

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 1/19/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 64					Lanes:	2 Lane Rural Principal Arterial Roadway											
Fin. Proj. ID:	451019-1		From:	Kibler Ranch Rd.					Shoulder Type and Condition:											
F.A. Project No.:		Roadway ID:	13140000		To:	Wingate Rd.					Inside:	NONE								
County:	MANATEE		SR No.:	64		Beg MP:	4.947		End MP:	10.744		Length:	5.797		Outside:	PAVED				
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	N		Paved	Lawn		Other:					Curb & Gutter (Y/N):	N			

Mainline, Bridge and GORE Cores (ML/BR/GO)																										
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP12.5	SP9.5	S	T1	S2	WC					ABC-2	LR	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	4.968	ML	R1	R	1.4	0.9		6.2							8.5		6.5				8.5	B	III	M	F	
4	5.212	ML	L1	R	1.5	1.5		5.7							8.7		3.6				4.6	B	III	M	P	
5	5.313	ML	R1	L	1.5	1.4				1.5	0.6				5.0		6.5				2.5	B	III	M	F	
8	5.535	ML	L1	R	1.5	1.5		0.5		3.9					7.4		5.5				7.4	C	III	M	F	Base crack.
9	5.628	ML	R1	R	1.8	1.5				3.2					6.5		4.5				6.5	B	II	M	F	
12	5.818	ML	L1	R	1.6	1.5		5.9							9.0		4.0				6.6	C	III	S	P	
13	5.881	ML	R1	L	1.2	1.5		5.0							7.7		2.8			26.5	2.9	B	III	S	P	
14	5.949	BR	L1	R	1.6	1.6	0.5			4.8					8.5		4.8				2.7	B	III	S	P	Bridge departure.
15	5.994	BR	R1	R	1.5	1.9				4.6					8.0		4.8				4.0	B	III	S	P	Bridge departure.
17	6.123	ML	R1	R	1.5	1.6		4.9							8.0		6.8				8.0	B	III	M	F	
18	6.234	ML	L1	R	1.5	1.7		6.3							9.5		4.5				2.5	B	II	M	P	
21	6.459	ML	R1	R	1.4	1.4		1.5		3.4					7.7		6.1				2.8	C	II	M	F	
22	6.580	ML	L1	R	1.3	1.3				2.0					4.6		6.1				4.6	B	III	S	P	Possible widening crack. Base crack.
25	6.796	ML	R1	R	1.5	1.6		3.7							6.8		6.2				3.5	B	III	S	P	
27	6.952	ML	L1	R	1.3	1.4	1.6			3.0	0.7				8.0		3.5			13.5	2.9	A	II	M	F	Bottom-up crack.
28	7.100	ML	R1	R	1.2	1.7				2.4	0.7				6.0		6.5				2.3	B	II	L	F	Bottom-up crack.
29	7.148	ML	L1	R	1.6	1.0	1.2	3.0							6.8		5.7				1.6	B	IB	L	F	Bottom-up crack.
32	7.348	ML	L1	R	1.5	1.4		1.0		2.3					6.2		4.6				4.0	C	II	S	P	Base crack.
34	7.521	GO	GO	N	1.5		0.8		0.8	2.4	0.6				6.1		5.9			12.0	2.1	B	IB	M	F	CO-Gore. Bottom-up crack.
35	7.540	ML	R1	L	1.5		1.2	4.0							6.7		6.6				3.5	B	III	M	F	
38	7.744	ML	L1	N	1.2	1.7	2.5	3.6							9.0		5.0				2.4	B	IB	S	P	
40	7.909	ML	R1	L	1.2	1.5				2.2	0.4				5.3		6.5				3.4	B	III	M	F	
42	7.990	ML	L1	R	1.5	1.4		1.0		3.9					7.8		4.2				7.8	C	II	S	P	
44	8.178	ML	R1	R	1.5	1.3				1.7	0.5				5.0		7.3				3.1	A	III	M	F	Separation under S2.
46	8.342	ML	L1	L	1.5	1.3				2.2	0.6				5.6		5.4				2.7	A	III	M	F	
48	8.589	ML	R1	R	1.2	7.2		0.9		4.3					13.6		3.4				3.3	A	II	M	F	
50	8.721	ML	L1	R	1.5	6.5				1.5					9.5		4.5				3.0	C	II	M	F	
53	8.965	ML	R1	R	1.4	1.0				2.3	0.5				5.2		6.6				5.2	B	III	M	P	
54	9.090	ML	L1	N	1.3	1.3			0.7	1.7	0.5				5.5		3.8				3.9	B	III	M	F	
56	9.225	ML	R1	R	1.5	1.1				2.4	0.5				5.5		7.0				5.5	A	III	M	P	Widening crack. Base is ABC-2 & LR
58	9.382	ML	R1	R	1.5	1.5				1.8	0.5				5.3		4.7			15.0	5.3	B	III	S	P	
59	9.391	ML	L1	L	1.2	1.5			0.4	1.7	0.5				5.3		5.7			12.0	2.7	C	III	S	P	
62	9.632	ML	L1	R	1.5	1.5		1.5							4.5		8.5				4.5	B	III	M	F	Widening crack. Base is ABC-2 & LR.
63	9.675	ML	R1	R	1.6	1.5				2.1					5.2		9.3				5.2	A	III	M	F	Widening crack. Base is ABC-2 & LR.
64	9.780	ML	L1	R	1.3	1.6			1.2	3.0					7.1		6.2				7.1	C	II	M	F	Widening crack. Base is ABC-2 & LR.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 1/19/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 64				Lanes:	2 Lane Rural Principal Arterial Roadway						
Fin. Proj. ID:	451019-1		From: Kibler Ranch Rd.				Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	13140000		To: Wingate Rd.			Inside:	NONE					
County:	MANATEE		SR No.:	64		Beg MP:	4.947	End MP:	10.744	Length:	5.797	Outside:	PAVED	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):			N

Mainline, Bridge and GORE Cores (ML/BR/GO)																										
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP12.5	SP9.5	S	T1	S2	WC					ABC-2	LR	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
67	9.966	ML	R1	R	1.5	1.4				2.1	0.7				5.7		7.8				5.7	C	III	M	F	Widening crack. Base is ABC-2 & LR.
69	10.051	ML	L1	L	1.4	1.6				2.0	0.8				5.8		7.2				2.5	B	II	L	F	
70	10.081	ML	R1	R	1.7	1.4				3.3	0.6				7.0		4.0				7.0	B	III	M	F	S2 fell apart.
72	10.141	BR	L1	N	1.5	1.3		2.0		3.7	0.7				9.2		5.8			14.0	9.2	B	III	M	F	Bridge deck.
73	10.156	BR	R1	N	1.2	1.4				2.8	0.7				6.1		3.2				3.0	B	III	M	F	Bridge deck.
76	10.303	ML	R1	R	1.4	1.3				2.8					5.5		4.5				3.5	A	III	M	F	
78	10.437	GO	GO	N	1.3	1.5				1.5	0.7				5.0		5.3				3.6	A	III	M	F	CO-Gore. Separation at S2 layer.
79	10.458	ML	R1	R	1.4	1.6		2.7							5.7			11.3			3.5	B	II	M	F	
81	10.520	ML	L1	L	1.2	1.5									2.7			6.1			2.7	A	II	L	F	
83	10.567	GO	GO	N	1.5		1.1								2.6	3.9								F	OR-Gore	
84	10.634	BR	R1	L	1.2	1.5									2.7		6.3			13.0	2.7	A	III	L	F	Bridge deck.
85	10.650	BR	L1	R	1.4	1.4				0.7					3.5		6.3				3.5	A	III	L	F	Bridge deck. Base crack.
87	10.733	ML	L1	R	1.5	1.4			1.2	2.3					6.4		6.3				6.4	A	II	L	F	Base crack.
AVERAGE					1.43	1.68	1.27	3.30	0.86	2.59	0.60				6.52	3.90	5.56	8.70		15.14	4.30					
MAX					1.80	7.20	2.50	6.30	1.20	4.80	0.80				13.60	3.90	9.30	11.30		26.50	9.20					
MIN					1.20	0.90	0.50	0.50	0.40	0.70	0.40				2.60	3.90	2.80	6.10		12.00	1.60					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23	0.25	UNKW					0.16	0.18	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.

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
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

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Coring Completion Date: 1/19/2024

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W.P.I. No.:				Name:	SR 64				Lanes:	2 Lane Rural Principal Arterial Roadway			
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F.A. Project No.:			Roadway ID:	13140000		To:	Wingate Rd.				Inside:	NONE	
County:	MANATEE		SR No.:	64		Beg MP:	4.947	End MP:	10.744	Length:	5.797	Outside:	PAVED
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N

### Turn Lane and Shoulder Cores (TL/S)

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	SP12.5	SP9.5	S	T1	S2	WC					ABC-2	LR	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	5.031	S	OL	N	1.7		1.3								3.0	3.5								F		
3	5.100	S	OR	N	1.7		1.3								3.0	3.1				29.1					F	
6	5.388	S	OL	N	1.7		1.3								3.0	3.2								F		
7	5.487	S	OR	N	1.4		1.4								2.8	3.2								F		
10	5.701	S	OL	N	1.9		1.1								3.0	2.9								F		
11	5.771	S	OR	N	1.8		1.5								3.3	2.7								F		
16	6.087	S	OR	N	1.0		1.0								2.0	2.0								F		
19	6.301	S	OL	N	1.8		1.2								3.0	3.5				12.5					F	
20	6.421	S	OR	N	1.8		1.2								3.0	2.7								F		
23	6.673	S	OL	N	1.7		1.3								3.0	3.2								F		
24	6.749	S	OR	N	1.9		1.1								3.0	3.5								F		
26	6.874	S	OL	N	1.6		0.8								2.4	3.6								F		
30	7.177	S	OR	N	1.5		1.5								3.0	2.5					1.5	B	IB	L	F	
31	7.262	S	OL	N	1.5		1.5								3.0	2.8									F	
33	7.485	S	OL	N	1.3		1.7								3.0		3.5								F	
36	7.563	TL	LL	N	1.5		1.5			2.2	0.8				6.0		7.0			13.5	1.5	A	IB	M	P	
37	7.613	S	OR	N	1.6		1.7								3.3		3.7								F	
39	7.819	S	OL	N	1.5	1.5									3.0	3.8					3.0	B	II	L	F	
41	7.942	S	OR	N	1.8		1.2								3.0	3.2									F	
43	8.082	S	OL	N	1.9		0.5								2.4	3.6									F	
45	8.228	S	OR	N	1.8		1.1								2.9	2.4				9.2					F	
47	8.443	S	OL	N	2.0		0.9								2.9	3.6									F	
49	8.664	S	OR	N	1.6	6.2									7.8	4.2									F	
51	8.822	S	OL	N	1.7	1.8									3.5	3.5				12.0					F	
52	8.899	S	OR	N	1.9		0.5								2.4	3.1									F	
55	9.168	S	OL	N	1.5		1.5								3.0	2.9									F	
57	9.275	S	OR	N	1.9		0.6								2.5	3.9									F	
60	9.497	S	OL	N	1.8		1.2								3.0	3.2									F	
61	9.579	S	OR	N	1.7		0.8								2.5	3.9									F	
65	9.826	S	OL	N	1.4		1.0								2.4	2.9									F	
66	9.888	S	OR	N	1.6		1.0								2.6	3.1									F	
68	10.015	S	OL	N	1.5		0.9								2.4	4.0									F	
71	10.098	S	OR	N	1.7		1.5								3.2	2.8									F	
74	10.210	S	OL	N	1.9		1.1								3.0	3.0									F	
75	10.281	S	OR	N	1.5		0.9								2.4	4.6									F	

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					FC12.5	SP12.5	SP9.5	S	T1	S2	WC					ABC-2	LR	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
77	10.423	S	OL	N	2.0		1.7								3.7	3.1									F	
80	10.506	TL	RL	R	1.3	1.3				1.5	0.6				4.7		4.3			15.0	3.5	B	II	S	P	
82	10.542	TL	LR	N	0.9	1.3	1.3	1.4							4.9			6.1		7.0					F	
86	10.706	S	OR	N	1.9										1.9	2.7									F	
AVERAGE					1.65	2.42	1.18	1.40		1.85	0.70				3.15	3.23	4.63	6.10		14.04	2.38					
MAX					2.00	6.20	1.70	1.40		2.20	0.80				7.80	4.60	7.00	6.10		29.10	3.50					
MIN					0.90	1.30	0.50	1.40		1.50	0.60				1.90	2.00	3.50	6.10		7.00	1.50					
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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