

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

Cored By: Roberts Consulting Services

Date: 1/5/2021

Typical Section: 04060000

W.P.I. No.:		Name:	SR 72			Lanes:	Two Lane Roadway - One Lane Each Direction					
Fin. Proj. ID:	446203-1	From:	Sarasota County Line			Shoulder Type and Condition:	Paved					
F.A. Project No.:		To:	SW Rodgers Ave			Inside:	None					
County:	DeSoto	SR No.:	72	Beg MP:	0.000	End MP:	4.119	Length:	4.119	Outside:	Paved	
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	No

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	
					FC9.5	SP9.5	S								LR	SHEL	SAHM		ABC-2	DEPTH (IN.)	TYPE	CLASS			EXTENT
1	3.287	ML	L1	N	0.9	1.5	3.7							6.1				9.9		2.0	C	II	S	P	Box culvert - Core separation at SP Layer
2	4.119	SS	R1	Y	0.8	2.3								3.1	12.9									F	SS- SW Rodgers Ave
3	2.917	SS	L1	Y	0.9	1.7	2.2							4.8				1.8						P	SS- Tom Mizell Ave
4	1.989	ML	R1	Y	1.0	1.5	2.5							5.0				6.6		0.5	C	II	S	P	Box culvert - Core Taken on Crack Sealant
5	1.463	ML	L1	N	1.0	1.5	1.6							4.1		12.3			10.0	0.5	C	I	M	P	Cross Drain
6	0.565	ML	R1	Y	1.1	1.5	2.5							5.1				7.2						F	Box culvert
7	0.244	SS	R1	N	0.0	0.0	0.0							0.0		3.5									Unpaved Roadways, SS- NW Flint Rd
8	0.005	ML	R1	N	1.0	2.1	1.4							4.5			8.0		4.5	C	III	S	P	Base crack	
9	0.005	ML	R1	Y	1.0	1.4	2.2							4.6			5.3		4.6	C	III	S	P	Base crack, Bottom - Up Crack	
10	0.245	ML	R1	N	1.1	1.7	2.0							4.8			6.6	11.2	4.8	C	III	S	P	Base crack	
11	0.696	ML	R1	N	1.0	1.6	2.5							5.1			8.7		5.1	C	III	S	P	Core separation at 4 inches from top. Base Crack	
12	0.918	ML	R1	N	1.1	1.5	1.9							4.5			7.5		0.5	C	III	S	P	Base crack - Core Taken on Crack Sealant, Bottom - up crack	
13	0.951	ML	R1	Y	1.1	1.5	1.7							4.3			8.0		4.3	C	III	S	P	Core Taken on Crack Sealant	
14	1.453	ML	R1	Y	1.3	2.0	1.7							5.0			9.5		5.0	C	II	M	P	Patch, Base crack	
15	1.705	ML	R1	N	1.0	2.3	2.3							5.6			7.9	9.7	1.0	C	III	S	P	Core Taken on Crack Sealant and core separation at SP layer	
16	1.753	ML	R1	Y	1.0	3.0	2.4							6.4			6.9		1.5	C	III	S	P	Core Taken on Crack Sealant	
17	2.320	ML	R1	Y	1.0	3.0	2.0							6.0			8.0		6.0	C	III	M	P	Patch, Base crack	
18	2.777	ML	R1	Y	1.0	1.5	2.1							4.6			7.9		4.6	C	III	S	P		
19	3.159	ML	R1	N	1.0	1.8	3.9							6.7			5.5		4.7	C	III	S	P		
20	3.217	ML	R1	Y	0.9	2.4	3.8							7.1			5.4		1.4	C	II	S	P		
21	4.039	ML	R1	Y	1.0	2.2	2.7							5.9			6.1		0.7	C	III	S	P		
22	4.090	ML	L1	Y	1.2	0.9	3.9							6.0			9.0							F	
23	3.528	ML	L1	Y	0.9	2.1	2.2							5.2			5.8		5.2	C	II	S	P	Base crack	
24	3.528	ML	L1	N	0.9	1.4	2.8							5.1			5.9		3.0	C	III	S	P		
25	3.068	ML	L1	Y	1.1	2.1	2.8							6.0			7.5	10.3	6.0	C	III	S	P	Base crack	
26	2.725	ML	L1	Y	1.1	1.6	2.3							5.0			6.8		0.4	C	II	S	P		
27	2.725	ML	L1	Y	0.7	1.0	2.8							4.5			7.8		4.5	C	III	S	P		
28	2.360	ML	L1	N	1.0	1.4	2.9							5.3			7.7		1.8	C	III	M	P	Core separation at 3 inches from top	
29	1.968	ML	L1	N	1.2	1.5	4.4							7.1			6.2		2.4	C	III	M	P	Core separation at 4.5 inches from top	
30	0.789	ML	L1	Y	1.1	2.1	2.4							5.6			7.5		1.2	C	III	S	P		

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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		
					FC9.5	SP9.5	S									LR	SHEL		SAHM	ABC-2	DEPTH (IN.)	TYPE			CLASS	EXTENT
31	0.789	ML	L1	N	1.0	1.8	2.6							5.4			6.5				5.4	C	III	S	P	Base crack
32	0.789	S	OL	N	1.0	1.5	0.6							3.1				2.0							F	
33	0.077	ML	L1	N	1.2	1.3	3.0							5.5			6.5				5.5	C	III	S	P	Base crack
34	0.245	S	OR	N	1.2	1.0	0.8							3.0				1.6							F	
35	1.753	S	OR	N	1.2	1.5	1.7							4.4				1.9							F	
36	2.360	S	OL	N	1.0	1.2	1.8							4.0				2.4							F	
37	3.217	S	OR	N	1.0	0.9	1.1							3.0				2.5							F	
38	4.090	S	OL	N	1.3	0.9	1.9							4.1				2.8							F	
<b>AVERAGE</b>					<b>1.01</b>	<b>1.64</b>	<b>2.30</b>							<b>4.88</b>	<b>12.90</b>	<b>7.90</b>	<b>7.14</b>	<b>3.87</b>	<b>10.30</b>	<b>3.23</b>						
<b>MAX</b>					<b>1.30</b>	<b>3.00</b>	<b>4.40</b>							<b>7.10</b>	<b>12.90</b>	<b>12.30</b>	<b>9.50</b>	<b>9.90</b>	<b>11.20</b>	<b>6.00</b>						
<b>MIN</b>					<b>0.00</b>	<b>0.00</b>	<b>0.00</b>							<b>0.00</b>	<b>12.90</b>	<b>3.50</b>	<b>5.30</b>	<b>1.60</b>	<b>9.70</b>	<b>0.40</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>								<b>0.18</b>	<b>0.18</b>	<b>0.11</b>	<b>0.16</b>	<b>0.08</b>							

- 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).
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
  - The cross slope is measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>	
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline	A - Alligator B - Block C - Combination	Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor	S - Shoulder SS - Side Street