

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

Cored By: RCS

Date: 4/26/2021

Typical Section: 9110000

| | | | | | | | | | | | |
|---|-----------|---------|---|----------------------|-------|---------|------------------------------|-------------------------|-------|----------------------|-------|
| W.P.I. No.: | | Name: | SR 700 (US 98) from E of CR 621 to Bridge #090016 | | | | Lanes: | 1 Lane each direction | | | |
| Fin. Proj. ID: | 446208-1 | From: | E of CR 621 | | | | Shoulder type and Condition: | Paved -- Fair Condition | | | |
| F.A. Project No.: | | To: | Bridge #090016 | | | | Inside: | N/A | | | |
| County: | Highlands | SR No.: | 700 | Beg MP: | 14.56 | End MP: | 24.372 | Length: | 9.812 | Outside: | Paved |
| Overall Pavement Condition (from DMO field review): | | | Poor | Median Curbed (Y/N): | N | Paved | Lawn | Other: | | Curb & Gutter (Y/N): | N |

All Cores

| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ³ | CRACK | | | | PAVEMENT CONDITION | COMMENTS |
|----------|------------------------|-----------|------|----------|----------------------|-------|-----|-----|-----|------|--|--|-------------------------------|------|------|------|------|----------------------------------|-------|------|-------------|------|---|----------|
| | | | | | FC9.5 | SP9.5 | S | T1 | S | ARMI | | | | | | SAHM | LR | | RAP | CONC | DEPTH (IN.) | TYPE | | |
| 1 | 14.540 | ML | R1 | N | 1.6 | 2.5 | | | | | | | 4.1 | 8.7 | | | | 0.5 | C | III | S | P | Base crack, SAHM fell apart | |
| 2 | 14.540 | S | OR | N | 1.0 | 2.3 | | | | | | | 3.3 | | 4.7 | | | | | | | F | | |
| 3 | 15.002 | ML | R1 | Y | 1.2 | 1.5 | 0.8 | | | | | | 3.5 | 9.5 | | | | 3.5 | A | III | S | P | SAHM fell apart | |
| 4 | 15.889 | ML | R1 | N | 1.0 | 2.0 | 0.7 | | | | | | 3.7 | 5.5 | | | 10.0 | 0.7 | C | III | M | P | | |
| 5 | 15.889 | S | OR | N | 1.2 | 1.5 | | | | | | | 2.7 | | 4.5 | | 10.0 | | | | | F | | |
| 6 | 16.811 | TL/CO | R1 | N | 1.0 | 1.4 | 1.9 | | | | | | 4.3 | 7.7 | | | | 4.3 | C | III | M | P | Base crack / SAHM Fell Apart - Left Turn Lane to Campground | |
| 7 | 16.996 | ML | R1 | Y | 0.8 | 0.9 | | | | | | | 1.7 | 10.3 | | | | 1.7 | C | III | M | P | SAHM fell apart - Approach slab encountered | |
| 8 | 16.996 | ML | R1 | Y | 0.5 | 0.8 | | | | | | | 1.3 | 10.7 | | | | 1.3 | A | III | M | P | SAHM fell apart - Approach slab encountered | |
| 9 | 17.010 | ML | R1 | Y | 1.2 | 1.2 | | | | | | | 2.4 | 8.6 | | | | 2.4 | A | III | M | P | SAHM fell apart - Departure slab encountered | |
| 10 | 17.254 | ML | R1 | N | 1.3 | | 2.5 | | | | | | 3.8 | 7.2 | | | | 2.2 | C | III | M | P | SAHM fell apart | |
| 11 | 17.254 | S | OR | N | 1.5 | 0.8 | | | | | | | 2.3 | | 6.0 | | | | | | | F | | |
| 12 | 17.874 | ML | R1 | Y | 1.3 | 1.1 | 1.1 | | | | | | 3.5 | 7.5 | | | | 3.5 | C | II | M | F | SAHM fell apart | |
| 13 | 17.874 | S | OR | N | 1.6 | 0.9 | | | | | | | 2.5 | | 3.8 | | | | | | | F | | |
| 14 | 19.245 | ML | R1 | Y | 1.1 | 1.4 | 7.8 | 1.6 | 1.8 | | | | 13.7 | | 0.4 | | | 0.6 | C | III | M | P | | |
| 15 | 19.245 | S | OR | N | 1.0 | 2.2 | 1.1 | | | | | | 4.3 | | 4.7 | | | | | | | F | | |
| 16 | 19.635 | ML | R1 | N | 1.0 | 2.6 | 3.5 | 1.4 | 2.3 | | | | 10.8 | 3.8 | | | 11.0 | 0.5 | C | III | S | P | Broke during extraction | |
| 17 | 19.635 | S | OR | N | 1.0 | 0.7 | 1.4 | | | | | | 3.1 | | 4.5 | | | | | | | F | | |
| 18 | 19.991 | TL/CO | R1 | N | 1.6 | 2.3 | | | | | | | 3.9 | | 12.1 | | | 0.5 | C | II | L | F | Right Turn to Buckhorn Road | |
| 19 | 20.066 | SS | R1 | N | 1.0 | 2.1 | | | | | | | 3.1 | | 13.2 | | | 1.3 | C | III | M | P | Pavement Joint - Buckhorn Road | |
| 20 | 20.079 | ML | R1 | Y | 1.0 | 3.4 | | | | | | | 4.4 | | 12.6 | | | 0.4 | C | II | L | F | Merge Lane to R1 | |
| 21 | 20.997 | ML | R1 | N | 1.0 | 1.4 | 2.5 | | | | | | 4.9 | 6.1 | | | | 0.6 | C | II | S | P | | |
| 22 | 20.997 | S | OR | N | 1.3 | 1.5 | | | | | | | 2.8 | | 5.5 | | | | | | | F | | |
| 23 | 21.189 | ML | R1 | N | 1.5 | 1.5 | 2.5 | | | | | | 5.5 | 6.6 | | | | 2.2 | A | III | S | P | | |
| 24 | 21.830 | ML | R1 | Y | 0.9 | 1.9 | 1.8 | | | | | | 4.6 | 6.2 | | | | 1.8 | C | III | S | P | | |
| 25 | 21.830 | S | OR | N | 1.1 | 1.5 | 0.5 | | | | | | 3.1 | | 6.0 | | | | | | | F | | |
| 26 | 22.344 | ML | R1 | Y | 1.1 | | 2.3 | | | | | | 3.4 | 7.9 | | | | 3.4 | C | III | S | P | Base Crack | |
| 27 | 22.954 | ML | R1 | N | 1.4 | 1.6 | 1.0 | | | | | | 4.0 | 8.1 | | | | 0.6 | C | II | S | P | | |
| 28 | 22.954 | S | OR | N | 1.0 | 1.7 | 0.8 | | | | | | 3.5 | | 4.6 | | | | | | | F | | |
| 29 | 23.897 | ML | R1 | N | 1.5 | 1.0 | 1.3 | | | | | | 3.8 | 8.6 | | | | | | | | P | Widening area - No crack on Core | |
| 30 | 24.200 | TL/CO | R1 | Y | 1.4 | 2.9 | | | | | | | 4.3 | | 12.2 | | | 0.9 | C | II | L | F | Right Turn Lane to 721 | |
| 31 | 24.276 | SS | R1 | Y | 1.0 | 2.2 | 1.8 | | | | | | 5.0 | | 11.8 | | | 5.0 | C | III | M | P | Base crack - Road 721 | |
| 32 | 24.321 | ML | R1 | Y | 1.1 | 1.1 | 1.2 | | | | | | 3.4 | 8.4 | | | | 3.4 | C | II | M | P | | |

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|---|-----------|---------|---|----------------------|-------|---------|------------------------------|-------------------------|-------|----------------------|-------|
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| Fin. Proj. ID: | 446208-1 | From: | E of CR 621 | | | | Shoulder type and Condition: | Paved -- Fair Condition | | | |
| F.A. Project No.: | | To: | Bridge #090016 | | | | Inside: | N/A | | | |
| County: | Highlands | SR No.: | 700 | Beg MP: | 14.56 | End MP: | 24.372 | Length: | 9.812 | Outside: | Paved |
| Overall Pavement Condition (from DMO field review): | | | Poor | Median Curbed (Y/N): | N | Paved | Lawn | Other: | | Curb & Gutter (Y/N): | N |

All Cores

| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ³ | CRACK | | | PAVEMENT CONDITION | COMMENTS | | |
|----------|------------------------|-----------|------|----------|----------------------|-------|-----|----|---|------|--|--|-------------------------------|------|-----|------|-----|----------------------------------|-------|------|-------------|--------------------|----------|---|--|
| | | | | | FC9.5 | SP9.5 | S | T1 | S | ARMI | | | | | | SAHM | LR | | RAP | CONC | DEPTH (IN.) | | | TYPE | CLASS |
| 33 | 24.390 | ML | R1 | N | 1.4 | 1.0 | 1.6 | | | | | | | 4.0 | | 7.0 | | | | 4.0 | C | III | M | P | |
| 34 | 24.426 | ML | R1 | N | 0.7 | 0.7 | | | | | | | | 1.4 | | | | UNK | | | | | F | Approach slab | |
| 35 | 24.553 | ML | L1 | N | 1.0 | 2.0 | 1.6 | | | | | | | 4.6 | | | | UNK | | 1.3 | C | II | L | F | Approach slab |
| 36 | 24.367 | ML | L1 | Y | 1.1 | 2.4 | | | | | | | | 3.5 | | 8.5 | | | 12.0 | 3.5 | C | III | M | P | Base crack |
| 37 | 24.295 | TL/CO | L1 | Y | 1.1 | 1.0 | 3.4 | | | | | | | 5.5 | 5.5 | | | | | 0.7 | C | II | S | P | SAHM broke apart - Left Turn Lane to 721 |
| 38 | 24.260 | ML | L1 | Y | 1.0 | 1.4 | | | | | | | | 2.4 | 6.1 | | | | | 2.4 | C | III | M | P | SAHM broke apart |
| 39 | 24.030 | ML | L1 | Y | 1.1 | 1.1 | 0.7 | | | | | | | 2.9 | 7.2 | | | | | 2.9 | C | II | M | P | Base crack |
| 40 | 23.859 | ML | L1 | N | 1.3 | | 2.4 | | | | | | | 3.7 | 6.6 | | | | | 3.7 | C | III | M | P | Base crack |
| 41 | 23.765 | ML | L1 | Y | 1.4 | 1.2 | 0.4 | | | | | | | 3.0 | 7.0 | | | | | 1.7 | C | II | S | P | |
| 42 | 23.158 | ML | L1 | Y | 1.2 | 1.4 | 1.9 | | | | | | | 4.5 | 7.2 | | | | | | | | P | Cored on Patch | |
| 43 | 23.158 | S | OL | N | 1.2 | 0.9 | 1.1 | | | | | | | 3.2 | | | 5.7 | | 11.0 | | | | F | Cored on Patch | |
| 44 | 22.095 | ML | L1 | N | 1.3 | 1.4 | 2.1 | | | | | | | 4.8 | 6.7 | | | | | 4.8 | C | II | L | P | |
| 45 | 22.095 | S | OL | N | 1.0 | 1.5 | 1.0 | | | | | | | 3.5 | | | 6.5 | | | | | | F | | |
| 46 | 20.791 | ML | L1 | N | 1.5 | 2.6 | 5.6 | | | | | | | 9.7 | 5.3 | | | | | 1.0 | C | II | M | P | |
| 47 | 20.791 | S | OL | N | 1.1 | 1.7 | | | | | | | | 2.8 | | | 4.7 | | | | | | F | | |
| 48 | 20.261 | ML | L1 | N | 1.0 | 0.4 | 3.8 | | | | | | | 5.2 | 6.8 | | | | | 5.2 | C | III | M | P | Base crack |
| 49 | 20.092 | TL/CO | L1 | Y | 1.7 | | 3.2 | | | | | | | 4.9 | 7.4 | | | | | 1.2 | C | III | S | P | Left Turn Lane to Buckhorn Road |
| 50 | 20.020 | S | OL | Y | 1.5 | 1.2 | | | | | | | | 2.7 | | | 5.8 | | | | | | F | | |
| 51 | 20.015 | ML | L1 | Y | 1.1 | 2.0 | | | | | | | | 3.1 | 7.4 | | | | | | | | P | Cored on Patch | |
| 52 | 19.996 | ML | L1 | Y | 1.5 | 1.2 | | | | | | | | 2.7 | 8.9 | | | | | 0.5 | C | II | S | P | |
| 53 | 19.541 | SS | L1 | N | 1.1 | | 0.6 | | | 0.6 | | | | 2.3 | | 8.0 | | | | 2.3 | C | III | M | F | Locks Access Road |
| 54 | 19.087 | ML | L1 | Y | 1.5 | 0.7 | 0.5 | | | | | | | 2.7 | 7.3 | | | | | 2.7 | C | III | M | P | |
| 55 | 19.087 | S | OL | N | 1.2 | 1.8 | 0.5 | | | | | | | 3.5 | | | 3.8 | | | | | | F | | |
| 56 | 18.689 | ML | L1 | Y | 1.4 | 1.6 | | | | | | | | 3.0 | 7.1 | | | | | 3.0 | C | II | M | P | Base crack |
| 57 | 18.292 | S | OL | N | 0.6 | 2.8 | | | | | | | | 3.4 | | | 2.6 | | | | | | F | | |
| 58 | 18.288 | ML | L1 | Y | 1.3 | 1.4 | 1.6 | | | | | | | 4.3 | 6.2 | | | | | 4.3 | C | II | S | P | Base crack |
| 59 | 17.823 | ML | L1 | N | 1.5 | 1.1 | 1.3 | | | | | | | 3.9 | 7.3 | | | | | 2.2 | C | III | S | P | |
| 60 | 17.010 | ML | L1 | N | 1.0 | 2.1 | | | | | | | | 3.1 | 2.9 | | | | 12.0 | | | | F | No Approach slab encountered | |
| 61 | 16.996 | ML | L1 | Y | 1.2 | 1.2 | 1.4 | | | | | | | 3.8 | 3.2 | | | | | | | | P | Base crack - Departure slab encountered | |
| 62 | 16.876 | TL/CO | L1 | Y | 1.0 | 1.5 | 0.8 | | | | | | | 3.3 | | 11.2 | | | | | | | F | Turn Lane to Campground | |
| 63 | 16.818 | ML | L1 | Y | 1.5 | 2.3 | 0.6 | | | | | | | 4.4 | | 12.4 | | | | 2.4 | C | III | L | P | |
| 64 | 16.818 | ML | L1 | Y | 1.3 | 2.4 | | | | | | | | 3.7 | | 11.3 | | | 12.0 | 0.8 | C | II | L | F | Merge Lane to L1 |

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Date: 4/26/2021

Typical Section: 9110000

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|---|-----------|---------|---|----------------------|-------|---------|------------------------------|-------------------------|-------|----------------------|-------|
| W.P.I. No.: | | Name: | SR 700 (US 98) from E of CR 621 to Bridge #090016 | | | | Lanes: | 1 Lane each direction | | | |
| Fin. Proj. ID: | 446208-1 | From: | E of CR 621 | | | | Shoulder type and Condition: | Paved -- Fair Condition | | | |
| F.A. Project No.: | | To: | Bridge #090016 | | | | Inside: | N/A | | | |
| County: | Highlands | SR No.: | 700 | Beg MP: | 14.56 | End MP: | 24.372 | Length: | 9.812 | Outside: | Paved |
| Overall Pavement Condition (from DMO field review): | | | Poor | Median Curbed (Y/N): | N | Paved | Lawn | Other: | | Curb & Gutter (Y/N): | N |

All Cores

| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ³ | CRACK | | | | PAVEMENT CONDITION | COMMENTS | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|--|--|--|--|-------------------------------|--------------|--------------|-------------|------|----------------------------------|-------------|------|-------|--------|--------------------|-------------------------|--|
| | | | | | FC9.5 | SP9.5 | S | T1 | S | ARMI | | | | | | SAHM | LR | RAP | CONC | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | | |
| 65 | 16.492 | ML | L1 | N | 1.2 | 1.5 | 1.3 | | | | | | | | 4.0 | 6.0 | | | | | 4.0 | C | III | M | P | SAHM broke / base crack | |
| 66 | 16.492 | S | OL | N | 1.0 | 2.2 | | 1.7 | | | | | | | 4.9 | | | 5.1 | | | | | | | F | | |
| 67 | 15.337 | ML | L1 | N | 1.4 | 1.6 | | | | | | | | | 3.0 | 8.3 | | | | | 2.5 | C | II | S | P | | |
| 68 | 15.337 | S | OL | N | 1.2 | 1.7 | | | | | | | | | 2.9 | 6.2 | | 4.4 | | | | | | | F | | |
| 69 | 15.172 | ML | L1 | N | 1.4 | 1.1 | 1.7 | | | | | | | | 4.2 | 6.2 | | | | | 2.4 | C | III | S | P | | |
| 70 | 20.071 | SS | R1 | N | 1.0 | 1.6 | 3.6 | | | | | | | | 6.2 | | 10.3 | | | | | | | | F | Buckhorn Road | |
| AVERAGE | | | | | 1.19 | 1.59 | 1.84 | 1.57 | 2.05 | 0.60 | | | | | 3.93 | 7.03 | 10.88 | 4.63 | | 11.14 | 2.24 | | | | | | |
| MAX | | | | | 1.70 | 3.40 | 7.80 | 1.70 | 2.30 | 0.60 | | | | | 13.70 | 10.70 | 13.20 | 6.50 | | 12.00 | 5.20 | | | | | | |
| MIN | | | | | 0.50 | 0.40 | 0.40 | 1.40 | 1.80 | 0.60 | | | | | 1.30 | 2.90 | 7.00 | 0.40 | | 10.00 | 0.40 | | | | | | |
| LAYER COEF. | | | | | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.00 | | | | | 0.08 | 0.18 | UNKW | UNKW | | 0.08 | | | | | | | |

- Notes:
- 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.
 - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
 - The cross slope is measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.

| | | | | | |
|--|--|---|--|---|----------------------------------|
| <u>Lane Designations</u> | <u>Crack Type</u> | <u>Crack Rating</u> | <u>Extent</u> | <u>Pavement Condition</u> | <u>Lane Type</u> |
| OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline | OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline | A - Alligator B - Block C - Combination | 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 | L - Light M - Moderate S - Severe | G - Good F - Fair P - Poor |
| | | | | | S - Shoulder SS - Side Street |