

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

Cored By: Test Lab, Inc.

Coring Completion Date: 10/18/2022

Typical Section: _____

W.P.I. No.:		Name:	SR 683 (US 301)				Lanes:	6 Lane Urban Principal Arterial Roadway						
Fin. Proj. ID:	449113-1	From:	N. of DeSoto Rd.				Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	17120000		To:	S. of University Pkwy				Inside:	None			
County:	Sarasota	SR No.:	683		Beg MP:	3.694	End MP:	4.145	Length:	0.451		Outside:	Paved	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved	Lawn: Y	Other:	Curb & Gutter (Y/N): Inside: Y; Outside: 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
					FC5	FC9.5	SP9.5	S	S2	S	BIND					LR	SHEL	ABC-2			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	3.699	ML	L1	Y	0.8		2.5		1.2	1.6					6.1	7.9					4.0	B	III	M	P	
2	3.702	ML	R1	N	1.1		2.5								3.6	8.9									F	
3	3.712	S	OL	N	1.2		2.7								3.9		12.4								G	
4	3.716	S	OR	N	0.8		3.2								4.0			1.6							F	
5	3.729	ML	L3	N	0.9		2.2	2.4							5.5		11.5								G	
6	3.742	TL	LL	N	1.1		3.8	2.5							7.4		13.9								F	
7	3.752	ML	L2	N	0.8		3.4		0.6	2.7					7.5		7.8								F	
8	3.755	ML	R2	N	0.8		4.4			7.1	1.1				13.4	7.1									F	
9	3.792	SS	NA	N	1.1		1.7								2.8		15.0								F	57TH ST
10	3.806	TL	RL	N	0.7		3.5								4.2	11.6				16.2					F	
11	3.827	ML	L1	N	1.0		2.3	0.7							4.0		11.0								F	
12	3.828	ML	R3	Y	0.8		2.4	0.6							3.8		12.5								F	
13	3.831	TL	LR	N	0.8		3.1								3.9	7.6									P	
14	3.832	GO	GO	N	1.2		3.1								4.3	8.7									F	CTL GORE
15	3.845	GO	GO	N	1.1		3.3								4.4	9.6				18.0					F	CTL GORE
16	3.877	ML	L2	N	0.8		2.5	0.4							3.7		13.3								F	
17	3.884	TL	LL	Y	1.1		2.7								3.8	12.2									F	
18	3.888	ML	R1	N	0.8		2.7								3.5		7.0								F	
19	3.908	S	OR	N	1.1		1.6								2.7	13.8									F	
20	3.927	ML	R2	N	0.8		2.5	5.9							9.2		6.6								F	
21	3.939	ML	L3	N	1.1		3.7								4.8		9.7								F	
22	3.976	ML	R3	Y	0.6		2.8								3.4		11.4				2.2	B	III	M	P	
23	3.988	S	OL	N	1.0		2.5								3.5	1.3				14.2					F	
24	3.989	S	OR	N	1.2		1.3								2.5	16.5									F	
25	4.012	ML	L1	Y	0.6		2.3								2.9		12.6								F	
26	4.031	TL	RR	N	1.0		2.7								3.7	8.8					1.9	B	III	M	P	

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					FC5	FC9.5	SP9.5	S	S2	S	BIND					LR	SHEL	ABC-2			DEPTH (IN.)	TYPE	CLASS		
27	4.035	SS	NA	N		1.0	1.3								2.3		14.5						F	DOT SARASOTA MAIN	
28	4.044	SS	NA	N		1.1	1.3								2.4		13.6						F	61ST ST	
29	4.083	ML	L2	Y	0.6		2.9								3.5		13.3						F		
30	4.081	TL	RL	N	1.0		3.3								4.3	6.5							F	RLTL (2ND)	
31	4.085	ML	R3	Y	0.9		3.0								3.9		12.1		14.0				F		
32	4.090	GO	GO	N	1.4		2.3								3.7		11.8						F	R3/RR GORE	
33	4.095	ML	R1	N	0.9		2.0	6.9							9.8		6.2						F		
34	4.097	S	OL	N	1.1		3.0								4.1	10.4							F		
35	4.097	TL	RL	N	1.1		2.7								3.8	12.5							F	RLTL (1ST)	
36	4.100	ML	L3	Y	0.9		2.5								3.4		11.6						F		
37	4.108	ML	R2	Y	0.9		3.5								4.4		14.1						F		
AVERAGE					0.95	1.05	2.68	2.77	0.90	3.80	1.10				4.54	9.56	11.52	1.60		15.60	2.70				
MAX					1.40	1.10	4.40	6.90	1.20	7.10	1.10				13.40	16.50	15.00	1.60		18.00	4.00				
MIN					0.60	1.00	1.30	0.40	0.60	1.60	1.10				2.30	1.30	6.20	1.60		14.00	1.90				
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.20					0.18	0.18	0.16		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				