

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

Cored By: Intertek- PSI

Coring Completion Date: 3/9/2022

Typical Section: \_\_\_\_\_

W.P.I. No.: 198296-2-32-01				Name: SR 72				Lanes: 6 Lane					
Fin. Proj. ID: 446289				From: Rosin Way				Shoulder Type and Condition: No Shoulder					
F.A. Project No.:		Roadway ID: 17070000		To: Moonstone Drive				Inside:					
County: Sarasota		SR No.: 72		Beg MP: 3.680		End MP: 4.253		Length: 0.573		Outside:			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved		Lawn:		Other:		Curb & Gutter (Y/N): Y	

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	FC9.5	SP9.5	FC3	S								SHEL	LR	ABC-2			DEPTH (IN.)	TYPE	CLASS			EXTENT	
1	3.685	ML	R3	N	1.5					3.0						4.5	12.0						4.5	B	I	S	F	Change color
2	3.690	ML	R1	Y	1.5					2.5						4.0	11.4					12.0	4.0		I	S	F	Change color
3	3.692	TL	RR	N	1.4					4.9						6.3			3.5								F	
4	3.695	ML	R2	N	1.7					2.3						4.0	11.3										F	Change color
5	3.697	TL	RL	N	1.4					2.6						4.0	11.4										F	
6	3.703	ML	R2	Y	1.4					2.3						3.7	11.3						3.7	B	I	S	P	Additional Core LWP
7	3.753	ML	R1	N	1.2					2.6						3.8	11.6						3.8	A	I	S	F	
8	3.773	TL	RL	Y	1.6					2.2						3.8	11.2						1.1			M	F	
9	3.780	ML	R3	Y		1.0	4.8									5.8	11.2										F	
10	3.783	TL	RR	N	1.7		3.4									5.1	10.1						1.5			M	F	
11	3.820	ML	L1	N	1.5					1.9						3.4	11.3										F	Performed at Honore Ave intersection
12	3.880	TL	RR	N	1.7					1.1						2.8		11.2									F	
13	3.910	ML	R2	N	1.6					1.9						3.5	10.8										F	Bottom Up Crack
14	3.926	ML	R3	Y	1.2					2.3						3.5	10.4						3.5	A	IB	S	P	Additional Core LWP Distress
15	3.939	ML	R2	Y	1.7					1.7						3.4	12.0						3.4	A	IB	S	P	Additional Core LWP Crack
16	3.939	ML	R2	Y	1.7					1.3						3.0	12.1					12.0	3.0	A	I	S	P	Additional Core RWP Crack
17	3.945	ML	R3	Y	1.4					2.9						4.3	10.7						3.0	B	I	M	F	
18	3.965	TL	RR	N	1.7					2.3						4.0	10.0										F	
19	4.007	ML	L2	Y	1.3					2.3						3.6	11.4						3.6	A	I	S	P	Additional Core LWP Crack
20	3.965	TL	LL	N	1.4					2.2						3.6	10.1										F	LLTL (1st)
21	3.944	TL	LL	N	1.7					2.0						3.7	10.0										F	LLTL-(2nd)
22	3.948	ML	L1	Y		1.0				2.8						3.8	12.0					12.0	2.2	B	I	M	F	Additional Core Longitudinal Crack
23	3.905	ML	L1	N		1.1				3.0						4.1	11.0										F	
24	3.756	ML	L3	N		1.0				2.9						3.9	11.8						3.9	B	I	S	F	
25	3.730	ML	L2	N	1.5					2.2						3.7	11.5										F	
26	3.700	ML	L3	N	1.4					2.5						3.9	12.0										F	
27	3.695	ML	L2	N	1.5					2.2						3.7	11.2										F	
28	3.683	ML	L1	N	1.5					2.3						3.8	11.0					12.0					F	
29	3.708	SS	SS	N				1.0	0.7							1.7	5.4						1.7	A	IB	S	P	Rosin Way
30	3.698	SS	SS	N				1.0	0.6							1.6	7.0						1.6	B	IB	S	P	Palmer Plaza Blvd.

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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	FC9.5	SP9.5	FC3	S									SHEL		LR	ABC-2	DEPTH (IN.)	TYPE		
31	4.160	TL	RR	N	1.5					5.2						6.7			5.5					F	
32	4.180	TL	RR	N	1.5					3.5						5.0			5.1					F	
<b>AVERAGE</b>					<b>1.51</b>	<b>1.03</b>	<b>4.10</b>	<b>1.00</b>	<b>2.41</b>							<b>3.93</b>	<b>10.83</b>	<b>11.20</b>	<b>4.70</b>		<b>12.00</b>	<b>2.97</b>			
<b>MAX</b>					<b>1.70</b>	<b>1.10</b>	<b>4.80</b>	<b>1.00</b>	<b>5.20</b>							<b>6.70</b>	<b>12.10</b>	<b>11.20</b>	<b>5.50</b>		<b>12.00</b>	<b>4.50</b>			
<b>MIN</b>					<b>1.20</b>	<b>1.00</b>	<b>3.40</b>	<b>1.00</b>	<b>0.60</b>							<b>1.60</b>	<b>5.40</b>	<b>11.20</b>	<b>3.50</b>		<b>12.00</b>	<b>1.10</b>			
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.17</b>	<b>0.25</b>								<b>0.18</b>	<b>0.18</b>	<b>0.16</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
		SS - Side Street				
		BR - Bridge Approach/Departure				