STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid Engineering Group Coring Completion Date: 5/26/2021 Typical Section:

W.P.I. No.:				Name:	State Road 684					Lanes:	2
Fin. Proj. ID:	430204-2			From:	State Road 789 (Gulf Drive)					Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	13040000	To:	123rd Street West (Bridge #130006)					Inside:	
County:	Manatee	SR No.:	684	Beg MP:	0	End MP:	0.900	Length:	0.900	Outside:	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):	N	Paved		Lawn	Other:	Curb & Gutter (Y/N):	Y

All Cores

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										BASE				STABILIZED SUBGRADE [3]	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP9.5	S	S2	T1	WC	ARMI				TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-1	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.117	BR	L1	Y	0.8	1.4		0.5							2.7			UNK							F	Departure Slab
2	0.813	ML	L1	Y	1.2	1.4	3.9								6.5		6.5								F	
3	0.077	TL	LL	Y	1.0	0.8		0.7	0.7	0.6					3.8	6.0				16.0	3.8	C	II	M	P	Base Crack
4	0.033	TL	LR	Y	0.9	3.0									3.9	9.0					3.9	C	III	S	P	Base Crack
5	0.743	TL	C	N	1.2	3.0		0.7	0.8	0.3	0.6				6.6	6.0				9.0					F	Center Turn Lane
6	0.836	S	OL	N	1.8	2.7									4.5		3.6				1.8	C	IB	L	F	
7	0.702	S	OR	N	2.3	3.5									5.8		2.5								F	
8	0.017	ML	R1	Y	1.4	1.8									3.2	10.0									F	
9	0.051	ML	R1	N	1.4	0.8									2.2			18.5			2.2	C	III	S	P	Turnout, Widening Crack
10	0.615	BR	R1	Y	1.6		0.9								2.5			UNK							F	Departure Slab
11	0.665	SS	LL	Y	2.5	6.3									8.8		24.5								F	127th Street West
12	0.785	SS	L1	Y	1.2	4.2									5.4		5.5								P	124th Street Court West
13	0.861	SS	R1	Y	1.3	4.3									5.6		17.9								F	123rd Street Court West
14	0.052	ML	R1	N	1.3	1.0									2.3			UNK							P	Core 9 Widening Crack
15	0.052	ML	R1	Y	1.5	0.7	6.3								8.5			UNK							P	Core 9 Widening Crack
AVERAGE					***1.43***	***2.49***	***3.70***	***0.63***	***0.75***	***0.45***	***0.60***				***4.82***	***7.75***	***10.08***	***18.50***		***12.50***	***2.93***					
MAX					***2.50***	***6.30***	***6.30***	***0.70***	***0.80***	***0.60***	***0.60***				***8.80***	***10.00***	***24.50***	***18.50***		***16.00***	***3.90***					
MIN					***0.80***	***0.70***	***0.90***	***0.50***	***0.70***	***0.30***	***0.60***				***2.20***	***6.00***	***2.50***	***18.50***		***9.00***	***1.80***					
LAYER COEF.					***0.25***	***0.25***	***0.25***	***0.25***	***0.23***	***UNKW***	***0.00***					***0.18***	***0.14***	***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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
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