

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

Cored By: BRENT GRUBBS

Coring Completion Date: 12/18/2023

Typical Section: 1

W.P.I. No.:	Name: SR 66	Lanes: 2
Fin. Proj. ID: 439750-2	From: S. GEORGE BLVD	Shoulder Type and Condition:
F.A. Project No.:	To: US 27	Inside: N
County: HIGHLANDS	Beg MP: 8.935	End MP: 9.342
Roadway ID: 09140000	Length: 0.407	Outside: 1
SR No.: 66		Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Fair		

**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
					FC12.5	SP2F	SP1F	S	T1								LR	RAP			DEPTH (IN.)	TYPE	CLASS		
1	9.063	S	OR	N	1.2		0.7								1.9		4.9						F		
2	9.088	ML	R1	Y	1.6	1.8		1.1	1.1						5.6	5.5							F	BOTTOM UP CRACK	
3	9.232	ML	R1	N	1.7		1.2	1.4							4.3	10.5							F	BOTTOM UP CRACK	
4	9.198	S	OL	N	2.2	1.2									3.4	12.0							F		
5	9.170	ML	L1	Y	1.3		2.0	0.9	1.0						5.2	6.5				5.2	C	III	S	P	JOINT CRACK
6	9.034	TL	LR	Y	1.7	2.8									4.5	14.5							F	LEFT RDWY, LEFT TURN	
<b>AVERAGE</b>					<b>1.62</b>	<b>1.93</b>	<b>1.30</b>	<b>1.13</b>	<b>1.05</b>						<b>4.15</b>	<b>9.80</b>	<b>4.90</b>				<b>5.20</b>				
<b>MAX</b>					<b>2.20</b>	<b>2.80</b>	<b>2.00</b>	<b>1.40</b>	<b>1.10</b>						<b>5.60</b>	<b>14.50</b>	<b>4.90</b>				<b>5.20</b>				
<b>MIN</b>					<b>1.20</b>	<b>1.20</b>	<b>0.70</b>	<b>0.90</b>	<b>1.00</b>						<b>1.90</b>	<b>5.50</b>	<b>4.90</b>				<b>5.20</b>				
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>							<b>0.18</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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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