

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

Cored By: MADRID CPWG

Coring Completion Date: 4/19/2024; 5/29/2024

Typical Section: 1

| | | |
|--|------------------------|--|
| W.P.I. No.: | Name: SR 683 (US 301) | Lanes: 4 Lane Urban Principle Arterial Roadway |
| Fin. Proj. ID: 451017-1-32-01 | From: US 41 | Shoulder Type and Condition: |
| F.A. Project No.: | To: S of 10th St | Inside: |
| County: Sarasota | Beg MP: 0.000 | Outside: |
| Overall Pavement Condition (from DMO field review): Fair | End MP: 1.070 | Curb & Gutter (Y/N): Y |
| Roadway ID: 17120000 | Length: 1.070 | |
| SR No.: 683 | Other: | |
| | Median Curbed (Y/N): Y | |
| | Paved | |
| | Lawn | |

Mainline Cores (ML)

| 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 | FC9.5 | SP12.5 | SP9.5 | S | S2 | BIND | LR | ABC-2 | SAHM | | BRCK | SHEL | SCEM 300 | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 92 | 0.104 | ML | R2 | Y | 1.4 | | | | | | | | | 1.4 | | | | | | | | 1.4 | B | II | M | P | Wood in hole / No base depth due to the wood | |
| 93 | 0.436 | ML | R2 | N | 1.6 | | | | | | 0.9 | | | 2.5 | | | 3.3 | | | | N | 2.5 | B | III | S | F | Asphalt Brick | |
| 94 | 0.105 | ML | R1 | Y | 1.6 | | | | 1.4 | | | | | 3.0 | 11.0 | | | | | | 5.0 | 3.0 | B | II | M | P | Limerock with granite under sample collected | |
| 95 | 0.160 | ML | L1 | N | 1.2 | | | 0.7 | 1.6 | | | | | 3.5 | | | | | 6.0 | | | | | | | P | | |
| 96 | 0.159 | ML | L1 | N | 1.2 | | | 0.5 | 1.9 | | | | | 3.6 | | | | | 6.1 | | | | | | | P | 0.7 Flowable Fill Under | |
| 97 | 0.200 | ML | L1 | N | 1.0 | | | 0.5 | 2.4 | | | | | 3.9 | | | | | | 18.0 | 3.9 | B | III | S | P | | | |
| 98 | 0.153 | ML | L1 | Y | 1.0 | | | 1.3 | 3.1 | | | | | 5.4 | | | | | | 13.0 | 2.8 | B | IB | L | P | | | |
| 99 | 0.143 | ML | L1 | Y | 1.3 | | | 1.1 | 2.9 | | | | | 5.3 | | | | | | 13.0 | 3.7 | B | II | M | P | | | |
| 100 | 0.133 | ML | L1 | Y | 1.1 | | | 1.8 | | | | | | 2.9 | | | | | 6.2 | | | | | | | P | | |
| 101 | 0.124 | ML | L1 | Y | 1.0 | | | 1.6 | 2.4 | | | | | 5.0 | | | | | | | | | | | | P | | |
| 102 | 0.122 | ML | L1 | N | 1.2 | | | | 1.1 | | | | | 2.3 | | | | | | 5.9 | | | | | | P | | |
| 103 | 0.121 | ML | L1 | N | 1.1 | | | | 1.2 | | | | | 2.3 | | | | | | 5.9 | | | | | | P | | |
| AVERAGE | | | | | 1.41 | | 2.90 | 1.40 | 2.00 | | 0.92 | | | 2.95 | 8.96 | 6.70 | 3.25 | | | 6.26 | 12.16 | 2.62 | | | | | | |
| MAX | | | | | 2.00 | | 2.90 | 4.30 | 3.10 | | 1.60 | | | 5.50 | 12.00 | 6.70 | 6.00 | | | 10.00 | 21.00 | 4.60 | | | | | | |
| MIN | | | | | 0.80 | | 2.90 | 0.20 | 1.10 | | 0.50 | | | 1.00 | 4.50 | 6.70 | 0.50 | | | 5.00 | 3.30 | 1.00 | | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.20 | | | | 0.18 | 0.16 | 0.11 | | | 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.

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|---|--|---|--|---|--|---|
| <u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane | <u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane | <u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover | <u>Crack Type</u> A - Alligator B - Block C - Combination | <u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch | <u>Extent</u> L - Light M - Moderate S - Severe | <u>Pavement Condition</u> G - Good F - Fair P - Poor |
|---|--|---|--|---|--|---|

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| Fin. Proj. ID: 451017-1-32-01 | From: US 41 | Shoulder Type and Condition: |
| F.A. Project No.: | To: S of 10th St | Inside: |
| County: Sarasota | Beg MP: 0.000 | End MP: 1.070 |
| Roadway ID: 17120000 | Length: 1.070 | Other: |
| SR No.: 683 | Median Curbed (Y/N): Y | Paved |
| Overall Pavement Condition (from DMO field review): Fair | Lawn | Curb & Gutter (Y/N): Y |

Turn Lane Cores (TL)

| 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 | FC9.5 | SP12.5 | SP9.5 | S | S2 | BIND | LR | | ABC-2 | SAHM | BRCK | SHEL | SCEM 300 | CONC | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |
| 6 | 0.107 | TL | C | N | 2.0 | | | 0.5 | | | | | 2.5 | | | | | 10.5 | | 2.5 | B | III | S | P | | |
| 7 | 0.107 | TL | C | N | 1.9 | | | 1.2 | | 0.9 | | | 4.0 | | | | | 11.0 | N | 4.0 | B | III | S | P | Limerock with granite under sample collected | |
| 10 | 0.248 | TL | C | N | 2.0 | | | 1.0 | | | | | 3.0 | | | | | 6.5 | N | 3.0 | B | III | S | P | Base crack | |
| 14 | 0.332 | TL | C | N | 1.6 | | | 0.9 | | | | | 2.5 | | | | | 7.0 | | 2.5 | B | III | S | P | | |
| 18 | 0.411 | TL | C | N | 1.4 | | | 1.3 | | | | | 2.7 | | | | | 6.4 | N | | | | | P | Base crack | |
| 24 | 0.064 | TL | LL | N | 1.4 | | 2.0 | | | | 3.0 | | 6.4 | 10.5 | | | | 4.0 | 0.2 | | | | | F | | |
| 49 | 0.053 | TL | LL | N | 1.4 | | 1.8 | | | | 1.9 | | 5.1 | 10.5 | | | | | | | | | | F | | |
| 50 | 0.168 | TL | RL | N | 1.6 | | | 0.7 | | | | | 2.3 | | | | | 6.0 | N | | | | | P | | |
| 51 | 0.203 | TL | LL | N | 1.6 | | | 3.1 | | | | | 4.7 | | | | | | | | | | | P | | |
| 52 | 0.462 | TL | RL | N | 1.5 | | | 2.7 | | 0.9 | | | 5.1 | | | 2.5 | | | | | | | | P | Bottom up crack; Asphalt brick base | |
| 53 | 0.495 | TL | LL | N | 1.4 | | | 1.1 | | | | | 2.5 | 12.0 | | | | | | | | | | P | | |
| 54 | 0.521 | TL | RL | N | 1.7 | | | 1.3 | | | | | 3.0 | | | | | | | 3.0 | B | II | M | P | | |
| 55 | 0.552 | TL | LL | N | 1.6 | | | 1.0 | | 0.7 | | | 3.3 | 8.0 | | | | | | | | | | F | Middle Cracking | |
| 56 | 0.679 | TL | RL | Y | 1.5 | | | | | 1.1 | | | 2.6 | 10.0 | | | | | | | | | | P | | |
| 57 | 0.727 | TL | LR | Y | 1.4 | | | 3.6 | | | | | 5.0 | 8.0 | | | | | | | | | | F | | |
| 58 | 0.741 | TL | LL | Y | 1.5 | | | 4.0 | | | | | 5.5 | 7.0 | | | | | | | | | | F | | |
| 59 | 0.826 | TL | LL | N | 1.5 | | 2.0 | | | | | | 3.5 | 10.5 | | | | | | | | | | F | | |
| 60 | 0.896 | TL | RL | Y | 1.5 | | 0.9 | | 1.2 | | 1.1 | | 4.7 | 10.0 | | | | | 8.0 | | | | | F | | |
| 61 | 0.961 | TL | LL | Y | 1.1 | | | 2.1 | 2.7 | | | | 5.9 | | | | | | | | | | | F | Shell | |
| 62 | 1.052 | TL | RL | N | 1.2 | | 2.5 | | 2.3 | | | | 6.0 | | | | | | | N | | | | F | | |
| AVERAGE | | | | | 1.54 | | 1.84 | 1.75 | 2.07 | 0.90 | 1.45 | | 4.02 | 9.81 | 8.00 | | | | 7.90 | 6.00 | 2.53 | | | | | |
| MAX | | | | | 2.00 | | 2.50 | 4.00 | 2.70 | 0.90 | 3.00 | | 6.40 | 12.00 | 8.00 | | | | 11.00 | 8.00 | 4.00 | | | | | |
| MIN | | | | | 1.10 | | 0.90 | 0.50 | 1.20 | 0.90 | 0.70 | | 2.30 | 7.00 | 8.00 | | | | 6.00 | 4.00 | 0.20 | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.20 | | | 0.18 | 0.16 | 0.11 | | | 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.
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|---|--|---|--|---|--|---|
| <u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane | <u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane | <u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover | <u>Crack Type</u> A - Alligator B - Block C - Combination | <u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch | <u>Extent</u> L - Light M - Moderate S - Severe | <u>Pavement Condition</u> G - Good F - Fair P - Poor |
|---|--|---|--|---|--|---|

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| F.A. Project No.: | To: S of 10th St | Inside: |
| County: Sarasota | Beg MP: 0.000 | End MP: 1.070 |
| Overall Pavement Condition (from DMO field review): Fair | Length: 1.070 | Other: |
| Roadway ID: 17120000 | SR No.: 683 | Curb & Gutter (Y/N): Y |
| Median Curbed (Y/N): Y | Paved | Lawn |

Side Street Cores (SS)

| 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 | FC9.5 | SP12.5 | SP9.5 | S | S2 | BIND | LR | ABC-2 | SAHM | | BRCK | SHEL | SCEM 300 | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 63 | 0.106 | SS | SS | Y | 1.6 | | | | | | | | 1.6 | | 1.4 | | | | | | | | | | | | F | |
| 64 | 0.115 | SS | SS | Y | 1.1 | | | | | 1.1 | | | 2.2 | 3.0 | | | 2.8 | | | N | | | | | | | F | Brick under asphalt |
| 65 | 0.188 | SS | SS | Y | 1.6 | | 1.9 | | | | | 3.5 | | | | 3.0 | | | N | | | | | | | F | | |
| 66 | 0.188 | SS | SS | Y | 2.5 | | | | | | | 2.5 | | | | | | 7.5 | | | | | | | | P | | |
| 67 | 0.272 | SS | SS | Y | | 1.4 | | 1.8 | | | | 3.2 | | | | 7.0 | | | N | | | | | | | P | No brick | |
| 68 | 0.272 | SS | SS | Y | 1.7 | | | | 2.4 | | | 4.1 | 5.0 | | | | | | N | | | | | | | F | | |
| 69 | 0.354 | SS | SS | Y | 1.1 | | | | | | | 1.1 | | 2.4 | | | | | | | | | | | | F | | |
| 70 | 0.354 | SS | SS | Y | 1.3 | | | | 0.7 | | | 2.0 | 7.0 | | | | | | N | | | | | | | P | | |
| 71 | 0.406 | SS | SS | Y | 1.6 | | | | 3.2 | | | 4.8 | | | | 7.5 | | | | | | | | | | F | | |
| 72 | 0.398 | SS | SS | Y | 1.6 | | | | 1.4 | | | 3.0 | 4.0 | | | | | | | | 9.0 | | | | | P | | |
| 73 | 0.443 | SS | SS | Y | 1.9 | | | | | | | 1.9 | | | | | 9.5 | | | | | | | | | F | Base material, CC and brick | |
| 74 | 0.478 | SS | SS | Y | 2.0 | | | | | | | 2.0 | | | 2.3 | | | | N | | | | | | | F | Asphalt brick base | |
| 75 | 0.477 | SS | SS | Y | 1.5 | | | | 3.1 | | | 4.6 | | | | | | | | | 10.0 | | | | | F | | |
| 76 | 0.537 | SS | SS | Y | | | | | 3.0 | | | 3.0 | | | | 13.5 | | | | | | | | | | P | | |
| 77 | 0.537 | SS | SS | Y | | 0.7 | 1.4 | | | | | 2.1 | | 1.4 | | | | | | | | | | | | P | | |
| 78 | 0.702 | SS | SS | Y | 1.6 | | | | 2.4 | | | 4.0 | | 7.1 | | | | | | | | | | | | P | | |
| 79 | 0.701 | SS | SS | Y | 2.1 | | | | 1.9 | | | 4.0 | | 6.6 | | | | | | | | | | | | P | | |
| 80 | 0.757 | SS | SS | Y | 1.6 | | | | 1.2 | | | 2.8 | 5.0 | | | | | | N | | | | | | | P | | |
| 81 | 0.757 | SS | SS | Y | 2.3 | | | | | | | 2.3 | 7.5 | | | | | | | | | | | | | F | | |
| 82 | 0.807 | SS | SS | Y | 2.0 | | | | | | 0.5 | 2.5 | 9.0 | | | | | | | | | | | | | F | | |
| 83 | 0.807 | SS | SS | Y | 1.8 | | | | | | | 1.8 | 6.5 | | | | | | | 9.0 | | | | | | P | | |
| 84 | 0.861 | SS | SS | Y | 1.5 | | | | | | | 1.5 | 8.0 | | | | 7.0 | | | | | | | | | P | Westside concrete 7", eastside limerock 8" | |
| 85 | 0.860 | SS | SS | Y | 1.9 | | | | | | | 1.9 | 8.0 | | | | | | | 8.0 | | | | | | P | | |
| 86 | 0.928 | SS | SS | Y | 1.4 | | | | | | | 1.4 | 9.0 | | | | | | | | 11.5 | 1.4 | B | II | M | P | Westside concrete 11.5", eastside limerock 9" | |
| 87 | 0.927 | SS | SS | Y | 2.6 | | | | | 0.9 | | 3.5 | 7.0 | | | | | | | | | | | | | F | | |
| 88 | 0.987 | SS | SS | Y | | | | | 1.0 | | | 1.0 | 11.0 | | | | | | N | | | | | | | P | | |
| 89 | 0.987 | SS | SS | Y | 1.5 | | | | | | 1.0 | 2.5 | 10.0 | | | | | | | | | | | | | F | | |
| 90 | 1.041 | SS | SS | Y | | | | | 1.1 | | 1.8 | 2.9 | 10.0 | | | | | | | | | | | | | P | Bottom up crack | |
| 91 | 1.041 | SS | SS | Y | 0.5 | | | | 1.0 | | 1.5 | 3.0 | 12.0 | | | | | | | | | 3.2 | B | II | M | P | Base crack | |
| AVERAGE | | | | | 1.68 | 1.05 | 1.65 | 1.80 | 1.81 | | 1.14 | 2.64 | 7.63 | 3.78 | | | | | 8.67 | 9.00 | 2.30 | | | | | | | |
| MAX | | | | | 2.60 | 1.40 | 1.90 | 1.80 | 3.20 | | 1.80 | 4.80 | 12.00 | 7.10 | | | | | 11.50 | 10.00 | 3.20 | | | | | | | |
| MIN | | | | | 0.50 | 0.70 | 1.40 | 1.80 | 0.70 | | 0.50 | 1.00 | 3.00 | 1.40 | | | | | 7.00 | 8.00 | 1.40 | | | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.20 | | | 0.18 | 0.16 | 0.11 | | | | UNKW | 0.08 | | | | | | | |

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