

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	CLASS	EXTENT		
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	

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	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

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	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