

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

Cored By: D1 & D7 DMO Personnel

Coring Completion Date: 2/1/2023

Typical Section: 1

W.P.I. No.:		Name:	Legacy Trail over SR 72 / Clark Rd. and over SR 758 / Bee Ridge Rd.				Lanes:	6				
Fin. Proj. ID:	440448-1	From:					Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	17070000 / 17008000		To:			Inside:	RAISED			
County:	SARASOTA	SR No.:	72 / 758		Beg MP:	2.872 / 2.629	End MP:	2.899 / 2.674	Length:	0.027 / 0.045	Outside:	RAISED
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	8				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
					FC12.5	SP9.5	SP12.5									ABC-2	SHEL				DEPTH (IN.)	TYPE		
1	2.874	ML	L1	N	1.8	2.2								4.0	6.0				12.0				F	SR 72 / CLARK RD
2	2.874	ML	R1	N	1.6	2.5								4.1		12.0			12.0				F	SR 72 / CLARK RD
3	2.877	ML	R3	N	1.8	2.7								4.5		11.0			12.0				F	SR 72 / CLARK RD
4	2.652	ML	L3	Y	1.7		2.8							4.5	11.7				12.0				F	SR 758 / BEE RIDGE RD
5	2.657	ML	L1	N	1.7		3.4							5.1	11.1				12.0				F	SR 758 / BEE RIDGE RD
6	2.652	ML	R3	N	1.8		2.9							4.7	10.3				12.0				F	SR 758 / BEE RIDGE RD
7	2.657	ML	R1	N	2.0		2.7							4.7	11.7				12.0				F	SR 758 / BEE RIDGE RD
AVERAGE					1.77	2.47	2.95							4.51	10.16	11.50			12.00					
MAX					2.00	2.70	3.40							5.10	11.70	12.00			12.00					
MIN					1.60	2.20	2.70							4.00	6.00	11.00			12.00					
LAYER COEF.					0.25	0.25	0.25								0.16	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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				