

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

Cored By: Roberts Consulting Services

Date: 10/21/2020

Typical Section:

W.P.I. No.:	Name: SR 70 from CL to SW 21st Avenue	Lanes: 2
Fin. Proj. ID: 445474-1	From: County Line	Shoulder Type and Condition:
F.A. Project No.:	To: SW 21st Avenue	Inside: None
County: Okeechobee	SR No.: 70	Outside: Paved
Overall Pavement Condition (from DMO field review): Poor	Beg MP: 0	End MP: 8.206
	Length: 8.206	Other: None
	Median Curbed (Y/N): N	Paved
	Lawn	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	COMMENTS	
					FC9.5	S or T1	WC	BIND								LR	CONC	ABC-2		DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	7.885	ML	L1	Y	1.1	4.3	0.6								6.0	6.0					1.0	C	III	S	P	
2	7.293	ML	L1	N	1.1	6.1									7.2	12.0					---	---	---	---	P	
3	6.564	ML	L1	Y	1.1	4.0		1.5							6.6	4.5					5.5	A	III	S	P	
4	5.392	ML	L1	Y	1.0	3.1									4.1		UNK				---	---	---	---	F	Approach Slab
5	5.381	ML	L1	N	0.7	2.3									3.0		UNK				3.0	C	III	S	P	Crack reflecting from concrete cracking. Bidge Deck
6	5.350	ML	L1	Y	0.8	3.2									4.0		UNK				4.0	C	III	S	P	Crack reflecting from concrete cracking. Departure Slab
7	4.558	ML	L1	Y	0.8	4.5		0.9							6.2	6.0				12.0	6.2	A	III	S	P	
8	4.257	S	OL	N	1.5	0.8									2.3	10.5					---	---	---	---	P	
9	2.233	ML	L1	Y	1.4	2.7									4.1	11.2					4.1	C	III	S	P	
10	1.093	ML	L1	Y	0.9	4.9	0.4								6.2	7.5					3.0	C	III	S	P	
11	0.758	ML	L1	Y	1.1	7.6	0.3								9.0	8.8					3.0	C	III	S	P	
12	0.390	ML	L1	Y	1.0	1.3									2.3	10.5					2.3	C	III	S	P	
13	0.539	ML	R1	N	1.4	5.2	0.5								7.1	8.5			12.0		3.3	C	III	S	P	
14	1.533	ML	R1	Y	1.0	4.0	0.5								5.5	7.0					5.5	C	III	S	P	
15	1.710	ML	R1	Y	1.4	3.5	0.5								5.5	8.0					5.5	C	III	S	P	
16	2.493	ML	R1	Y	1.1	2.3									3.4	11.7					3.4	C	III	S	P	Limerock crumbled during extraction
17	2.883	ML	R1	Y	0.9	2.6									3.5	8.8					3.5	C	III	S	P	
18	3.997	ML	R1	Y	0.9	4.3									5.2	10.5					3.4	C	III	S	P	
19	4.866	ML	R1	Y	1.0	2.4									3.4	10.5					3.4	C	III	S	P	
20	5.350	ML	R1	Y	1.5	3.1									4.6		UNK				---	---	---	---	F	Approach Slab
21	5.381	ML	R1	N	0.9	1.9									2.8		UNK				2.8	C	II	S	P	Crack reflecting from concrete cracking. Bridge deck
22	5.392	ML	R1	N	1.5	3.1									4.6		UNK				---	---	---	---	F	Departure Slab
23	6.564	ML	R1	Y	1.2	2.7									3.9	9.0					3.9	A	II	S	P	
24	7.293	ML	R1	Y	1.2	5.0									6.2	18.5			10.0		---	---	---	---	P	
25	7.621	ML	R1	Y	1.3	2.3									3.6	9.8					3.6	C	III	S	P	Widening crack.
26	7.744	ML	R1	Y	1.0	3.8									4.8	12.5					4.8	C	lb	M	P	PATCH. 30" Down to top of concrete. Bottom up cracking.

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Fin. Proj. ID:	445474-1	From:	County Line				Shoulder Type and Condition:				
F.A. Project No.:		To:	SW 21st Avenue				Inside:	None			
County:	Okeechobee	SR No.:	70	Beg MP:	0	End MP:	8.206	Length:	8.206	Outside:	Paved
Overall Pavement Condition (from DMO field review):			Poor	Median Curbed (Y/N):	N	Paved	Lawn	Other:	None	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	COMMENTS	
					FC9.5	S or T1	WC	BIND										LR		CONC	ABC-2	DEPTH (IN.)	TYPE			CLASS
27	8.018	ML	R1	N	1.2	6.9									8.1	11.0					4.2	C	III	S	P	
28	0.052	ML	L1	N	1.1	2.9									4.0		UNK				---	---	---	---	F	Approach Slab. Bottom 1" of core broke apart trying to extract core.
29	0.052	ML	R1	N	1.3	0.9		1.8							4.0		UNK				---	---	---	---	F	Departure Slab
30	0.779	ML	L1	Y	1.2	6.8	0.4								8.4	9.5					0.7	C	III	S	P	
31	0.779	S	OL	N	1.1	0.7									1.8	11.0					---	---	---	---	F	Widening area
32	0.432	ML	R1	Y	1.3	4.8									6.1	11.0					---	---	---	---	P	Short side on right. Widening area
33	0.432	S	OR	N	1.3	2.9									4.2	10.5					---	---	---	---	P	
34	1.943	ML	R1	Y	1.5	7.2	0.5								9.2	6.0			12.0		0.5	C	II	S	P	Base crack
35	1.943	S	OR	N	0.8	1.2									2.0	13.0					---	---	---	---	F	
36	2.643	ML	L1	Y	1.4	2.6									4.0	10.3					4.0	C	III	S	P	Base crack
37	2.643	S	OL	N	1.0	1.8									2.8	9.0					---	---	---	---	F	
38	3.173	ML	R1	Y	1.2	2.0									3.2	5.3					3.2	C	II	M	P	Short side on right
39	3.195	ML	R1	Y	1.2	4.0									5.2	10.5					5.2	C	III	S	P	Long side is upstation
40	3.195	ML	L1	N	1.3	2.8									4.1	9.4					4.1	C	III	S	P	
41	3.173	ML	L1	Y	1.1	2.0									3.1	9.5			12.0		3.1	C	II	S	P	
42	3.403	ML	R1	Y	1.3	3.1									4.4	10.0					4.4	C	III	S	P	
43	3.403	S	OR	N	0.8	1.7									2.5	10.5					---	---	---	---	F	
44	3.746	S	OL	N	0.8	1.4									2.2	8.8					---	---	---	---	P	
45	3.746	ML	L1	Y	1.3	2.0									3.3	10.5					3.3	C	II	S	P	
46	4.532	ML	R1	Y	1.3	3.2									4.5	8.0					4.5	C	III	S	P	Short side on the right. Base crack
47	4.532	S	OR	N	1.5	0.8									2.3	10.5					---	---	---	---	F	
48	4.936	ML	L1	Y	1.5	2.1									3.6	10.3					3.6	C	III	S	P	
49	7.936	S	OL	N	0.8	1.7									2.5	10.5					---	---	---	---	F	
50	5.715	S	OR	N	0.9	1.6									2.5	13.0					---	---	---	---	F	
51	5.715	ML	R1	Y	1.0	3.1									4.1	9.5					4.1	C	III	S	P	Base crack
52	6.204	ML	L1	Y	0.9	2.6									3.5	10.0			10.0		3.5	C	III	S	P	

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	End MP: 8.206	Length: 8.206
Overall Pavement Condition (from DMO field review): Poor	Median Curbed (Y/N): N	Paved
	Lawn	Other: None
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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	COMMENTS	
					FC9.5	S or T1	WC	BIND								LR	CONC	ABC-2		DEPTH (IN.)	TYPE	CLASS	EXTENT			
53	6.204	S	OL	N	0.8	1.9									2.7	10.0									F	
54	6.834	ML	R1	Y	1.5	4.1		1.2							6.8	5.0									P	
55	6.834	S	OR	N	1.4	1.0									2.4	12.5									F	
56	7.085	ML	L1	Y	1.4	3.5									4.9	8.3								P	Base crack	
57	7.085	S	OL	N	1.5	1.1									2.6	11.0									F	
58	7.499	ML	R1	Y	1.2	2.1									3.3	11.5								P	Base crack	
59	7.499	S	OR	N	1.2	1.1									2.3	13.5									F	
60	7.694	S	OL	N	1.1	1.5									2.6	10.0									F	
61	7.694	ML	L1	Y	1.2	4.1	0.4								4.7	8.5								P		
62	8.085	TL/CO	L1	N	1.0	9.0	0.4								10.4	5.3			10.0						F	
63	8.156	TL/CO	GO	N	1.1	8.3	0.3								9.7	6.0									F	Lane Type - Center Gore
64	8.177	ML	R1	N	1.0	4.5									5.5	9.5									F	
65	8.177	S	OR	N	1.1	3.6									4.7		6.6								F	
66	8.145	ML	L1	Y	1.4	2.3									3.7		8.3								P	
67	8.145	S	OL	N	0.9	3.9									4.8		6.6								P	
68	5.270	TL/CO	L1	Y	1.1	4.6	0.5								6.5	7.0									P	
69	4.026	TL/CO	L1	N	1.1	5.4	0.3								6.8	7.0									F	Approximately 4 inches of limerock broke off from core
70	0.318	ML	L1	Y	1.0	6.4	0.3								7.7	12.5									P	Base Crack
71	0.318	S	OL	N	1.1	1.6									2.7	11.0									P	
72	2.563	ML	R1	N	1.4	5.4	1.5								8.3	5.0			12.0						P	Severe bottom up Base crack in the bot 4" of core
73	0.810	ML	R1	N	1.2	3.1									4.3	10.5									P	
74	7.745	ML	L1	N	1.4	4.8									6.2	11.0									P	
<b>AVERAGE</b>					<b>1.15</b>	<b>3.34</b>	<b>0.49</b>	<b>1.35</b>							<b>4.65</b>	<b>9.59</b>			<b>11.25</b>	<b>3.82</b>						
<b>MAX</b>					<b>1.50</b>	<b>9.00</b>	<b>1.50</b>	<b>1.80</b>							<b>10.40</b>	<b>18.50</b>			<b>12.00</b>	<b>7.70</b>						
<b>MIN</b>					<b>0.70</b>	<b>0.70</b>	<b>0.30</b>	<b>0.90</b>							<b>1.80</b>	<b>4.50</b>			<b>10.00</b>	<b>0.50</b>						
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.15</b>	<b>0.00</b>	<b>0.15</b>								<b>0.12</b>	<b>UNKW</b>	<b>0.12</b>		<b>0.08</b>						

