

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

Cored By: TEST LAB INC

Coring Completion Date: 8/1/2024

Typical Section: 1: MAINLINE

W.P.I. No.:	Name: SR 93	Lanes: 6 Lane Rural Principal Arterial Interstate
Fin. Proj. ID: 451734-1	From: SR 777	Shoulder Type and Condition:
F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	End MP: 29.519
Overall Pavement Condition (from DMO field review): Fair	Length: 9.451	Outside: PAVED
Roadway ID: 17075000	SR No.: 93	Median Curbed (Y/N): N
	Paved	Lawn: X
	Other:	Curb & Gutter (Y/N): N

**Mainline, Bridge and Crossover Cores (ML/BR/CO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP12.5	SP9.5	S	T1								ABC-2	LR	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS		
1	20.104	ML	R3	N	1.0		1.7								2.7			UNK					F	DEP_SLAB		
3	20.337	ML	R1	Y	0.7	4.9									5.6		9.4						F			
4	20.454	ML	L1	Y	1.4	4.7									6.1		10.9						F			
6	20.634	ML	R2	Y	1.1		1.6	4.5							7.2		11.8						F			
7	20.665	ML	L2	Y	0.8		1.6	4.1							6.5		12.5						F			
9	20.796	ML	R1	Y	0.9		1.8								2.7			UNK					F	APP_SLAB		
10	20.799	ML	L3	Y	1.5		1.4								2.9			UNK					F	DEP_SLAB		
11	20.822	ML	R3	N	0.9		1.9								2.8			UNK					F	DEP_SLAB		
12	20.825	ML	L1	Y	0.7		1.8								2.5			UNK					F	APP_SLAB		
13	20.887	ML	L3	Y	0.9		2.0	4.2							7.1		12.4						F			
14	20.932	ML	R3	Y	0.7		2.0	4.3							7.0		11.0						F			
16	21.051	ML	R1	Y	0.8	4.8									5.6		11.4						F			
17	21.140	ML	L1	Y	0.9	5.4									6.3		13.7						F			
19	21.298	ML	R3	N	1.3		1.6								2.9			UNK					F	APP_SLAB		
20	21.300	ML	L3	Y	0.9		2.1								3.0			UNK					P	DEP_SLAB		
21	21.325	ML	R1	Y	0.8		1.5								2.3			UNK					F	DEP_SLAB		
22	21.328	ML	L1	Y	0.7		2.0								2.7			UNK					F	APP_SLAB		
23	21.390	ML	L2	Y	0.9		1.8	3.4							6.1		10.9						F			
26	21.579	ML	R2	Y	1.0		1.8	4.1							6.9		12.6						F			
27	21.806	ML	L3	Y	1.4		1.8	4.1							7.3		10.2						F			
28	21.867	ML	R3	Y	0.8		1.8	4.2							6.8		9.7						F	Rim marks.		
31	22.204	ML	L3	Y	0.9		1.8	4.4							7.1		10.4						F			
32	22.256	ML	R3	N	0.9		2.4	3.7							7.0		11.0						F			
33	22.305	ML	R1	Y	0.7		3.0								3.7			UNK					F	APP_SLAB		
34	22.309	ML	L3	Y	1.3		1.4								2.7			UNK					F	DEP_SLAB		
35	22.352	ML	R1	Y	1.0		1.0								2.0			UNK					F	DEP_SLAB		
36	22.356	ML	L1	Y	0.9		2.2								3.1			UNK					F	APP_SLAB		
37	22.442	ML	R2	Y	1.0		2.1	4.3							7.4		10.6						F			
38	22.546	ML	L2	Y	1.3		2.1	3.0							6.4		13.1						F	Joint crack.		
39	22.620	ML	R1	Y	0.9	4.8									5.7		12.8						F			
41	22.745	ML	L1	Y	0.8	5.2									6.0		12.5						F			
45	22.870	ML	R3	N	1.4		2.1								3.5			UNK					F	APP_SLAB		
46	22.895	ML	R3	N	1.6		2.1								3.7			UNK					F	DEP_SLAB		
47	22.906	ML	L3	Y	1.0		1.5								2.5			UNK					P	DEP_SLAB. Raveling.		
48	22.931	ML	L1	Y	1.1		1.8								2.9			UNK					F	APP_SLAB		

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Roadway ID: 17075000	Length: 9.451	
SR No.: 93	Median Curbed (Y/N): N	
	Paved	
	Lawn: X	
	Other:	

**Mainline, Bridge and Crossover Cores (ML/BR/CO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP12.5	SP9.5	S	T1								ABC-2	LR	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS		
50	23.085	ML	R1	Y	1.1	4.9									6.0		11.0						F			
52	23.244	ML	L1	Y	0.8	5.1									5.9		13.1		11.5				F			
55	23.395	ML	R2	Y	0.9		2.2	4.4							7.5		11.5						F	Clearance.		
56	23.485	ML	R3	Y	1.2		1.7	4.0							6.9		11.1						F			
57	23.488	ML	L2	Y	0.8		2.0	5.0							7.8		11.5						F	Clearance.		
58	23.698	ML	L2	Y	1.0		1.9	5.1							8.0		12.0						F			
59	23.701	ML	R2	Y	0.8		1.8	4.7							7.3		15.7						F			
60	23.953	ML	L3	Y	0.8		1.7	4.2							6.7		15.3						F	Raveling.		
62	24.048	ML	R2	Y	1.0		1.9	5.0							7.9		12.1						F			
63	24.150	ML	L1	Y	1.0	4.9									5.9		13.1						F			
65	24.283	ML	R1	Y	1.0	5.1									6.1		8.9						F			
66	24.446	ML	L3	N	0.9		2.1	4.2							7.2		12.8						F	Raveling. Rim marks.		
67	24.632	ML	R2	Y	1.0		1.6	5.4							8.0		18.0		13.0				F	Clearance.		
70	24.776	ML	L2	Y	0.9		1.5	4.4							6.8		13.2						F	Clearance.		
71	24.846	ML	R3	Y	1.4		2.0	4.0							7.4		11.6			1.7	B	IB	L	F		
73	24.923	ML	L2	Y	1.0		1.8		2.7						5.5		7.5			2.7	B	III	M	P	Possible joint crack.	
74	24.987	ML	L2	Y	0.9	5.9									6.8		15.2						F			
75	24.995	ML	L3	N	0.9		4.3								5.2		15.8			1.6	B	III	M	P	Joint crack.	
76	25.009	ML	R1	Y	0.9	4.5									5.4		13.1						F			
78	25.223	ML	L1	Y	1.1	5.9									7.0		13.5						F			
81	25.440	ML	L2	Y	0.7	5.8									6.5		14.5		14.0				F			
82	25.541	ML	R2	Y	0.8		2.0	4.1							6.9		14.1						F			
83	25.598	ML	L3	Y	1.0		0.9								1.9			UNK					F	DEP_SLAB. Rim marks.		
84	25.606	ML	R3	Y	1.2		1.9								3.1			UNK					F	APP_SLAB		
85	25.666	ML	L1	Y	0.8		1.4								2.2			UNK					F	APP_SLAB		
86	25.673	ML	R1	Y	0.7		1.4								2.1			UNK					F	DEP_SLAB		
88	25.922	ML	R3	Y	1.0		1.6	4.8							7.4		11.6						F			
90	25.980	ML	L3	Y	0.8	6.0									6.8		11.2						F			
92	26.236	ML	R3	N	1.3		1.7								3.0			UNK					F	APP_SLAB		
93	26.239	ML	L1	Y	1.1		0.8								1.9			UNK					F	DEP_SLAB		
94	26.281	ML	R1	Y	0.9		1.1								2.0			UNK					F	DEP_SLAB		
95	26.288	ML	L3	Y	1.1		1.1								2.2			UNK					F	APP_SLAB		
96	26.339	ML	R1	Y	0.8	5.0									5.8		12.2						F			
97	26.425	ML	L1	Y	0.9	5.7									6.6		15.4						F			
98	26.492	ML	R2	Y	1.0		2.1	4.4							7.5		17.0						F			

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County: SARASOTA	Beg MP: 20.068	Outside: PAVED
Overall Pavement Condition (from DMO field review): Fair	End MP: 29.519	Curb & Gutter (Y/N): N
Roadway ID: 17075000	Length: 9.451	
SR No.: 93	Median Curbed (Y/N): N	
	Paved	
	Lawn: X	
	Other:	

**Mainline, Bridge and Crossover Cores (ML/BR/CO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP12.5	SP9.5	S	T1								ABC-2	LR	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS		
100	26.578	ML	L2	Y	0.8	5.4									6.2		16.3							F		
101	26.673	ML	R3	Y	1.0		2.0	4.3							7.3		11.7							F		
102	26.729	ML	L3	Y	1.4		2.0	3.6							7.0		11.0							F		
104	26.896	ML	R3	N	1.4		1.5								2.9			UNK						F	APP_SLAB	
105	26.897	ML	L1	Y	1.3		0.7								2.0			UNK						F	DEP_SLAB	
106	26.916	ML	R1	Y	1.3		1.3								2.6			UNK						P	DEP_SLAB	
107	26.916	ML	L3	Y	1.1		3.1								4.2			UNK						F	APP_SLAB	
109	27.163	BR	R2	Y	1.0		2.0	3.8							6.8		15.2							F	Culvert.	
110	27.220	BR	L2	Y	1.0		1.7	4.3							7.0		12.5							F	Culvert.	
111	27.328	ML	R1	Y	1.0		1.7	3.0							5.7		11.8							F		
112	27.430	ML	L3	Y	1.0		2.0	3.9							6.9		10.1							F		
113	27.452	ML	R2	Y	1.1		2.0	4.1							7.2		17.3							F		
115	27.614	ML	L2	Y	1.1		2.1	3.8							7.0		14.0							F		
117	27.797	ML	R3	Y	0.9		1.9	3.8							6.6		10.9							P		
118	27.838	ML	L1	Y	0.6	1.4	3.8								5.8		13.2							F		
120	27.991	CO	CO	N			2.7								2.7		8.3							F	Official Turnaround.	
121	28.021	ML	R1	Y	0.9		4.8								5.7		12.6							F		
122	28.134	ML	L3	Y	0.9		1.9	3.7							6.5		11.5							F	Raveling. Rim marks.	
124	28.374	ML	L2	Y	1.0		2.2	3.8							7.0		15.0							F		
125	28.440	ML	R2	Y	1.0		2.4	4.2							7.6		16.4							F		
127	28.684	ML	L1	Y	0.8		1.5	3.9							6.2		15.8							F		
128	28.758	ML	R3	Y	1.0		1.7	4.1							6.8		12.7							F		
130	28.861	ML	L2	Y	1.2		2.0	4.0							7.2		12.8							F	Clearance.	
131	28.889	ML	R2	Y	1.0		6.3								7.3		13.2							F	Clearance.	
134	29.039	ML	L1	Y	0.6		6.1								6.7		12.3							F		
135	29.042	ML	R1	Y	0.9		5.1								6.0		12.5							F		
137	29.235	ML	R2	Y	1.2		6.1								7.3		15.2							F		
139	29.443	ML	R3	N	0.8	5.4									6.2		11.3							F		
219	27.953	ML	L1	N	1.3	2.3		2.2							5.8		16.2			5.8	B	III	M	F	Joint crack.	
220	27.953	ML	L2	N	1.4	2.1		3.7							7.2		13.8			1.0	B	II	L	F		
221	27.819	ML	L1	N	1.7	2.1			2.6						6.4		12.1			6.4	B	III	M	F	Joint crack. Core bottom = 1/2 T1 + 1/2 S.	
222	27.819	ML	L2	N	1.6	2.2			2.6						6.4		12.1			0.5	B	IB	L	F	Core bottom = 1/2 T1 + 1/2 S.	
223	27.446	ML	L2	N	0.8	1.3		3.9							6.0		19.0			6.0	B	III	S	F	Joint crack. Core bottom = 1/2 T1 + 1/2 S.	
224	27.136	ML	L2	N	1.0	1.5		3.7							6.2		19.1			6.2	B	III	S	F	Joint crack. Some delamination.	
225	26.991	ML	L2	N	1.5	1.9		3.6							7.0		12.0			7.0	B	III	M	F	Joint crack. SP12.5 fell apart.	

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F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	End MP: 29.519
Roadway ID: 17075000	Length: 9.451	Outside: PAVED
SR No.: 93	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn: X	Other:
		Curb & Gutter (Y/N): N

**Mainline, Bridge and Crossover Cores (ML/BR/CO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP12.5	SP9.5	S	T1								ABC-2	LR	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS		
226	26.756	ML	L2	N	0.8	6.3									7.1		18.4				1.3	B	IB	L	F	
227	26.756	ML	L2	N	0.9	4.7									5.6		19.4				1.1	B	II	L	F	Possible rim mark.
228	26.755	ML	L2	N	0.9		2.8	1.4							5.1		19.9				5.1	B	III	M	F	Joint crack. Core bottom = 1/3 SP9.5 + 1/3 SP12.5 + 1/3 S.
<b>AVERAGE</b>					<b>1.01</b>	<b>4.32</b>	<b>2.12</b>	<b>4.02</b>	<b>2.63</b>						<b>5.55</b>		<b>13.09</b>				<b>13.66</b>	<b>3.51</b>				
<b>MAX</b>					<b>1.70</b>	<b>6.30</b>	<b>6.30</b>	<b>5.40</b>	<b>2.70</b>						<b>8.00</b>		<b>19.90</b>				<b>18.00</b>	<b>7.00</b>				
<b>MIN</b>					<b>0.60</b>	<b>1.30</b>	<b>0.70</b>	<b>1.40</b>	<b>2.60</b>						<b>1.90</b>		<b>7.50</b>				<b>11.50</b>	<b>0.50</b>				
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>							<b>0.16</b>	<b>0.18</b>	<b>UNKW</b>	<b>0.11</b>		<b>0.08</b>					

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> 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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	Lawn: X	
	Other:	

**Shoulder Cores (S)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP12.5	SP9.5	S	T1								ABC-2	LR	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS		
2	20.161	S	IR	N			1.8								1.8		10.2			13.0	0.2	A	IB	L	F	
5	20.527	S	OR	N			1.0								1.0		12.5								F	
8	20.743	S	IL	N			5.5								5.5		7.5								F	
15	20.997	S	OL	N			2.8								2.8		9.2								F	
18	21.245	S	IL	N			6.0								6.0		12.0			13.0					F	
24	21.442	S	OR	N			2.5								2.5		5.5								F	
25	21.514	S	OL	N			3.4								3.4		8.6								F	
29	21.904	S	IR	N			1.9								1.9		9.1								F	
30	22.131	S	OL	N			3.2								3.2		6.8								F	
40	22.716	S	IR	N			1.6								1.6		9.4								F	
42	22.807	S	IL	N			2.0								2.0		9.5								F	
43	22.809	S	OR	N			2.5								2.5		5.5								F	
44	22.837	S	OR	N			7.1		0.8						7.9		9.1			13.0					F	PATCH
49	23.039	S	IL	N			1.7								1.7		10.8								F	
51	23.131	S	OL	N			5.5								5.5	0.5				27.0					F	PATCH
53	23.291	S	OL	N			2.3								2.3	3.3									F	
54	23.329	S	IR	N			1.9								1.9		9.6								F	
61	23.956	S	OR	N			2.8								2.8		9.7								F	
64	24.220	S	OR	N			2.3								2.3		8.0								F	
68	24.692	S	IL	N			1.7								1.7		9.1								F	
69	24.752	S	IR	N		0.8		2.1							2.9		15.1								F	ML side = 5.1" asphalt.
72	24.861	S	OL	N			2.0								2.0			4.5		1.4		A	IB	M	F	Base fell apart.
77	25.118	S	OR	N			1.8								1.8	4.0									F	
79	25.310	S	IR	N			2.0								2.0		8.0								F	
80	25.320	S	OL	N			2.5								2.5		17.5								F	PATCH
87	25.778	S	IL	N			2.3								2.3		9.0								F	
89	25.922	S	OL	N			1.8								1.8		19.2								F	
91	26.101	S	IR	N			2.0								2.0		7.0								F	
99	26.556	S	OL	N			2.0								2.0		20.0								F	
103	26.837	S	OR	N			2.5								2.5	3.7									F	
108	27.044	S	IR	N			2.0								2.0		9.0								F	
114	27.475	S	OL	N			2.5								2.5	4.0									F	
116	27.766	S	IL	N			1.6	0.7							2.3		10.2								F	PATCH
119	27.876	S	OR	N			1.9								1.9	3.4									F	
123	28.370	S	OR	N			2.2								2.2	3.6				12.2					F	

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

Cored By: TEST LAB INC

Coring Completion Date: 8/1/2024

Typical Section: 1: MAINLINE

W.P.I. No.:	Name: SR 93	Lanes: 6 Lane Rural Principal Arterial Interstate
Fin. Proj. ID: 451734-1	From: SR 777	Shoulder Type and Condition:
F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	Outside: PAVED
Overall Pavement Condition (from DMO field review): Fair	End MP: 29.519	Curb & Gutter (Y/N): N
Roadway ID: 17075000	Length: 9.451	
SR No.: 93	Median Curbed (Y/N): N	
	Paved	
	Lawn: X	
	Other:	

**Shoulder Cores (S)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	SP12.5	SP9.5	S	T1								ABC-2	LR	CONC		SAHM	DEPTH (IN.)	TYPE	CLASS			EXTENT
126	28.602	S	IL	N			1.9								1.9		12.1								F		
129	28.820	S	IR	N			2.0								2.0		8.0								F		
132	28.908	S	OL	N			2.6								2.6	2.4					24.0	2.6	A	IB	M	F	
133	29.000	S	IL	N		2.0									2.0		13.0								F		
136	29.063	S	OR	N	0.5	5.3									5.8		12.0								P	Delamination.	
138	29.243	S	IR	N		1.6	3.7								5.3		9.7								P		
218	26.985	S	IL	N			2.3								2.3		10.2								F		
<b>AVERAGE</b>					<b>0.65</b>	<b>2.90</b>	<b>2.48</b>	<b>0.80</b>							<b>2.74</b>	<b>3.11</b>	<b>10.36</b>		<b>4.50</b>	<b>17.03</b>	<b>1.40</b>						
<b>MAX</b>					<b>0.80</b>	<b>7.10</b>	<b>6.00</b>	<b>0.80</b>							<b>7.90</b>	<b>4.00</b>	<b>20.00</b>		<b>4.50</b>	<b>27.00</b>	<b>2.60</b>						
<b>MIN</b>					<b>0.50</b>	<b>1.60</b>	<b>0.70</b>	<b>0.80</b>							<b>1.00</b>	<b>0.50</b>	<b>5.50</b>		<b>4.50</b>	<b>12.20</b>	<b>0.20</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>						<b>0.16</b>	<b>0.18</b>	<b>UNKW</b>	<b>0.11</b>	<b>0.08</b>								

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

Cored By: TEST LAB, INC.

Coring Completion Date: 8/1/2024

Typical Section: 2: RAMPS

W.P.I. No.:	Name: SR 93	Lanes: 6 Lane Rural Principal Arterial Interstate
Fin. Proj. ID: 451734-1	From: SR 777	Shoulder Type and Condition:
F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	Outside: PAVED
Overall Pavement Condition (from DMO field review): Fair	End MP: 29.519	Curb & Gutter (Y/N): N
Roadway ID: 17075000	Length: 9.451	
SR No.: 93	Median Curbed (Y/N): N	
	Paved	
	Lawn: X	
	Other:	

**Ramps - Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP9.5	S									ABC-2		LR		DEPTH (IN.)	TYPE		
140	20.334	ML	R2	N	0.5	3.4	3.8						7.7		10.3						F	17075011: MP 0.031	
141	20.334	ML	R1	N	1.0	2.0	3.8						6.8		10.7						F	17075011: MP 0.060	
142	20.334	ML	R2	N	1.2	2.6							3.8		14.7	12.5	3.8	B	III	L	F	17075011: MP 0.139. Possible widening crack.	
146	20.338	ML	R1	N	0.8	2.5	3.3						6.6		11.4						F	17075012: MP 0.063	
147	20.338	ML	R2	N	0.8	2.9							3.7		12.8						P	17075012: MP 0.124	
152	21.942	ML	R1	N	0.8	3.0	3.9						7.7		10.3						F	17075013: MP 0.119	
154	21.942	ML	R2	Y	0.8	1.9							2.7	6.9							F	17075013: MP 0.310	
158	22.022	ML	R1	N	0.8	1.6	3.3						5.7		11.8						F	17075014: MP 0.006	
159	22.022	ML	R1	N	0.6	1.8	3.1						5.5		12.5						F	17075014: MP 0.037	
161	22.022	ML	R1	Y	0.9	2.8	3.8						7.5		9.8						F	17075014: MP 0.204	
164	22.246	ML	R1	Y	1.0	1.5	5.0						7.5		11.5						F	17075015: MP 0.023	
165	22.246	ML	R1	Y	0.6	2.7	3.5						6.8		10.5						F	17075015: MP 0.148	
167	22.246	ML	R1	Y	0.6	2.5	4.3						7.4		10.6	13.5					P	17075015: MP 0.298	
169	22.608	ML	R1	N	0.6	2.1	5.0						7.7		11.3						F	17075016: MP 0.038	
170	22.608	ML	R1	N	0.6	3.0	3.9						7.5		9.0						F	17075016: MP 0.110	
172	22.608	ML	R1	N	0.8	2.5	3.5						6.8		11.2	13.0					F	17075016: MP 0.236	
173	22.587	ML	R1	N	0.9	2.5	4.1						7.5		11.0						F	17075017: MP 0.007	
175	22.587	ML	R2	Y	1.4	2.3							3.7		11.8	14.0	2.0	C	III	M	F	17075017: MP 0.041. Possible joint crack.	
176	22.587	ML	R1	Y	0.8	2.5	3.4						6.7		9.3		1.2	A	IB	M	P	17075017: MP 0.137	
178	22.587	ML	R4	Y	1.0	9.0	4.9						14.9		4.1						F	17075017: MP 0.194	
182	24.359	ML	R2	Y	0.6	3.2							3.8		13.7	13.0	3.8	A	III	M	P	17075040: MP 0.000. Raveling.	
184	24.359	ML	R1	Y	1.1	2.4							3.5		11.5						F	17075040: MP 0.039	
186	24.359	ML	R2	Y	0.5	2.9							3.4		14.1						P	17075040: MP 0.076. Raveling.	
188	24.359	ML	R3	Y	0.9	3.3							4.2		11.3						F	17075040: MP 0.123	
193	24.545	ML	R1	Y	1.3	2.9							4.2		9.8						F	17075041: MP 0.008	
194	24.545	ML	R1	N	1.2	3.5							4.7		10.8						F	17075041: MP 0.024	
196	24.545	ML	R1	Y	0.5	6.0							6.5	11.0							F	17075041: MP 0.059	
199	24.545	ML	R1	Y	0.9	2.6							3.5	8.5							F	17075041: MP 0.178	
202	24.794	ML	R1	Y	1.0	3.2							4.2		11.3						F	17075042: MP 0.011	
203	24.794	ML	R2	N	1.5	3.7							5.2		12.3						F	17075042: MP 0.030. Raveling.	
205	24.794	ML	R1	Y	0.6	1.7							2.3		11.7	16.0					F	17075042: MP 0.083. Raveling.	
206	24.794	ML	R2	Y	1.2	2.7							3.9		9.4		3.0	A	II	M	P	17075042: MP 0.134. Raveling.	
207	24.794	ML	R1	Y	1.1	2.8							3.9		13.1						F	17075042: MP 0.180. Raveling.	
210	25.050	ML	R1	Y	1.1	1.9	4.5						7.5		11.5		3.2	B	III	M	F	17075043: MP 0.010. Raveling. Rim marks RWP.	
212	25.050	ML	R1	N	0.9	2.6							3.5		11.5						F	17075043: MP 0.126	

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

Cored By: TEST LAB, INC.

Coring Completion Date: 8/1/2024

Typical Section: 2: RAMPS

W.P.I. No.:	Name: SR 93	Lanes: 6 Lane Rural Principal Arterial Interstate
Fin. Proj. ID: 451734-1	From: SR 777	Shoulder Type and Condition:
F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	End MP: 29.519
Roadway ID: 17075000	Length: 9.451	Outside: PAVED
SR No.: 93	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn: X	Other:
		Curb & Gutter (Y/N): N

**Ramps - Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP9.5	S											ABC-2		LR		DEPTH (IN.)	TYPE		
<b>AVERAGE</b>					0.88	2.87	3.95								5.67	8.80	11.14		13.67	2.83					
<b>MAX</b>					1.50	9.00	5.00								14.90	11.00	14.70		16.00	3.80					
<b>MIN</b>					0.50	1.50	3.10								2.30	6.90	4.10		12.50	1.20					
<b>LAYER COEF.</b>					0.00	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> 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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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: TEST LAB, INC.

Coring Completion Date: 8/1/2024

Typical Section: 2: RAMPS

W.P.I. No.:	Name: SR 93	Lanes: 6 Lane Rural Principal Arterial Interstate
Fin. Proj. ID: 451734-1	From: SR 777	Shoulder Type and Condition:
F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	Outside: PAVED
Overall Pavement Condition (from DMO field review): Fair	End MP: 29.519	Curb & Gutter (Y/N): N
Roadway ID: 17075000	Length: 9.451	
SR No.: 93	Median Curbed (Y/N): N	
	Paved	
	Lawn: X	
	Other:	

**Shoulder Cores (S)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	SP9.5	S									ABC-2		LR		DEPTH (IN.)	TYPE			CLASS
143	20.334	S	OR	N	1.5								1.5		8.5				1.5	B	II	L	F	17075011: MP 0.208. Possible joint crack.
144	20.334	S	OR	N		2.2							2.2		5.8								F	17075011: MP 0.251
145	20.338	S	OR	N	1.2	3.0							4.2		12.3								F	17075012: MP 0.001
148	20.338	S	OR	N		1.8							1.8		14.2								F	17075012: MP 0.174
151	21.942	S	OR	N		3.1							3.1		3.9								F	17075013: MP 0.002
153	21.942	S	OR	N		3.0							3.0		5.3								F	17075013: MP 0.191
155	21.942	S	IR	N	0.6	2.1							2.7	6.8			12.5						F	17075013: MP 0.380
160	22.022	S	OR	N		2.5	1.7						4.2		11.1								F	17075014: MP 0.066
162	22.022	S	OR	N		2.1	1.9						4.0		9.0		12.0						F	17075014: MP 0.279
163	22.246	S	OR	N	1.1	1.5	1.3						3.9		7.1								F	17075015: MP 0.001
166	22.246	S	OR	N	0.8	2.5	3.6						6.9		7.6								F	17075015: MP 0.242
168	22.608	S	OR	N		2.8							2.8		5.7								F	17075016: MP 0.017
171	22.608	S	OR	N		1.8	1.8						3.6		4.9								F	17075016: MP 0.154
174	22.587	S	OR	N		1.4							1.4		6.9								F	17075017: MP 0.032
177	22.587	S	OR	N		1.4							1.4		5.6								F	17075017: MP 0.162
183	24.359	S	OR	N		1.2							1.2		7.8								F	17075040: MP 0.002
185	24.359	S	IR	N	1.0	2.3							3.3		10.7								F	17075040: MP 0.050
187	24.359	S	OR	N		1.5							1.5		8.8								F	17075040: MP 0.102
189	24.359	S	IR	N	0.8	1.6							2.4		7.6								F	17075040: MP 0.156
195	24.545	S	IR	N	0.8	4.0							4.8	8.2									F	17075041: MP 0.036
197	24.545	S	IR	N	0.9	2.8							3.7	7.8									F	17075041: MP 0.102
198	24.545	S	OR	N	1.0	3.5							4.5	5.6									F	17075041: MP 0.105
200	24.545	S	OR	N		3.0							3.0	3.4			19.6						F	17075041: MP 0.227
201	24.794	S	OR	N	1.0	3.6							4.6		5.9								F	17075042: MP 0.002
204	24.794	S	IR	N	0.6	2.8							3.4		8.4								P	17075042: MP 0.032. Raveling.
208	24.794	S	OR	N		2.0							2.0		8.5								F	17075042: MP 0.217
209	25.050	S	OR	N	0.8	5.7							6.5		9.5								F	17075043: MP 0.001
211	25.050	S	OR	N	0.9	2.6							3.5		9.5								F	17075043: MP 0.092
213	25.050	S	IR	N	0.5	1.5							2.0		7.0								F	17075043: MP 0.146. Raveling.
216	25.050	S	IR	N		1.4							1.4		8.6								F	17075043: MP 0.251
<b>AVERAGE</b>					<b>0.90</b>	<b>2.44</b>	<b>2.06</b>						<b>3.15</b>	<b>6.36</b>	<b>8.00</b>		<b>14.70</b>	<b>1.50</b>						
<b>MAX</b>					<b>1.50</b>	<b>5.70</b>	<b>3.60</b>						<b>6.90</b>	<b>8.20</b>	<b>14.20</b>		<b>19.60</b>	<b>1.50</b>						
<b>MIN</b>					<b>0.50</b>	<b>1.20</b>	<b>1.30</b>						<b>1.20</b>	<b>3.40</b>	<b>3.90</b>		<b>12.00</b>	<b>1.50</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>							<b>0.16</b>	<b>0.18</b>		<b>0.08</b>							



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

Cored By: TEST LAB, INC.

Coring Completion Date: 8/1/2024

Typical Section: 2: RAMPS

W.P.I. No.:	Name: SR 93	Lanes: 6 Lane Rural Principal Arterial Interstate
Fin. Proj. ID: 451734-1	From: SR 777	Shoulder Type and Condition:
F.A. Project No.:	To: SR 681	Inside: PAVED
County: SARASOTA	Beg MP: 20.068	End MP: 29.519
Roadway ID: 17075000	Length: 9.451	Outside: PAVED
SR No.: 93	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn: X	Other:
		Curb & Gutter (Y/N): N

**Turn Lane Cores (TL)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP9.5	S											ABC-2		LR		DEPTH (IN.)	TYPE		
149	20.338	TL	RL	N	0.6	2.9									3.5		12.0		13.0				F	17075012: MP 0.228	
150	20.338	TL	RR	Y	0.6	2.9									3.5		13.0						F	17075012: MP 0.259	
156	21.942	TL	RL	N	0.9	1.8									2.7	5.7							F	17075013: MP 0.407	
157	21.942	TL	RR	N	0.8	2.0									2.8	5.7							F	17075013: MP 0.433	
179	22.587	TL	RR	N	2.2	2.7									4.9		12.1						F	17075017: MP 0.239	
180	22.587	TL	RL	Y	0.8	3.3									4.1		11.4						P	17075017: MP 0.258. Slippage.	
181	22.587	TL	RL	N	1.0	3.5									4.5		7.5						F	17075017: MP 0.302	
190	24.359	TL	RL	N	0.5	3.7									4.2		9.8						P	17075040: MP 0.184. Raveling.	
191	24.359	TL	RR	N	0.9	3.3									4.2		7.8						P	17075040: MP 0.209. Raveling.	
192	24.359	TL	RL	N	0.5	1.9									2.4		9.4						P	17075040: MP 0.197. Raveling.	
214	25.050	TL	RR	Y	0.9	3.0									3.9		11.1		13.0				F	17075043: MP 0.191	
215	25.050	TL	RL	Y	0.7	2.3									3.0		12.3						P	17075043: MP 0.245	
217	25.050	TL	RR	Y	0.9	2.8									3.7		10.3						F	17075043: MP 0.267. Raveling.	
<b>AVERAGE</b>					<b>0.87</b>	<b>2.78</b>									<b>3.65</b>	<b>5.70</b>	<b>10.60</b>		<b>13.00</b>						
<b>MAX</b>					<b>2.20</b>	<b>3.70</b>									<b>4.90</b>	<b>5.70</b>	<b>13.00</b>		<b>13.00</b>						
<b>MIN</b>					<b>0.50</b>	<b>1.80</b>									<b>2.40</b>	<b>5.70</b>	<b>7.50</b>		<b>13.00</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>									<b>0.16</b>	<b>0.18</b>		<b>0.08</b>						

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> 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>Lane Type</u> 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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