

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

Cored By: Intertek- PSI

Coring Completion Date: 6/1/2023

Typical Section: 1

W.P.I. No.:		Name:	SR 72	Lanes:	2
Fin. Proj. ID:	451264-1	From:	W of SW Rodgers Ave	Shoulder Type and Condition:	Paved, Fair
F.A. Project No.:		Roadway ID:	04060000	To:	E of SR 661
County:	Desoto	SR No.:	72	Beg MP:	4.085
				End MP:	10.310
				Length:	6.225
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):	N	Paved	Lawn
				Other:	
				Outside:	Y
				Curb & Gutter (Y/N):	Y

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
					FC5	FC12.5	FC9.5	SP12.5	SP9.5	S	S2	WC				LR	SAHM	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		
4	4.609	ML	R1	Y			0.9		3.4		1.7				6.0		5.0				6.0	A	II	M	P	Widening crack, 1/2 ABC 1/2 SAHM
5	4.726	ML	R1	Y			0.8		2.2		2.6				5.6		5.0				5.6	A	IB	M	P	Widening crack, 1/2 ABC 1/2 SAHM
7	5.185	ML	R1	Y			1.2		2.7		2.1				6.0		6.0				1.2	A	IB	L	F	SAHM fell apart
9	5.962	ML	R1	Y			1.2		2.4		2.4				6.0		6.5				2.0	B	II	M	P	SAHM fell apart
12	6.142	ML	R1	Y				1.9	0.9		2.2				5.0		5.0				5.0	A	II	M	P	Widening crack, 1/2 ABC 1/2 SAHM
14	6.452	ML	R1	N			1.0		3.0		2.1				6.1		6.0				2.1	C	III	S	P	Culvert, Joint Crack, 1/2 ABC 1/2 SAHM, Bottom-Up Crack
15	6.691	ML	R1	Y			1.2		2.7		2.3				6.2		5.0				6.2	C	II	M	P	Widening crack, SAHM fell apart, 1/2 ABC 1/2 SAHM
18	7.149	ML	R1	Y	0.6				2.4						3.0			4.0			2.5	A	II	M	F	
20	7.354	ML	R1	Y			1.2		2.8		1.5				5.5		5.0				5.5	C	II	M	P	Widening crack, 1/2 ABC 1/2 SAHM
22	8.136	ML	R1	Y			0.8		2.4		1.6				4.8		6.0				4.8	C	II	S	P	SAHM fell apart
25	8.837	ML	R1	Y			1.0		2.8						3.8		5.0				3.8	A	II	M	P	Widening crack, 1/2 ABC 1/2 SAHM
27	9.118	ML	R1	N			1.0		2.5		2.0				5.5		6.0				5.5	C	III	S	P	SAHM fell apart
28	9.309	ML	R1	N			1.0		2.2		1.9				5.1		7.0				2.1	C	III	S	P	Bottom-Up Crack
30	10.031	ML	R1	Y			1.0		2.8		2.1				5.9		3.0				5.9	C	II	S	P	Widening crack, 1/2 ABC 1/2 SAHM
32	10.217	ML	L1	Y		1.5		3.5							5.0			3.0		18.0					F	
35	9.645	ML	L1	Y			1.2		2.4		1.7				5.3		5.0				5.3	A	IB	M	P	SAHM fell apart
38	9.001	ML	L1	Y			0.9		2.3		2.3				5.5		6.0				5.5	A	II	M	P	Widening crack, ABC and SAHM base
41	8.417	ML	L1	Y	1.1				2.5		1.9				5.5		7.0				5.5	A	II	M	P	SAHM fell apart
43	7.808	ML	L1	Y			1.3		3.5		1.6	0.3			6.7		4.0				2.0	A	IB	M	P	SAHM fell apart
45	7.287	ML	L1	N	1.0				4.5						5.5			8.2		10.5	2.7	C	II	M	P	Ravelling
47	7.107	ML	L1	N	0.9				2.1						3.0			4.0		18.0	1.5	A	IB	M	P	Widening crack
49	6.838	ML	L1	Y			1.0		1.8		1.6				4.4		8.0				4.4	A	IB	M	P	Widening crack
51	6.297	ML	L1	N			1.1		2.5						3.6			8.3		12.0	2.2	A	IB	L	F	
54	5.805	ML	L1	Y			1.0		2.5		2.5				6.0		6.0				6.0	A	IB	M	P	SAHM fell apart
56	5.473	ML	L1	Y			1.4		2.5						3.9			9.6			1.5	A	IB	L	F	Culvert
57	5.301	ML	L1	Y			1.1		3.0		1.5				5.6		6.5				5.6	A	IB	M	F	SAHM fell apart
59	4.909	ML	L1	Y			1.0		3.8		3.8				8.6						8.6	A	II	M	P	Widening crack, 1/2 ABC 1/2 SAHM
AVERAGE					0.90	1.50	1.06	2.70	2.64		2.07	0.30			5.30		5.52	6.18		14.63	4.19					
MAX					1.10	1.50	1.40	3.50	4.50		3.80	0.30			8.60		8.00	9.60		18.00	8.60					
MIN					0.60	1.50	0.80	1.90	0.90		1.50	0.30			3.00		3.00	3.00		10.50	1.20					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.25	UNKW				0.18	0.11	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
		BR - Bridge Approach/Departure				

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

Cored By: Intertek- PSI

Coring Completion Date: 6/1/2023

Typical Section: 1

W.P.I. No.:			Name: SR 72					Lanes: 2		
Fin. Proj. ID: 451264-1			From: W of SW Rodgers Ave					Shoulder Type and Condition: Paved, Fair		
F.A. Project No.:		Roadway ID: 04060000		To: E of SR 661					Inside: N	
County: Desoto		SR No.: 72		Beg MP: 4.085		End MP: 10.310	Length: 6.225	Outside: Y		
Overall Pavement Condition (from DMO field review): Fair			Median Curbed (Y/N): N		Paved	Lawn	Other:	Curb & Gutter (Y/N): Y		

Shoulder Cores (S)																									
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
					FC5	FC12.5	FC9.5	SP12.5	SP9.5	S	S2	WC				LR	SAHM	ABC-2		RAP	DEPTH (IN.)	TYPE	CLASS		
6	4.740	S	OR	N			1.0		2.0					3.0			3.8		8.0					F	
8	5.190	S	OR	N			1.2		1.5					2.7			3.2		10.0	0.2	A	IB	L	F	
10	5.969	S	OR	N			1.1		3.0					4.1			1.9		10.0					F	
13	6.145	S	OR	N			1.0		1.2					2.2			3.1		10.0					F	
16	6.694	S	OR	N			1.4		1.1					2.5			4.5							F	
19	7.153	S	OR	N	1.5				4.8					6.3	6.0					1.5	A	IB	M	F	
21	7.356	S	OR	N			1.5		1.5					3.0			3.8		18.0					F	
23	8.141	S	OR	N			1.2		1.0					2.2			4.1			0.2	A	IB	L	F	
26	8.841	S	OR	N			0.9		2.1					3.0			2.8							F	
29	9.313	S	OR	N			1.1		1.1					2.2			3.9		18.0					F	
31	10.035	S	OR	N		2.2								2.2			3.5			0.8	A	IB	L	F	
33	10.210	S	OL	N		1.5		6.7						8.2				1.3		1.5	A	IB	L	P	
36	9.640	S	OL	N			1.1		1.3					2.4			3.4							F	
39	8.995	S	OL	N			0.8		1.7					2.5			3.1							F	
42	8.410	S	OL	N			1.1		2.9					4.0			6.1							F	
44	7.797	S	OL	N			1.0		1.0					2.0			2.9		18.0					F	
48	7.102	S	OL	N	0.7				2.3					3.0	8.0									F	
50	6.832	S	OL	N			1.1		1.1					2.2			3.7							F	
52	6.291	S	OL	N			0.9		1.1					2.0			4.4		18.0					F	
55	5.801	S	OL	N			1.2		1.3					2.5			3.9		18.0					F	
58	5.294	S	OL	N			1.3		1.5					2.8			3.2		12.0					F	
60	4.902	S	OL	N			0.9		1.3					2.2			4.2		12.0					F	
AVERAGE					1.10	1.85	1.10	6.70	1.74					3.05	7.00		3.66	1.30	13.82	0.84					
MAX					1.50	2.20	1.50	6.70	4.80					8.20	8.00		6.10	1.30	18.00	1.50					
MIN					0.70	1.50	0.80	6.70	1.00					2.00	6.00		1.90	1.30	8.00	0.20					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.25	UNKW			0.18	0.11	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

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

Cored By: Intertek- PSI

Coring Completion Date: 6/1/2023

Typical Section: 1

W.P.I. No.:				Name: SR 72		Lanes: 2	
Fin. Proj. ID: 451264-1				From: W of SW Rodgers Ave		Shoulder Type and Condition: Paved, Fair	
F.A. Project No.:		Roadway ID: 04060000		To: E of SR 661		Inside: N	
County: Desoto		SR No.: 72		Beg MP: 4.085		End MP: 10.310	Length: 6.225
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved	Lawn
						Other:	Curb & Gutter (Y/N): Y

Turn Lane Cores (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
					FC5	FC12.5	FC9.5	SP12.5	SP9.5	S	S2	WC					LR	SAHM		ABC-2	RAP	DEPTH (IN.)	TYPE		
11	6.090	TL	RR	Y			0.8		5.7					6.5			4.9		12.0					P	Slippage
17	7.139	TL	RL	N	1.0				6.6		2.0			9.6		3.2							F	SAHM fell apart	
24	8.495	TL	RL	N			1.0		2.8		2.3			6.1		6.0							F	SAHM fell apart	
34	10.157	TL	LL	N		1.6		1.9	0.5		1.7	0.5		6.2		6.0			10.0					F	SAHM fell apart
37	9.459	TL	LR	N			0.8		3.6					4.4	6.0					3.4	C	II	S	P	Widening Crack, 1/2 ABC 1/2 LR
40	8.551	TL	LR	N			0.8		5.5					6.3	10.0					4.0	A	III	S	P	
46	7.202	TL	LR	N	0.8				2.7					3.5	12.0									F	
53	6.164	TL	LL	N		2.0			2.4		2.1			6.5		6.5								F	SAHM fell apart
AVERAGE					0.90	1.80	0.85	1.90	3.73		2.03	0.50		6.14	9.33	5.43	4.90		11.00	3.70					
MAX					1.00	2.00	1.00	1.90	6.60		2.30	0.50		9.60	12.00	6.50	4.90		12.00	4.00					
MIN					0.80	1.60	0.80	1.90	0.50		1.70	0.50		3.50	6.00	3.20	4.90		10.00	3.40					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.25	UNKW			0.18	0.11	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
		BR - Bridge Approach/Departure				

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

Cored By: Intertek- PSI

Coring Completion Date: 6/1/2023

Typical Section: **2**

W.P.I. No.:			Name: SR 72					Lanes: 2		
Fin. Proj. ID: 451264-1			From: W of SW Rodgers Ave					Shoulder Type and Condition: Paved, Fair		
F.A. Project No.:		Roadway ID: 04060101		To: E of SR 661					Inside: N	
County: Desoto		SR No.: 72		Beg MP: 0.000		End MP: 0.442	Length: 0.442	Outside: Y		
Overall Pavement Condition (from DMO field review): Fair			Median Curbed (Y/N): N		Paved		Lawn	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	COMMENTS
					FC5	FC12.5	FC9.5	SP12.5	SP9.5	S	S2	WC				LR	SAHM	ABC-2		RAP	DEPTH (IN.)	TYPE	CLASS		
1	4.133	ML	R1	Y		1.2		1.7	3.1					6.0	UNK				8.0					F	
2	4.142	S	OR	N					1.0					1.0			0.9		8.0					F	
3	4.329	ML	R1	Y			1.3		4.4					5.7	UNK					1.3	B	IB	L	F	
61	4.440	ML	L1	Y			0.9		3.6					4.5	6.5					1.3	C	IB	L	F	
62	4.166	ML	L1	N		1.5		2.2		3.0				6.7	UNK					2.6	C	II	L	F	
63	4.161	S	OL	N		1.3		2.1		0.8				4.2			4.3		18.0					F	
AVERAGE						1.40	0.90	2.15	3.60	1.90				5.13	6.50		4.30		18.00	1.95					
MAX						1.50	0.90	2.20	3.60	3.00				6.70	6.50		4.30		18.00	2.60					
MIN						1.30	0.90	2.10	3.60	0.80				4.20	6.50		4.30		18.00	1.30					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.25	UNKW			0.18	0.11	0.16	UNKW	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	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
		BR - Bridge Approach/Departure				