

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

Cored By: Test Lab

Coring Completion Date: 2/16/22 - 2/17/22

Typical Section:

W.P.I. No.:	Name: SR 66	Lanes: 2
Fin. Proj. ID: 446229-1	From: SR 35 (US 17)	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 06080000	To: Charlie Creek
County: Hardee	SR No.: 66	Beg MP: 0.015
	End MP: 7.961	Length: 7.946
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/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	T1	S	T1					LR	SHEL		SAHM	RAP	DEPTH (IN.)	TYPE			CLASS	EXTENT
1	3.242	ML	R1	N			2.6		1.1					3.7	6.8									G	Patch	
2	4.020	ML	R1	Y		0.8	1.4		1.2					3.4	6.3						3.4	A	IB	L	P	Delamination
3	0.137	SS	R1	N		0.9	6.2							7.1		12.2								F	Magnolia St	
4	0.143	SS	L1	N		1.1		0.9						2.0	10.0									F	Magnolia St	
5	0.151	ML	R1	Y		0.8		2.0	0.8					3.6	5.7									F		
6	0.213	SS	L1	N	0.9			3.3						4.2	6.5									F	Palmetto St	
7	0.223	SS	R1	N	0.9			2.4						3.3	5.7									F	Palmetto St	
8	0.289	SS	R1	N	1.2			0.9	1.5					3.6	7.4									F	Poplar St	
9	0.293	SS	L1	N	1.5				1.0					2.5		5.5								F	Poplar St	
10	0.358	SS	L1	N	1.8			2.7						4.5	7.7									F	Elm St	
11	0.363	SS	R1	N	1.2									1.2		5.1								F	Elm St	
12	0.382	ML	L1	Y	1.3			1.6	1.2					4.1	6.5				22.6	4.1	A	IB	S	P	Base Crack,	
13	0.430	SS	R1	N	1.0			0.9	0.8					2.7	5.8					2.7	B	III	S	P	Base Crack; N. Hickory St	
14	0.432	SS	L1	N	0.9			1.5						2.4	7.5									F	N. Hickory St	
15	0.496	SS	R1	Y	1.3			1.6						2.9		5.4								F	Marion St	
16	0.594	SS	L1	N		0.9	1.8							2.7		8.6								F	Schoolhouse Rd	
17	0.622	S	OL	N	1.6									1.6	4.9									F		
18	0.687	ML	R1	N	1.2				1.8					3.0	7.1					3.0	A	II	S	P	Delamination, raveling	
19	0.753	SS	R1	N	0.7									0.7		5.4								F	Acorn Dr	
20	0.802	S	OR	N	1.4									1.4	4.4									F		
21	0.833	SS	L1	N	0.9			1.1						2.0		8.5								F	Academy Dr	
22	1.096	S	OR	N	1.3									1.3	4.7									F		
23	1.226	SS	L1	N	1.0			0.8						1.8		7.2								F	Farrell Rd	
24	1.354	ML	R1	Y	1.0			1.6						2.6	6.4			15.0	2.6	A	III	S	P	Base Crack		
25	1.476	SS	R1	N	1.1			1.5						2.6	8.4									F	Old Crewsville Rd	
26	1.559	ML	L1	Y	1.0			1.6	1.4					4.0	5.7					4.0	A	III	S	P	Base Crack	
27	1.631	SS	L1	N	0.7			1.8						2.5		10.0								F	Garza Rd	
28	1.684	ML	R1	Y	1.2			1.1						2.3	9.5					2.3	A	III	S	P	Base crack	

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County: Hardee		SR No.: 66		Beg MP: 0.015		End MP: 7.961	Length: 7.946	Outside: Paved				
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/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	T1	S	T1					LR	SHEL		SAHM	RAP	DEPTH (IN.)	TYPE			CLASS
29	1.724	S	OL	N	1.6									1.6	3.9									F	
30	1.988	SS	R1	N	0.9				0.6	0.9				2.4	10.5									F	Old Crewsville Rd
31	2.223	SS	L1	N		1.0	2.0							3.0										F	Charley Anderson Rd.
32	2.319	ML	R1	Y		1.1	1.5		1.1					3.7	7.3									F	
33	2.366	ML	L1	Y		1.0	1.5		0.9					3.4	6.1					3.4	A	IB	L	F	Base Crack
34	2.428	S	OL	N		1.5								1.5										F	
35	2.734	ML	L1	Y		1.0	1.6		1.4					4.0	6.0					4.0	A	III	S	F	Base Crack
36	2.854	SS	R1	N		1.0		0.6	1.2	1.0	0.8			4.6			4.4							F	Merle Langford Rd
37	2.855	SS	L1	N		0.8		1.4	3.6					5.8			5.0							F	Merle Langford Rd; base fell apart
38	2.922	S	OR	N		1.5								1.5										F	
39	3.228	S	OR	N		1.5		0.5						2.0										F	
40	3.466	S	OL	N		1.2								1.2										F	
41	3.675	ML	L1	Y		0.9	1.1		1.3					3.3	7.3					3.3	A	III	S	P	Base Crack
42	3.772	SS	R1	N		1.1	2.2							3.3										F	Sunset Dr
43	3.816	ML	L1	Y		0.9	1.4		1.4					3.7	7.3					3.7	A	III	S	P	Base Crack
44	3.840	ML	L1	Y		0.9	1.3		1.3					3.5	7.0				12.2	3.5	A	III	S	P	Base Crack
45	4.037	ML	R1	N			1.5	0.9	0.8					3.2	8.5									F	Patch
46	4.249	S	OL	N		1.2		0.8						2.0										F	
47	4.374	ML	R1	Y		0.9	1.3		0.9					3.1	7.0				13.9	0.9	C	III	M	P	Core Seperated, slippage area
48	4.397	ML	R1	Y		0.9	1.4		1.0					3.3	7.0					3.3	A	III	S	P	Base Crack, slippage area
49	4.700	S	OR	N			1.4	0.6						2.0										F	
50	4.770	SS	R1	N		1.5								1.5										F	Base fell apart; Mineral Branch Rd
51	4.876	ML	L1	Y		1.3	0.9							2.2	6.3					2.2	A	IB	L	F	Base Crack
52	5.246	ML	L1	Y		0.8	1.5		0.7					3.0	7.2					3.0	A	III	S	P	Base Crack
53	5.402	ML	R1	Y		1.0	1.2		1.2					3.4	6.1									F	
54	5.504	S	OL	N		1.2		0.3						1.5										F	
55	5.627	ML	R1	Y		1.7			0.7					2.4	5.7									F	
56	5.673	SS	L1	N		2.0								2.0						2.0	B	II	L	F	Base fell apart; Nursery Rd.

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All Cores																											
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					FC3	FC9.5	SP9.5	S	T1	S	T1						LR		SHEL	SAHM	RAP	DEPTH (IN.)			TYPE	CLASS	EXTENT
57	5.784	ML	L1	Y		1.1	1.4		1.6					4.1	3.4						4.1	A	II	M	P	Base Crack	
58	5.864	ML	L1	Y		1.0	2.0		1.6					4.6	6.6						1.0	B	III	S	P	Slippage area	
59	5.936	S	OR	N		1.5								1.5											F		
60	6.023	ML	L1	Y		0.9	1.7		1.4					4.0	6.3						4.0	A	III	S	P	Base Crack, slippage area	
61	6.161	S	OR	N		1.4								1.4											F		
62	6.270	ML	L1	Y		1.0	1.1		1.1					3.2	7.3						3.2	A	II	M	P	Base Crack	
63	6.553	ML	L1	Y		1.0	1.9							2.9	7.4						2.9	A	II	M	P	Slippage area, widening crack	
64	6.567	ML	R1	Y		2.0			2.0					4.0	6.8										F	Bottom up crack	
65	6.620	ML	R1	N			2.0							2.0	7.8										G	Patch, bottom up cracking, base crack	
66	6.693	S	OL	N		1.4								1.4											F		
67	6.726	SS	R1	N		2.6								2.6											F	Base fell apart. Grass Valley Rch Rd.	
68	6.755	ML	R1	Y		1.0	1.3	0.4						2.7	6.3						2.7	A	II	S	P	Delamination	
69	6.768	SS	L1	N		1.9								1.9											F	Oak Thicket Ln	
70	6.851	ML	R1	Y			2.0		1.1					3.1	5.3						11.6				G	Patch	
71	7.043	SS	L1	N		2.5								2.5											F	Oak Thicket Ln	
72	7.097	ML	L1	Y		1.0	1.6		1.4					4.0	5.3						4.0	B	III	S	P	Core fell apart	
73	7.315	S	OL	N		1.2		0.8						2.0											F		
74	7.362	ML	L1	N			2.5		1.5					4.0	6.0										G	Patch	
75	7.412	ML	R1	Y			2.1		1.7					3.8	5.7										G	Patch	
76	7.568	SS	L1	N		1.0	0.6	0.9						2.5		12.0									F	Clifton Bryan Rd	
77	7.727	S	OR	N		1.5								1.5											F		
78	3.073	ML	L1	Y		0.9	1.8		1.0					3.7	6.3						0.9	A	III	M	F	Possible slippage	
79	1.736	ML	L1	Y	1.3			1.0	1.3					3.6	7.2						3.6	A	III	M	P		
80	6.198	ML	R1	Y		1.0	1.2		1.0					3.2	6.6						3.2	A	III	S	P	Slippage, delamination, base crack	
81	4.505	ML	L1	Y		1.2			1.4					2.6	7.9										P	Slippage & delamination area	
<b>AVERAGE</b>					<b>1.16</b>	<b>1.21</b>	<b>1.73</b>	<b>1.24</b>	<b>1.28</b>	<b>1.00</b>	<b>0.80</b>			<b>2.85</b>	<b>6.65</b>	<b>7.99</b>	<b>4.70</b>	<b>4.73</b>	<b>14.41</b>	<b>3.00</b>							
<b>MAX</b>					<b>1.80</b>	<b>2.60</b>	<b>6.20</b>	<b>3.30</b>	<b>3.60</b>	<b>1.00</b>	<b>0.80</b>			<b>7.10</b>	<b>10.50</b>	<b>12.20</b>	<b>5.00</b>	<b>7.20</b>	<b>22.60</b>	<b>4.10</b>							

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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	T1	S	T1					LR	SHEL	SAHM	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		
MIN					0.70	0.80	0.60	0.30	0.70	1.00	0.80				0.70	3.40	5.10	4.40	1.80	4.10	0.90					
LAYER COEF					0.17	0.25	0.25	0.25	0.23	0.25	0.23				0.18	0.18	0.11	UNKW	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>	<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				