

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 7/7/2021

Typical Section: 1

W.P.I. No.:				Name:	SR 710			Lanes:	4								
Fin. Proj. ID:	446209-1			From:	Interceptor Creek			Shoulder Type and Condition:									
F.A. Project No.:				Roadway ID:	91060000			To:	N of SE 67th Way								
County:	Okeechobee			SR No.:	710			Beg MP:	1.132	End MP:	3.550	Length:	2.418	Inside:	F	Outside:	F
Overall Pavement Condition (from DMO field review):				Poor				Median Curbed (Y/N):	N	Paved:		Lawn:		Other:		Curb & Gutter (Y/N):	N

All Cores																							
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP9.5	S	ARMI								LR		ABC-2	SAHM	DEPTH (IN.)	TYPE		
1	1.447	ML	R1	N	1.2							1.2								F	DEPARTURE SLAB		
2	1.476	ML	R1	Y	1.1	2.8						3.9	9.3							P			
3	1.480	ML	R1	Y	1.0	2.2	0.8					4.0	12.0				4.0	C	III	S	P		
4	1.166	ML	R1	Y	1.0	1.2	0.8					3.0	14.0			19.0	3.0	A	III	S	P		
5	1.213	TL	R1	Y	1.0	2.5	1.6					5.1	9.9				5.1		II	M	P		
6	1.481	ML	R1	Y	1.1	3.4						4.5		8.0			1.8		II	M	F		
7	1.507	ML	R1	N	1.1	3.1						4.2		11.3			2.6	C	II	M	F		
8	1.821	ML	R1	N	1.0	2.8	0.5					4.3		7.4			1.9		II	M	P		
9	2.051	ML	R1	N	1.0	3.0	1.1					5.1		5.1			1.9	C	II	M	P		
10	2.571	ML	R1	Y	0.9	2.0	0.9					3.8		6.5			3.8		III	M	P		
11	2.961	SS	R1	N	1.1	1.4	1.8					4.3					4.3	C	III	S	P		
12	3.158	ML	R1	Y	0.9	2.0	1.8					4.7		5.4			4.7	C	III	M	P		
13	3.495	ML	R1	Y	0.9	2.0	5.6	0.5				9.0	10.0				5.0	C	III	S	P		
14	3.508	ML	R1	N	0.9	2.0	6.2	0.5				9.6	10.0				3.8	C	III	S	P		
15	3.526	ML	L1	N	1.0	2.0	6.1	0.5				9.6	9.9			9.9	6.5		III	S	P		
16	3.235	ML	L1	N	1.1	2.9						4.0		7.5			1.3		II	M	P		
17	3.191	SS	L1	N	1.1	1.8						2.9		0.7							F		
18	2.854	ML	L1	Y	1.1	2.3	1.5					4.9		4.8			2.6		III	S	P		
19	2.347	ML	L1	Y	1.0	2.3	0.9					4.2		7.2		8.0	2.5	C	II	M	P		
20	1.974	ML	L1	Y	1.1	2.5	0.7					4.3		5.6			3.0	C	III	S	P		
21	1.674	ML	L1	Y	1.0	2.1	1.6					4.7		5.0			4.7		III	S	P		
22	1.656	SS	L1	N		1.4	1.2					2.6				11.6					P		
23	1.522	ML	L1	N	1.1	2.0						3.1		8.2			3.1	C	II	M	P		
24	1.494	ML	L1	N	1.0	4.2						5.2		12.3			5.2	C	III	M	P		
25	1.337	TL	L1	N	0.7		3.1					3.8	11.5								G		
26	1.260	SS	L1	N	0.7		4.8					5.5	13.2								F		
27	1.244	ML	L1	Y	0.8		3.7					4.5	11.0				4.5	C	III	S	P		
28	1.145	ML	L1	N	0.9		0.2					1.1									F		
29	1.324	S	OR	N	1.5		2.6					4.1	7.5								G		
30	2.128	S	OR	N	0.7		3.1					3.8		3.0		5.0					G		
31	2.931	S	OR	N	1.0		2.2					3.2		3.6		4.5					F		
32	3.311	S	OL	N	0.7		1.8					2.5		3.8		4.0					G		
33	2.519	S	OL	N	1.0		2.9					3.9		3.8		6.0	1.0		IB	L	F		
34	2.012	S	OL	N	0.9		2.2					3.1		3.1		5.0	3.1	C	II	L	P		
AVERAGE					0.99	2.34	2.30	0.50				4.34	10.75	5.91	6.50	8.11	3.45						
MAX					1.50	4.20	6.20	0.50				9.60	14.00	12.30	8.00	19.00	6.50						
MIN					0.70	1.20	0.20	0.50				1.10	7.50	0.70	5.00	4.00	1.00						
LAYER COEF.					0.15	0.15	0.15	0.00						0.18	0.12	0.08	0.08						

Notes:

- 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.
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
- Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
- A value of "UNK" indicates material was encountered but the total thickness was not determined.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor