

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

Cored By: RADISE International, L.C.

Coring Completion Date: 12/17/2021

Typical Section: 1

| | | | | | | | | | | | | | | |
|---|----------|-------------|-----------------------|--|----------------------|-------|------------------------------|-------|---------|-------|----------|-----|----------------------|---|
| W.P.I. No.: | | Name: | SR 64 Pavement Coring | | | | Lanes: | 6 | | | | | | |
| Fin. Proj. ID: | 447378-1 | From: | 17th Street | | | | Shoulder Type and Condition: | | | | | | | |
| F.A. Project No.: | | Roadway ID: | 13050000 | | | | Inside: | N/A | | | | | | |
| County: | Manatee | SR No.: | 64 | | Beg MP: | 1.808 | End MP: | 3.522 | Length: | 1.714 | Outside: | N/A | | |
| Overall Pavement Condition (from DMO field review): | | | Poor | | Median Curbed (Y/N): | Y | Paved | | Lawn | | Other: | | Curb & Gutter (Y/N): | Y |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------------------------|-----------|------|----------|----------------------|-------|--------|-------|------|-----|--|--|-------------------------------|------|------|-------|----------|-------|----------------------------------|-------|----|-------------|------|-------|----------|--------|------------------------------|------|------|--|
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | | STABILIZED SUBGRADE ³ | CRACK | | | | | COMMENTS | | | | | |
| | | | | | FC5 | FC9.5 | FC12.5 | SP9.5 | SP2F | S | | | | | | Shell | Concrete | Brick | | ABC | LR | DEPTH (IN.) | TYPE | CLASS | | EXTENT | CROSS SLOPE (%) ⁴ | | | |
| 1 | 3.400 | ML | L2 | Y | 0.5 | | | 2.0 | | 2.7 | | | | 5.2 | 11.8 | | | | | | | | | 5.2 | A | III | S | 3.05 | | |
| 2 | 3.480 | ML | L2 | Y | 0.6 | | | 2.3 | | 3.2 | | | | 6.1 | 11.3 | | | | | | | | | 6.1 | A | III | S | 1.75 | | |
| 3 | 2.614 | ML | L2 | Y | | 1.0 | | 2.5 | | 2.0 | | | | 5.5 | 13.8 | | | | | | | | | 5.5 | A | III | S | 2.60 | | |
| 4 | 2.100 | ML | R2 | Y | 1.4 | | | 1.0 | | 1.4 | | | | 3.8 | 14.3 | | | | | | | | | 3.0 | A | III | S | 0.50 | | |
| 5 | 3.660 | ML | R2 | Y | 0.8 | | | 1.7 | | 3.2 | | | | 5.7 | | | | | | 11.2 | | | | 5.0 | A | III | S | 0.65 | | |
| 6 | 1.818 | ML | R3 | Y | | 0.9 | | 1.1 | | 2.1 | | | | 4.1 | 10.8 | | | | | | | | | 2.7 | A | III | S | 3.65 | | |
| 7 | 1.840 | ML | L1 | Y | | 0.9 | | 1.2 | | 1.1 | | | | 3.2 | 12.1 | | | | | | | | | | | | | 1.45 | | |
| 8 | 1.830 | ML | L2 | Y | | 1.0 | | 0.9 | | 2.0 | | | | 3.9 | 14.5 | | | | | | | | | 1.9 | A | II | M | 3.40 | | |
| 9 | 1.820 | ML | L3 | Y | | 1.1 | | 1.5 | | 1.3 | | | | 3.9 | 12.0 | | | | | | | | | 3.9 | A | III | S | 1.70 | | |
| 10 | 1.855 | ML | R3 | Y | | 1.0 | | 1.5 | | 1.9 | | | | 4.4 | 11.5 | | | | | | | | | 3.7 | A | III | S | 0.15 | | |
| 11 | 1.856 | ML | R2 | Y | | 1.1 | | 1.6 | | 1.4 | | | | 4.1 | 11.8 | | | | | | | | | 2.6 | A | III | S | 4.10 | | |
| 12 | 1.857 | ML | R1 | Y | | 0.9 | | 1.6 | | 1.5 | | | | 4.0 | 13.0 | | | | | | | | | 2.8 | A | III | S | 3.20 | | |
| 13 | 2.280 | ML | R3 | Y | | 1.0 | | 1.5 | | 1.5 | | | | 4.0 | 10.3 | | | | | | | | | 4.0 | A | III | S | 3.10 | | |
| 14 | 2.290 | ML | R2 | Y | | 0.9 | | 1.4 | | 1.5 | | | | 3.8 | 11.2 | | | | | | | | | 3.8 | A | III | S | 3.20 | | |
| 15 | 2.324 | ML | R1 | Y | | 0.9 | | 1.4 | | 1.3 | | | | 3.6 | 11.5 | | | | | | | | | 3.1 | A | III | S | 2.85 | | |
| 16 | 2.287 | ML | L1 | Y | | 1.2 | | 1.1 | | 2.0 | | | | 4.3 | 15.3 | | | | | | | | | 2.8 | A | III | S | 1.30 | | |
| 17 | 2.297 | ML | L2 | Y | | 1.1 | | 1.4 | | 1.3 | | | | 3.8 | 12.3 | | | | | | | | | 3.8 | A | III | S | 1.45 | | |
| 18 | 2.302 | ML | L3 | Y | | 1.1 | | 1.4 | | 2.0 | | | | 4.5 | 13.1 | | | | | | | | | 4.5 | A | III | S | 1.70 | | |
| 19 | 2.520 | ML | R3 | Y | | 1.0 | | 1.1 | | 1.5 | | | | 3.6 | 11.3 | | | | | | | | | 2.6 | A | III | M | 1.20 | | |
| 20 | 2.530 | ML | R2 | Y | | 1.1 | | 0.8 | | 1.6 | | | | 3.5 | 10.5 | | | | | | | | | 3.5 | A | III | S | 2.80 | | |
| 21 | 2.580 | ML | R1 | Y | | 0.9 | | 1.5 | | 1.4 | | | | 3.8 | 11.3 | | | | | | | | | 3.0 | A | III | S | 0.65 | | |
| 22 | 2.780 | ML | L1 | Y | | 1.4 | | 0.8 | | 2.3 | | | | 4.5 | 11.0 | | | | | | | | | 3.5 | A | III | S | 4.95 | | |
| 23 | 2.790 | ML | L2 | Y | | 0.9 | | 5.1 | | | | | | 6.0 | 12.0 | | | | | | | | | 1.9 | A | II | S | 0.65 | | |
| 24 | 2.800 | ML | L3 | Y | | 1.1 | | 4.5 | | | | | | 5.6 | 12.6 | | | | | | | | | | | | | 3.20 | | |
| 25 | 3.430 | ML | R3 | Y | 1.0 | | | 1.8 | | 2.5 | | | | 5.3 | 11.8 | | | | | | | | | | | | | 3.20 | | |
| 26 | 3.410 | ML | R2 | Y | 1.2 | | | 1.7 | | 3.1 | | | | 6.0 | 11.0 | | | | | | | | | | | | | 1.30 | | |
| 27 | 3.400 | ML | R1 | Y | | | | 2.6 | | 3.2 | | | | 5.8 | 11.3 | | | | | | | | | | | | | 2.95 | | |
| 28 | 3.520 | ML | L1 | Y | 1.1 | | | 1.7 | | 3.5 | | | | 6.3 | 11.8 | | | | | | | | | 10.0 | 6.3 | A | II | S | 2.75 | |

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

Cored By: RADISE International, L.C.

Coring Completion Date: 12/17/2021

Typical Section: 1

| | | | | | | | | | | | | | | |
|---|----------|-------------|-----------------------|--|----------------------|-------|------------------------------|-------|---------|-------|----------|-----|----------------------|---|
| W.P.I. No.: | | Name: | SR 64 Pavement Coring | | | | Lanes: | 6 | | | | | | |
| Fin. Proj. ID: | 447378-1 | From: | 17th Street | | | | Shoulder Type and Condition: | | | | | | | |
| F.A. Project No.: | | Roadway ID: | 13050000 | | | | Inside: | N/A | | | | | | |
| County: | Manatee | SR No.: | 64 | | Beg MP: | 1.808 | End MP: | 3.522 | Length: | 1.714 | Outside: | N/A | | |
| Overall Pavement Condition (from DMO field review): | | | Poor | | Median Curbed (Y/N): | Y | Paved | | Lawn | | Other: | | Curb & Gutter (Y/N): | Y |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------------------------|-----------|------|----------|----------------------|-------|--------|-------|------|-----|--|--|--|--|-------------------------------|-------|----------|-------|-----|----|----------------------------------|-------------|------|-------|--------|------------------------------|----------|--|--|
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | | STABILIZED SUBGRADE ³ | CRACK | | | | | COMMENTS | | |
| | | | | | FC5 | FC9.5 | FC12.5 | SP9.5 | SP2F | S | | | | | | Shell | Concrete | Brick | ABC | LR | | DEPTH (IN.) | TYPE | CLASS | EXTENT | CROSS SLOPE (%) ⁴ | | | |
| 29 | 3.430 | ML | L2 | Y | 0.9 | | | 1.6 | | 3.5 | | | | | 6.0 | 11.0 | | | | | | | | | | 0.75 | | | |
| 30 | 3.360 | ML | L3 | Y | 1.0 | | | 2.7 | | 1.9 | | | | | 5.6 | 10.3 | | | | | | | | | | | 0.30 | | |
| 31 | 3.500 | S | OR | N | 1.1 | 2.2 | | | | | | | | | 3.3 | 11.6 | | | | | | | | | | | 5.75 | | |
| 32 | 3.370 | S | OL | N | | 0.9 | | 3.8 | | | | | | | 4.7 | 20.0 | | | | | | | | | | | 5.20 | | |
| 33 | 1.895 | CO | CO | N | | 1.0 | | 1.8 | | 1.2 | | | | | 4.0 | 13.0 | | | | | | | | 2.5 | A | III | S | 1.70 | |
| 34 | 2.116 | CO | CO | N | | 1.4 | | 1.3 | | 1.5 | | | | | 4.2 | 13.8 | | | | | | 16.0 | | | | | | 1.00 | |
| 35 | 2.267 | CO | CO | N | | 1.2 | | 1.1 | | 1.4 | | | | | 3.7 | 11.3 | | | | | | | 1.2 | A | I | L | 0.85 | | |
| 36 | 2.432 | CO | CO | N | | 1.0 | | 1.7 | | 1.5 | | | | | 4.2 | 9.0 | | | | | | | | | | | | 0.00 | |
| 37 | 2.767 | CO | CO | N | | 1.4 | | 1.0 | | 2.9 | | | | | 5.3 | 12.3 | | | | | | | 1.8 | A | II | L | 1.70 | | |
| 38 | 3.710 | BR | R3 | Y | | 1.2 | | 0.9 | | | | | | | 2.1 | | x | | | | | | 2.1 | A | III | S | 1.35 | Approach Slab, concrete beneath asphalt | |
| 39 | 3.710 | BR | L1 | Y | | 1.3 | | 1.0 | | | | | | | 2.3 | | x | | | | | | 2.3 | A | III | S | 2.35 | Departure Slab, concrete beneath asphalt | |
| 40 | 3.590 | BR | L3 | Y | 0.6 | | | 2.0 | | | | | | | 2.6 | | x | | | | | | 2.6 | A | III | S | 2.50 | Approach Slab, concrete beneath asphalt | |
| 41 | 3.590 | BR | R3 | Y | | | | 2.5 | | | | | | | 2.5 | | x | | | | | | | | | | | 2.15 | Departure Slab, concrete beneath asphalt |
| 42 | 3.480 | BR | R1 | Y | 0.5 | | | 2.5 | | | | | | | 3.0 | | x | | | | | | 3.0 | A | III | S | 3.80 | Approach Slab, concrete beneath asphalt | |
| 43 | 3.470 | BR | L3 | Y | 1.1 | | | 1.9 | | | | | | | 3.0 | | x | | | | | | 3.0 | A | III | S | 3.80 | Departure Slab, concrete beneath asphalt | |
| 44 | 1.825 | TL | LL | Y | | 1.2 | | 1.7 | | 2.2 | | | | | 5.1 | 9.8 | | | | | | | 3.7 | A | III | S | 4.45 | | |
| 45 | 2.017 | TL | LL | Y | | 1.1 | | 1.3 | | 2.0 | | | | | 4.4 | 10.1 | | | | | | 21.5 | 2.6 | A | III | S | 2.85 | | |
| 46 | 2.163 | TL | RL | N | | 1.2 | | 1.1 | | 1.3 | | | | | 3.6 | 13.3 | | | | | | | 1.9 | A | II | S | 3.40 | | |
| 47 | 2.362 | TL | LL | N | | 1.0 | | 1.7 | | 1.0 | | | | | 3.7 | 12.5 | | | | | | | 1.0 | A | III | S | 2.25 | | |
| 48 | 2.530 | TL | RL | N | | 1.5 | | 3.0 | | | | | | | 4.5 | | | | | | | | | | | | | 2.15 | |
| 49 | 2.785 | TL | LL | N | | 1.1 | | 1.2 | | 3.5 | | | | | 5.8 | 12.3 | | | | | | | 2.2 | A | III | S | 1.35 | | |
| 50 | 1.895 | SS | L3 | N | | 1.4 | | 1.6 | | 1.4 | | | | | 4.4 | 10.3 | | | | | | | | | | | | 2.70 | SS - 18th Street East |
| 51 | 2.007 | SS | R3 | N | | 0.8 | | 3.7 | | | | | | | 4.5 | 16.2 | | | | | | | | | | | | 3.40 | SS - 19th Street East |
| 52 | 2.116 | SS | L3 | N | | 1.1 | | 1.7 | | 1.4 | | | | | 4.2 | 15.1 | | | | | | | 2.0 | A | III | S | 1.65 | SS - 20th Street East | |
| 53 | 2.183 | SS | R3 | N | | 1.1 | | 1.0 | | 3.1 | | | | | 5.2 | 8.6 | | | | | | | | | | | | 1.80 | SS - 21st Street East |
| 54 | 2.267 | SS | L3 | N | | 1.1 | | 1.3 | | 1.6 | | | | | 4.0 | 12.5 | | | | | | | | | | | | 0.75 | SS - 22nd Street East |
| 55 | 2.354 | SS | R3 | N | | 1.0 | | 1.4 | | 1.7 | | | | | 4.1 | 10.8 | | | | | | | 3.3 | A | III | S | 1.50 | SS - 23rd Street East | |
| 56 | 2.432 | SS | L3 | N | | 1.1 | | 1.8 | | | | | | | 2.9 | 14.3 | | | | | | | | | | | | 0.25 | SS - 24th Street East |

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

Cored By: RADISE International, L.C.

Coring Completion Date: 12/17/2021

Typical Section: 1

| | | | | | | | |
|---|----------|-------------|-----------------------|----------------------|-------|------------------------------|--------|
| W.P.I. No.: | | Name: | SR 64 Pavement Coring | | | Lanes: | 6 |
| Fin. Proj. ID: | 447378-1 | From: | 17th Street | | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: | 13050000 | | | Inside: | N/A |
| County: | Manatee | SR No.: | 64 | | | Outside: | N/A |
| Overall Pavement Condition (from DMO field review): | | Poor | | Median Curbed (Y/N): | Y | Paved | Lawn |
| | | | | Beg MP: | 1.808 | End MP: | 3.522 |
| | | | | Length: | 1.714 | | Other: |
| | | | | Curo & Gutter (Y/N): | | Y | |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|-------------|-------------------------------|-------------|-------------|-------------|-------------|--------------|----------------------------------|-------------|------|-------|--------|------------------------------|---|
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | | STABILIZED SUBGRADE ³ | CRACK | | | | | COMMENTS |
| | | | | | FC5 | FC9.5 | FC12.5 | SP9.5 | SP2F | S | | | | | | Shell | Concrete | Brick | ABC | LR | | DEPTH (IN.) | TYPE | CLASS | EXTENT | CROSS SLOPE (%) ⁴ | |
| 57 | 2.604 | SS | R3 | N | | 1.0 | | | | | | | | 1.0 | 12.0 | | | | | | | 1.0 | A | III | S | 3.45 | SS - 26th Street East |
| 58 | 2.683 | SS | L3 | Y | | 1.1 | | 4.5 | | | | | | 5.6 | | | | | | 19.4 | | | | | | 0.05 | SS - 27th Street East |
| 59 | 2.767 | SS | L3 | N | | 1.1 | | 1.4 | | | | | | 2.5 | | | | | | 9.3 | | 2.5 | A | III | S | 0.30 | SS - 28th Street East, Widening crack |
| 60 | 2.850 | SS | R3 | N | | 1.2 | | 1.3 | | | | | | 2.5 | 16.0 | | | | | | | 2.5 | A | III | S | 1.10 | SS - 29th Street East |
| 61 | 3.350 | SS | R3 | N | | 1.3 | | 3.5 | | | | | | 4.8 | 11.3 | | | | | | 10.0 | 1.8 | A | II | M | 4.35 | SS - Walker Island Drive |
| 94 | 2.316 | S | OL | N | | | | 1.7 | | 1.0 | 1.3 | | | 4.0 | 9.5 | | | | | | 12.0 | | | | | 1.30 | 4' SHOULDER |
| 95 | 1.928 | S | OR | N | | | | 2.0 | | 0.8 | 1.5 | | | 4.3 | 11.0 | | | | | | 12.0 | 2.0 | C | IB | M | 1.70 | 4' SHOULDER |
| 102 | 2.350 | ML | R1 | Y | | | | 1.5 | | 0.8 | 1.7 | | | 4.0 | 11.0 | | | | | | 12.0 | 2.8 | C | IB | S | 0.90 | 1 1/4" DEEP DEPRESSION IN R1, R2 AND R3, POSSIBLE CROSS DRAIN |
| AVERAGE | | | | | | 0.91 | 1.12 | 1.73 | 1.83 | 0.87 | 1.96 | | | 4.22 | 12.09 | | | | 5.50 | 13.30 | 13.36 | 3.02 | | | | 2.16 | |
| MAX | | | | | | 1.40 | 2.20 | 2.00 | 5.10 | 1.00 | 3.50 | | | 6.30 | 20.00 | | | | 5.50 | 19.40 | 21.50 | 6.30 | | | | 5.75 | |
| MIN | | | | | | 0.50 | 0.80 | 1.50 | 0.80 | 0.80 | 1.00 | | | 1.00 | 8.60 | | | | 5.50 | 9.30 | 10.00 | 1.00 | | | | 0.00 | |
| LAYER COEF. | | | | | | 0.00 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | | | | #N/A | #N/A | #N/A | #N/A | 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.

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