

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

Cored By: Test Lab, Inc.

Coring Completion Date: 10/19/21 - 10/20/21

Typical Section:

W.P.I. No.:	Name: SR 70	Lanes: 2
Fin. Proj. ID: 445473-1	From: Manatee County Line	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 04040000	To: Peace River
County: DeSoto	SR No.: 70	Beg MP: 0.000
	End MP: 12.620	Length: 12.620
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N):	Paved
		Lawn
		Other:
		Outside: Paved
		Inside:
		Curb & Gutter (Y/N): N

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
					FC5	FC3	FC9.5	SP9.5	S	T1	S2	WC	T1	ABC-3		RAP	LR	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT						
1	0.006	SS	R1	N		1.5			1.1					2.6	2.8							F				County Line Rd.			
2	0.025	S	OL	N		1.5			2.1					3.6		4.4						F							
3	0.155	ML	L1	Y		1.2			2.1			0.6		3.9			7.5		3.9	A	III	S	P			Base Crack			
4	0.461	ML	R1	N		1.5			2.0			0.6		4.1			6.0	10.5	4.1	B	III	S	P						
5	0.640	ML	R1	Y	1.0				2.8			0.7		4.5			7.3		4.5	C	III	S	P			Base Crack			
6	0.860	S	OR	N		1.3			2.2					3.5	4.0							F							
7	1.058	ML	R1	Y		1.3			1.3	2.5		0.6		5.7			7.3		5.7	C	III	S	P			Base Crack			
8	1.219	ML	R1	Y				3.7						3.7			8.5					F				Patch			
9	1.445	ML	L1	Y		1.4			3.4			0.7		5.5			6.4	10.6	5.5	B	IB	L	P			Base Crack			
10	1.650	S	OR	N		1.3			1.4					2.7		5.3						F							
11	1.839	S	OL	N		1.4			2.1					3.5		4.5						F				Base Fell Apart			
12	2.139	ML	L1	Y		1.2			1.2					2.4			10.0		2.4	A	IB	M	P			Widening Crack; 1/2 LR & 1/2 ABC			
13	2.290	S	OL	N		1.5			2.0					3.5		4.5		13.0				F				Base Fell Apart			
14	2.773	ML	R1	Y		1.2			1.3			0.8		3.3			7.3		3.3	A	II	M	P						
15	2.923	S	OR	N		1.5			1.5					3.0		5.0						F							
16	3.132	S	OL	N		1.6			1.5					3.1		3.9						F							
17	3.375	ML	L1	Y		1.1			2.2					3.3			6.9		3.3	A	III	S	P			Base Crack			
18	3.709	S	OR	N		1.1			2.2					3.3		2.2						F							
19	3.858	ML	R1	Y		1.3			2.2					3.5			5.8		3.5	A	III	S	P			Widening Crack, 1/2 LR & 1/2 ABC, Partial Core			
20	4.043	ML	L1	Y		1.3			1.5	1.1		0.8		4.7			5.7		4.7	B	IB	L	F						
21	4.331	S	OR	N		1.3			1.4					2.7		4.8						F							
22	4.357	SS	R1	N		1.3			1.1			0.6		3.0			8.3					F				NW Florida Ave.			
23	4.639	SS	R1	N		0.9								0.9	3.0							F				NW Mizell Ave.			
24	4.714	ML	R1	Y		1.0			1.3			0.7		3.0			7.0		3.0	A	III	S	P			Base Crack; Widening Crack; 1/2 LR & 1/2 ABC			
25	4.892	S	OL	N		1.2			1.5					2.7		4.1						F							
26	5.218	S	OL	N	0.6				3.8					4.4	3.4							P							
27	5.336	ML	R1	Y		1.1			2.9			0.7		4.7			8.8		4.7	A	III	S	P			Base Crack			
28	5.472	SS	L1	N		1.3			1.4					2.7			11.6		2.7	A	II	M	F			NW Lily Ave.			
29	5.608	ML	L1	Y				2.4			2.9	1.0		6.3			6.6					F				Patch; Bottom Up Crack			
30	5.685	ML	R1	Y	0.4				2.7					3.1			10.7		3.1	A	II	M	P			Base Crack			
31	5.822	ML	R1	N				2.3	0.8					3.1			9.7					F				Patch			
32	5.885	S	R1	N	0.5				1.0					1.5			9.0					F							
33	5.927	ML	L1	N				1.9	1.1					3.0			10.1					F				Patch			

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	End MP: 12.620	Length: 12.620
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		Lawn
		Other:
		Outside: Paved
		Inside:
		Curb & Gutter (Y/N): N

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
					FC5	FC3	FC9.5	SP9.5	S	T1	S2	WC	T1	ABC-3		RAP	LR	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT						
34	6.084	ML	R1	Y				1.6	2.9				0.5		5.0			10.1					F					Patch, Bottom Up Cracking	
35	6.189	ML	R1	Y				1.7	2.0				0.5		4.2			8.4					F					Patch, Bottom Up Cracking	
36	6.536	S	OL	N		1.3			1.7					3.0		5.5						F						Base Broke Apart	
37	6.784	S	OR	N		1.2			1.3					2.5		6.2				0.4	C	IB	L	F					
38	6.985	ML	L1	Y		1.2			1.0					2.2			8.0			2.2	A	III	S	P					
39	7.017	SS	L1	N		1.3								1.3	7.8								F					NW Wutrich Ave.; Partial core	
40	7.110	ML	R1	N		1.5			2.1			0.6		4.2			9.3			4.2	A	III	M	P				Base Crack	
41	7.182	S	L1	N		1.4			0.9					2.3		5.7							F						
42	7.467	ML	L1	Y	1.0				1.6					2.6			6.9			2.6	A	III	S	P				Base Crack	
43	7.750	ML	L1	Y		1.4			1.2					2.6	6.9					2.6	A	II	M	P				Base Crack	
44	7.952	S	OR	N		1.3			1.0					2.3		5.7							F					Base Fell Apart	
45	8.110	S	OR	N		1.7			1.1					2.8		5.0			2.2					F					
46	8.273	ML	R1	N		1.3			2.1			0.5		3.9			7.1			3.9	B	III	S	P				Base Crack	
47	8.442	SS	R1	N		1.5			1.3			0.4		3.2			8.8			1.2	A	IB	L	F				NW Pine Level St.	
48	8.560	S	OL	N		1.7			1.0					2.7		4.3							F						
49	8.630	SS	R1	N		1.1			2.9					4.0			8.5						F					SW Haile Dean Rd.	
50	8.830	ML	L1	Y		1.3			1.3			0.6		3.2			7.1		9.7	3.2	A	IB	L	F					
51	9.147	S	OR	N		1.6			1.3					2.9		4.1							F						
52	9.339	ML	L1	N		1.4			1.4			0.7		3.5			6.7			3.5	B	II	M	P					
53	9.653	SS	R1	N		0.8			3.1					3.9			5.5			3.9	B	III	S	P				NW Howard Ave.; Base Crack	
54	9.748	S	OL	N		1.3			2.2					3.5		6.5							F						
55	9.786	SS	R1	N		1.2			2.4					3.6			4.9			3.6	B	II	S	P				Garvin Ave, Base Crack	
56	9.883	ML	R1	Y		1.7			1.6			0.5		3.8			6.2		9.0	3.8	B	II	S	P				Base Crack	
57	10.036	SS	R1	N		1.8			0.8					2.6			10.4						F					NW Gene's LTL AC Ave.	
58	10.157	SS	L1	N		0.6			2.1			0.6		3.3			7.2			3.3	B	III	S	P				CR 661A; Base Crack	
59	10.312	ML	R1	Y		1.1			1.7			0.4		3.2			7.1			3.2	C	IB	L	P				Base Crack	
60	10.410	SS	R1	N		1.0								1.0						1.0	A	III	S	P				NW Owens Ave.; Base Crack	
61	10.480	S	OL	N		1.2			2.0					3.2		5.3							F						
62	10.751	S	OR	N		1.9			1.5					3.4		3.1							F						
63	10.927	SS	L1	N		1.4			0.7			0.7		2.8			9.4						F					NW 2nd Bunker Ave.	
64	10.935	ML	L1	Y	1.2				1.4			0.7		3.3			5.5			3.3	A	III	S	F				Base Crack	
65	11.172	TL	RL	N		1.3			4.6					5.9			9.2						F					Left Turn Lane	
66	11.194	ML	R1	Y		1.4			5.1					6.5			7.6			6.5	B	II	S	P				Base Crack	

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F.A. Project No.:	To: Peace River	Inside:
County: DeSoto	Roadway ID: 04040000	Outside: Paved
SR No.: 70	Beg MP: 0.000	End MP: 12.620
Overall Pavement Condition (from DMO field review): Fair	Length: 12.620	Other:
Median Curbed (Y/N):	Paved	Lawn
		Curb & Gutter (Y/N): N

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
					FC5	FC3	FC9.5	SP9.5	S	T1	S2	WC		T1	ABC-3	RAP	LR		SHEL	DEPTH (IN.)	TYPE	CLASS					
67	11.213	SS	L1	N			1	1.3	2.6					4.9			13.1					F				CR 661	
68	11.231	ML	L1	N				2.0	2.6					4.6			9.4					F				Patch	
69	11.252	TL	LR	Y	1.3				2.6					3.9			10.1			3.9	C	III	S	P		Right Turn Lane; Base Crack	
70	11.338	S	OL	N		0.7			1.6					2.3			9.0					F					
71	11.433	TL	RR	N		1.2			3.3					4.5			10.0		15.5	0.4	B	IB	L	F		Right Turn Lane	
72	11.460	ML	R1	Y		1.2			3.1					4.3			9.0			4.3	A	III	S	P			
73	11.476	TL	GORE	N		1.0			1.4	1.6	2.8		1.5	8.3			10.7							F			
74	11.491	SS	R1	Y		1.1			4.2					5.3			1.2			2.5	A	IB	L	P		SR 72	
75	11.521	TL	LL	Y		1.1			3.3					4.4			8.4			2.9	C	II	M	F		Left Turn Lane	
76	11.581	ML	L1	Y				2.1	2.6					4.7			8.6							F		Patch; Bottom Up Crack	
77	11.613	ML	R1	N				1.7	1.4					3.1			9.4							F		Patch	
78	11.634	ML	L1	N				1.9	4.2					6.1			9.9							F		Patch	
79	11.655	S	OR	N		1.2			1.4					2.6		5.4								F		Partial Core	
80	11.684	ML	L1	Y				1.6	4.4					6.0			6.5							F		Patch; Bottom Up Crack	
81	11.731	ML	L1	Y				2.0	3.0					5.0			7.3							F		Patch; Bottom Up Crack	
82	11.756	ML	R1	Y				1.8	2.5					4.3			8.7		19.0					F		Patch; Bottom Up Crack	
83	11.781	ML	L1	N		0.9			0.8					1.7										F		*Base is Concrete; Approach Slab	
84	11.891	ML	L1	Y		0.9								0.9					0.9	B	III	S	P			*Base is Concrete; Approach Slab	
85	11.915	SS	L1	N		1.2			2.8					4.0			8.3							F		NW American Legion Dr.	
86	11.941	TL	LR	N		1.0			3.6					4.6	4.9									F		Right Turn Lane	
87	11.969	ML	R1	Y				2.2	2.7					4.9			8.2							F		Patch	
88	12.068	TL	GORE	N		1.2			3.0					4.2			9.3							F			
89	12.086	ML	R1	Y		1.3			2.4					3.7			9.3			3.7	C	III	S	P			
90	12.105	ML	L1	Y				1.5	3.0					4.5			7.3			4.5	C	IB	L	F		Patch	
AVERAGE					0.86	1.27	1.00	1.98	2.08	1.73	2.85	0.63	1.50	3.62	4.69	4.78	8.19	7.72	11.50	3.33							
MAX					1.30	1.90	1.00	3.70	5.10	2.50	2.90	1.00	1.50	8.30	7.80	6.50	13.10	10.40	19.00	6.50							
MIN					0.40	0.60	1.00	1.30	0.70	1.10	2.80	0.40	1.50	0.90	2.80	2.20	1.20	4.90	2.20	0.40							
LAYER COEF.					0.00	0.17	0.25	0.25	0.25	0.23	0.25	UNKW	0.23		0.20	UNKW	0.18	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.

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County:	DeSoto	SR No.:	70			Beg MP:	0.000	
			End MP:	12.620	Length:	12.620	Outside:	Paved
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):		Paved	Lawn	Other:	
							Curb & Gutter (Y/N):	N

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
					FC5	FC3	FC9.5	SP9.5	S	T1	S2	WC	T1	ABC-3		RAP	LR	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT						

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>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>		<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
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