

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

Cored By: MADRID CPWG

Coring Completion Date: 1/17/2025

Typical Section: 1

W.P.I. No.:	Name: SR 70	Lanes: 2 Lane Rural Principal Arterial Roadway
Fin. Proj. ID: 451649-1-21-01	From: Desoto County Line	Shoulder Type and Condition:
F.A. Project No.:	To: Jefferson Avenue	Inside:
County: Highlands	Beg MP: 0.000	End MP: 10.217
Overall Pavement Condition (from DMO field review): Fair	Length: 10.217	Other:
Roadway ID: 09060000	Median Curbed (Y/N): N	Paved
SR No.: 70	Lawn	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	
					FC12.5	FC9.5	SP12.5	SP9.5	S	WC	BIND	LR		ABC-2	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT				
37	9.928	ML	R1	Y	1.5				4.0	0.5				6.0	9.0				3.1	B	II	M	P	
38	10.166	ML	R1	N		1.2		1.2	5.5	0.7				8.6	9.0								P	
39	10.081	ML	L1	Y	1.5		1.5		6.5					9.5	15.0								P	
40	9.778	ML	L1	N		1.0		1.0	3.4	0.2				5.6	10.0								P	
41	9.527	ML	L1	Y	1.5				4.6	0.4				6.5	6.5								P	
42	9.284	ML	L1	Y		1.3			3.6	0.5				5.4	10.0								P	
43	8.710	ML	L1	N	1.5				3.0	0.6				5.1	8.0					B	II		P	
44	8.547	ML	L1	Y	1.5				4.1	0.4				6.0	10.0								P	
45	8.102	ML	L1	N	1.5				3.6	0.5				5.6	9.0				3.5	B	II	M	P	
46	7.912	ML	L1	Y	1.5				3.0	0.5				5.0	9.0				2.7	B	II	M	P	
47	7.578	ML	L1	Y	1.5				3.4	0.6				5.5	6.0			18.0					P	
48	7.187	ML	L1	N		1.1			3.5	0.4				5.0	8.5								P	
49	6.951	ML	L1	N	1.5				4.3	0.7				6.5	8.0								P	
50	6.449	ML	L1	N	1.5				4.5	0.5				6.0	9.0				6.0	B	II	S	P	
51	6.250	ML	L1	Y		1.0			2.2					3.2	7.0				3.2	B	III	S	P	
52	5.997	ML	L1	Y	1.5				3.5	0.7				5.7	8.0								P	
53	5.638	ML	L1	Y		1.3			2.5	0.7				4.5	10.0				1.7	B	II	M	P	
54	5.321	ML	L1	Y	1.7				2.8					4.5	6.0				3.0	B	II	M	P	
55	4.748	ML	L1	Y	1.7				2.7	0.7				5.1	11.0								P	
56	4.342	ML	L1	Y	1.6				3.3	0.6				5.5	6.0								P	
57	4.087	ML	L1	N	1.5				3.0	0.5				5.0	8.0								P	
58	3.755	ML	L1	Y	1.5				3.5	0.3				5.3	6.0			14.0					P	
59	3.591	ML	L1	Y		1.1			2.7	0.6				4.4	9.0				1.7	B	II	M	P	
60	3.407	ML	L1	Y	1.6				3.5	0.4				5.5	8.0								P	
61	2.864	ML	L1	N	1.6				3.0	0.8				5.4	8.0								P	
62	2.453	ML	L1	N	2.0				3.7	0.6				6.3	8.0			19.0					P	
63	2.218	ML	L1	N	1.6				2.7	0.7				5.0	8.0								P	
64	1.766	ML	L1	N	1.6				3.3	0.6				5.5	9.0								P	
65	1.467	ML	L1	N	1.6				3.0	0.7				5.3	9.0								P	
66	1.217	ML	L1	N		1.1			3.1	0.6				4.8	8.0								P	
67	0.647	ML	L1	N	1.5				2.6	0.8				4.9	8.0								P	
68	0.420	ML	L1	N	1.7				3.0	0.5				5.2	8.0				2.2	B	II	M	P	
69	0.030	ML	L1	N	1.6				3.6		0.9			6.1	9.0			16.0	2.0	B	II	M	P	
AVERAGE					1.58	1.18	1.50	1.40	3.23	0.58	0.90			5.29	8.46			17.13	2.48					
MAX					2.00	1.50	1.50	2.00	6.50	0.80	0.90			9.50	15.00			19.00	6.00					

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

Cored By: MADRID CPWG

Coring Completion Date: 1/17/2025

Typical Section: 1

W.P.I. No.:	Name: SR 70	Lanes: 2 Lane Rural Principal Arterial Roadway
Fin. Proj. ID: 451649-1-21-01	From: Desoto County Line	Shoulder Type and Condition:
F.A. Project No.:	To: Jefferson Avenue	Inside:
County: Highlands	Beg MP: 0.000	End MP: 10.217
Roadway ID: 09060000	Length: 10.217	Outside:
SR No.: 70	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	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			
					FC12.5	FC9.5	SP12.5	SP9.5	S	WC	BIND					LR		ABC-2	RAP	DEPTH (IN.)	TYPE			CLASS	EXTENT	
MIN					1.30	1.00	1.50	1.00	1.30	0.20	0.90				3.20	6.00				14.00	1.30					
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	UNKW	0.20					0.18	0.16	UNKW		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
---	--	---	--	---	--	---

