

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

Cored By: Intertek- PSI

Coring Completion Date: 1/12/2023

Typical Section:

W.P.I. No.:	Name: SR 15/700 (US 98)				Lanes: 2
Fin. Proj. ID: 448973-1	From: SE 30th Terrace				Shoulder Type and Condition: Fair
F.A. Project No.:	Roadway ID: 91050000	To: Martin County Line			Inside: N
County: Okeechobee	SR No.: 15	Beg MP: 2.196	End MP: 11.994	Length: 9.798	Outside: Y
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		
					FC3	FC12.5	SP12.5	SP9.5	S	T1	WC	BIND		LR	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS			EXTENT	
1	2.201	ML	R1	Y		1.0	1.8	2.3				1.6		6.7	9.5			12.0				F	Change color	
2	2.370	TL	RL	N	1.8				3.7			2.0		7.5	9.0							F		
3	2.425	ML	R1	Y	1.6				3.5		0.6			5.7	9.7				3.0	B	II	M	F	
4	2.945	ML	R1	Y	1.4				4.2		0.6			6.2	9.4				2.5	B	II	M	F	
5	3.210	ML	R1	N	1.6				3.3		0.6			5.5	12.3				5.5	B	III	S	P	Base Crack
6	3.425	S	OR	N	1.2				2.1					3.3		10.0						F		
7	3.427	ML	R1	N	1.5				3.9					5.4	3.0		UNK					F	Box culvert, 3" LR over CONC.	
8	3.485	TL	RL	N	1.6				2.4		0.5			4.5	10.2			12.0	1.8	B	IB	M	F	
9	3.735	ML	R1	Y	1.5				5.5		0.5			7.5	9.4				1.9	B	IB	M	F	
10	3.894	ML	R1	N	1.5				2.6		0.5			4.6	9.5				4.6	B	II	S	P	Base Crack
11	4.047	ML	R1	N	1.6				9.1					10.7	8.5				7.5	B	III	S	P	
12	4.380	S	OR	N	1.4				3.1					4.5		10.2			1.7	B	IB	M	F	
13	4.688	BR	R1	N	1.0				1.1					2.1			UNK					F	Approach slab, CANAL 59	
14	4.762	BR	R1	N	1.5									1.5			UNK					F	Approach slab, NAVIGATION CHANNEL, core broke.	
15	4.870	ML	R1	N	1.7				2.3					4.0	9.4				2.4	B	IB	M	F	Widening crack
16	4.922	TL	RL	N	1.4				5.1					6.5	9.3				0.3	B	IB	L	F	
17	5.140	TL	RL	N	1.1				4.9		0.9			6.9	9.5			12.0	2.8	B	IB	M	F	
18	5.410	S	OR	N	1.4				2.2					3.6		8.0			1.7	B	IB	L	F	
19	5.982	ML	R1	Y	1.6				7.3					8.9		3.0			8.9	B	II	S	P	
20	6.360	S	OR	N	1.6				0.6					2.2		6.0						F		
21	6.820	ML	R1	Y	1.2				5.6					6.8	7.0				6.8	B	II	S	P	
22	7.256	ML	R1	N	1.4				2.8		0.6			4.8	8.0				4.8	B	II	S	P	Base Crack
23	7.394	ML	R1	N	1.5				4.7		0.6			6.8	9.2				6.8	B	II	S	P	Joint Crack
24	7.810	ML	R1	Y	1.4				5.6		0.5			7.5	8.5				7.5	A	IB	L	P	Base Crack
25	8.160	S	OR	N	1.6				1.9					3.5	9.0				1.2	B	IB	L	F	
26	8.240	ML	R1	Y	1.4				7.6					9.0	1.0		UNK		9.0	B	IB	L	P	Culvert bridge deck, Henry's Creek, 1" LR over CONC.
27	8.421	ML	R1	Y	1.5				4.0		0.7			6.2	8.5			12.0	6.2	A	IB	S	P	Base Crack
28	8.492	S	OR	N	1.2				2.4					3.6		6.0			3.6	B	IB	S	F	Base Crack
29	8.759	S	OR	N	1.3				3.5					4.8		6.5			1.5	B	IB	L	F	
30	8.940	ML	R1	N	1.5				3.1		0.7			5.3	8.6				3.0	B	IB	M	F	
31	9.055	ML	R1	Y	1.5				5.4	0.8				7.7	9.5				0.8	B	IB	M	F	Culvert bridge deck, Lettuce Creek
32	9.410	S	OR	N	1.6				1.8					3.4		8.5			1.9	B	II	S	F	
33	10.041	ML	R1	Y	1.6				4.0		0.6			6.2	9.2				6.2	B	II	S	P	Base Crack
34	10.325	S	OR	N	1.1				0.6					1.7		8.5						F		
35	11.050	ML	R1	Y	1.6				4.1		0.5			6.2	8.0				0.3	B	IB	L	F	
36	11.170	S	OR	N	1.2				1.4					2.6		7.5						F		
37	11.319	TL	RL	N	1.5				4.0		0.7			6.2	9.2							F	Base Crack	
38	11.462	ML	R1	N	2.0				5.1	1.2				8.3	7.5				1.4	B	IB	M	F	Box culvert
39	11.670	S	OR	N	1.5				2.4					3.9		8.6		12.0				F		
40	11.830	ML	R1	Y	1.4				3.6		0.5			5.5	8.2				0.6	B	IB	L	F	
41	11.930	ML	R1	N	1.7				7.3					9.0	1.0		UNK		2.5	B	IB	L	F	Bridge deck, Martin Creek, 1" LR over CONC.
42	11.610	ML	L1	Y	1.7				4.7		0.5			6.9	8.4				2.5	B	IB	L	F	
44	11.270	S	OL	N	1.6				2.4					4.0		5.3						F		
45	11.000	ML	L1	Y	1.8				2.8		0.7			5.3	8.0				5.3	B	II	S	P	
46	10.390	S	OL	N	1.5				1.7					3.2		6.2						F		
47	9.850	ML	L1	N	1.8				3.4		0.7			5.9	8.6				5.9	B	II	S	P	Base Crack
48	9.340	S	OL	N	1.5				1.2					2.7	9.0							F		
49	8.890	S	OL	N	1.3				1.2					2.5		5.5						F		

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		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					
					FC3	FC12.5	SP12.5	SP9.5	S	T1	WC	BIND		LR	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS			EXTENT				
50	8.725	ML	L1	N	1.7					9.3				11.0	2.0		UNK			1.1	B	IB	L	F	Box culvert, 2" LR over CONC.		
51	8.370	ML	L1	Y	1.6					3.8				5.9	7.2				12.0	1.9	B	IB	M	F	Base Crack		
52	8.100	S	OL	N	1.0					2.3				3.3		6.4								F			
53	8.055	ML	L1	N	1.6					2.3		1.5		5.4	9.2					5.4	B	II	S	P	Base Crack		
54	7.610	ML	L1	N	1.6					2.9		0.5		5.0	7.3					5.0	B	II	S	P	Base Crack		
55	7.443	ML	L1	Y	1.7					9.0				10.7	2.0		UNK							F	Box culvert, 2" LR over CONC.		
56	7.405	ML	L1	N	1.7					5.2		0.3		7.2	8.7					7.2	B	IB	S	P	Joint Crack		
57	6.980	S	OL	N	1.0					1.6				2.6		7.0								F			
58	6.850	ML	L1	Y	1.3					3.5		0.7		5.5	8.4			12.0	5.5	A	II	S	P				
59	6.625	ML	L1	Y	1.6					8.6	1.3			11.5	7.5				4.0	B	II	M	P		Box culvert, bottom-up crack.		
60	6.851	ML	L1	Y	1.5					4.1		0.7		6.3	7.4				0.5	B	IB	L	F				
61	6.062	S	OL	N	0.9					1.5				2.4		6.4								F			
62	5.463	ML	L1	Y	1.6					3.7		0.6		5.9	7.4					1.2	B	IB	L	F			
63	4.980	TL	LR	N	1.3					2.2				3.5		6.4				0.5	B	IB	L	F			
64	4.790	BR	L1	N	1.5					1.4				2.9			UNK			0.9	B	IB	L	F		Approach Slab, NAVIGATION CHANNEL	
65	4.730	BR	L1	Y	1.0					0.8				1.8			UNK			1.8	B	II	S	P		Approach Slab, CANAL 59	
66	4.480	ML	L1	Y	1.7					4.6				6.3	7.4					2.2	B	IB	M	F			
67	4.311	ML	L1	N	1.7					2.6		0.7		5.0	8.2					5.0	B	II	S	P		Base Crack	
68	4.230	S	OL	N	1.3					2.0				3.3		7.4				3.3	A	II	S	P			
69	4.000	ML	L1	Y	1.5					3.8		0.6		5.9	7.9					2.0	B	IB	L	F			
70	3.635	ML	L1	Y	1.1					4.1		0.6		5.8	9.2					5.8	A	III	S	P			
71	3.530	TL	LR	N	1.5					3.1				4.6		7.8				0.7	B	IB	L	F			
72	3.290	S	OL	N	1.4					3.6				5.0		7.7								F			
73	2.810	ML	L1	Y	1.5					2.9		0.6		5.0	8.1			12.0	5.0	B	IB	S	F				
74	2.380	TL	LR	N	0.9					1.4				2.3		8.2				2.3	B	II	S	P		Base Crack	
75	2.240	S	OL	N	1.2					2.3				3.5		7.5								F			
76	4.985	S	OL	N	1.4					2.1				3.5		6.2				0.3	A	II	L	F			
77	3.535	S	OL	N	1.3					2.1				3.4		7.2								F			
78	2.378	S	OL	N	1.0					2.7				3.7		8.0								F			
AVERAGE					1.45	1.00	1.80	2.30	3.53	1.10	0.63	1.80		5.27	7.94	7.15			12.00	3.41							
MAX					2.00	1.00	1.80	2.30	9.30	1.30	1.50	2.00		11.50	12.30	10.20			12.00	9.00							
MIN					0.90	1.00	1.80	2.30	0.60	0.80	0.30	1.60		1.50	1.00	3.00			12.00	0.30							
LAYER COEF.					0.17	0.25	0.25	0.25	0.25	0.23	UNKW	0.20			0.18	0.18	UNKW			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 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