

## 441511-1 SR 64 HARDEE COUNTY

MAINLINE								TOTAL ASPHALT THICKNESS	CRACK DEPTH	SUB-BASE				COMMENTS
CORE	MP	LANE	W/P	FC6	SP2F	T1	ST		ABC	LR	SAHM	STAB		
1	11.820	R1	Y	1.80	1.60	1.00		4.40	1.80		7.00	12.00		
2	12.080	L1	N	1.70	1.10	0.00		2.80		8.00		12.00		
3	12.224	R1	N	0.00	2.80	2.20		5.00			8.50	12.00		
4	12.519	L1	Y	1.30	1.30	0.00		2.60	2.60	9.00		12.00		
5	12.670	R1	N	1.80	1.40	2.50		5.70	5.70		8.20	12.00		
6	12.960	L1	Y	1.60	1.20	0.00		2.80		9.00		12.00		
7	13.136	R1	Y	1.50	5.60	0.00		7.10		6.80		12.00		
8	13.400	L1	N	1.30	11.30	0.00		12.60			7.50	12.00		
9	13.618	R1	Y	1.30	1.30	2.90		5.50			7.20	12.00		
10	13.880	L1	Y	2.30	1.00	0.00		3.30	3.30	8.50		12.00		
11	14.090	R1	Y	1.60	1.10	0.00		2.70		11.50		12.00		
12	14.343	L1	N	1.10	1.50	2.10		4.70	1.60		4.70	12.00		
13	14.577	R1	N	1.00	2.10	2.30		5.40	5.40		3.80	12.00		
14	14.850	L1	N	1.30	2.40	3.60		7.30	1.50		7.00	12.00		
15	15.084	R1	Y	1.40	1.80	1.30		4.50	4.50	8.00		12.00		
16	15.305	L1	N	1.10	2.50	3.50		7.10	7.10		6.50	12.00		
17	15.542	R1	N	1.40	1.30	3.50		6.20			6.80	12.00		
18	15.875	L1	Y	2.00	1.00	0.00		3.00		8.00		12.00		
19	16.060	R1	Y	0.80	1.00	1.00	0.70	3.50	4.00	8.00		12.00		
20	16.300	L1	Y	1.00	1.50	5.00		7.50		8.00		12.00		
AVG				1.365	2.240	1.545	0.700	5.185	3.750	6.800	8.667	6.720	12.000	
SHOULDERS								TOTAL ASPHALT THICKNESS		SUB-BASE				COMMENTS
CORE	MP	LANE	W/P	FC6	SP2F					RAP	STAB			
21	11.820	OR	N	1.90	1.50			3.40			4.10	12.00		
22	12.700	OR	N	2.00	1.00			3.00			5.00	12.00		
23	13.618	OR	N	1.50	1.20			2.70			4.50	12.00		
24	14.577	OR	N	0.90	1.70			2.60			5.70	12.00		
25	15.542	OR	N	1.40	1.50			2.90			5.50	12.00		
26	16.300	OL	N	0.90	2.00			2.90			4.70	12.00		
27	15.305	OL	N	1.50	1.30			2.80			6.10	12.00		
28	14.343	OL	N	1.00	1.30			2.30			6.20	12.00		
29	13.400	OL	N	1.80	1.50			3.30			9.00	12.00		
30	12.461	OL	N	1.60	1.00			2.60			6.30	12.00		
AVG				1.450	2.500			2.850			9.300	12.000		

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

Cored By: District Materials Office - Brent Grubbs

Coring Completion Date: 6/16/2021

Typical Section: 4

W.P.I. No.:		Name:	SR 64			Lanes:	2
Fin. Proj. ID:	441511-1	From:	Main St			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	06050000			To: Spruce St	
County:	Hardee	SR No.:	64			Beg MP:	11.816
			End MP:	16.594	Length:	4.778	Outside:
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:
							Curb & Gutter (Y/N):
							N

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	COMMENTS
					FC3	FC9.5	SP9.5	S						LR	ABC-3	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	16.554	ML	L1	N	1.0			3.1					4.1	15.0				12.0	4.1	C	IB	S	P	
2	16.454	ML	L1	Y	1.2			3.5					4.7	15.0				12.0	4.7	C	IB	S	P	
3	15.848	BR	L1	Y			1.1						1.1				UNK					F	PEACE RIVER BRIDGE DECK	
4	15.738	TL	LR	Y		0.7	3.8						4.5		7.2			12.0	3.3	C	IB	S	P	
5	15.725	S	OL	N		1.4		1.5					2.9			5.0		12.0				F		
6	15.863	BR	R1	N			1.1						1.1				UNK					F	PEACE RIVER BRIDGE DECK	
7	16.454	ML	R1	Y	0.6			2.5					3.1	14.5				12.0	3.1	C	IB	S	P	
8	16.554	ML	R1	N	0.6			3.2					3.8	14.5				12.0	2.6	C	IB	M	P	
<b>AVERAGE</b>					<b>0.85</b>	<b>1.05</b>	<b>2.00</b>	<b>2.76</b>					<b>3.16</b>	<b>14.75</b>	<b>7.20</b>	<b>5.00</b>		<b>12.00</b>	<b>3.56</b>					
<b>MAX</b>					<b>1.20</b>	<b>1.40</b>	<b>3.80</b>	<b>3.50</b>					<b>4.70</b>	<b>15.00</b>	<b>7.20</b>	<b>5.00</b>		<b>12.00</b>	<b>4.70</b>					
<b>MIN</b>					<b>0.60</b>	<b>0.70</b>	<b>1.10</b>	<b>1.50</b>					<b>1.10</b>	<b>14.50</b>	<b>7.20</b>	<b>5.00</b>		<b>12.00</b>	<b>2.60</b>					
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>						<b>0.18</b>	<b>0.20</b>	<b>UNKW</b>	<b>UNKW</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
		BR - Bridge Approach/Departure				