

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

Cored By: Madrid CPWG

Coring Completion Date: 5/24/2022

Typical Section:

| | | | | | | | | | | | | | |
|--|--|----------------------|--|----------------------------------|--|---------------|--|------------------------------|--|-----------------|--|----------------------------------|--|
| W.P.I. No.: | | | | Name: SR 15 (US 98) | | | | Lanes: 4 | | | | | |
| Fin. Proj. ID: 448976-1 | | | | From: SW 23rd St. | | | | Shoulder Type and Condition: | | | | | |
| F.A. Project No.: | | Roadway ID: 91020000 | | To: SW 3rd St. | | | | Inside: Unpaved | | | | | |
| County: Okeechobee | | SR No.: 15 | | Beg MP: 1.626 | | End MP: 2.963 | | Length: 1.337 | | Outside: Paved. | | | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y (Partial) | | Paved | | Lawn: Yes | | Other: | | Curb & Gutter (Y/N): Y (Partial) | |

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 | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|-------------------------------|--------------|--------------|-------------|-------------|----------------------------------|-------------|------|-------|--------|--|-------------------------|--|
| | | | | | FC3 | FC9.5 | SP9.5 | S | WC | S2 | T1 | FC3 | BIND | | | LR | Shel | Rap | RCA | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | | |
| 29 | 2.018 | CO | CO | N | 1.0 | | | 1.4 | | | | | | | 2.4 | 12.0 | | | | | | | | F | 17th St. Intersection. | | |
| 30 | 2.213 | CO | CO | N | 1.0 | | | 1.7 | | | | | | | 2.7 | 14.0 | | | | | | | | F | 14th St. Intersection. | | |
| 31 | 2.342 | CO | CO | N | 1.3 | | | 1.7 | | | | | | | 3.0 | 14.0 | | | | | | | | F | 12th St. Intersection. | | |
| 32 | 2.534 | CO | CO | N | 1.4 | | | 1.8 | | | | | | | 3.2 | 15.0 | | | | | | | | F | 9th St. Intersection. | | |
| 33 | 2.807 | CO | CO | N | 1.6 | | | | | | | | | | 1.6 | 7.0 | | | | | | | | F | 5th St. Intersection. | | |
| 34 | 1.676 | SS | R1 | Y | 1.8 | | | 1.4 | | | | | | | 3.2 | 15.0 | | | | | | | | F | SW 22nd St., West of ML. | | |
| 35 | 1.765 | SS | LR | N | 1.5 | | | 3.0 | | | | | | | 4.5 | 15.0 | | | | | | | | F | LRTL (1st.), Walmart Ent., East of ML. | | |
| 36 | 1.956 | SS | R1 | Y | 1.3 | | | 3.0 | | | | | | | 4.3 | 13.5 | | | | | | | | F | SW 18th St., West of ML. | | |
| 37 | 2.085 | SS | R1 | Y | 1.4 | | | 2.5 | | | | | | | 3.9 | 7.0 | | | | | | | | F | SW 16th St., West of ML. | | |
| 38 | 2.150 | SS | R1 | Y | 1.4 | | | 1.9 | | | | | | | 3.3 | 12.0 | | | | | | | | P | SW 15th St., West of ML. | | |
| 39 | 2.277 | SS | R1 | Y | 1.4 | | | 1.4 | | | | | | | 2.8 | 12.0 | | | | | | | | F | SW 13th St., West of ML. | | |
| 40 | 2.341 | SS | R1 | N | 1.4 | | | 1.4 | | | | | | | 2.8 | 14.0 | | | | | | | | F | SW 12th St., West of ML. | | |
| 41 | 2.470 | SS | R1 | Y | 1.3 | | | 1.2 | | | | | | | 2.5 | 16.0 | | | | | | | | P | SW 10th St., West of ML. | | |
| 42 | 2.600 | SS | R1 | N | 1.4 | | | | | | | | | | 1.4 | 7.0 | | | | | | | | F | SW 8th St., West of ML. | | |
| 43 | 2.663 | SS | R1 | Y | 1.2 | | | 1.2 | | | | | | | 2.4 | 12.0 | | | | | | | | F | SW 7th St., West of ML. | | |
| 44 | 2.739 | SS | L1 | Y | 1.5 | | | 3.0 | | | | | 2.2 | | 6.7 | | 14.0 | | | | | | | F | SE 6th St., East of ML. | | |
| 45 | 2.805 | SS | R1 | N | 1.6 | | | | | | | | | | 1.6 | | 8.0 | | | | 1.6 | C | II | M | P | SW 5th St., West of ML. | |
| 46 | 2.886 | SS | LR | Y | 1.8 | | | | | | | | | | 1.8 | 11.0 | | | | | | | | F | LRTL (1st.), SE 4th St., East of ML. | | |
| 47 | 2.947 | SS | RR | N | | | 0.4 | | | | | | | | 0.4 | 8.0 | | | | 0.4 | C | II | M | P | RRTL (1st.), SW 3rd St., West of ML, base cracked. | | |
| AVERAGE | | | | | 1.36 | 1.13 | 1.80 | 1.80 | | | | | 1.38 | | 2.91 | 11.44 | 11.75 | | 8.00 | 11.00 | 2.67 | | | | | | |
| MAX | | | | | 1.90 | 1.30 | 3.20 | 3.40 | | | | | 2.20 | | 6.70 | 16.00 | 14.00 | | 8.00 | 14.00 | 4.20 | | | | | | |
| MIN | | | | | 0.80 | 1.00 | 0.40 | 0.50 | | | | | 0.60 | | 0.40 | 6.00 | 8.00 | | 8.00 | 6.00 | 0.40 | | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.25 | UNKW | 0.25 | 0.23 | 0.17 | 0.20 | | | 0.18 | 0.18 | UNKW | 0.18 | 0.08 | | | | | | | |

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| County: Okeechobee | | SR No.: 15 | | Beg MP: 1.626 | | End MP: 2.963 | | Length: 1.337 | | Outside: Paved. | | | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y (Partial) | | Paved | | Lawn: Yes | | Other: | | Curb & Gutter (Y/N): Y (Partial) | |

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 |
|----------|------------------------|-----------|------|----------|----------------------|-------|-------|---|----|----|----|-----|------|----|-------------------------------|------|-----|-----|-------------|----------------------------------|-------|-------|--------|--|--------------------|----------|
| | | | | | FC3 | FC9.5 | SP9.5 | S | WC | S2 | T1 | FC3 | BIND | LR | | Shel | Rap | RCA | DEPTH (IN.) | | TYPE | CLASS | EXTENT | | | |

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.

| 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 |