

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

Cored By: Ardaman and Associates, Inc.- Mark Ochs

Coring Completion Date: 4/19/2021

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

W.P.I. No.:		Name:	SR 739 from Caloosahatchee River to SR 78			Lanes:	
Fin. Proj. ID:	446293-1-52-01	From:	Caloosahatchee River			Shoulder Type and	
F.A. Project No.:		To:	SR 78			Inside:	
County:	Lee	Beg MP:	1.055	End MP:	2.609	Outside:	
Overall Pavement Condition (from DMO field review):	Fair	SR No.:	739	Length:	1.554	Curb & Gutter (Y/N):	
		Median Curbed (Y/N):		Paved	Lawn	Other:	

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	
					FC9.5	SP1F	S											LR	ABC-1				DEPTH (IN.)	TYPE			CLASS
1	2.587	ML	L3	N	1.0	1.4	2.2								4.6	11.4					11.6	4.6	C	III	S	P	Full depth crack
2	2.551	SS	L3	N	0.7	0.6	3.6								4.9	11.8										F	
3	2.477	SS	L3	N	0.9	1.0	3.1								5.0	9.7										G	
4	2.463	ML	L3	Y	0.9	3.2	1.4								5.5	11.6										G	
5	2.393	TL/CO	L1	N	0.3	1.0	3.1								4.4	8.0						4.4	C	III	M	P	Full depth crack, base crack.
6	2.343	ML	L2	Y	1.3	1.4	1.6								4.3	11.3										P	Patch (repair) delamination
7	2.367	ML	L2	Y	0.9	1.1	2.5								4.5	10.6						4.5	C	III	M	P	Full depth crack, base crack.
8	2.219	SS	L3	N	1.0	1.4	4.4								6.8	9.8										F	Raveling
9	2.237	ML	L1	N	1.2	2.3	1.5								5.0	10.6										G	
10	2.154	ML	L2	Y	1.0	2.7	1.6								5.3	8.8										G	
11	1.974	SS	L3	N	1.1	1.5	1.5								4.1	12.4										P	
12	1.985	ML	L1	Y	2.0	1.3	1.4								4.7	9.8					11.4					G	
13	1.853	ML	L2	Y	1.1	1.5	2.6								5.2	10.1						2.9	C	III	M	P	
14	1.734	TL/CO	L1	Y	0.9	1.7	3.0								5.6	10.2						2.3	C	III	S	P	Raveling
15	1.702	SS	L3	N		3.2	2.9								6.1	8.0										G	
16	1.666	ML	L2		1.7	1.6	1.8								5.1	11.4										G	
17	1.599	SS	L3	Y	0.8	4.5	3.5								8.8	10.5										F	Raveling
18	1.548	ML	L3	Y	1.0	0.9	2.8								4.7	15.1										G	
19	1.514	SS	L3	N	1.2	2.2	1.6								5.0	10.1										F	Raveling
20	1.460	SS	L3	Y	1.2	1.1	2.8								5.1	12.1										P	Raveling
21	1.441	ML	L2	N	0.8	2.7	1.6								5.1	12.0					10.9					G	
22	1.387	TL/CO	L1	N	0.8	2.2	1.5								4.5	11.9						3.5	C	III	M	F	
23	1.355	SS	L3	N	1.2	3.1	2.2								6.5	9.7										P	Raveling
24	1.295	ML	L1	N	1.7	2.0	1.5								5.2	11.5										G	
25	1.267	ML	L3	Y	1.0	3.0	2.9								6.9		4.3					4.2	C	III	M	P	
26	1.240	ML	L2	Y	2.0	4.0									6.0		4.7									G	
27	1.197	ML	L1	Y	0.9	5.6									6.5		4.9									F	Raveling
28	1.183	ML	L3	N	1.0	1.3	4.4								6.7		3.5									F	
29	1.131	ML	L2	N	1.6	4.9									6.5		4.3									G	
30	1.100	ML	L3	Y	1.2	2.4	2.8								6.4		4.9									F	
31	1.078	ML	L1	Y	0.8	2.9	2.6								6.3		4.9					2.3	C	II	M	F	
32	1.055	ML	R1	N	1.0	3.1	2.4								6.5		4.6				11.4					G	
33	1.108	ML	R2	N	1.3	3.7									5.0		5.7									G	
34	1.130	ML	R3	N		2.2	4.1								6.3		3.9					6.3	C	IB	M	F	Full depth crack.
35	1.209	ML	R1	Y	1.2	1.7	3.2								6.1		4.4					3.3	C	IB	M	F	
36	1.220	ML	R2	N	1.2	3.8									5.0		5.8					1.5	C	IB	M	F	
37	1.247	ML	R3	Y		2.8	2.8								5.6		5.9									G	
38	1.317	ML	R2	Y	0.6	2.1	1.4								4.1	11.1										F	Raveling
39	1.436	SS	R3	N	1.2	1.3	2.2								4.7	10.0										F	Raveling
40	1.555	ML	R3	Y	0.8	2.5	1.7								5.0	11.8					11.3					F	Raveling
41	1.613	TL/CO	R1	N	1.0	3.0	1.2								5.2	11.9										F	
42	1.636	TL/CO	R1	N		1.7	2.5								4.2	11.0						1.4	C	II	L	F	
43	1.662	SS	R3	Y	1.3	2.5	1.6								5.4	11.6										G	
44	1.798	ML	R2	N	1.3	2.1	1.6								5.0	11.7						2.8	C	III	S	P	Raveling
45	1.839	SS	R3	N	1.7	2.4	2.1								6.2	11.1										F	
46	1.837	ML	R1	Y	1.1	3.5									4.6	11.1						2.0		III	S	F	
47	1.972	SS	R3	N	1.2	3.8									5.0	11.0										P	Raveling
48	2.090	ML	R1	Y	1.4	3.2									4.6	10.1					10.8	2.5	C	III	M	G	
49	2.279	SS	R3	N	0.2	3.4	2.8								6.4	9.9										P	Raveling
50	2.437	ML	R2	Y	1.0	3.9									4.9	9.7						2.0	C	IB	M	F	
51	2.487	SS	R3	N	1.0	1.3	2.2								4.5	10.1										F	Raveling

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Overall Pavement Condition (from DMO field review):	Fair	SR No.:	739	Median Curbed (Y/N):		Paved	Lawn
					Other:		Curb & Gutter (Y/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				
					FC9.5	SP1F	S											LR	ABC-1				DEPTH (IN.)	TYPE			CLASS	EXTENT		
52	2.466	ML	R1	Y		2.0	3.2									5.2	12.2									G				
53	2.578	ML	R3	Y	1.3	3.9										5.2	9.9							0.8	C	IB	L	F		
54	2.609	ML	R2	Y	1.0	4.0										5.0	9.1							5.0	C	III	S	F	Raveling, full depth crack, base crack.	
<b>AVERAGE</b>					<b>1.10</b>	<b>2.47</b>	<b>2.40</b>									<b>5.39</b>	<b>10.77</b>	<b>4.75</b>						<b>11.23</b>	<b>3.13</b>					
<b>MAX</b>					<b>2.00</b>	<b>5.60</b>	<b>4.40</b>									<b>8.80</b>	<b>15.10</b>	<b>5.90</b>						<b>11.60</b>	<b>6.30</b>					
<b>MIN</b>					<b>0.20</b>	<b>0.60</b>	<b>1.20</b>									<b>4.10</b>	<b>8.00</b>	<b>3.50</b>						<b>10.80</b>	<b>0.80</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>										<b>0.18</b>	<b>0.14</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).
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.

	Lane Designations	Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type
OL - Outside Left Shoulder	OR - Outside Right Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	S - Shoulder
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	SS - Side Street
		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	