

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

Cored By: RCS

Coring Completion Date: 9/9/2022

Typical Section: _____

W.P.I. No.:				Name: SR 78				Lanes: 2					
Fin. Proj. ID: 448975-1				From: Bridge #910094				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 91010000		To: US 98				Inside: NA					
County: Okeechobee		SR: 78		Beg MP: 3.069		End MP: 4.781		Length: 1.712		Outside: Paved 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	FC6	SP9.5	WC	S	T1	WC					LR	ABC-2				DEPTH (IN.)	TYPE			CLASS	EXTENT
1	3.069	ML	R1	Y		1.2	1.2	0.6	3.0		0.5				6.5	7.7				12.0	2.6	C	II	M	F	
2	3.135	ML	R1	N		1.4	1.7		1.9					5.0		3.8					1.0	C	III	S	P	BR #910094, no departure slab
3	3.382	ML	R1	Y		1.1	1.1		1.4					3.6	10.1						3.6	C	III	S	F	
4	3.382	S	OR			1.1	1.2							2.3		3.0					0.4	C	IB	L	F	
5	3.749	ML	R1	N		1.2	0.5		3.0					4.7	9.2						2.7	C	III	S	P	
6	3.965	ML	R1	N		1.3	1.6		1.3		0.6			4.8	9.0						4.8	C	III	S	P	
7	4.319	ML	R1	Y		1.1	1.7		2.0		0.6			5.4	5.9						5.4	C	III	S	P	Half LR / Half ABC - ABC not measured
8	4.319	S	OR			1.5	1.2							2.7		3.5								F		
9	4.601	ML	R1	Y		1.1	2.4							3.5		3.9					3.5	C	III	S	P	Base Crack (ABC crack at 0.4 inches)
10	4.660	ML	L1	N		1.2	1.5		2.0					4.7	9.7				12.0					F		
11	4.383	ML	L1	N		1.2	1.8	0.6						3.6	10.2						0.8	C	IB	L	F	
12	4.383	S	OL			1.2	1.6							2.8		2.7								F		
13	4.107	ML	L1	Y		1.0	1.3		1.4					3.7	9.6						3.7	C	III	L	F	
14	3.688	ML	L1	N		1.2	2.1	0.5						3.8	9.7						1.7	C	III	M	F	
15	3.519	ML	L1	N		1.3	1.7	0.5	0.8					4.3	10.8						2.2	C	III	S	P	
16	3.519	S	OL			1.3	2.1		3.5					6.9	6.4				12.0		1.3	C	IB	L	F	
17	3.291	ML	L1	Y		1.2	1.7	0.4						3.3	10.1						3.3	C	III	S	F	
18	3.076	ML	L1	Y	2.0		1.6	0.5						4.1		6.2					2.0	C	II	L	F	BR #910094, no departure slab
19	3.660	TL	RL	N		1.3	1.7		1.3		0.6			4.9	9.8						4.9	C	II	M	F	Base Crack - RLTL to SW 16th Way
20	3.736	TL	RL	N		1.2	2.0	0.6						3.8	10.5				12.0		0.5	C	III	M	P	RLTL to SW 16th Avenue
21	4.617	TL	RL	N		1.2	2.5	0.5	1.8					6.0	7.6									F	RLTL to BP Gas Station	
22	4.677	TL	LR	N		1.3	1.3		2.9					5.5	7.7				12.0					F	LRTL to BP Gas Station	
23	4.714	TL	RL	Y		1.3	1.6		2.0					4.9	8.1									F	RLTL to US-441S	
24	3.603	ML	R1	Y		1.0	2.1			0.4	0.5			4.0	9.9						4.0	C	III	S	P	Base Crack
25	4.504	ML	R1	Y		1.4	1.5		1.8					4.7	5.2						4.7	A	III	S	P	
26	4.437	ML	L1	Y		1.1			1.6					2.7	8.3						2.7	C	III	S	P	Base Crack

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	End MP: 4.781	Length: 1.712
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Outside: Paved in Fair Condition
		Inside: NA
		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	FC6	SP9.5	WC	S	T1	WC					LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
27	4.238	ML	R1	Y		1.5	2.4		2.1						6.0		5.4				0.4	C	IB	L	F	Box Culvert
28	3.965	S	OR			1.5	1.5								3.0		4.4							F		
29	4.107	S	OL			1.6	1.3								2.9		2.9			12.0				F		
AVERAGE					2.00	1.25	1.64	0.53	1.99	0.40	0.56				4.28	8.78	3.98			12.00	2.68					
MAX					2.00	1.60	2.50	0.60	3.50	0.40	0.60				6.90	10.80	6.20			12.00	5.40					
MIN					2.00	1.00	0.50	0.40	0.80	0.40	0.50				2.30	5.20	2.70			12.00	0.40					
LAYER COEF.					0.25	0.25	0.25	UNKW	0.25	0.23	UNKW					0.18	0.16			0.08						

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.

<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	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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				