STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS   Coring Completion Date: 10/15/2021   Typical Section:

W.P.I. No.:		Name:	SR 70 Desoto County	Lanes:	4 lane with Turnlanes
Fin. Proj. ID:	446202-1	From:	Turner Avenue	Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 04040000	To:	DeSoto Automall	Inside:	Median with Curb and Lawn
County:	DeSoto; SR No.: 70	Beg MP:	14.663; End MP: 15.863; Length: 1.200	Outside:	Paved shoulder
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):	Y; Paved; Lawn X; Other:	Curb & Gutter (Y/N):	Y

All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC9.5	FC5	SP9.5	S	T1	S	T1				TOTAL ASPHALT THICKNESS (IN.)	BASE LR				STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
1	15.728	ML	L2	Y		1.1		1.8							2.9	9.9					2.9	A	3	S	P				RWP target
2	15.498	ML	L2	Y		0.7		2.6							3.3	10.9					0.7	A	3	S	P				RWP target
3	15.498	S	OL	N		0.8		3.3							4.1	10.0									F				
4	15.477	ML	L2	Y		0.9		2.8							3.7	10.3				12.0	2.3	A	3	S	P				Additional core because 2 did not have crack
5	15.404	TL	LR	N		1.1		1.8							2.9	10.9									F				TRTL to Arcadia Village
6	15.362	SS	R1	Y		1.1		4.1							5.2	7.1									F				Arcadia Village
7	15.300	SS	R1	Y	1.0										1.0	6.7									F				Big tree resort
8	15.194	TL	LR	N		1.2		1.8							3.0	11.2									F				TRTL to canal avenue
9	15.147	SS	R1	N		1.8		3.1							4.9	9.2									F				Canal Avenue
10	15.080	SS	R1	N		1.9		2.7							4.6	8.9									F				Polk Avenue
11	14.822	SS	R1	Y	0.7										0.7	7.6					0.7	C	2	S	F				SS Winn Dixie
12	14.752	ML	L2	Y		1.0		2.5							3.5	10.5					3.5	A	3	S	P				
13	14.752	S	OL	N		1.3		3.1							4.4	9.8									F				
14	14.744	ML	L2	Y		1.5		3.1							4.6	10.3				11.0	4.6	C	3	S	P				Target core - base crack
15	14.698	TL	LR	Y		0.9		2.9							3.8	9.9					2.4	C	3	S	P				LRTL to Tuener Ave - LWP Crack
16	14.664	SS	L1	N	1.3		1.5	1.0							3.8	8.7									G				Turner Avenue
17	14.744	ML	R2	Y		1.2		2.0							3.2	10.8					3.2	A	3	S	P				Target crack
18	14.744	S	OR	N		1.2		2.0							3.2	11.3									F				
19	14.952	ML	R2	N			2.5	4.6							7.1	5.7									G				Patch Area
20	15.080	TL	RR	Y		0.9		3.5							4.4	10.2					4.4	A	3	S	P				RRTL to Hog Bay Ave - LWP Target - Base Crack
21	15.147	SS	R1	Y		2.4		2.7							5.1	9.9									F				SR 31
22	15.242	ML	R2	N		1.2		2.7	0.8	2.4	0.7				7.8	6.0				11.5					G				
23	15.300	TL	RR	N		1.3		6.8							8.1	6.4									G				RRTL to Walmart Entrance
24	15.300	S	OR	N		1.4		6.3							7.7	6.6									G				
25	15.362	SS	L1	Y		1.2		2.5							3.7	9.3									F				SS- Walmart Entrance
26	15.461	TL	RR	Y		0.8		5.1							5.9	8.4									F				RRTL to Walmart Entrance 2
27	15.693	TL	RR	N		1.1		3.7							4.8	9.0									F				RRTL to Ford dealership
28	15.764	TL	LL	N		1.0		2.7							3.7	13.0									F				LLTL to Ford dealership
29	15.416	TL	LL	N		1.1		2.3							3.4	11.9									F				LLTL to Walmart
30	15.748	SS	L1	N		1.7		1.7							3.4	8.5					1.6	C	16	C	F				Ford Dealership - SS
31	15.262	ML	L1	Y		1.1		2.2							3.3	11.3					1.1	C	3	M	F				
32	15.262	S	IL	N		1.2		2.3							3.5	10.9									F				
33	15.010	TL	LL	N		1.4		3.1							4.5	10.8				11.0					F				LLTL to Publix

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 10/15/2021 Typical Section:

W.P.I. No.:				Name:	SR 70 Desoto County							Lanes:	4 lane with Turnlanes						
Fin. Proj. ID:	446202-1			From:	Turner Avenue							Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	04040000	To:	DeSoto Automall							Inside:	Median with Curb and Lawn						
County:	DeSoto	SR No.:	70	Beg MP:	14.663		End MP:	15.863		Length:	1.200	Outside:	Paved shoulder						
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved		Lawn	X	Other:		Curb & Gutter (Y/N):	Y						

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) [4]	COMMENTS
					FC9.5	FC5	SP9.5	S	T1	S	T1					LR					DEPTH (IN.)	TYPE	CLASS	EXTENT					
34	14.832	ML	L1	Y		0.8		2.7							3.5	11.3					2.0	C	3	M	F				
35	14.832	S	IL	N		1.0		2.0							3.0	12.3									F				
36	14.698	TL	LL	N		1.3		3.3							4.6	10.8									F				LLTL To Turner Avenue
37	14.692	ML	L1	Y		0.9		2.5							3.4	11.1									P				
38	14.795	TL	RL	Y		1.2		2.1							3.3	11.0									F				RLTL To Winn Dixie
39	14.795	ML	R1	Y		0.9		2.4							3.3	11.2					1.8	C	2	M	P				
40	14.899	ML	R1	Y		1.0		2.7							3.7	11.8					1.9	C	2	M	P				
41	14.899	S	IR	N		0.9		2.6							3.5	11.8									F				
42	15.107	TL	RL	N		0.5		10.0							10.5	10.2									F				RLTL to Siesta Blvd 10.5" Core with 10" LR outside
43	15.544	ML	R1	Y		1.0		7.0							8.0	8.8				12.0	1.9	L	2	M	F				Half of the core had LR on the mainlane - No base other half
44	15.544	S	IR	N		1.0		8.3							9.3	9.1									F				
45	15.693	TL	RL	N	1.2	0.4		2.7							4.3	12.0					0.1	C	16	L	F				RLTL to U-Turn
AVERAGE					***1.05***	***1.13***	***2.00***	***3.28***	***0.80***	***2.40***	***0.70***				***4.44***	***9.85***				***11.50***	***2.19***								
MAX					***1.30***	***2.40***	***2.50***	***10.00***	***0.80***	***2.40***	***0.70***				***10.50***	***13.00***				***12.00***	***4.60***								
MIN					***0.70***	***0.40***	***1.50***	***1.00***	***0.80***	***2.40***	***0.70***				***0.70***	***5.70***				***11.00***	***0.10***								
LAYER COEF.					***0.25***	***0.00***	***0.25***	***0.25***	***0.23***	***0.25***	***0.23***					***0.18***				***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.

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