



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

Cored By: TEST LAB - Mark Cornwell

Coring Completion Date: 11/5/2019

Typical Section: 1

W.P.I. No.:		Name:	SR 72			Lanes:	2
Fin. Proj. ID:	441559-1	From:	Big Slough Canal			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	17070000	To:	Desoto County Line		
County:	Sarasota	SR No.:	72	Beg MP:	24.220	End MP:	30.591
				Length:	6.371		Outside:
Overall Pavement Condition (from DMO field review):			Poor	Median Curbed (Y/N):		Paved	Lawn
				Other:			Curb & Gutter (Y/N):
						N	

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
					FC12.5	FC2	FC5	FC9.5	SP2F	SP1F	S	T1	LR	SAHM		ABC-3	SHEL	DEPTH (IN.)	TYPE		CLASS	EXTENT				
30	24.374	ML	R1	N	0.9						3.0	2.4		6.3		4.0			13.0	2.6	C	III	S	P		
31	24.374	S	OR	N	0.7					0.7			1.4			4.2								P		
32	24.267	ML	R1	Y	1.0						3.9		4.9						3.2	B	II	S	P	Bridge Culvert No. 170048 Overlay		
33	24.258	ML	L1	N	1.3					0.6	2.9		4.8	12.5									P	Bridge Culvert No. 170048 Overlay		
34	29.856	ML	L1	Y	1.1					1.0	3.6	2.5	8.2		4.3								P	SAHM Fell Apart		
35	28.889	ML	R1	N	1.1						5.2	2.4	8.7		9.5								P	SAHM Fell Apart		
36	27.880	ML	L1	N	1.0						4.9	3.7	9.6		4.3								P	SAHM Fell Apart		
37	26.871	ML	R1	Y	0.8						4.2		5.0			8.4							P			
38	25.870	ML	L1	Y	1.3						3.4	2.0	6.7		5.0								F	SAHM Fell Apart		
39	25.103	ML	R1	N	1.2						4.0		5.2	6.8									P			
40	24.672	ML	L1	N	1.5					0.6	3.6	1.3	7.0		4.0			10.3					P			
<b>AVERAGE</b>					<b>1.08</b>	<b>1.00</b>	<b>0.70</b>	<b>1.70</b>	<b>1.15</b>	<b>0.90</b>	<b>3.00</b>	<b>2.50</b>	<b>5.42</b>	<b>9.65</b>	<b>5.09</b>	<b>3.63</b>	<b>5.50</b>	<b>10.75</b>	<b>3.22</b>							
<b>MAX</b>					<b>1.50</b>	<b>1.00</b>	<b>0.70</b>	<b>1.70</b>	<b>2.50</b>	<b>0.90</b>	<b>6.40</b>	<b>4.70</b>	<b>12.50</b>	<b>12.50</b>	<b>9.50</b>	<b>8.40</b>	<b>5.50</b>	<b>13.00</b>	<b>6.20</b>							
<b>MIN</b>					<b>0.40</b>	<b>1.00</b>	<b>0.70</b>	<b>1.70</b>	<b>0.60</b>	<b>0.90</b>	<b>0.70</b>	<b>0.70</b>	<b>1.40</b>	<b>6.80</b>	<b>2.40</b>	<b>1.80</b>	<b>5.50</b>	<b>7.60</b>	<b>2.10</b>							
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.00</b>	<b>0.00</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>		<b>0.18</b>	<b>0.08</b>	<b>0.15</b>	<b>0.18</b>	<b>0.08</b>								

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>	<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	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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				