



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
County: Okeechobee	SR No.: 15	Beg MP: 2.196
Overall Pavement Condition (from DMO field review): Fair	End MP: 11.994	Length: 9.798
	Median Curbed (Y/N): N	Paved
	Lawn	Other:
	Curb & Gutter (Y/N): N	

All Cores																											
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	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					5.4	9.2						5.4	B	II	S	P	Base Crack
54	7.610	ML	L1	N	1.6					2.9					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
56	7.405	ML	L1	N	1.7					5.2					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					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					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					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					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					5.9	7.9						2.0	B	IB	L	F	
70	3.635	ML	L1	Y	1.1					4.1					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					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
<b>AVERAGE</b>					<b>1.45</b>	<b>1.00</b>	<b>1.80</b>	<b>2.30</b>	<b>3.53</b>	<b>1.10</b>	<b>0.63</b>	<b>1.80</b>			<b>5.27</b>	<b>7.94</b>	<b>7.15</b>				<b>12.00</b>	<b>3.41</b>					
<b>MAX</b>					<b>2.00</b>	<b>1.00</b>	<b>1.80</b>	<b>2.30</b>	<b>9.30</b>	<b>1.30</b>	<b>1.50</b>	<b>2.00</b>			<b>11.50</b>	<b>12.30</b>	<b>10.20</b>				<b>12.00</b>	<b>9.00</b>					
<b>MIN</b>					<b>0.90</b>	<b>1.00</b>	<b>1.80</b>	<b>2.30</b>	<b>0.60</b>	<b>0.80</b>	<b>0.30</b>	<b>1.60</b>			<b>1.50</b>	<b>1.00</b>	<b>3.00</b>				<b>12.00</b>	<b>0.30</b>					
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>	<b>0.20</b>				<b>0.18</b>	<b>0.18</b>	<b>UNKW</b>				<b>0.08</b>					

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 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