

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

Cored By: RCS

Coring Completion Date: 6/6/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:				Name: CR 664 Bridge #060034 Replacement over Little Payne Creek				Lanes: 2 Lanes					
Fin. Proj. ID: 435830-1				From: W of Little Payne Creek				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 06520000		To: E of Little Payne Creek				Inside: None					
County: Hardee		SR No.: CR 664		Beg MP: 6.418		End MP: 6.532		Length: 0.114		Outside: None			
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	
					FC9.5	SP9.5	S	T1	WC									LR					DEPTH (IN.)	TYPE			CLASS
1	6.450	ML	R1	Y	1.1			1.3	0.6							3.0	8.2				12.0	3.0	C	III	M	F	
2	6.476	ML	R1	Y	1.1	0.6		0.8	0.6						3.1	5.7						3.1	C	III	M	P	Asphalt and Limerock over Bridge Deck
3	6.514	ML	R1	Y	1.0		2.1								3.1	5.4						3.1	C	III	M	F	
4	6.514	ML	L1	Y	1.3		4.2								5.5	5.5				12.0	5.5	C	III	M	F		
5	6.444	ML	L1	Y	0.6	0.7		0.8	0.4						2.5	7.4					2.5	C	III	M	P		
6	6.472	ML	L1	N	1.0		2.1		0.5						3.6	4.5					3.6	C	II	M	F	Asphalt and Limerock over Bridge Deck	
<b>AVERAGE</b>					<b>1.02</b>	<b>0.65</b>	<b>2.80</b>	<b>0.97</b>	<b>0.53</b>						<b>3.47</b>	<b>6.12</b>				<b>12.00</b>	<b>3.47</b>						
<b>MAX</b>					<b>1.30</b>	<b>0.70</b>	<b>4.20</b>	<b>1.30</b>	<b>0.60</b>						<b>5.50</b>	<b>8.20</b>				<b>12.00</b>	<b>5.50</b>						
<b>MIN</b>					<b>0.60</b>	<b>0.60</b>	<b>2.10</b>	<b>0.80</b>	<b>0.40</b>						<b>2.50</b>	<b>4.50</b>				<b>12.00</b>	<b>2.50</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>							<b>0.18</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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				