

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.:		Roadway ID:	09060000		To:	Jefferson Avenue				Inside:			
County:	Highlands	SR No.:	70		Beg MP:	0.000	End MP:	10.217	Length:	10.217	Outside:		
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 <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	SP12.5	SP9.5	S	WC	BIND					LR	ABC-2	RAP			DEPTH (IN.)	TYPE	CLASS			EXTENT
2	4.533	ML	R1	Y	1.5				3.1	0.6				5.2	8.0						2.7	B	III	L	P	Branch cracks
3	7.156	ML	R1	N	1.5				3.4	0.7				5.6	8.0						1.5	B	II	M	P	Slippage, separation between FC12.5 & S
4	7.613	ML	R1	N	1.6				3.2	0.6				5.4							1.6	B	II	M	P	Slippage, separation between FC12.5 & S
5	9.770	ML	R1	Y		1.2			3.9	0.6				5.7	9.0				18.0					P	Separation between FC12.5 & S	
6	8.977	ML	L1	N	1.7				3.0	0.6				5.3	7.0						2.4	B	II	L	P	
7	2.955	ML	L1	N	1.6				2.5	0.6				4.7	8.0						2.6	B	II	M	P	
8	0.203	ML	R1	Y		1.0		2.0	1.3					4.3	9.0										P	
9	0.463	ML	R1	Y	1.7				2.3	0.4				4.4	9.0						2.7	B	II	M	P	
10	0.622	ML	R1	N	1.7				3.0	0.6				5.3	9.0										P	
11	1.105	ML	R1	N	1.6				2.3	0.2				4.1	7.0						2.0	B	II	M	P	
12	1.576	ML	R1	N	1.7				2.8	0.8				5.3	7.0										P	
13	1.790	ML	R1	N	1.8				2.6	0.6				5.0	8.0										P	
14	2.028	ML	R1	Y	1.3				3.1					4.4	9.0										P	
15	2.561	ML	R1	N	1.7				1.8	0.8				4.3	9.0										P	
16	2.834	ML	R1	N		1.5			2.8	0.7				5.0	9.0						1.3	B	II	M	P	
17	3.174	ML	R1	Y	1.5				3.1	0.7				5.3	8.0						2.3	B	II	M	P	
18	3.426	ML	R1	Y		1.3			3.1	0.4				4.8	9.0						3.7	B	II	S	P	
19	3.733	ML	R1	Y		1.1			2.6	0.8				4.5	9.0						2.3	B	II	M	P	
20	4.182	ML	R1	Y	1.6				3.3	0.6				5.5	6.0				19.0						P	
21	4.362	ML	R1	N		1.4			2.6	0.2				4.2	8.0										P	
22	4.836	ML	R1	N		1.1			3.4	0.5				5.0	9.0										P	
23	5.190	ML	R1	N	1.7				2.6	0.6				4.9	8.0										P	
24	5.533	ML	R1	Y		1.3			3.8	0.7				5.8	8.0										P	
25	5.814	ML	R1	N	1.4				2.6	0.4				4.4	8.5										P	
26	6.206	ML	R1	N	1.5				1.9					3.4	12.0				18.0						P	
27	6.497	ML	R1	N	1.5				3.1	0.8				5.4	9.0						2.2	B	II	M	P	
28	6.723	ML	R1	N		1.1			3.9	0.6				5.6	9.0										P	
29	6.962	ML	R1	N	1.6				2.6	0.6				4.8	9.0										P	
30	7.406	ML	R1	N	1.5				3.1	0.7				5.3	8.0										P	
31	7.559	ML	R1	Y		1.3			5.2	0.6				7.1	7.0				15.0						P	Bottom up crack
32	8.225	ML	R1	Y		1.1			2.8	0.5				4.4	7.0						1.6	B	II	M	P	
33	8.522	ML	R1	N	1.5				3.1	0.4				5.0	9.0										P	
34	8.862	ML	R1	Y		1.3			3.7	0.7				5.7	9.0						1.4	B	II	L	P	
35	9.110	ML	R1	N		1.2			2.7	0.7				4.6	9.0										P	
36	9.546	ML	R1	N		1.0			4.5	0.7				6.2	8.5										P	

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F.A. Project No.:		Roadway ID:	09060000	To: Jefferson Avenue					Inside:		
County:	Highlands	SR No.:	70	Beg MP: 0.000		End MP:	10.217	Length:	10.217	Outside:	
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 <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	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							

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Mainline Cores (ML)																										
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	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>	<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



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Shoulder and Turn Lane Cores (S/TL)																											
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	SP12.5	SP9.5	S	WC	BIND					LR	ABC-2	RAP			DEPTH (IN.)	TYPE	CLASS	EXTENT			
104	9.060	S	OL	N	1.6										1.6	4.5								P			
105	8.797	S	OL	N		1.2		1.0							2.2	6.0								P			
106	8.464	S	OL	N	2.0				2.0						4.0	6.0								P			
107	8.141	S	OL	N		1.1			2.3						3.4	6.0								P			
108	7.862	S	OL	N	1.6				0.9						2.5	6.0				15.0					P		
109	7.432	S	OL	N		1.2		1.1							2.3	5.5								P			
110	7.075	S	OL	N		1.1		1.3							2.4	6.0								P			
111	6.817	S	OL	N		1.3		0.9							2.2	6.0				22.0					P		
112	6.525	S	OL	N	1.5				1.5						3.0	5.5								P			
113	6.180	S	OL	N	1.5				4.0						5.5	7.0								P			
114	5.966	S	OL	N		1.0		1.0							2.0	7.0								P			
115	5.680	S	OL	N		1.0			2.8						3.8	8.0								P			
116	5.388	S	OL	N		1.0			1.6						2.6	6.5								P			
117	4.976	S	OL	N		1.2			1.5						2.7	2.0				18.0					P		
118	4.644	S	OL	N	1.5				1.2						2.7	4.0								P			
119	4.280	S	OL	N		1.3			2.2						3.5	5.0								P			
120	3.971	S	OL	N		1.2		1.2							2.4	5.0								P			
121	3.684	S	OL	N		1.2		1.0							2.2	5.0								P			
122	3.325	S	OL	N		1.3		1.3							2.6	6.0								P			
123	3.050	S	OL	N		1.3			2.1						3.4	5.0								P			
124	2.648	S	OL	N		1.0			2.4						3.4	5.0								P			
125	2.308	S	OL	N		1.3			2.7						4.0	5.0								P			
126	1.865	S	OL	N	1.6				0.9						2.5	5.0								P			
127	1.384	S	OL	N		1.1		0.9							2.0	5.5								P			
128	1.032	S	OL	N		1.3		1.0							2.3	5.5				19.0					P		
129	0.711	S	OL	N		1.1		1.0							2.1	6.0								P			
130	0.331	S	OL	N	1.6		1.4								3.0		2.0							P			
131	0.119	S	OL	N		1.0		2.5							3.5		2.0							P			
132	10.185	TL	RL	N	1.5			1.3	2.7	0.8					6.3	7.0				12.0					P		
133	2.416	S	OR	N		1.0			2.3	0.7					4.0	5.0								P	Added-Widening Crack		
134	2.416	S	OR	N		1.2									1.2	5.0								P	Added-Widening Crack		
AVERAGE					1.66	1.19	1.70	1.11	2.14	0.80					2.78	5.46	2.13	3.50		17.25	1.00						
MAX					2.20	1.40	2.00	2.50	4.30	0.80					6.30	9.00	2.50	3.50		22.00	1.00						
MIN					1.50	1.00	1.40	0.70	0.90	0.80					1.30	2.00	2.00	3.50		12.00	1.00						
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	UNKW	0.20					0.18	0.16	UNKW		0.08							

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Shoulder and Turn Lane Cores (S/TL)

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					FC12.5	FC9.5	SP12.5	SP9.5	S	WC	BIND						LR	ABC-2	RAP			DEPTH (IN.)	TYPE	CLASS		

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> <div>OL/IL - Outside/Inside Shoulder</div> <div>L1 - 1st Lane Left of Centerline</div> <div>LL/LR - Left/Right Turn Lane</div>	<u>Lane Designations - Increasing MP</u> <div>OR/IR - Outside/Inside Shoulder</div> <div>R1 - 1st Lane Right of Centerline</div> <div>RL/RR - Left/Right Turn Lane</div>	<u>Lane Type</u> <div>ML - Mainline</div> <div>TL - Turn Lane</div> <div>CO - Crossover</div>	<u>Lane Type</u> <div>S - Shoulder</div> <div>SS - Side Street</div> <div>BR - Bridge Approach/Departure</div>	<u>Crack Type</u> <div>A - Alligator</div> <div>B - Block</div> <div>C - Combination</div>	<u>Crack Rating</u> <div>Class IB - Hairline cracks that are ≤ 1/8 inch wide</div> <div>Class II - Cracks &gt; than 1/8 inch and ≤ 1/4 inch</div> <div>Class III - Cracks &gt; 1/4 inch</div>	<u>Extent</u> <div>L - Light</div> <div>M - Moderate</div> <div>S - Severe</div>	<u>Pavement Condition</u> <div>G - Good</div> <div>F - Fair</div> <div>P - Poor</div>
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