

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

Cored By: Madrid CPWG

Coring Completion Date: 1/23/2023

Typical Section:

W.P.I. No.:				Name: SR 700 (US 98)				Lanes: 2					
Fin. Proj. ID: 448936-1				From: E of Floral Dr.				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 09110000		To: E of CR 621 East				Inside: N/A					
County: Highlands		SR No.: 700		Beg MP: 4.677		End MP: 14.555		Length: 9.878		Outside: Paved			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): 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	
					FC12.5	FC9.5	SP9.5	SP12.5	S	T1	WC	LR		ABC-1	RAP	SAHM	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT				
1	4.763	ML	R1	N		1.5	1.8				3.0				6.3				6.1					F		
2	6.964	ML	R1	Y		1.1	1.0				2.4				4.5				8.0	0.0	4.5	C	III	S	P	Base crack
3	8.327	ML	R1	N		1.3	1.6				2.5	0.1			5.5				8.5	0.0	3.4	C	III	M	P	
4	11.619	ML	R1	Y		1.2	2.3								3.5				4.2	0.0	2.8	C	II	M	P	
5	11.883	ML	R1	Y		1.2	1.8								3.0				5.2	0.0	3.0	C	II	M	P	Base fell apart
6	13.925	ML	R1	Y		1.2	2.7					0.4			4.3				5.7	0.0	4.3	B	III	S	P	
7	13.965	ML	R1	N		2.0	3.6					0.5			6.1				5.0	0.0					P	Pot hole, Crossdrain, Bottom-up cracking
8	13.704	ML	L1	N		1.6	2.4				1.0	0.4			5.4				5.5	0.0					F	Base fell apart
9	9.753	ML	L1	N		1.1	1.9				2.6	0.3			5.9				5.0	0.0	2.9	C	III	S	P	
10	9.139	ML	L1	Y		1.0	1.3				2.2	0.2			4.7				8.3	0.0					F	
11	7.612	ML	L1	N		1.2	1.3				1.2	0.2			3.9				6.0	0.0	3.9	C	III	S	P	Base crack
12	7.257	TL	LL	N		1.2	2.6				2.6	0.4			6.8				7.0	0.0					P	
13	6.030	ML	R1	N		1.4	1.6				1.8	0.2			5.0				7.5	0.0	5.0	C	III	S	P	Base crack
14	8.957	ML	R1	Y		1.2	0.6				3.0	0.3			5.1				7.0	0.0					F	
15	10.243	ML	R1	Y			1.8	1.5							3.3				7.0	0.0					F	
16	12.898	ML	R1	Y		1.2	2.2				0.6	0.3			4.3				4.5	0.0	3.6	C	III	S	F	
17	14.450	ML	L1	Y		1.0	2.5					0.2			3.7				6.0	0.0	1.6	C	IB	L	P	Base fell apart
18	12.395	ML	L1	N		1.3	2.8					0.4			4.5				5.5	0.0					F	
19	11.122	ML	L1	Y		1.2	2.2				0.3	0.1			3.8				6.8	0.0					P	
20	8.048	ML	L1	N		1.6	1.4				2.8	0.3			6.1				6.3	0.0					F	
21	6.432	ML	L1	Y		1.4	1.4				2.0	0.2			5.0				7.2	0.0					F	
22	5.534	ML	L1	Y		1.2	1.0				2.4	0.2			4.8				7.2	0.0					F	
23	5.375	S	OR	N		1.1	1.7								2.8			7.7		0.0					F	Base fell apart
24	6.494	S	OR	N		1.7	1.1								2.8			6.4		0.0					F	Base fell apart
25	7.451	S	OR	N		2.0	1.0								3.0			8.1		0.0					F	Base fell apart
26	7.963	S	OR	N		1.2	1.4								2.6			6.2		0.0					F	Base fell apart
27	9.434	S	OR	N		1.0	1.1								2.1		4.7			0.0					F	
28	9.984	S	OR	N		1.2	1.3								2.5		3.5			0.0					F	
29	11.393	S	OR	N		1.5	1.2								2.7			5.2		0.0					F	Base fell apart

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**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	FC9.5	SP9.5	SP12.5	S	T1	WC	LR		ABC-1	RAP	SAHM	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT			
30	12.536	S	OR	N		1.3	1.8						3.1			5.0			0.0					F	
31	13.491	S	OR	N		0.9	1.2						2.1			5.4			0.0					F	
32	14.318	S	OR	N		1.0	1.8						2.8			4.9			0.0					F	
33	14.069	S	OL	N		1.5	1.5						3.0			4.8			0.0					F	
34	13.070	S	OL	N		1.2	1.8						3.0			4.8			0.0					F	
35	12.092	S	OL	N		1.3	1.5						2.8			4.7			0.0					F	
36	10.886	S	OL	N		1.5	1.2						2.7			4.1			0.0					F	
37	10.537	S	OL	N		1.8	1.6						3.4			4.4			0.0					F	
38	9.042	S	OL	N		1.1	1.1						2.2			6.8			0.0					F	Base fell apart
39	8.444	S	OL	N		1.5	1.2						2.7			4.9			0.0					F	Base fell apart
40	7.103	S	OL	N		1.5	1.6						3.1			5.0			0.0					F	Base fell apart
41	6.098	S	OL	N		1.5	2.5						4.0			4.6			0.0					F	Base fell apart, shoulder gore
42	4.954	S	OL	N		1.3	1.2						2.5			5.0			0.0					F	
43	5.168	TL	RL	N		1.3	3.1			1.8	0.3		6.5			8.2			0.0	0.7	A	IB	L	P	
44	6.564	TL	RL	N		1.2	2.0			2.0	0.2		5.4			6.4			0.0					P	
45	6.667	TL	RL	N		1.5	1.7			2.4	0.1		5.7			7.2			0.0	0.7	A	IB	L	P	
46	6.900	TL	RR	Y		1.5	3.6						5.1	12.0				0.0						F	
47	10.477	TL	RR	N		1.1	2.8						3.9	9.0				0.0						F	
48	10.595	TL	C	N		0.9	2.2			1.5	0.3		4.9			8.1			0.0					F	
49	6.611	TL	LL	N		1.4	1.8			2.2	0.2		5.6			8.4			0.0	0.8	A	IB	L	P	
50	7.633	BR	R1	N		1.6							1.6					UNKW	0.0					P	Approach Slab
51	7.709	BR	L1	N		1.0							1.0					UNKW	0.0					F	Approach Slab
54	11.807	ML	R1	Y		1.3	3.0			4.1			8.4	9.0				0.0						P	Cross drain
55	11.931	ML	R1	Y		1.3	3.5						4.8	5.0				0.0	4.8	C	III	S	P	P	Cross drain
56	12.863	ML	R1	Y		1.1	2.1			2.0	0.4		5.6			4.9		0.0	4.9	C	II	M	P	P	Cross drain, Base crack
57	13.965	ML	L1	Y		1.3	3.3						4.6			6.9		0.0	4.6	C	III	S	P	P	Cross drain, Base fell apart
58	10.392	TL	RL	N			2.2	1.5					3.7			6.4		0.0						F	Verify pavement at recent construction (Arbuckle Creek Rd.)
59	5.867	BR	R1	N		1.1	0.6						1.7					UNKW	0.0					F	Approach Slab
60	5.902	BR	L1	N		1.1	1.1						2.2					UNKW	0.0					P	Approach Slab, Core broke during extraction

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					FC12.5	FC9.5	SP9.5	SP12.5	S	T1	WC					LR	ABC-1	RAP		SAHM	CONC	DEPTH (IN.)	TYPE			CLASS
61	9.647	BR	R1	N		1.2								1.2				UNKW	0.0					F	Approach Slab	
62	9.651	BR	L1	N		2.0								2.0				UNKW	0.0					F	Approach Slab	
63	10.098	BR	R1	N		0.7								0.7				UNKW	0.0					F	Approach Slab	
64	10.114	BR	L1	N		1.0	2.0							3.0				UNKW	0.0					F	Approach Slab	
65	10.111	BR	L1	N	2.4									2.4				UNKW	0.0					F	Bridge Deck	
66	10.102	BR	R1	Y	1.0									1.0				UNKW	0.0					F	Bridge Deck	
<b>AVERAGE</b>					<b>1.70</b>	<b>1.30</b>	<b>1.85</b>	<b>1.50</b>	<b>4.10</b>	<b>2.01</b>	<b>0.27</b>			<b>3.79</b>	<b>8.75</b>	<b>4.10</b>	<b>5.44</b>	<b>6.53</b>	<b>0.00</b>	<b>3.22</b>						
<b>MAX</b>					<b>2.40</b>	<b>2.00</b>	<b>3.60</b>	<b>1.50</b>	<b>4.10</b>	<b>3.00</b>	<b>0.50</b>			<b>8.40</b>	<b>12.00</b>	<b>4.70</b>	<b>8.10</b>	<b>8.50</b>	<b>0.00</b>	<b>5.00</b>						
<b>MIN</b>					<b>1.00</b>	<b>0.70</b>	<b>0.60</b>	<b>1.50</b>	<b>4.10</b>	<b>0.30</b>	<b>0.10</b>			<b>0.70</b>	<b>5.00</b>	<b>3.50</b>	<b>4.10</b>	<b>4.20</b>	<b>0.00</b>	<b>0.70</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</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>0.14</b>	<b>UNKW</b>	<b>0.11</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>	<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				