

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **11/4/2025**

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 70 (15th St. E)				Lanes:	2 Lane Urban Major Collector	
Fin. Proj. ID:	452846-1	From:	SR 683 (US 301)				Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	13120001				Inside:	NONE	
County:	MANATEE	SR No.:	70				Outside:	PAVED	
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved: Y	Lawn: N	Other: CTL	Curb & Gutter (Y/N):	Inside: N; Outside: Y

**Mainline and Gore Area Cores (ML/GO)**

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	T1	SAHM	S	WC	ABC-2		LR	SAHM	BRCK	DEPTH (IN.)		TYPE	CLASS	EXTENT			
9	1.770	ML	L1	Y		1.2		2.0	2.6	1.5				7.3		8.7				7.3	C	III	S	F	Base crack.	
42	1.812	ML	L1	Y	1.3		1.3		2.0		7.8			12.4		5.6				12.4	B	III	L	F	Contingency core. Base is SHEL.	
15	2.068	ML	L1	Y	1.5		1.2		3.1	0.9	1.2	0.6	0.6	9.1		6.9			1.6	A	IB	L	F	Bottom up crack. Possible widening area.		
22	2.392	ML	L1	N	1.7		1.1		0.4	1.5	1.6	1.2	0.2	7.7		10.3							F	Base is SHEL. Bottom up crack.		
31	2.617	ML	L1	N	1.0		1.8		1.6	1.6				6.0		3.0		12.0	6.0	B	III	M	P	Base crack. Bottom up crack.		
34	2.678	ML	L1	Y	1.1		11.2							12.3		6.2			2.4	A	IB	L	F			
45	2.815	ML	L1	Y	2.8		3.0							5.8	6.5								F	BRCK delineation core.		
25	2.542	GO	GO	N	1.5		1.3		2.5	1.4				6.7		9.8							F	Base is SHEL. Left of Core 26.		
26	2.542	GO	GO	N	1.4		1.3		3.1	1.1				6.9		10.1			3.2	B	III	M	F	Base is SHEL. Center of gore. Bottom up crack.		
27	2.542	GO	GO	N	1.1		1.2		2.3	1.4				6.0		8.0							F	Base is SHEL. Right of core 26. Bottom up crack.		
46	2.817	ML	L1	Y	2.5		4.2							6.7	5.9								F	BRCK delineation core.		
36	2.842	ML	L1	N	1.5		4.5							6.0	5.3								F	Left of core 37.		
37	2.842	ML	L1	Y	1.3		4.7							6.0	6.0				3.6	A	III	M	F			
38	2.842	ML	L1	N	1.3		7.5							8.8	2.5								F	Right of core 37.		
48	2.883	ML	L1	Y	2.0		1.0	1.0						4.0	6.2								F	BRCK delineation core.		
49	2.933	ML	L1	Y	2.8		3.7							6.5	7.2								F	BRCK delineation core.		
50	2.962	ML	L1	Y	2.0		3.0							5.0	8.8								F	BRCK delineation core. Clay pipe under core.		
52	2.995	ML	L1	Y	2.0		4.0							6.0	8.4								F	BRCK delineation core.		
53	3.008	ML	L1	Y	1.6		3.9							5.5	7.4								F	BRCK delineation core.		
7	1.761	ML	R1	Y		1.0		1.9	1.4	1.9				6.2		15.3		12.5	6.2	C	III	M	F	Base is SHEL.		
14	2.028	ML	R1	N	1.4		1.3		2.3	1.4			0.5	6.9		13.6							F	Base is LR and ABC. Bottom up crack. Possible widening area.		
18	2.196	ML	R1	Y	1.6		1.2		3.8	1.2				7.8		10.7							F	Base is SHEL. Bottom up crack.		
21	2.359	ML	R1	N	1.6		1.5		3.2	1.3	1.1			8.7		9.3							F	Bottom up crack.		
54	2.508	ML	R1	Y	2.0				3.0	2.2				7.2		3.8			7.2	A	III	M	F	Dynamic cone penetrometer (DCP) core. Core fell apart.		
55	2.551	ML	R1	Y	2.4		1.3		2.4	1.2				7.3		4.0			7.3	A	III	M	F	Dynamic cone penetrometer (DCP) core.		
56	2.594	ML	R1	Y	2.2		1.5		2.4	1.9				8.0		7.0			8.0	A	III	M	F	Dynamic cone penetrometer (DCP) core. Core fell apart.		
30	2.607	ML	R1	Y	1.5		0.9		4.5	1.3				8.2		10.8			8.2	B	II	L	F			
44	2.815	ML	R1	Y	1.5		1.6							3.1			3.0		3.1	B	IB	L	F	BRCK delineation core. Base crack.		
43	2.823	ML	R1	Y	1.6		1.7							3.3			3.0		3.3	B	III	L	F	Contingency core. BRCK delineation core.		
47	2.840	ML	R1	Y	1.8		1.1		0.6					3.5		6.3			1.8	B	IB	L	F	BRCK delineation core.		

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Typical Section: \_\_\_\_\_

W.P.I. No.:	Name: SR 70 (15th St. E)	Lanes: 2 Lane Urban Major Collector
Fin. Proj. ID: 452846-1	From: SR 683 (US 301)	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 13120001	To: S of SR 64
County: MANATEE	SR No.: 70	Beg MP: 1.616
Overall Pavement Condition (from DMO field review): Fair		End MP: 3.009
		Length: 1.393
		Other: CTL
		Curb & Gutter (Y/N): Inside: N; Outside: Y

**Mainline and Gore Area Cores (ML/GO)**

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	T1	SAHM	S	WC	ABC-2		LR	SAHM	BRCK	DEPTH (IN.)		TYPE	CLASS	EXTENT			
41	2.941	ML	R1	N	1.4		1.1								2.5				2.8		2.5	A	III	L	F	BRCK delineation core.
51	2.978	ML	R1	N	1.8										1.8				2.9						F	BRCK delineation core.
<b>AVERAGE</b>					<b>1.71</b>	<b>1.10</b>	<b>2.61</b>	<b>1.63</b>	<b>2.42</b>	<b>1.45</b>	<b>2.93</b>	<b>0.90</b>	<b>0.43</b>		<b>6.54</b>	<b>6.42</b>	<b>8.29</b>		<b>2.93</b>	<b>12.25</b>	<b>5.26</b>					
<b>MAX</b>					<b>2.80</b>	<b>1.20</b>	<b>11.20</b>	<b>2.00</b>	<b>4.50</b>	<b>2.20</b>	<b>7.80</b>	<b>1.20</b>	<b>0.60</b>		<b>12.40</b>	<b>8.80</b>	<b>15.30</b>		<b>3.00</b>	<b>12.50</b>	<b>12.40</b>					
<b>MIN</b>					<b>1.00</b>	<b>1.00</b>	<b>0.90</b>	<b>1.00</b>	<b>0.40</b>	<b>0.90</b>	<b>1.10</b>	<b>0.60</b>	<b>0.20</b>		<b>1.80</b>	<b>2.50</b>	<b>3.00</b>		<b>2.80</b>	<b>12.00</b>	<b>1.60</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>0.11</b>	<b>0.25</b>	<b>UNKW</b>			<b>0.16</b>	<b>0.18</b>	<b>0.11</b>	<b>0.22</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	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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W.P.I. No.:		Name:	SR 70 (15th St. E)			Lanes:	2 Lane Urban Major Collector
Fin. Proj. ID:	452846-1	From:	SR 683 (US 301)			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	13120001			Inside:	NONE
County:	MANATEE	SR No.:	70			Outside:	PAVED
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved: Y	Lawn: N	Other: CTL
						Curb & Gutter (Y/N):	Inside: N; Outside: Y

**Turn Lane Cores (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	T1	SAHM	S	WC		ABC-2	LR	SAHM	BRCK		DEPTH (IN.)	TYPE	CLASS	EXTENT		
35	2.783	TL	C	N		1.2		2.1						3.3		17.7			12.0				F	Base is SHEL.	
1	1.643	TL	LL	N	1.5			2.1	2.4					6.0		13.5							F	Base is SHEL.	
5	1.741	TL	LL	Y		1.2		1.4	1.7					4.3		8.7			2.5	A	II	L	F	Base is SHEL.	
29	2.585	TL	LL	N	1.4		1.5		2.3	1.5				6.7		7.3							F	Bottom up crack.	
40	2.921	TL	LL	N	1.6		1.5		0.8	1.8				5.7			2.8	11.5					F	BRCK delineation core.	
2	1.662	TL	LR	Y		1.2		0.9						2.1		9.9							F	Base is SHEL.	
6	1.752	TL	LR	Y		1.3		2.7						4.0		11.5			1.6	B	III	L	F	Widening crack.	
4	1.696	TL	RL	N				3.0	1.5					4.5		9.5		12.0					F	Base is SHEL.	
8	1.766	TL	RL	N		1.0		1.2	2.0	1.7	1.0	0.7	0.2	7.8		11.2							F	Base is SHEL.	
28	2.559	TL	RL	Y	1.7		1.1		3.3	1.4				7.5		5.5			2.2	B	II	L	F	Base is SHEL. Bottom up crack.	
39	2.882	TL	RL	N	1.5		1.3		0.2	2.0				5.0			3.1						F	BRCK delineation core.	
3	1.673	TL	RR	N	1.6			4.3						5.9		13.1			2.9	A	II	M	F		
<b>AVERAGE</b>					<b>1.55</b>	<b>1.18</b>	<b>1.35</b>	<b>2.21</b>	<b>1.78</b>	<b>1.68</b>	<b>1.00</b>	<b>0.70</b>	<b>0.20</b>	<b>5.23</b>		<b>10.79</b>		<b>2.95</b>	<b>11.83</b>	<b>2.30</b>					
<b>MAX</b>					<b>1.70</b>	<b>1.30</b>	<b>1.50</b>	<b>4.30</b>	<b>3.30</b>	<b>2.00</b>	<b>1.00</b>	<b>0.70</b>	<b>0.20</b>	<b>7.80</b>		<b>17.70</b>		<b>3.10</b>	<b>12.00</b>	<b>2.90</b>					
<b>MIN</b>					<b>1.40</b>	<b>1.00</b>	<b>1.10</b>	<b>0.90</b>	<b>0.20</b>	<b>1.40</b>	<b>1.00</b>	<b>0.70</b>	<b>0.20</b>	<b>2.10</b>		<b>5.50</b>		<b>2.80</b>	<b>11.50</b>	<b>1.60</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>0.11</b>	<b>0.25</b>	<b>UNKW</b>		<b>0.16</b>	<b>0.18</b>	<b>0.11</b>	<b>0.22</b>	<b>0.08</b>						

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<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	<u>Lane Type</u> 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
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Fin. Proj. ID:	452846-1	From:	SR 683 (US 301)			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	13120001			Inside:	NONE
County:	MANATEE	SR No.:	70			Outside:	PAVED
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved: Y	Lawn: N	Other: CTL
						Curb & Gutter (Y/N):	Inside: N; Outside: Y

**Shoulder Cores (S)**

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	T1	SAHM	S	WC						ABC-2		LR	SAHM	BRCK	DEPTH (IN.)			TYPE
10	1.827	S	OR	N	2.2				0.6						2.8			3.4						F			
11	1.885	S	OL	N	2.0		1.5			0.9			1.7		6.1			3.1						F			
12	1.953	S	OR	N	1.5		1.3		1.5						4.3			3.9						F			
13	1.992	S	OL	N	1.6		1.6		0.7						3.9	3.5								F			
16	2.114	S	OR	N	1.5		2.1								3.6			2.4						F			
17	2.146	S	OL	N	1.7		1.3		0.8						3.8	3.4								F			
19	2.271	S	OR	N	1.8		1.7		0.6						4.1			2.8	15.1					F			
20	2.304	S	OL	N	1.5		1.5		0.2						3.2	3.6				2.6	B	III	M	F			
23	2.462	S	OR	N	2.0		1.3		1.2						4.5			2.8						F			
24	2.521	S	OL	N	1.0		3.0		1.3						5.3			3.3	6.4	2.6	B	III	M	F			
32	2.667	S	OR	N	1.9		1.4								3.3			3.5		2.6	B	II	L	F			
33	2.671	S	OL	N	1.5		2.1								3.6	6.9								F			
<b>AVERAGE</b>					<b>1.68</b>		<b>1.71</b>		<b>0.86</b>	<b>0.90</b>			<b>1.70</b>		<b>4.04</b>	<b>4.35</b>		<b>3.15</b>	<b>10.75</b>	<b>2.60</b>							
<b>MAX</b>					<b>2.20</b>		<b>3.00</b>		<b>1.50</b>	<b>0.90</b>			<b>1.70</b>		<b>6.10</b>	<b>6.90</b>		<b>3.90</b>	<b>15.10</b>	<b>2.60</b>							
<b>MIN</b>					<b>1.00</b>		<b>1.30</b>		<b>0.20</b>	<b>0.90</b>			<b>1.70</b>		<b>2.80</b>	<b>3.40</b>		<b>2.40</b>	<b>6.40</b>	<b>2.60</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>0.11</b>		<b>0.25</b>	<b>UNKW</b>		<b>0.16</b>	<b>0.18</b>	<b>0.11</b>	<b>0.22</b>	<b>0.08</b>							

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<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