

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

Cored By: RCS

Coring Completion Date: 11/18/2021

Typical Section: 13040

W.P.I. No.:				Name: SR 684				Lanes: 4 Lanes Roadway				
Fin. Proj. ID: 445044-1				From: W of 86th ST				Shoulder Type and Condition: Curb and Gutter				
F.A. Project No.:		Roadway ID: 13040		To: W of 26th ST				Inside: Curb and Gutter - Fair Condition				
County: Manatee		SR No.: 684		Beg MP: 3.243		End MP: 6.975	Length: 3.732	Outside: Curb and Gutter - Fair Condition				
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved	Lawn: X	Other:	Curb & Gutter (Y/N): Y			

**All Cores**

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS		
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	T1	S		SHEL	ABC-2	LR		DEPTH (IN.)	TYPE	CLASS	EXTENT							
1	6.959	ML	L2	N	1.0						2.7			3.7	10.0				2.4	C	III	M	F					
2	6.955	ML	L2	N					2.2		1.5			3.7	9.8			12.0					G					Full width patch
3	6.918	ML	L2	N			1.1				2.3			3.4	11.0				3.0	C	III	M	P					Full width patch
4	6.912	SS	R1	N	0.9							1.7	1.6	4.2	9.8								G					Cox car dealer - Entrance
5	6.785	SS	R1	Y			1.0		4.5					5.5		8.0							G					30 st w
6	6.659	SS	L1	N	0.9						2.8			3.7	9.9								F					32 st w
7	6.413	SS	L1	Y	1.0						2.8			3.8	10.0								F					37 st w
8	6.252	SS	R1	N	1.2									1.2	7.9				1.2	C	III	L	P					39 st w
9	6.179	SS	R1	Y	0.8						1.7			2.5	6.2				2.5	C	III	M	P					40 st w - Base Crack
10	6.024	SS	L1	N	0.8						1.2			2.0	7.6								F					43 st w
11	5.975	ML	L2	N					1.8		0.5			2.3	11.5								G					Full width patch
12	5.932	ML	L2	Y	1.2						1.3			2.5	11.2				2.5	C	III	M	P					Target LWP
13	5.884	TL	LR	N	1.0						2.1			3.1		4.4		12.0					F					LRTL to Pine Brooke Square
14	5.764	SS	R1	N	1.0						2.3			3.3	8.2				3.3	C	III	S	P					Pinewood Golf Club Entrance
15	5.742	SS	L1	N	0.9						2.9			3.8	9.2								P					Pinewood Golf Club Exit
16	5.489	SS	L2	Y							2.7			2.7	10.3								F					
17	5.633	TL	LR	N							3.0			3.0		10.1							F					LRTL to Pine brooke
18	5.274	SS	L2	Y	0.7						2.3			3.0	10.4								F					Cape Vista Drive
19	5.079	TL	LR	N			1.2				2.2			3.4	9.3				3.4	C	III	S	P					LRTL 59th ST W - Base Crack
20	4.998	SS	L2	N			1.5				1.3			2.8	7.4				2.8	C	III	S	P					59th ST N - Base Crack
21	4.823	SS	L1	Y	0.6					0.8		1.0		2.4	8.1				2.4	C	II	M	F					61st W - Base Crack
22	4.803	ML	L2	N						2.0	1.0			3.0	9.7			11.5					G					Patch Area
23	4.697	SS	R1	Y	0.7						0.8			1.5	8.5				1.5	C	III	S	P					63 ST W - Base Crack
24	4.692	ML	L2	N					1.6		0.9			2.5	10.9								G					Full width patch
25	4.564	SS	R2	Y	1.4									1.4	6.8								F					66th W
26	4.552	ML	L2	N					1.2		2.8			4.0	9.8								G					Patch lane
27	4.321	SS	R1	N			1.5				1.5			3.0		3.8							G					SS Royal Blvd
28	4.256	ML	L2	N	1.4						2.0			3.4	9.8			12.0					F					
29	4.196	SS	L1	Y	1.0						3.0			4.0	7.3								F					71st ST W
30	4.066	SS	R1	Y			0.6				1.9			2.5	9.6				2.5	C	III	L	F					Shoppes at paradise bay - Base Crack
31	3.963	SS	L1	Y	1.5						2.0			3.5		6.9							F					75 ST W
32	3.719	ML	L2	Y			1.4			1.6				3.0	9.9				3.0	C	III	S	P					Base Crack

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F.A. Project No.:	Roadway ID: 13040	To: W of 26th ST
County: Manatee	SR No.: 684	Beg MP: 3.243
	End MP: 6.975	Length: 3.732
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): Y	Paved
	Lawn: X	Other:
		Inside: Curb and Gutter - Fair Condition
		Outside: Curb and Gutter - Fair Condition
		Curb & Gutter (Y/N): Y

All Cores																														
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS		
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	T1	S				SHEL	ABC-2	LR		DEPTH (IN.)	TYPE	CLASS	EXTENT							
33	3.914	SS	R1	N							2.7					2.7	8.4				11.8					F				80 ST W
34	3.682	ML	L2	Y			0.5		2.6						3.1	10.6						3.1	C	III	S	P				Target LWP Crack - Base Crack
35	3.654	SS	R1	N			0.6				2.9				3.5	8.5										F				
36	3.588	SS	R1	N			0.8				2.4				3.2	9.2										F				
37	3.276	SS	L1	Y							3.2				3.2	7.8										F				Palms blvd
38	3.276	SS	R1	N	1.0						2.8				3.8	8.9										F				86th ST W
39	3.959	SS	R1	Y	1.5						2.0				3.5		4.5									F				75 ST W
40	4.308	TL	RL	N	1.5						2.4				3.9	11.6										G				RLTL to Royal Blvd
41	4.398	ML	R2	Y	1.7						2.1				3.8	11.2				12.0						G				
42	4.438	SS	L1	N	1.3						1.6				2.9	10.9										F				67 ST W
43	4.564	SS	R1	Y			1.5				1.1				2.6	3.9										G				66th ST W
44	4.644	ML	R2	N					1.7	1.3					3.0	10.4										G				
45	4.850	SS	L1	Y			0.7		2.6						3.3	8.5										F				60 ST W
46	4.921	ML	R2	Y	0.7						2.3				3.0	9.7						3.0	C	III	S	P				Base Crack
47	5.024	SS	L1	Y			1.6				2.0				3.6	8.9										G				58 ST W
48	5.079	SS	L1	Y					1.8	1.2					3.0	9.8										G				57 ST W
49	5.134	SS	L1	Y					2.5	1.0					3.5	9.2										G				50 ST W
50	5.220	SS	L1	N	2.0										2.0	11.5	2.0									P				Entrance to Golden Corral
51	5.302	ML	R2	Y	1.0						2.0				3.0	11.6										F				
52	5.369	SS	L1	N			1.2				2.7				3.9	11.2						3.9	C	III	M	F				Walmart Entrance - Base Crack
53	5.489	SS	R1	Y	1.0										1.0	7.0						1.0	C	III	M	F				51st ST W - Base Crack
54	5.621	TL	RR	N	1.1						1.9				3.0					12.0		3.0	C	II	M	F				RRTL to oakmont Terrace (18.5" of Flowable Fill)
55	5.687	ML	R2	N					1.5	1.4					2.9	11.7										G				Patch Area
56	5.747	TL	RR	Y	1.1						1.9				3.0	10.8										F				RRTL to Publix
57	5.873	TL	RR	Y		1.0					2.5				3.5		3.4					3.5	C	III	M	P				RRTL to Publix
58	5.953	ML	R2	Y	1.0						2.7				3.7	11.0						3.7	C	III	M	P				Target LWP - Base Crack
59	6.024	SS	R2	N			1.1		2.1						3.2	9.7										G				43rs ST W
60	6.413	SS	R2	Y	1.2						4.8				6.0	5.5										F				37th ST W
61	6.509	TL	RR	Y	1.0						3.2				4.2	10.6										F				RRTL to 34th ST W
62	6.637	ML	R2	N	0.9						1.8				2.7	11.2										F				
63	6.785	SS	L1	Y					2.1	0.9					3.0	10.5										F				30 ST W
64	6.869	ML	R2	N					2.4						2.4	11.6						11.5				G				Full width patch

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All Cores																													
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS	
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	T1	S				SHEL	ABC-2	LR		DEPTH (IN.)	TYPE	CLASS	EXTENT						
65	6.912	ML	R2	Y	1.0						3.5				4.5	10.6					4.5	C	III	M	P				Target RWP - Base Crack
66	6.970	ML	L1	N	0.9						2.9				3.8	11.5					3.3	C	III	S	P				
67	6.806	ML	L1	Y			0.6				1.4				2.0	11.8			11.5		2.0	A	III	S	P				
68	6.698	TL	LL	Y			1.4		2.1					3.5		5.2									G				LWP LLTL
69	6.698	TL	LL	Y	1.2						1.4			2.6	0.8										F				RWP LLTL
70	6.568	TL	LL	Y			1.0		2.5					3.5		5.0									F				LLTL (1st)
71	6.552	TL	LL	N	1.5						2.0			3.5	10.6										F				LLTL (2nd)
72	6.289	TL	LL	N	1.1						3.1			4.2	10.1										F				LLTL
73	6.136	TL	LL	N	1.0						1.6			2.6	11.5										F				LLTL to 43rd ST W
74	5.806	TL	LL	N				1.4	1.8					3.2		7.0		12.0							F				LLTL to Publix
75	5.605	ML	L1	N	1.5						4.4			5.9	11.8										F				
76	5.528	TL	LL	N	1.0						1.5			2.5	8.8										F				LLTL to 51st ST W
77	5.424	TL	LL	N				1.7	2.3					4.0		5.5									F				Patch area LLTL to Walmart
78	5.159	TL	LL	N	1.0						1.8			2.8	9.2										F				LLTL to 50th ST W
79	5.039	TL	LL	N	1.1						1.3			2.4	11.3										F				LLTL to 58th ST W
80	4.782	TL	LL	N	0.7						2.6			3.3	11.0										F				LLTL to Timber In.
81	4.626	TL	LL	N	1.8						2.0			3.8		4.7									F				LLTL to 66th ST W
82	4.468	ML	L1	Y	1.0						2.2			3.2	11.5										F				
83	4.337	TL	LL	N	1.3						2.5			3.8		7.9									F				LLTL to splash wash
84	3.983	TL	LL	N	1.3						2.5			3.8											F				LLTL to 75th ST W
85	3.816	TL	LL	N			0.7				3.8			4.5		9.0									F				LLTL to U-Turn
86	3.799	ML	L1	Y	1.6						1.7			3.3	12.1						3.3	C	III	S	P				Base Crack
87	3.502	TL	LL	Y			0.9				3.1			4.0		8.6									F				LLTL to U-Turn
88	3.328	ML	L1	Y			1.0				2.3			3.3	11.5						3.3	C	III	S	P				LWP - Base Crack
89	3.470	ML	R1	Y	0.7						2.4			3.1	12.2			12.0			3.1	C	III	S	P				LWP Target - Base Crack
90	3.470	ML	R1	Y	0.6						2.2			2.8	12.4						2.8	C	III	S	P				RWP Target
91	3.623	TL	RL	N	1.3						2.2			3.5	11.5										F				RLTL to 81st ST W
92	3.946	ML	R1	Y	0.5						2.5			3.0	11.8										F				
93	4.051	TL	RL	N			1.5				1.7			3.2		5.1									F				RLTL to Winn Dixie
94	4.178	ML	R1	N	1.1						2.7			3.8											F				
95	4.520	TL	RL	N	1.4						1.6			3.0	11.8										F				RLTL to 66th ST W
96	4.900	TL	RL	N	1.2						3.3			4.5		7.6									F				RLTL 59th ST W

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

All Cores																													
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS			
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	T1	S			SHEL	ABC-2		LR	DEPTH (IN.)	TYPE	CLASS						EXTENT		
97	5.130	ML	R1	Y	1.0						2.2				3.2	12.1									F				
98	5.209	TL	RL	Y	1.2						3.3				4.5		5.7									F			RLTL to cope vista drive
99	5.337	TL	RL	N	1.3						2.9				4.2		5.8								F			RLTL to tire kingdom	
100	5.600	TL	RL	N	1.0						3.0				4.0		6.4								F			RLTL to beauls outlet	
101	5.696	ML	R1	N					1.2	1.8	0.3			3.3	11.7										G			Patch area	
102	5.864	TL	RL	N				1.5	1.3					2.8		7.2									F			RLTL to pine brook square	
103	6.167	TL	RL	N	0.9						1.6			2.5	10.7										F			RLTL to 40th ST W	
104	6.333	TL	RL	N	1.1						2.9			4.0		6.7									F			RLTL to 37th ST W	
105	6.869	ML	R1	N	1.3						1.6			2.9	12.5										F				
106	6.450	TL	RL	Y	1.3						2.5			3.8	11.9										F			RLTL 30th ST W	
107	6.746	TL	RL	N				1.6	1.9					3.5		6.4									F			RLTL 20th ST W	
<b>AVERAGE</b>					<b>1.11</b>	<b>1.00</b>	<b>1.06</b>	<b>1.55</b>	<b>2.00</b>	<b>2.21</b>	<b>1.00</b>	<b>1.60</b>		<b>3.28</b>	<b>9.93</b>	<b>6.12</b>	<b>10.90</b>		<b>11.83</b>	<b>2.85</b>									
<b>MAX</b>					<b>2.00</b>	<b>1.00</b>	<b>1.60</b>	<b>1.70</b>	<b>4.50</b>	<b>4.80</b>	<b>1.70</b>	<b>1.60</b>		<b>6.00</b>	<b>12.50</b>	<b>10.10</b>	<b>11.60</b>		<b>12.00</b>	<b>4.50</b>									
<b>MIN</b>					<b>0.50</b>	<b>1.00</b>	<b>0.50</b>	<b>1.40</b>	<b>0.80</b>	<b>0.50</b>	<b>0.30</b>	<b>1.60</b>		<b>1.00</b>	<b>0.80</b>	<b>2.00</b>	<b>10.20</b>		<b>11.50</b>	<b>1.00</b>									
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>			<b>0.18</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>	<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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor