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									Inside:					
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 [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE [3]	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	FC2	FC5	FC9.5	SP2F	SP1F	S	T1				LR	SAHM	ABC-3	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	30.476	S	OL	N		1.0					2.4				3.4			2.2								F	
2	30.476	ML	L1	Y			0.7				2.2	2.1			5.0		5.7									P	
3	30.476	ML	R1	Y	1.0				0.7		2.7	2.0			6.4		3.5									P	
4	30.476	S	OR	N	1.2				0.7		2.0				3.9			3.0								F	
5	29.387	S	OL	N	1.2				0.9		0.7				2.8			2.5								F	
6	29.387	ML	L1	N	1.3				0.9		1.8	2.5			6.5		7.3									P	Bottom Up Cracking
7	29.387	ML	R1	N	1.1						3.0	2.6			6.7		6.2			12.1						F	Bottom Up Cracking
8	29.387	S	OR	N	1.4				0.8		1.8				4.0			1.8								F	
9	28.389	S	OL	N	1.4						0.7				2.1			4.1								F	
10	28.389	ML	L1	Y	1.1				1.8		5.6				8.5			5.6			2.2	A	III	S		P	
11	28.389	ML	R1	N	1.1				1.5		6.4	3.5			12.5		2.4									P	
12	28.389	S	OR	N	1.1						1.5				2.6			4.4								F	
13	27.382	S	OL	N	1.0						3.0				4.0			2.1								F	
14	27.382	ML	L1	Y	1.1						5.1				6.2		5.5				6.2	B	III	S		P	SAHM Fell Apart
15	27.382	ML	R1	Y	1.3						5.5	4.2			11.0		4.1				2.1	A	III	S		P	SAHM Fell Apart
16	27.382	S	OR	N	1.2						1.2				2.4			4.3								F	
17	26.368	S	OL	N					1.9		1.5				3.4			3.2								F	
18	26.368	ML	L1	N					1.8		2.2	4.7			8.7		4.6									F	SAHM Fell Apart
19	26.368	ML	R1	Y				1.7		0.9	3.1	3.4			9.1		4.5									F	Bottom Up Cracking, SAHM Fell Apart
20	26.380	S	OR	N					2.5		0.7				3.2			4.4								F	
21	26.335	ML	L1	N		1.0					1.9				2.9				5.5	7.6						P	Sidell Road
22	25.373	S	OL	N	0.5						2.9				3.4			1.8								F	
23	25.373	ML	L1	N	0.7						4.1	2.3			7.1		5.5									F	
24	25.373	ML	R1	Y	1.2				0.8		3.4	2.2			7.6		6.1				3.0	A	II	M		P	
25	25.373	S	OR	N	1.3						2.3				3.6			2.4								P	
26	24.993	ML	R1	N	0.4							1.3			1.7											F	Bridge No. 170049 Approach Slab
27	24.962	ML	L1	N	0.7							0.7			1.4											F	Bridge No. 170049 Approach Slab
28	24.374	S	OL	N	1.2						0.9				2.1			3.7								F	
29	24.374	ML	L1	Y	1.2						3.7	1.7			6.6		5.2									P	

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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
					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	
AVERAGE					***1.08***	***1.00***	***0.70***	***1.70***	***1.15***	***0.90***	***3.00***	***2.50***			***5.42***	***9.65***	***5.09***	***3.63***	***5.50***	***10.75***	***3.22***					
MAX					***1.50***	***1.00***	***0.70***	***1.70***	***2.50***	***0.90***	***6.40***	***4.70***			***12.50***	***12.50***	***9.50***	***8.40***	***5.50***	***13.00***	***6.20***					
MIN					***0.40***	***1.00***	***0.70***	***1.70***	***0.60***	***0.90***	***0.70***	***0.70***			***1.40***	***6.80***	***2.40***	***1.80***	***5.50***	***7.60***	***2.10***					
LAYER COEF.					***0.15***	***0.00***	***0.00***	***0.15***	***0.15***	***0.15***	***0.15***	***0.15***				***0.18***	***0.08***	***0.15***	***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