

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

Cored By: Roberts Consulting Services

Date: 11/20/2020

Typical Section: 13050000

W.P.I. No.:	Name: SR 70	Lanes: One way each direction
Fin. Proj. ID: 444777-1-31-01	From: West of Curtis Road	Shoulder Type and Condition: Paved
F.A. Project No.:	To: County Line Road	Inside: Paved
County: Manatee	Beg MP: 37.003	End MP: 39.466
SR No.: 70	Length: 2.463	Outside: None
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>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	COMMENTS
					FC3	FC9.5	SP1C	S	T1	WC	LR	NONE		ABC-1	DEPTH (IN.)	TYPE	CLASS		EXTENT						
1	37.021	ML	L1	Y		1.5	1.9	1.4		1.1				5.9	6.7				5.9	C	III	S	P	0.2	
2	37.140	ML	R1	Y		1.6	1.8	2.2		0.4				6.0	6.0				3.0	C	III	S	P	0.6	
3	37.267	ML	L1	Y		1.2	1.7	2.1		0.8				5.8	6.0				5.8	C	III	S	P	0.3	Base Crack
4	37.267	S	OL	N		1.3	0.7							2.1	4.5				2.1	C	II	M	F	---	Base Crack
5	37.392	ML	R1	Y		1.1	1.8		2.9	0.4				6.2	6.2				6.2	C	III	S	P	0.4	Short Side on Left, Widening Crack Half-LR Half-ABC
6	37.392	S	OR	N		1.1	0.9							2.0	6.0				2.0	C	II	M	F	---	
7	37.525	ML	L1	Y		1.4	2.6	2.7		0.8				7.5	9.5		11.0		7.5	C	III	S	P	0.4	
8	37.652	ML	R1	N		1.5	1.6	1.9		0.8				5.8	6.9		12.0		5.8	C	III	S	P	0.1	
9	37.760	ML	L1	Y		1.2	2.2	2.9		0.7				7.0	6.0				7.0	C	III	S	P	0.3	Base Crack
10	37.780	SS	L1	N	0.4									0.4	7.5				0.4	C	II	M	F	0.2	Side St-Curtis Rd
11	37.856	ML	R1	N		1.4	2.2	2.1		0.6				6.3	9.5				2.5	C	III	S	P	0.3	
12	37.987	ML	L1	Y		1.5	2.2		3.8					7.5	4.5				7.5	C	III	S	P	0.3	
13	37.987	S	OL	N		1.5	0.8							2.3	6.2				---	---	---	---	F	---	
14	38.115	ML	R1	Y		1.5	2.1	0.9		0.6				5.1	6.2				5.1	C	III	S	P	0.6	Widening Crack Half-LR Half-ABC
15	38.115	S	OR	N		1.4	0.8							2.2	6.2				---	---	---	---	F	---	
16	38.258	ML	L1	Y		1.2	2.7	3.3		0.6				7.8	5.2				7.8	C	III	S	P	0.3	Base Crack
17	38.396	ML	R1	Y		1.5	2.3	2.0		0.4				6.2	6.5				6.2	C	III	S	P	0.4	Base Crack
18	38.523	ML	L1	Y		1.5	2.7	2.1		0.8				7.1	6.9				4.8	C	III	S	P	0.2	
19	38.654	ML	R1	Y		1.2	1.5	1.5		0.6				4.8	6.5				4.8	C	III	S	P	0.4	Short Side on Left Widening Half-LR Half-ABC
20	38.786	ML	L1	Y		1.1	2.4	1.5		0.9				5.9	6.0				5.9	C	III	S	P	0.3	Base Crack
21	38.902	ML	R1	Y		1.5	2.0	3.6		0.6				7.7	4.7				7.7	C	III	S	P	0.3	Base Crack
22	39.038	ML	L1	Y		2.0	2.5	6.0		0.5				11.0	6.5				2.8	C	III	S	P	0.3	
23	39.038	S	OL	N		1.8	1.0							2.8	5.2				---	---	---	---	F	---	
24	39.182	ML	R1	Y		1.5	2.0	1.8		0.7				6.0	5.5				6.0	C	III	S	P	0.3	Base Crack
25	39.182	S	OR	N		1.8	1.1							2.9	6.3				---	---	---	---	F	---	
26	39.297	ML	L1	Y		1.4	2.7	1.1		0.6				5.8	7.5				5.8	C	II	S	P	0.3	Base Crack
27	39.403	ML	R1	Y		1.5	5.1			0.6				7.2	5.0				7.2	C	III	S	P	0.4	
28	39.466	SS	R1	N		1.0		3.0						4.0		2.5	12.0		---	---	---	---	F	0.1	Side St-County Line Rd, No Base-Stab Subg
29	37.818	ML	L1	Y		1.3	1.8	3.5		0.7				7.3	3.5				7.3	C	III	S	P	0.3	Box culvert

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All Cores																										
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					FC3	FC9.5	SP1C	S	T1	WC	LR	NONE		ABC-1	DEPTH (IN.)	TYPE		CLASS	EXTENT							
30	38.223	ML	L1	Y		1.5	2.6	1.4					5.5			7.7		5.5	C	III	S	P	0.1	Box culvert, Base Crack		
31	38.615	ML	L1	Y		1.5	1.3	3.7					6.5	6.0				6.5	C	III	S	P	0.3	Box culvert, Base Crack		
32	39.166	ML	L1	Y		1.2	1.5	2.1					4.8			8.7		2.0	C	III	S	P	0.6	Box culvert		
33	39.455	ML	R1	Y		1.1	0.7	2.6		0.9			5.3	6.7			10.0	1.6	C	III	S	P	0.3	Box culvert		
34	39.455	S	OR	N		1.2		0.6					1.8	6.0				1.8	C	II	M	F	---	Box culvert shoulder		
35	38.844	ML	L1	N		1.1	1.6	2.5		0.3			5.5	5.2				5.8	C	III	S	P	0.3	Base Crack		
36	38.844	S	OL	N		1.4	0.8						2.2	4.7				2.2	C	III	M	F	---			
<b>AVERAGE</b>					<b>0.4</b>	<b>1.4</b>	<b>1.9</b>	<b>2.3</b>	<b>3.4</b>	<b>0.7</b>			<b>5.28</b>	<b>6.12</b>		<b>6.30</b>		<b>11.25</b>	<b>4.91</b>				<b>0.3</b>			
<b>MAX</b>					<b>0.4</b>	<b>2.0</b>	<b>5.1</b>	<b>6.0</b>	<b>3.8</b>	<b>1.1</b>			<b>11.00</b>	<b>9.50</b>		<b>8.70</b>		<b>12.00</b>	<b>7.75</b>				<b>0.6</b>			
<b>MIN</b>					<b>0.4</b>	<b>1.0</b>	<b>0.7</b>	<b>0.6</b>	<b>2.9</b>	<b>0.3</b>			<b>0.40</b>	<b>3.50</b>		<b>2.50</b>		<b>10.00</b>	<b>0.40</b>				<b>0.1</b>			
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.00</b>				<b>0.18</b>	<b>0.00</b>	<b>0.14</b>		<b>0.08</b>								

- Notes:
- 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	ML - Mai S - Shoulder TL - Turr SS - Side Street CO - Crossover