

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

Cored By: MADRID CPWG

Coring Completion Date: 2/20/2025

Typical Section: 1

W.P.I. No.:	Name: SR 710			Lanes: 2 Lane Rural Principal Arterial Roadway
Fin. Proj. ID: 451106-1	From: SR 70			Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 91060000	To: N of Interceptor Creek Bridge #910065		Inside:
County: Okeechobee	SR No.: 710	Beg MP: 0.000	End MP: 1.132	Outside:
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N	Paved	Other: Curb & Gutter (Y/N): N

Mainline Cores (ML)																										
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	FC9.5	SP12.5	SP9.5	S	ARMI	S	WC				LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.351	ML	R1	Y		0.9		1.6	0.7	0.6	0.7	0.9			5.4	9.0					3.4	B	III	M	P	
2	0.816	ML	L1	Y		0.8		2.0	0.6	0.6	2.0			6.0	12.0					2.9	B	II	M	P		
5	0.470	ML	R1	Y		1.0		1.5	0.4	0.5	2.6	0.5		6.5	9.0					5.9	B	II	M	P		
6	0.672	ML	R1	Y		1.0		1.1	0.3	0.5	3.0	0.6		6.5	7.0			12.0		3.1	B	II	M	P		
7	0.896	ML	R1	Y		1.3		1.2		0.6	2.3			5.4	13.0					2.6	B	II	M	F		
8	1.077	ML	R1	N		1.0		0.7						1.7										F		
9	1.077	ML	L1	N		1.2								1.2			UNKN							F	Bridge approach concrete base	
10	0.925	ML	L1	Y		1.0		1.5	0.5	0.6	0.4			4.0	13.0									F	Bridge departure concrete base	
11	0.576	ML	L1	Y		1.2		1.1	0.5		0.9			3.7	11.0			10.0	2.5	B	II	M	F			
12	0.425	ML	L1	Y		1.2		1.0	0.4	0.7	0.5	0.7		4.5	12.0				3.0	B	II	M	F			
13	0.182	ML	L1	N		0.9		1.4	0.4	0.4	0.6			3.7	12.0									F		
AVERAGE						1.05		1.31	0.48	0.56	1.44	0.68		4.42	10.89			11.00	3.34							
MAX						1.30		2.00	0.70	0.70	3.00	0.90		6.50	13.00			12.00	5.90							
MIN						0.80		0.70	0.30	0.40	0.40	0.50		1.20	7.00			10.00	2.50							
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.00	0.25	UNKW			0.18	0.16	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	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				

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County: Okeechobee	SR No.: 710	Beg MP: 0.000	End MP: 1.132	Length: 1.132	Outside:	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N	Paved	Lawn	Other:	
					Curb & Gutter (Y/N): N	

Shoulder and Turn Lane Cores (S/TL)

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	FC9.5	SP12.5	SP9.5	S	ARMI	S	WC				LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
3	0.756	TL	LL	N		1.0		2.0		0.6	2.3				5.9	8.0					0.7	B	II	L	P	
4	0.046	S	IR	N		1.2		1.6		0.8					3.6	13.0									F	
14	0.119	S	OR	N		1.2		2.2							3.4	5.0									F	
15	0.295	S	OR	N		1.0		1.5			2.3				4.8	12.0									F	
16	0.523	S	OR	N		0.8		0.7			2.8				4.3	11.0				10.0					F	
17	0.710	S	OR	N		1.0		1.0			2.6				4.6	13.0									F	
18	0.865	S	OR	N		0.8		0.8			2.7				4.3	12.0									F	
19	1.029	S	OR	N		1.0		1.0				2.7			4.7	11.0									F	
20	0.977	S	OL	N		1.0		1.1			2.1				4.2	12.0									P	
21	0.843	S	OL	N		1.2		1.1			1.6				3.9	16.0									F	
22	0.650	S	OL	N		1.2		1.4			2.8				5.4	11.0									P	
23	0.497	S	OL	N			1.6				3.0				4.6	11.0									F	
24	0.386	S	OL	N		1.0		1.0			2.1				4.1	15.0									F	
25	0.239	S	OL	N		0.8			1.9						2.7	11.0									F	
26	0.078	TL	LL	Y	1.4		1.2		0.4	0.3	2.7				6.0	11.0									P	
27	0.097	TL	LL	N		1.0		1.4	0.4	0.4	0.6				3.8	13.0									F	
28	0.090	TL	LR	Y		1.0		1.6	0.4	0.3	0.9				4.2	13.0									P	
29	0.678	TL	RR	N	1.5		1.1		0.5	0.5	1.4				5.0	13.0									P	
30	0.961	TL	RR	N	1.2		1.2		0.5	0.3	1.2				4.4		7.5								F	
31	0.996	TL	LL	N	1.2		1.5		0.4	0.4	2.5				6.0	13.0					0.2	B	IB	L	P	
AVERAGE					1.33	1.01	1.32	1.31	0.64	0.45	2.10	2.70			4.50	11.79	7.50			10.00	0.45					
MAX					1.50	1.20	1.60	2.20	1.90	0.80	3.00	2.70			6.00	16.00	7.50			10.00	0.70					
MIN					1.20	0.80	1.10	0.70	0.40	0.30	0.60	2.70			2.70	5.00	7.50			10.00	0.20					
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.00	0.25	UNKW			0.18	0.16	UNKW			0.08						

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