

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

Cored By: RCS

Coring Completion Date: 3/14/2024

Typical Section: 1

W.P.I. No.:				Name:	SR 700 (US 98)				Lanes:	2 Lanes			
Fin. Proj. ID:	198391-2-62-03			From:	Bay Blossom Drive				Shoulder Type and Condition:				
F.A. Project No.:	414511-3-31-01		Roadway ID:	09110000		To:	East of Floral Drive			Inside:	None		
County:	Highlands		SR No.:	700		Beg MP:	1.270	End MP:	4.677	Length:	3.407	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N

Mainline Cores (ML)																											
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
					FC6	FC9.5	S	T1	BIND	WC						LR	SAHM	SHEL	ABC-2	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	3.782	ML	R1	N	1.5		1.1	1.9		0.2					4.7		5.6					4.7	C	III	S	P	
4	3.667	ML	L1	N	1.6		1.1	2.3		0.1					5.1		5.9					3.5	C	III	S	P	
26	1.330	ML	R1	Y	1.2		0.9	2.9		0.1					5.1		4.5					5.1	C	III	S	P	Base Crack
28	1.598	ML	R1	N	1.5			3.7		0.1					5.3		5.9					1.9	C	III	S	P	
30	1.851	ML	R1	N	1.5		1.1	2.5		0.1					5.2		5.8				12.0	2.0	C	III	S	P	T1 Layer Fell Apart
32	2.105	ML	R1	N	2.0		1.0	1.9		0.1					5.0		6.2					2.5	C	III	S	P	
34	2.360	ML	R1	N	2.2		3.4								5.6			15.5				3.5	C	III	S	P	
36	2.582	ML	R1	N	2.0		0.7	2.6		0.1					5.4		5.5					3.0	C	III	S	P	
38	2.842	ML	R1	N	1.9		0.7	3.0		0.1					5.7		5.5					2.6	C	II	M	P	
40	3.080	ML	R1	N	1.5		5.6								7.1	16.0						7.1	C	II	M	P	
42	3.344	ML	R1	N	1.7		3.5								5.2	8.6						2.5	C	IB	L	P	Widening Area / LR Base - 8.6 in / SAHM - 4.5 in
44	3.594	ML	R1	Y	1.5		1.4	2.3		0.1					5.3		5.2									F	
46	3.898	ML	R1	Y	1.6		5.1								6.7			14.5			12.0	3.0	C	III	S	P	
48	4.146	ML	R1	N	1.9		0.9	2.2		0.1					5.1		3.9									F	
50	4.419	ML	R1	Y	1.6		2.5	2.8		0.1					7.0		2.0									F	Base Fell Apart
52	4.638	ML	R1	Y	1.5		4.2								5.7	14.0						2.8	C	II	M	P	Bottom Up Crack
54	4.511	ML	L1	Y	1.7		7.1								8.8	15.1						3.3	C	II	M	P	
56	4.254	ML	L1	N	1.7		1.8	1.5		0.1					5.1		5.0									F	
58	3.986	ML	L1	N	1.8		3.3	2.6							7.7	15.1					12.0	2.5	C	III	S	P	
60	3.738	ML	L1	N	1.5		1.2	2.7		0.1					5.5		5.0					2.3	C	III	S	P	
62	3.505	ML	L1	N	1.6		4.3								5.9	16.0										F	
64	3.179	ML	L1	Y	2.0		2.7								4.7				5.9			0.9	C	III	S	P	
66	2.998	ML	L1	Y	1.5		4.0								5.5	18.0										F	
68	2.703	ML	L1	N	1.6		1.0	2.6		0.1					5.3		4.7					4.0	C	III	S	P	
70	2.437	ML	L1	N	2.0		0.7	2.9		0.1					5.7		5.8					2.0	C	III	S	P	
72	2.245	ML	L1	N	1.7		0.9	2.7		0.1					5.4		3.6					2.5	C	III	S	P	T1 Layer Fell Apart
74	1.978	ML	L1	N	1.8		0.7	1.8		0.2					4.5		4.5				12.0	4.5	C	III	S	P	Base Crack
76	1.701	ML	L1	Y	1.5		0.7	3.1		0.1					5.4		4.3									F	
78	1.424	ML	L1	Y	1.5		0.8	3.4							5.7		5.6					3.0	C	III	S	P	SAHM Crumbled / Base Fell Apart
AVERAGE					1.68		2.23	2.57		0.11					5.67	14.69	4.97	15.00	5.90		12.00	3.15					
MAX					2.20		7.10	3.70		0.20					8.80	18.00	6.20	15.50	5.90		12.00	7.10					
MIN					1.20		0.70	1.50		0.10					4.50	8.60	2.00	14.50	5.90		12.00	0.90					
LAYER COEF.					0.25	0.25	0.25	0.23	0.20	UNKW						0.18	0.11	0.18	0.16	0.12	0.08						

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.

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

Cored By: RCS

Coring Completion Date: 3/14/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 700 (US 98)				Lanes:	2 Lanes			
Fin. Proj. ID:	198391-2-62-03		From:	Bay Blossom Drive				Shoulder Type and Condition:			
F.A. Project No.:	414511-3-31-01	Roadway ID:	09110000	To:	East of Floral Drive				Inside:	None	
County:	Highlands	SR No.:	700	Beg MP:	1.270	End MP:	4.677	Length:	3.407	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N			

Turn Lane Cores (TL)																										
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
					FC6	FC9.5	S	T1	BIND	WC					LR	SAHM	SHEL	ABC-2	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	3.923	TL	RL	N	1.5		0.7	3.0						5.2		5.4					2.0	C	III	S	P	SAHM Crumbled
3	4.521	TL	RL	N	1.1		1.7	2.3		0.1				5.2		5.0					1.0	C	III	S	P	
5	3.490	TL	LL	N	1.2		2.4	1.7		0.1				5.4		6.1					5.4	C	III	S	P	Base Crack
6	2.381	TL	RL	N	1.7		1.0	2.3		0.1				5.1		5.5				12.0					F	
7	2.932	TL	RL	N	1.5		3.5	2.5		0.1				7.6		4.5					2.2	C	II	M	P	
8	2.995	TL	LL	N	1.4		3.7	1.0						6.1		5.0					3.8	C	III	S	P	SAHM Crumbled
9	3.196	TL	RL	N	1.2		0.6	2.1		0.1				4.0		7.1					3.3	C	IB	L	P	
10	3.331	TL	LR	N		1.1	2.3							3.4			16.0								F	
11	3.438	TL	RL	N	1.5		2.0	1.5		0.1				5.1		4.9					5.1	C	III	S	P	Base Crack
AVERAGE					1.39	1.10	1.99	2.05		0.10				5.23		5.44	16.00			12.00	3.26					
MAX					1.70	1.10	3.70	3.00		0.10				7.60		7.10	16.00			12.00	5.40					
MIN					1.10	1.10	0.60	1.00		0.10				3.40		4.50	16.00			12.00	1.00					
LAYER COEF.					0.25	0.25	0.25	0.23	0.20	UNKW					0.18	0.11	0.18	0.16	0.12	0.08						

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS

Coring Completion Date: 3/14/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 700 (US 98)				Lanes:	2 Lanes			
Fin. Proj. ID:	198391-2-62-03		From:	Bay Blossom Drive				Shoulder Type and Condition:			
F.A. Project No.:	414511-3-31-01	Roadway ID:	09110000	To:	East of Floral Drive				Inside:	None	
County:	Highlands	SR No.:	700	Beg MP:	1.270	End MP:	4.677	Length:	3.407	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N			

Shoulder Cores (S)																											
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
					FC6	FC9.5	S	T1	BIND	WC						LR	SAHM	SHEL	ABC-2	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
27	1.330	S	OR	N	1.3		1.1								2.4	8.8						1.3	C	III	S	P	
29	1.598	S	OR	N	1.4		1.0								2.4	8.8										F	
31	1.851	S	OR	N	2.0		1.0								3.0	9.1					12.0					F	
33	2.105	S	OR	N	2.1		0.8								2.9	9.5										F	
35	2.360	S	OR	N	1.9		0.8								2.7	9.1						2.0	C	III	S	P	Rutting
37	2.582	S	OR	N	1.9		1.0								2.9	9.3										F	
39	2.842	S	OR	N	2.0		1.2								3.2	8.5										F	
41	3.080	S	OR	N	1.8		2.2								4.0	10.0										F	
43	3.344	S	OR	N	1.8		1.4								3.2	9.4										F	
45	3.594	S	OR	N	1.5		1.7								3.2	9.2										F	
47	3.898	S	OR	N	1.6		1.6								3.2	12.0										F	
49	4.146	S	OR	N	2.0		1.0								3.0	9.7										F	
51	4.419	S	OR	N	1.5		1.5								3.0	9.0										F	
53	4.638	S	OR	N	1.2		2.0								3.2	9.1										F	
55	4.511	S	OL	N	2.1		1.7								3.8	8.5										F	
57	4.254	S	OL	N	1.8		1.3								3.1	9.1										F	
59	3.986	S	OL	N	1.6		1.2								2.8	9.0					12.0					F	
61	3.738	S	OL	N	1.5		1.2								2.7	9.4										F	
63	3.505	S	OL	N	1.6		1.1								2.7	9.2										F	
65	3.179	S	OL	N	1.9		2.1								4.0	9.0										F	
67	2.998	S	OL	N	1.7		1.2								2.9		8.5									F	
69	2.703	S	OL	N	1.3		1.7								3.0	9.0										F	
71	2.437	S	OL	N	1.7		3.0								4.7			14.5								F	
73	2.245	S	OL	N	1.8		1.3								3.1	8.3										F	
75	1.978	S	OL	N	1.9		0.6								2.5	9.0					12.0					F	
77	1.701	S	OL	N	1.6		0.9								2.5	9.1										F	
79	1.424	S	OL	N	2.0		0.8								2.8	9.0										F	
AVERAGE					1.72		1.35								3.07	9.20	8.50	14.50			12.00	1.65					
MAX					2.10		3.00								4.70	12.00	8.50	14.50			12.00	2.00					
MIN					1.20		0.60								2.40	8.30	8.50	14.50			12.00	1.30					
LAYER COEF.					0.25	0.25	0.25	0.23	0.20	UNKW						0.18	0.11	0.18	0.16	0.12	0.08						

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.

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

Cored By: RCS

Coring Completion Date: 3/14/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 700 (US 98)				Lanes:	2 Lanes			
Fin. Proj. ID:	198391-2-62-03		From:	Bay Blossom Drive				Shoulder Type and Condition:			
F.A. Project No.:	414511-3-31-01	Roadway ID:	09110000	To:	East of Floral Drive				Inside:	None	
County:	Highlands	SR No.:	700	Beg MP:	1.270	End MP:	4.677	Length:	3.407	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N

Side Street Cores (SS)																											
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
					FC6	FC9.5	S	T1	BIND	WC						LR	SAHM	SHEL	ABC-2	SCLY		DEPTH (IN.)	TYPE	CLASS	EXTENT		
12	4.561	SS	NA	N	1.2		2.5								3.7	16.0									F		
13	4.212	SS	NA	N	1.5		2.3		1.2						5.0		0.5								F	No Base	
14	3.962	SS	NA	N	1.5		2.2	1.5							5.2	14.0					12.0				F	Bottom Up Crack	
15	3.458	SS	NA	N	2.0		3.3								5.3	11.2									F		
16	3.463	SS	NA	N	1.7		3.0								4.7			16.0							F		
17	3.384	SS	NA	N			2.0								2.0	9.0									F		
18	3.257	SS	NA	N	1.3		2.1								3.4			3.8							F		
19	2.968	SS	NA	N	1.7		5.6								7.3			8.9							F		
20	2.976	SS	NA	N	1.0		2.6								3.6	8.3									F		
21	2.606	SS	NA	N	1.5		3.0			0.3					4.8					5.0					F		
22	2.401	SS	NA	N	1.6		2.3								3.9			12.0							F		
23	2.210	SS	NA	N			0.7								0.7	14.0					12.0				F		
24	1.960	SS	NA	N	1.3		2.5								3.8	12.1									F		
25	1.270	SS	NA	N	1.2		2.2								3.4	13.2									F		
AVERAGE					1.46		2.59	1.50	1.20	0.30					4.06	12.23	0.50	10.18		5.00	12.00						
MAX					2.00		5.60	1.50	1.20	0.30					7.30	16.00	0.50	16.00		5.00	12.00						
MIN					1.00		0.70	1.50	1.20	0.30					0.70	8.30	0.50	3.80		5.00	12.00						
LAYER COEF.					0.25	0.25	0.25	0.23	0.20	UNKW						0.18	0.11	0.18	0.16	0.12	0.08						

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
---	--	---	--	---	--	---

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS

Coring Completion Date: 6/4/2024

Typical Section: 2

W.P.I. No.:		Name:	SR 700 (US 98)				Lanes:	2 Lanes				
Fin. Proj. ID:	198391-2-62-03		From: Bay Blossom Drive				Shoulder Type and Condition:					
F.A. Project No.:	414511-3-31-01	Roadway ID:	09110000		To: East of Floral Drive		Inside:	None				
County:	Highlands	SR No.:	700		Beg MP:	1.270	End MP:	4.677	Length:	3.407	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N	

Additional Cores - 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
					FC6	S	T1	WC								SAHM					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	1.847	ML	R1	N	1.5	0.7	2.6	0.2							5.0	5.5					5.0	C	III	S	P	Base crack/Bottom of SAHM crumbled
2	1.849	ML	R1	N	1.6		2.4	0.2							4.2	7.3					4.2	C	III	S	P	Base crack
3	1.852	ML	R1	N	1.6	0.5	2.6	0.3							5.0	6.8					0.7	C	III	S	P	Base crack
4	1.854	ML	R1	N	1.6	0.7	2.8	0.1							5.2	7.1					2.5	C	III	S	P	Separated in T1 layer
5	2.246	ML	L1	N	1.8	0.7	2.3	0.2							5.0	6.8									F	
6	2.248	ML	L1	N	1.8	0.6	2.5	0.2							5.1	6.8									F	
7	2.243	ML	L1	N	1.4	0.6	2.5	0.2							4.7	6.8					4.0	C	II	S	P	
8	2.241	ML	L1	N	1.6	0.6	2.2	0.2							4.6	7.1					3.4	C	II	S	P	
AVERAGE					1.61	0.63	2.49	0.20							4.85	6.78					3.30					
MAX					1.80	0.70	2.80	0.30							5.20	7.30					5.00					
MIN					1.40	0.50	2.20	0.10							4.20	5.50					0.70					
LAYER COEF.					0.25	0.25	0.23	UNKW								0.11					0.08					

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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
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