

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

Cored By: Test Lab, Inc.

Coring Completion Date: 7/29/2022

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

W.P.I. No.:		Name: SR 64		Lanes: 2	
Fin. Proj. ID: 448925-1		From: Spruce St.		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 06050000		To: S. Barlow Road	
County: Hardee		SR No.: 64		Beg MP: 16.430 End MP: 22.780 Length: 6.350	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved Lawn Other:	
				Curb & Gutter (Y/N): Inside: N; Outside: Y	

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	FC12.5	FC9.5	SP9.5	S	S2	WC	LR		ABC-2	SAHM	DEPTH (IN.)	TYPE		CLASS	EXTENT						
1	16.437	ML	R1	Y	0.7					2.3				3.0	13.3						3.0	A	II	S	P	After pavement change, base crack
2	16.487	ML	R1	N	0.8					3.0				3.8	13.2						3.8	B	III	S	P	
3	16.521	ML	L1	Y	0.9					2.0				2.9			16.7				2.9	B	III	S	P	Base fell apart
4	16.552	GO	GO	N	0.8					2.7				3.5	16.5									F		
5	16.570	TL	RL	N	0.7					3.6				4.3	14.2						3.7	B	II	M	P	
6	16.573	ML	L1	N	1.4					4.4				5.8	15.2						5.8	B	III	S	P	Base crack
7	16.678	TL	LL	N		1.9				4.7				6.6	16.4			12.2						F		
8	16.700	TL	RL	N		1.2				2.3				3.5	15.0									F		Before pavement change
9	16.716	ML	R1	Y		1.6				4.0				5.6	15.9						3.6	B	IB	M	P	After pavement change
10	16.738	GO	GO	N		1.5				3.0				4.5	15.0									F		
11	16.831	ML	R1	Y		1.6		8.7						10.3	6.5									F		3 - 30" X 72' concrete pipe
12	17.007	ML	R1	Y		1.4				3.3				4.7	7.1						4.7	A	III	S	P	Core fell apart
13	17.037	ML	R1	Y			0.5			2.6		0.5		3.6	8.4						3.6	A	III	S	P	Before pavement change
14	17.144	ML	L1	Y	1.1					1.8				2.9	5.6						2.9	A	III	S	P	
15	17.166	S	OL	N	1.4					2.4				3.8		5.2								F		
16	17.330	S	OR	N	1.0					2.7				3.7		6.9								F		
17	17.602	S	OL	N	1.3					2.2				3.5		4.8								F		
18	17.801	ML	L1	Y	1.4					2.6				4.0		4.7					3.0	B	II	L	P	1 - 10' X 3' X 60' concrete box culvert
19	17.860	ML	R1	Y	1.2					1.8				3.0		4.9					3.0	A	III	S	P	Base crack; core fell apart
20	17.920	S	OR	N	1.2					2.5				3.7		4.4								F		
21	18.073	ML	R1	Y	1.2					1.8	2.2			5.2		7.5		12.5			4.1	B	III	S	P	Base fell apart
22	18.187	ML	L1	Y	1.3					4.2				5.5		6.0					5.5	A	II	S	F	Asphalt and base fell apart
23	18.228	ML	L1	Y	1.3					2.4		0.5		4.2		7.0					4.2	B	III	S	P	Base fell apart
24	18.229	ML	R1	N	1.0					3.9		0.5		5.4		6.3					5.4	B	III	S	P	Base fell apart
25	18.641	ML	R1	Y	1.0					1.9				2.9		7.6					2.9	B	III	S	P	Base fell apart
26	18.771	TL	RL	N	1.1					1.5		0.7		3.3		8.0								F		Base fell apart
27	18.771	ML	L1	Y	1.0					2.0				3.0	2.0						3.0	B	II	S	P	Widening crack base is 1/2 LR & 1/2 SAHM (SAHM under LR)
28	18.804	TL	RL	Y	0.8					1.5	0.7	0.6		3.6		7.3					3.6	B	II	S	P	Base fell apart

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F.A. Project No.:	Roadway ID: 06050000	To: S. Barlow Road
County: Hardee	SR No.: 64	Beg MP: 16.430
Overall Pavement Condition (from DMO field review): Fair		End MP: 22.780
		Length: 6.350
		Outside: Paved
		Median Curbed (Y/N): N
		Paved
		Lawn
		Other:
		Curb & Gutter (Y/N): Inside: N; Outside: Y

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	FC12.5	FC9.5	SP9.5	S	S2	WC					LR	ABC-2	SAHM			DEPTH (IN.)	TYPE	CLASS	EXTENT		
29	18.850	ML	L1	Y	1.2					1.5	1.5				4.2			6.5			4.2	B	II	S	P	Base fell apart, widening crack
30	18.870	GO	GO	N	1.1					2.0	0.6	0.6			4.3			8.1							F	Base fell apart
31	19.064	S	OL	N	1.2					2.8					4.0		4.6								F	
32	19.133	ML	L1	Y	1.3					4.8					6.1			8.2							F	1 - 10' X 4' X 56' concrete box culvert; base fell apart
33	19.242	S	OR	N	1.2					3.8					5.0		5.4								F	
34	19.535	S	OR	N	1.3					2.6					3.9		5.1								F	
35	19.704	S	OL	N	1.1					2.7					3.8		4.5								F	
36	20.158	ML	R1	Y			0.6			2.4		0.6			3.6			7.8			3.6	B	III	M	P	Core in patched section, base fell apart
37	20.176	ML	R1	Y	1.2					1.4		0.3			2.9			7.8			2.9	B	III	S	P	After pavement change, base fell apart
38	20.297	ML	L1	Y	1.2					1.1		0.5			2.8			7.9	14.3		2.8	B	III	S	P	Base fell apart
39	20.531	ML	L1	Y	1.2					3.8					5.0			7.3							F	1 - 10' X 5' X 62' concrete box culvert; base fell apart
40	20.591	S	OL	N	1.5					1.7					3.2		4.0								F	
41	20.654	ML	L1	Y	1.5					1.4	0.9	0.5			4.3			5.7			4.3	B	II	S	P	Base fell apart
42	20.755	S	OR	N	1.5					2.0					3.5		4.8			7.5					F	
43	20.880	ML	R1	N	1.3					1.8	0.8	0.5			4.4			5.5			4.4	B	IB	M	P	Base fell apart
44	21.000	ML	R1	Y	1.0					1.9					2.9			6.3			2.9	A	III	S	P	Base fell apart
45	21.167	ML	R1	Y	1.2					1.8					3.0			8.0							F	1 - 4' X 2' concrete box culvert; core & base fell apart; measured hole
46	21.251	ML	L1	Y	1.2					2.0	1.0				4.2			5.9			4.2	A	IB	L	P	Base fell apart
47	21.577	ML	L1	Y	1.4					2.1					3.5			7.3			1.8	B	IB	L	P	1 - 8' X 4' X 62' concrete box culvert; base fell apart
48	21.610	ML	R1	Y	1.2					1.7					2.9			7.0			2.9	A	III	S	P	Base fell apart
49	21.648	ML	R1	Y	1.2					1.5		0.6			3.3			6.0			1.2	A	III	M	P	Base fell apart
50	21.790	S	OR	N	1.6					3.1					4.7		4.9								F	
51	21.954	S	OL	N	1.3					2.7					4.0		4.5			16.4					F	
52	22.040	ML	L1	Y	1.2					5.0					6.2	7.1					6.2	A	III	S	P	Core fell apart
53	22.230	ML	R1	N	1.2					1.9	2.2	0.6			5.9			10.3			5.9	B	II	S	P	3- 48" X 62' Corrugated Metal Pipe; 14.5 in. LR under SAHM
54	22.264	ML	L1	Y	1.3					2.4	1.1	0.7			5.5	9.8									F	
55	22.457	S	OR	N	1.6					2.1					3.7		4.1								F	
56	22.522	ML	R1	Y	1.0					2.3		0.6			3.9	8.1					3.9	B	II	S	P	Base Crack

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Coring Completion Date: 7/29/2022

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F.A. Project No.:		Roadway ID:	06050000			To:	S. Barlow Road	
County:	Hardee	SR No.:	64			Beg MP:	16.430	
Overall Pavement Condition (from DMO field review):		Fair	End MP:	22.780	Length:	6.350	Outside:	Paved
			Median Curbed (Y/N):	N	Paved	Lawn	Other:	
					Curb & Gutter (Y/N):	Inside: N; Outside: Y		

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	FC12.5	FC9.5	SP9.5	S	S2	WC					LR	ABC-2	SAHM			DEPTH (IN.)	TYPE	CLASS	EXTENT		
57	22.559	S	OL	N	1.1					1.9						3.0		5.6						F		
58	22.591	ML	L1	Y	1.1					2.2						3.3		4.7						P	Base cack; widening crack	
59	22.682	ML	L1	Y	1.1					1.8	0.7	0.5				4.1	7.9							P		
<b>AVERAGE</b>					<b>1.18</b>	<b>1.53</b>	<b>0.55</b>	<b>8.70</b>	<b>2.51</b>	<b>1.17</b>	<b>0.55</b>				<b>4.15</b>	<b>10.96</b>	<b>4.89</b>	<b>7.48</b>		<b>12.58</b>	<b>3.74</b>					
<b>MAX</b>					<b>1.60</b>	<b>1.90</b>	<b>0.60</b>	<b>8.70</b>	<b>5.00</b>	<b>2.20</b>	<b>0.70</b>				<b>10.30</b>	<b>16.50</b>	<b>6.90</b>	<b>16.70</b>		<b>16.40</b>	<b>6.20</b>					
<b>MIN</b>					<b>0.70</b>	<b>1.20</b>	<b>0.50</b>	<b>8.70</b>	<b>1.10</b>	<b>0.60</b>	<b>0.30</b>				<b>2.80</b>	<b>2.00</b>	<b>4.00</b>	<b>4.90</b>		<b>7.50</b>	<b>1.20</b>					
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>					<b>0.18</b>	<b>0.16</b>	<b>0.11</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	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor