25***	***0.25***									***0.18***	***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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor