

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

Cored By: Roberts Consulting Services

Date: 8/20/2020

Typical Section: 91090000

W.P.I. No.:		Name:	SR 700 (US 98)				Lanes:	2 lanes - 1 lanes each direction				
Fin. Proj. ID:	441513-1	From:	North of NW 80th Avenue				Shoulder Type and Condition:	Paved - Same condition as main lanes				
F.A. Project No.:		To:	SR 700 (US 98)				Inside:					
County:	Okeechobee	SR No.:	700	Beg MP:	10.87	End MP:	17.711	Length:	6.841	Outside:		
Median Curbed (Y/N):		N	Paved	Lawn	Other:			Curb & Gutter (Y/N):		N		

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)						TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH (IN.) ³	CROSS SLOPE - LWP (%)	CROSS SLOPE - RWP (%)	COMMENTS		
					FC9.5	SP1F	S	T1	S2	BIND		LR	CONC	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT							
14	11.291	ML	L1	Y	1.0		3.2				4.2				7.5		4.2	C	II	M	P						Base Crack
12	11.996	ML	L1	Y	0.9		4.4				5.3				5.6		5.3	B	II	S	P						Base Crack
11	12.286	ML	L1	N	1.0		2.9				3.9				6.5	11.5	2.0	C	II	M	P						
9	12.986	ML	L1	Y	1.0		2.6		1.4		5.0				6.0		1.1	A	III	S	P						Base Crack
8	13.756	ML	L1	Y	1.4		2.5	0.8	2.0		6.7				6.3		6.7	A	Ib	M	P						Base Crack
6	14.207	ML	L1	N	1.0		2.6	1.0	2.5	0.3	7.4				6.6		7.4	C	III	M	P						Base Crack
23	11.976	S	OR	N	0.9		1.1				2.0	5.0					0.1	C	Ib	M	P						
5	14.667	ML	L1	N	1.4		1.8	1.4	2.1	0.3	7.0			5.0	12.0	2.5	C	Ib	M	P							
13	11.996	S	OL	N	1.1		1.2				2.3	5.7					---	---	---	---	P						
4	14.899	ML	L1	N	1.2		2.4	0.8	2.0		6.4				6.6		2.8	B	III	S	P						
3	15.191	ML	L1	Y	1.2		5.3				6.5				7.0		6.5	B	II	M	F						Base Crack
1	15.478	ML	L1	Y	1.1		3.9				5.0			7.0			5.0	C	III	M	P						
48	16.202	ML	L1	Y	1.0		2.5	0.4	2.6	0.2	6.7				5.3		6.7	C	III	S	P						Base Crack
10	12.986	S	OL	N	0.8		2.4				3.2	4.3					---	---	---	---	P						
46	16.279	ML	L1	N	1.0	1.6			3.0		5.6	11.4					0.5	C	Ib	M	P						
27	12.996	S	OR	N	1.0		1.1				2.1	4.9					---	---	---	---	P						
43	16.811	ML	L1	N	1.1		4.1				5.2	10.8					5.2	C	III	S	P						Widening Crack
40	17.363	ML	L1	Y	0.8		3.3				4.1	7.9				12.0	---	---	---	---	F						
7	14.207	S	OL	N	1.1		2.3				3.4	7.6					---	---	---	---	P						
19	11.301	ML	R1	Y	1.0		2.5				3.5			7.5		3.5	C	III	S	P							Base Crack
30	14.257	S	OR	N	0.9		2.1				3.0	5.0					---	---	---	---	P						
20	11.301	ML	R1	N	1.1		2.9				4.0			6.5		0.1	C	Ib	S	P							Core Split at 1.5"
21	11.303	ML	R1	Y	1.4		1.8				3.2			7.5	10.0	3.2	C	III	S	P							Subgrade Clay encountered / Base Crack
22	11.976	ML	R1	Y	1.1		3.3			0.2	4.6			6.7		4.6	C	II	M	P							Base Crack
24	12.286	ML	R1	N	1.1		2.2				3.3			7.7		---	---	---	---	F							
25	12.286	ML	R1	Y	0.8		12.8				13.6			11.4		---	---	---	---	P							Bottom Layer Bleeding (patch area) / Base Crack
2	15.478	S	OL	N	1.5		1.6				3.1			3.2		---	---	---	---	P							
26	12.996	ML	R1	Y	1.0		4.5				5.5			6.5	12.2	5.5	C	Ib	M	P							Base Crack
33	15.519	S	OR	N	1.0		2.6				3.6			4.3		---	---	---	---	P							

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Median Curbed (Y/N):		N	Paved	Lawn	Other:			Curb & Gutter (Y/N):		N		

All Cores																											
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)						TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH (IN.) ³	CROSS SLOPE - LWP (%)	CROSS SLOPE - RWP (%)	COMMENTS		
					FC9.5	SP1F	S	T1	S2	BIND		LR	CONC	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT							
28	13.756	ML	R1	Y	1.4		2.8	2.9			7.1				4.4		7.1	C	III	S	P					Base Crack	
29	14.257	ML	R1	Y	1.0		2.2	1.7	1.8		6.7				4.8		6.7	C	III	S	P					Base Crack	
47	16.279	S	OL	N	1.3		0.7				2.0	4.8					---	---	---	---	P						
31	15.189	ML	R1	Y	1.5		1.2	1.3	1.0		5.0	5.0					5.0	C	III	S	P					Patch Near Core	
35	16.302	S	OR	N	1.3		3.3				4.6	9.4					---	---	---	---	P					Limerock inside of Type S layer	
45	16.322	TL/CO	MXO	N	1.5		2.9	1.2		0.3	5.9			7.1		5.9	C	III	S	F						Base Crack	
32	15.519	ML	R1	N	1.3		2.5	2.9	2.6		9.5			8.5		3.0	C	III	S	P							
37	16.778	S	OR	N	0.7		2.2				2.9	11.1					---	---	---	---	F						
34	16.302	ML	R1	Y	1.2		4.5				5.7	8.8					5.7	B	II	M	P						
42	16.880	TL/CO	MXO	N	1.2		2.6	0.8			4.6			8.4		---	---	---	---	F						Limerock inside of Type S layer	
38	17.150	TL/CO	R1	N	1.1		2.5	1.0			4.6			9.9		4.6	C	III	S	F							
36	16.778	ML	R1	Y	1.3		4.5				5.8	8.7					2.5	C	II	M	P						
44	17.353	ML	R1	N	1.5	4.3					5.8	11.5					---	---	---	---	F					Limerock w/ Shell base	
41	17.363	S	OL	N	0.8		3.0				3.8	5.2					---	---	---	---	F						
39	17.443	TL/CO	MXO	Y	1.3		1.6	1.3			4.2			3.8		0.3	C	III	M	P							
AVERAGE					1.12	2.95	2.91	1.35	2.10	0.26	4.95	7.48		4.83	6.80	11.54	4.06										
MAX					1.50	4.30	12.80	2.90	3.00	0.30	13.60	11.50		7.00	11.40	12.20	7.40										
MIN					0.70	1.60	0.70	0.40	1.00	0.20	2.00	4.30		3.20	3.80	10.00	0.10										

- Notes:
1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
 2. During the field operation 10% of the cores were checked for stabilization thickness. For pavement design assume 12 inches of thickness for stabilization.
 3. The rut measurement is the greater of two measurements from each wheelpath.
 4. 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 - Mainline TL - Turn Lane CO - Crossover S - Shoulder