

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

Cored By: RCS

Coring Completion Date: 9/1/2022

Typical Section: _____

W.P.I. No.:		Name:	SR 700 (US 98)				Lanes:	2			
Fin. Proj. ID:	448972-1	From:	Bridge #910090				Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID:	91090000		To:	North of NW 80th Avenue					
County:	Okeechobee	SR No.:	700		Beg MP:	4.705	End MP:	10.870			
					Length:	6.165		Outside:	Paved shoulder in fair condition		
Overall Pavement Condition (from DMO field review):				Fair	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
					FC12.5	SP9.5	S									LR	SAHM		SHEL	ABC-2	DEPTH (IN.)	TYPE		
1	5.104	ML	R1	N	1.5	4.0	2.0						7.5	9.3				12.0	2.5	C	III	L	F	
2	5.281	SS	NA	Y	1.4	1.5	1.9						4.8		7.5								F	SS NW 160th Street, SAHM Broke
3	5.444	ML	R1	Y	1.3	2.4	3.3						7.0		4.7				3.0	C	II	M	F	
4	5.444	S	OR		1.5	1.3	0.8						3.6			5.4							F	
5	6.214	ML	R1	N	1.4	2.6	3.1						7.1		6.9								F	SAHM Broke
6	6.214	S	OR		1.5	1.3	1.6						4.4			4.6							F	
7	6.460	ML	R1	N	1.3	2.7	4.0						8.0		4.0				5.5	C	III	L	P	SAHM Broke
8	9.018	ML	L1	N	1.5	1.3	4.4						7.2	15.8									F	Crossdrain
9	7.031	ML	R1	N	1.5	2.2	3.7						7.4		4.0				7.4	C	III	S	F	
10	7.031	S	OR		1.7	1.2	1.5						4.4			4.4							F	
11	7.966	ML	R1	N	1.7	2.5	3.0						7.2		3.5			12.0	7.2	C	III	S	F	SAHM Broke / Base Crack
12	7.971	S	OR		1.5	1.8	1.5						4.8			5.7							F	
13	8.866	ML	R1	N	1.5	2.7	4.3						8.5		5.5				0.4	C	IB	L	F	Base Crack
14	8.866	S	OR		1.8	2.0	1.9						5.7			3.4			0.9	C	IB	L	F	
15	9.598	ML	R1	Y	1.3	2.3	4.4						8.0		4.5				3.3	C	II	L	F	SAHM Broke
16	9.598	S	OR		1.3	1.5	1.2						4.0			5.3		12.0					F	
17	9.754	ML	R1	Y	1.4	2.7	4.2						8.3		5.0				8.3	C	III	S	F	SAHM Broke
18	10.457	ML	R1	N	1.4	2.1	4.5						8.0		4.8				8.0	C	III	S	F	SAHM Broke
19	10.457	S	OR		1.5	2.4	1.6						5.5			2.9							F	
20	10.835	ML	R1	N	1.3	1.6	2.2						5.1		6.8				5.1	C	III	M	P	Base Crack
21	10.550	ML	L1	N	1.6	3.9	2.7						8.2		6.0				5.3	C	III	S	F	Bottom / up crack / Base Crack
22	10.060	ML	L1	N	1.7	2.4	3.4						7.5		4.5				7.5	C	III	M	F	SAHM Broke
23	10.060	S	OL		1.6	1.2	1.2						4.0			4.8							F	
24	9.216	ML	L1	N	1.3	2.5	4.2						8.0		4.8			12.0					F	SAHM Broke
25	9.216	S	OL		1.3	2.1	1.4						4.8			4.3			0.2	C	IB	L	F	
26	8.509	ML	L1	Y	1.7	2.5	3.6						7.8		4.5								F	SAHM Broke
27	8.509	S	OL		1.8	2.1	1.4						5.3			4.0			0.3	C	IB	L	F	

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					Length:	6.165		Outside:	Paved shoulder in fair condition		
Overall Pavement Condition (from DMO field review):				Fair	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			
					FC12.5	SP9.5	S									LR	SAHM	SHEL	ABC-2		DEPTH (IN.)	TYPE	CLASS	EXTENT					
28	7.683	ML	L1	Y	1.4	2.5	3.5									7.4		4.3					4.0	C	III	M	F		
29	7.683	S	OL		1.5	1.2	1.8									4.5			4.2				12.0	3.3	C	II	M	F	
30	7.464	ML	L1	N	1.4	2.7	3.0									7.1		4.5					3.1	C	III	M	P	SAHM Broke	
31	6.790	ML	L1	Y	1.9	2.6	2.2									6.7		4.0					2.0	C	III	M	F	SAHM Broke	
32	6.790	S	OL		1.4	0.6	1.0									3.0			5.5				0.4	C	IB	L	F		
33	5.863	ML	L1	N	1.3	2.2	3.0									6.5		6.0					12.0	1.4	C	III	L	F	
34	5.863	S	OL		1.2	2.2										3.4			5.0								F		
35	5.305	TL	LR	Y	1.3	1.4	1.7									4.4		7.0									F	LRTL to NW 160th Street, SAHM Broke	
36	5.034	ML	L1	N	1.6	2.4	0.6									4.6	11.5										F	Bridge #0089; No approach slab	
37	4.847	ML	L1	N	1.7	2.3	1.5									5.5	11.2						12.0				F		
38	4.847	S	OL		1.6	1.8										3.4			5.6								F		
39	4.973	ML	R1	N	1.4	2.6										4.0	11.0										P	Bridge #0089; No approach slab	
40	9.985	ML	R1	Y	1.1	1.7	4.6									7.4		4.1					7.4	C	III	M	F	Crossdrain, SAHM Fell apart	
41	10.598	ML	R1	N	1.5	2.7										4.2				9.5							F	Crossdrain	
AVERAGE					1.48	2.14	2.59									5.96	11.76	5.09	4.65	9.50			12.00	3.93					
MAX					1.90	4.00	4.60									8.50	15.80	7.50	5.70	9.50			12.00	8.30					
MIN					1.10	0.60	0.60									3.00	9.30	3.50	2.90	9.50			12.00	0.20					
LAYER COEF.					0.25	0.25	0.25										0.18	0.11	0.18	0.16			0.08						

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Fin. Proj. ID:	448972-1	From:	Bridge #910090				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	91090000		To:	North of NW 80th Avenue		Inside:	None			
County:	Okeechobee	SR No.:	700	Beg MP:	4.705	End MP:	10.870	Length:	6.165	Outside:	Paved shoulder in fair condition	
Overall Pavement Condition (from DMO field review):				Fair	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				
					FC12.5	SP9.5	S									LR	SAHM		SHEL	ABC-2	DEPTH (IN.)	TYPE			CLASS	EXTENT		

- 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.

<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