

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

Cored By: MADRID CPWG

Coring Completion Date: 2/13/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 789				Lanes:	2 Lane Urban Major Collector Roadway						
Fin. Proj. ID:	451013-1	From:	Longboat Club Rd				Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	17030000 / 17030401				To:	Manatee County Line						
County:	Sarasota	SR No.:	789				Beg MP:	3.870	End MP:	8.957	Length:	5.087	Other:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved		Lawn		Curb & Gutter (Y/N):	N			

Mainline and GORE Cores (ML/GO)

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	SP9.5	ARMI	S	S2	BIND						LR	ABC-2	RAP	CONC	SHEL	SCEM 300		SAHM	DEPTH (IN.)	TYPE	CLASS		
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							

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Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved		Lawn		Other:		Curb & Gutter (Y/N):	N

Shoulder Cores (S)

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	SP9.5	ARMI	S	S2	BIND						LR	ABC-2	RAP	CONC	SHEL	SCEM 300		SAHM	DEPTH (IN.)	TYPE	CLASS			EXTENT			
28	3.970	S	OL	N	1.2	1.0									2.2			6.3		6.0			12.0					F				
29	5.339	S	OR	N	1.1	1.3									2.4			5.8											F			
30	5.478	S	OR	N	1.1	1.6									2.7			5.9											F			
31	5.599	S	OL	N	1.2	0.9		0.9							3.0			6.0											F			
32	5.740	S	OR	N	1.1	1.1									2.2			6.3											F			
33	5.897	S	OL	N	1.3	0.9									2.2			6.0											F			
34	6.111	S	OR	N	0.9	1.3									2.2			4.9											F			
35	6.332	S	OR	N	1.1	1.3									2.4			6.6		4.0			12.0						F			
36	6.454	S	OL	N	1.5	1.9									3.4			5.1											F			
37	6.644	S	OR	N	1.2	2.1		2.7							6.0			4.9		6.0			8.0						F			
38	6.864	S	OL	N	1.3	1.7									3.0			7.0			6.0								F			
39	7.045	S	OR	N	1.0	2.3									3.3			5.0											F			
40	7.164	S	OL	N	1.1	1.0		5.9							8.0						6.0								F			
41	7.302	S	OR	N	1.5										1.5		1.5													F		
42	7.441	S	OL	N	1.3	1.5									2.8			5.2					10.0							F		
43	7.547	S	OR	N	1.0	2.4		2.6							6.0					8.0										F		
44	7.703	S	OL	N	0.9	1.1									2.0			5.0												F		
45	7.877	S	OR	N	1.0	1.3	0.9								3.2			4.8					21.0							F		
46	8.050	S	OL	N	0.7	1.9		4.5							7.1						7.0									F		
47	8.188	S	OR	N	0.8	2.2									3.0			5.0												F		
48	8.368	S	OR	N	1.0			2.0							3.0			4.4												F		
49	8.528	S	OL	N	1.3	1.5									2.8			5.2												F		
50	8.642	S	OR	N	1.2	1.8									3.0			4.5												F		
51	8.872	S	OL	N	1.1	1.7									2.8		2.6													F		
AVERAGE					1.12	1.54	0.90	3.10							3.34			2.05	5.47			6.00		12.60								
MAX					1.50	2.40	0.90	5.90							8.00			2.60	7.00			6.00		21.00								
MIN					0.70	0.90	0.90	0.90							1.50			1.50	4.40			6.00		8.00								
LAYER COEF.					0.25	0.25	0.00	0.25	0.25	0.20							0.18	0.16	UNKW			0.15		0.08								

- Notes:
- 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.
 - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
 - The cross slope is approximate and measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.
 - A value of "UNK" indicates material was encountered but the total thickness was not determined.

<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 S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<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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