

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

Cored By: District Materials Office

Coring Completion Date: 7/10/2024

Typical Section: 2

W.P.I. No.:	Name: SR 64 (6th Ave West)	Lanes: 3
Fin. Proj. ID: 441535-1	From: 10th St West	Shoulder Type and Condition:
F.A. Project No.:	To: 10th St East	Inside: N
County: Manatee	Beg MP: 0.000	End MP: 1.122
Roadway ID: 13050000	Length: 1.122	Outside: N
SR No.: 64	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Other: Conc
		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				PAVEMENT CONDITION	COMMENTS
					FC3	FC12.5	SP12.5	S	S2	BIND						LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.047	ML	R3	N	1.1				3.9						5.0					12.0	1.1	C	IB	L	F	9th St W. Intersection - Hole under FC Layer
2	0.047	ML	R2	N	1.0				2.8					3.8					12.0	3.8	C	IB	L	F	9th St W. Intersection - Base Crack	
3	0.047	ML	R3	N	1.5				3.6					5.1					12.0					F	9th St W. Intersection	
4	0.553	ML	R1	Y		1.4	0.7	0.7	1.6	1.7				6.1					12.0	6.1	C	III	S	P	US 301 Intersection - Base Crack	
5	0.553	ML	R2	Y		1.5	1.2	0.3		1.7				4.7					12.0	3.1	C	III	S	P	US 301 Intersection	
6	0.553	ML	R3	Y		1.2	1.0	1.4		1.4				5.0					12.0	1.0	C	IB	L	P	US 301 Intersection	
AVERAGE					1.20	1.37	0.97	2.12	1.60	1.60				4.95					12.00	3.02						
MAX					1.50	1.50	1.20	3.90	1.60	1.70				6.10					12.00	6.10						
MIN					1.00	1.20	0.70	0.30	1.60	1.40				3.80					12.00	1.00						
LAYER COEF.					0.17	0.25	0.25	0.25	0.25	0.20					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
---	--	---	--	---	--	---