

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
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

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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							
County:	DeSoto	SR No.:	70			Beg MP:	14.663	End MP:	15.863	Length:	1.200	Inside:	Median with Curb and Lawn	
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
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.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> 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	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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