

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

Cored By: RCS

Coring Completion Date: 4/3/2023

Typical Section: 2: 17030201

W.P.I. No.:		Name: SR 789		Lanes: 4 Lane Urban Minor Arterial Roadway	
Fin. Proj. ID: 445926-2		From: E of Sunset Dr.		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 17030201	To: Bird Key Dr.		Inside: Paved
County: Sarasota	SR No.: 789	Beg MP: 0.000	End MP: 1.006	Length: 1.006	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved: Y	Lawn: Y	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		
					FC9.5	FC12.5	SP12.5	SP9.5	S	T1	S2	BIND		LR	BRCK	ABC-2	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT				
37	0.980	TL	RL	N		1.6		1.4	2.2		3.2	2.9			11.3	10.7									F	
38	1.006	S	OR	N		1.6		2.0	3.1					6.7			7.4							F	Beyond the End MP	
39	1.006	S	OL	N		2.1		2.2	1.5					5.8			7.3							F	Beyond the End MP	
40	1.006	SS	NA	N		1.2			2.4	7.5				11.1				6.9						F	Bird Key Dr.	
41	0.986	ML	L2	Y		1.6		3.0	1.0					5.6			6.7			3.8	C	III	M	P		
42	0.986	S	OL	N		1.7		2.3	1.4					5.4			6.4		12.0					F		
43	0.966	ML	L1	Y		1.4	1.1	2.1						4.6			6.8							F		
44	0.935	ML	L2	Y		1.9		2.3						4.2			5.0		10.8	3.0	C	III	S	P		
45	0.935	S	OL	N		2.0		2.0						4.0			5.7		9.8					F		
AVERAGE						1.57	1.10	2.08	2.14	4.25	2.20	2.20		4.67	10.25	3.00	5.96	6.90	10.57	3.38						
MAX						2.20	1.10	4.10	3.40	7.50	3.20	2.90		11.30	10.70	3.00	7.40	6.90	13.40	4.00						
MIN						0.90	1.10	1.30	1.00	1.00	1.40	1.70		2.80	9.80	3.00	4.80	6.90	4.30	2.60						
LAYER COEF.						0.25	0.25	0.25	0.25	0.25	0.23	0.25			0.18	UNKW	0.16	UNKW	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	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