

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 8/10/2023

Typical Section: 1

W.P.I. No.:				Name:	SR 789					Lanes:	2 Lane Urban Major Collector		
Fin. Proj. ID:	451021-1			From:	S OF COQUINA PARK ENTRANCE					Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	13080000	To:	S OF SR 64					Inside:	NONE		
County:	MANATEE	SR No.:	789	Beg MP:	8.717	End MP:	4.950	Length:	3.767	Outside:	FAIR		
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	Y	Paved	Lawn: Y	Other:	Curb & Gutter (Y/N): Y			

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	
					FC12.5	SP12.5	S	SP9.5	S2	T1	WC	SAHM				LR	SHEL	ABC-2	SAHM	SCEM 300		CONC	DEPTH (IN.)	TYPE	CLASS			EXTENT
2	5.028	ML	L1	Y	1.4		2.1			1.0	0.6				5.1	8.4							5.1	C	III	S	F	Base crack
6	5.279	ML	R1	Y	1.7		2.3								4.0	10.8							4.0	C	II	S	F	Base crack
15	5.791	ML	L1	N	1.1		0.8			0.7	0.7				3.3	10.5							3.3	B	III	S	F	Base crack
16	5.824	ML	R1	N	1.3		1.5			0.4	0.7				3.9	12.0											F	
18	6.011	ML	R1	Y	1.5		3.3								4.8		9.0						4.8	A	III	S	P	Measured in hole. Core separated under FC.
19	6.114	ML	L1	Y	1.5		1.0		2.1		0.7				5.3		10.7						5.3	A	III	S	F	Base crack
21	6.306	ML	R1	Y	1.6		3.0		2.6						7.2		13.8						7.2	C	III	S	P	Base crack
22	6.449	ML	R1	N	1.1		1.1		1.4		0.7				4.3			5.5					4.3	C	II	S	F	Base crack
24	6.553	ML	L1	Y	1.9		1.2		2.3	0.6	0.6				6.6			2.7					6.6	C	III	M	F	Measured in hole; base fell apart
28	6.881	ML	R1	Y	1.2				2.6						3.8			1.0					3.8	A	III	M	F	Base crack
30	7.046	ML	L1	N	1.3		2.1		1.7			1.6			6.7		9.3						6.7	C	III	S	F	
32	7.301	ML	R1	N	1.6		1.1		3.0						5.7			9.3					5.7	C	III	S	F	Base fell apart
34	7.585	ML	L1	Y	1.2		2.0		1.9						5.1			2.4					5.1	B	III	M	F	Base crack
35	7.696	ML	R1	N	1.5		2.0		1.3	1.0		3.5			9.3		4.2										F	
38	8.162	ML	L1	Y	1.4		2.9								4.3				11.7				4.3	B	III	S	F	
39	8.233	ML	L1	Y	1.1		2.8								3.9					6.0	4.6	3.9	B	II	M	F	Base 1/2 Conc 1/2 ABC	
44	8.417	ML	R1	Y	1.7			2.8							4.5			7.5			5.5	4.5	A	III	S	F	Measured in hole; base fell apart	
47	8.560	ML	L1	Y	1.3					1.9					3.2		8.9						3.2	A	III	S	P	Base crack
AVERAGE					1.41		1.95	2.80	2.10	0.93	0.67	2.55			5.06	10.39	9.31	1.00	5.48	11.70	6.00	5.06	4.86					
MAX					1.90		3.30	2.80	3.00	1.90	0.70	3.50			9.30	11.98	13.80	1.00	9.30	11.70	6.00	5.50	7.20					
MIN					1.10		0.80	2.80	1.30	0.40	0.60	1.60			3.20	8.40	4.20	1.00	2.40	11.70	6.00	4.63	3.20					
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.23	UNKW	0.11				0.18	0.18	0.16	0.11	0.15	UNKW	0.08						

- Notes:
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  - 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.
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  - A value of "UNK" indicates material was encountered but the total thickness was not determined.

Lane Designations - Decreasing MP OL/IL - Outside/Inside Shoulder	Lane Designations - Increasing MP OR/IR - Outside/Inside Shoulder	ML - Mainline	Lane Type S - Shoulder	Crack Type A - Alligator	Crack Rating Class IB - Hairline cracks that are ≤ 1/8 inch wide	Extent L - Light	Pavement Condition G - Good
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Coring Completion Date: 8/10/2023

Typical Section: 1

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Fin. Proj. ID:	451021-1			From:	S OF COQUINA PARK ENTRANCE					Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	13080000		To:	S OF SR 64					Inside:	NONE					
County:	MANATEE		SR No.:	789		Beg MP:	8.717		End MP:	4.950		Length:	3.767		Outside:	FAIR	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y		Paved		Lawn: Y		Other:		Curb & Gutter (Y/N): Y	

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
					FC12.5	SP12.5	S	SP9.5	S2	T1	WC	SAHM				LR	SHEL	ABC-2	SAHM	SCEM 300	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	4.974	S	OR	N	1.8		3.1								4.9	13.6										F		
5	5.272	S	OL	N	2.0		1.4								3.4			3.5								F		
11	5.607	S	OR	N	1.8		1.2								3.0			2.9								F		
13	5.703	S	OL	N	1.6		0.7								2.3		4.7									F		
17	5.991	S	OL	N	1.9										1.9		12.9									F		
20	6.160	S	OR	N	1.7		1.8								3.5			3.5								F		
23	6.504	S	OL	N	1.8										1.8			2.6								F		
26	6.687	S	OR	N	1.8		1.6								3.4			6.1								F		
29	6.893	S	OL	N	2.0		2.2								4.2		5.7									F		
31	7.144	S	OR	N	1.5			1.5							3.0			2.9								F	Separated under SP	
33	7.468	S	OL	N	1.4										1.4			1.9								F		
36	7.731	S	OR	N		2.5									2.5			6.4				9.1				F		
37	7.797	S	OL	N	1.8	2.0			1.9						5.7			2.2								F	Measured in hole; separated under SP	
41	8.333	S	OL	N	1.3		0.9								2.2			2.8				20.5				F		
43	8.385	S	OR	N	1.7										1.7			2.4								F		
50	8.663	S	OR	N	1.5			4.0							5.5				9.5							F	Base fell apart	
AVERAGE					1.71	2.25	1.61	2.75	1.90						3.15	13.60	7.74	3.38	9.50			14.80						
MAX					2.00	2.50	3.10	4.00	1.90						5.70	13.60	12.85	6.40	9.50			20.50						
MIN					1.30	2.00	0.70	1.50	1.90						1.40	13.60	4.70	1.90	9.50			9.10						
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.23	UNKW	0.11				0.18	0.18	0.16	0.11	0.15	UNKW	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.
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<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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Coring Completion Date: 8/10/2023

Typical Section: 1

W.P.I. No.:				Name:	SR 789					Lanes:	2 Lane Urban Major Collector						
Fin. Proj. ID:	451021-1			From:	S OF COQUINA PARK ENTRANCE					Shoulder Type and Condition:							
F.A. Project No.:			Roadway ID:	13080000		To:	S OF SR 64					Inside:	NONE				
County:	MANATEE		SR No.:	789		Beg MP:	8.717		End MP:	4.950		Length:	3.767		Outside:	FAIR	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y		Paved		Lawn: Y		Other:		Curb & Gutter (Y/N): Y	

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	
					FC12.5	SP12.5	S	SP9.5	S2	T1	WC	SAHM				LR	SHEL	ABC-2	SAHM	SCEM 300	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT			
3	5.140	TL	RL	N	1.4		0.6			0.9	0.6				3.5	14.3							3.5	C	II	M	F	Base crack	
4	5.218	TL	LL	N	1.3		0.5			0.9	0.5				3.2	10.8							3.2	C	II	M	F	Base crack	
7	5.347	TL	RL	Y	1.5		2.5			0.8	0.7				5.5	10.3											F		
8	5.439	TL	LL	N	1.3		1.8			1.4	0.7				5.2	10.3							3.3	C	II	S	F		
9	5.516	TL	C	Y	1.5		2.2			0.5	0.5				4.7	15.1											F		
12	5.658	TL	RL	N	1.4		1.1			0.7	0.8				4.0	18.0							4.0	B	III	S	F	Base crack	
14	5.738	TL	LL	Y	1.1		1.7			0.3	0.8				3.9	13.9											F		
25	6.614	TL	RR	N	1.9		3.8								5.7		4.5						5.7	C	III	L	F	Widening crk; base 1/2 ABC 1/2 shel; base crk.	
27	6.695	TL	LL	N	1.4		2.5								3.9	12.6							3.9	B	III	S	F	Base crack	
40	8.292	TL	RL	N	1.3		1.8		1.8		0.6				5.5	10.3											F		
42	8.369	TL	RL	N	1.5		0.8		2.4						4.7	9.3											F		
45	8.432	TL	RL	N	1.4		1.7		2.3						5.4	10.6							5.4	B	III	M	F	Base crack	
46	8.535	TL	C	Y	1.3		2.7		1.6		0.7				6.3	8.5						4.2	3.0	C	IB	L	F		
48	8.564	TL	LR	Y	1.0		2.7								3.7			4.6				16.8					F		
49	8.608	TL	LR	N	1.8										1.8			1.4									F		
51	8.663	TL	LR	Y	2.0										2.0			1.2					0.2	C	IB	L	F		
52	8.683	TL	RR	N	1.3		1.4		2.8						5.5	8.5						6.0					F	Separated under FC	
AVERAGE					1.44		1.85		2.18	0.79	0.66				4.38	11.71	4.50	2.40				9.00	3.58						
MAX					2.00		3.80		2.80	1.40	0.80				6.30	18.00	4.50	4.60				16.80	5.70						
MIN					1.00		0.50		1.60	0.30	0.50				1.80	8.50	4.50	1.20				4.20	0.20						
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.23	UNKW	0.11				0.18	0.18	0.16	0.11	0.15	UNKW	0.08							

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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	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

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County:	MANATEE		SR No.:	789		Beg MP:	8.717		End MP:	4.950		Length:	3.767		Outside:	FAIR	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y	Paved		Lawn: Y		Other:		Curb & Gutter (Y/N): Y		

GORE Cores (GO)																													
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	
					FC12.5	SP12.5	S	SP9.5	S2	T1	WC	SAHM						LR	SHEL	ABC-2	SAHM		SCEM 300	CONC	DEPTH (IN.)	TYPE			CLASS
10	5.606	GO	GO	N	1.1		1.7				0.4	0.7				3.9	9.6									F	CL-Gore		
53	8.696	GO	GO	N	1.7		2.6									4.3	8.2							2.5	B	III	M	F	R1/RR-GORE
AVERAGE					1.40		2.15				0.40	0.70				4.10	8.90							2.50					
MAX					1.70		2.60				0.40	0.70				4.30	9.60							2.50					
MIN					1.10		1.70				0.40	0.70				3.90	8.20							2.50					
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.23	UNKW	0.11					0.18	0.18	0.16	0.11	0.15	UNKW	0.08						

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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