

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 8/3/2021

Typical Section: 1

W.P.I. No.:		Name:	SR 80				Lanes:	4	
Fin. Proj. ID:	446292-1	From:	Buckingham Road				Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	12020000		To:	Hendry County Line			
County:	Lee	SR No.:	80		Beg MP:	10.828	End MP:	20.358	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved	Lawn	Length:	9.530
						Other:		Outside:	
								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	
					FC3	FC5	FC9.5	SP9.5	S	S2	ARMI	S2	WC		LR	ABC-1	SAHM	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	10.884	ML	R2	Y		0.6		1.6	1.2						3.4	11.9				12.0					F	
2	10.897	TL	RR	N		0.7		1.4	3.5						5.6	11.9									F	
3	10.901	TL	RL	Y		0.7		0.8	1.8						3.3	12.3									G	
4	11.016	S	OR	N		1.0		1.2	0.7						2.9	4.0									F	
5	11.062	SS	R1	N		0.6		1.4	1.4						3.4	7.8									F	SS - Iozzi Ct
6	11.236	SS	R1	Y		1.2		1.5	1.3						4.0		6.0				2.3	C	III	S	P	SS - Nature Pointe Loop
7	11.257	CO	CO	N		0.7		1.1	1.5						3.3	9.8									G	
8	11.443	TL	RR	N		0.7		0.7	2.8						4.2	13.1				13.0	1.2	C	III	S	P	
9	11.499	TL	RL	Y		0.7		0.9	1.4						3.0	12.4									G	
10	11.519	SS	R1	Y		1.0		2.0	2.0						5.0	11.4									F	SS - River Hall Pkwy
11	11.572	ML	R1	Y		1.0		2.0	1.1						4.1	8.2									G	
12	11.753	SS	R1	Y		0.7			1.2						1.9	4.0									F	SS - Linwood Ave
13	12.007	SS	R1	Y				1.2	1.2						2.4				5.2						G	SS - Brown Rd, Debonding
14	12.036	CO	CO	N		1.0		1.8	1.8						4.6	12.7									F	
15	12.099	S	OR	N		1.1		1.6	0.8						3.5	11.5									G	
16	12.197	ML	R2	Y		0.8		2.3	0.9						4.0	10.3					2.6	B	III	S	P	Longitudinal cracking
17	12.260	TL	RL	N		0.9		1.7	1.4						4.0	8.5					2.3	C	II	M	F	
18	12.567	ML	R1	Y		0.6		2.0	1.4						4.0	10.0					0.6	C	III	M	F	
19	12.751	CO	CO	N		0.6		1.1	1.1						2.8	9.6									F	
20	12.876	TL	RL	Y		1.1		1.8	1.0						3.9	11.2									G	
21	13.017	SS	R1	N		1.2			2.0						3.2		4.0				2.3	C	II	L	P	SS - Carter Ln
22	13.269	SS	R1	N		0.8			3.7						4.5		5.3								F	SS - Hickey Creek Rd
23	13.374	ML	R1	Y		0.9		2.0	1.4						4.3		6.0		11.0						F	Longitudinal cracking on surface
24	13.439	S	OR	N		1.6			1.7						3.3		3.5								G	
25	13.496	ML	R2	Y		0.9		2.0	1.8						4.7	9.9									P	
26	13.851	SS	R1	N				1.9							1.9	9.8					0.8	B	II	L	F	SS - Hickeys Creek Dr
27	13.953	CO	CO	N		0.2		2.7							2.9	11.6									F	
28	13.932	SS	R1	N				2.5							2.5	8.8									F	SS - Cook Ln



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County:	Lee	SR No.:	80			Beg MP: 10.828    End MP: 20.358    Length: 9.530	
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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	
					FC3	FC5	FC9.5	SP9.5	S	S2	ARMI	S2	WC		LR	ABC-1	SAHM	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT			
57	17.885	ML	R2	N		0.9		1.5	1.2						3.6	8.5					3.6	B	III	S	P	Transverse cracking, Full depth cracking
58	18.058	ML	R2	Y		0.8		1.4	1.8						4.0	9.2					4.0	B	III	S	P	Transverse cracking, Full depth cracking
59	18.059	ML	R2	N		0.9		2.4	0.9						4.2	10.8					0.9	C	II	S	P	Transverse cracking
60	18.061	ML	R2	Y		0.8		1.7	1.3						3.8	5.5			20.0		3.8	B	III	S	P	Transverse cracking, Full depth cracking
61	18.273	S	OR	N		0.9		2.0							2.9	14.0					1.0	B	III	M	F	
62	18.649	ML	R1	N		1.0		2.8	2.9		0.4	3.6	0.5		11.2			5.6							G	
63	18.853	S	OR	N		0.9		1.1							2.0				9.4						G	Debonding
64	19.268	TL	RL	N		1.7		2.9							4.6	11.8									G	
65	19.310	TL	RR	N		1.5		2.2	1.1						4.8	9.0		1.4			2.5	B	III	S	P	Longitudinal cracking
66	19.338	SS	R1	Y		1.1		1.3	1.7						4.1	7.9					3.0	B	III	M	P	SS - First St, Transverse cracking
67	19.492	SS	R1	Y			1.6		2.2						3.8	6.1					1.5	C	III	L	F	SS - Charleston Park Dr, Debonding
68	19.548	TL	RL	N		1.2		2.3	1.4						4.9	11.1			11.0						G	
69	19.654	ML	R1	N		0.9		0.9	1.8						3.6	12.0					1.4	C	III	M	P	
70	19.698	ML	R2	N		0.8		2.8							3.6	11.5					2.3	B	III	S	P	
71	19.930	CO	CO	N		1.2		3.2							4.4	11.0					1.1	C	II	L	P	
72	20.195	ML	R2	N		0.7		2.1	0.7						3.5	9.2					2.1	B	III	S	P	Longitudinal Cracking
73	20.258	ML	R1	Y		0.6		3.0	3.2	2.4			0.5		9.7			4.8	7.0		2.3	C	III	M	P	
74	20.318	S	OR	N		1.3		1.7							3.0				6.4						G	
75	20.321	TL	LL	Y		0.9		2.2							3.1	9.6									G	
76	20.297	S	OL	N		1.2		1.3	4.0						6.5	8.8									G	
77	20.227	ML	L2	N		0.6		2.7							3.3	10.9			12.0		1.8	B	II	M	P	
78	20.087	ML	L1	Y		1.2		1.1	1.5						3.8	16.2					2.3	C	II	M	P	
79	19.713	S	OL	N		1.1		1.3							2.4			4.6			0.6	C	II	L	G	
80	19.608	ML	L2	Y		1.0		1.1	1.1						3.2	11.6					3.2	A	III	S	P	Full depth cracking
81	19.608	ML	L2	Y		1.0		1.2	1.2						3.4	11.4					3.4	A	III	S	P	Full depth cracking
82	19.398	TL	LR	N		0.9		2.3							3.2	10.5									G	
83	19.347	SS	L1	Y			2.3								2.3	11.4					0.5	C	II	M	F	SS - Silk Bay Blvd
84	19.024	ML	L1	N		0.6		1.2	1.4						3.2	18.4					0.5	C	II	L	F	

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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	
					FC3	FC5	FC9.5	SP9.5	S	S2	ARMI	S2	WC		LR	ABC-1	SAHM	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT			
85	18.669	TL	LL	N		1.1		1.0	1.7						3.8	10.8					2.5	C	IIB	L	F	
86	18.581	ML	L1	N		1.0		1.5	1.0						3.5	10.5				12.0	1.9	C	III	S	P	
87	18.432	S	OL	N		2.3		1.3	2.3						5.9	5.7									G	Some parts of core not retrieved
88	18.366	SS	L1	N			2.2								2.2	12.1									G	SS - Harper Cove Ln
89	18.264	SS	L1	Y			2.0								2.0	6.5									G	SS - Bedman Creek Ln
90	18.216	ML	L2	N		0.5		1.6	0.8						2.9	12.4									F	
91	18.021	ML	L2	Y			1.6	1.2							2.8	9.8					1.7	B	IIB	L	F	
92	17.842	ML	L1	N		1.3		1.1	1.1						3.5	9.6					3.5	C	III	M	P	Full depth cracking
93	17.470	S	OL	N			1.2		1.9						3.1			5.0							G	
94	17.411	TL	LL	N		0.9		1.2	1.6						3.7	10.5					1.0	C	II	L	F	
95	17.337	SS	L1	Y			2.1								2.1	8.1									G	SS - Herzog Rd
96	17.303	ML	L2	Y		0.8		2.1							2.9	11.8					2.9	A	III	S	P	Full depth cracking
97	17.271	ML	L1	Y		0.7		2.7							3.4	8.6					2.6	C	III	S	P	
98	17.271	ML	L1	Y		0.7		2.2							2.9	8.2					0.7	C	III	S	P	
99	17.209	SS	L1	N			1.9								1.9	10.4									G	SS - Lippincott Rd
100	17.079	SS	L1	Y			0.7								0.7	15.8					0.7	C	IIB	M	G	SS - Gardner Rd, Full depth cracking
101	17.062	TL	LL	N		1.5		2.5	3.6						7.6	8.1			14.0		1.5	C	II	L	F	
102	16.974	SS	L1	Y			2.3								2.3	9.1									G	SS - Iverson Dr
103	16.530	S	OL	N		1.3		1.4							2.7			5.1							G	
104	16.426	ML	L2	Y		1.0		2.7	2.0	2.6			0.5		8.8		2.3				5.0	C	III	S	P	
105	16.425	ML	L2	Y		0.9		2.3	0.6						3.8	9.1					1.1	C	II	S	P	
106	16.424	ML	L2	Y					4.2	3.0			0.5		7.7		6.4				7.7	C	III	S	P	Full depth cracking
107	16.323	SS	L1	Y		0.9		1.8	4.3						7.0		3.6				6.0	C	III	L	P	SS - Owanita Rd, Debonding, Some parts of core not retrieved
108	16.142	ML	L1	N		0.9		2.6	4.4	1.8			0.5		10.2		5.8								F	
109	15.760	TL	LL	N		1.2		2.9	1.0						5.1	7.7					1.5	C	II	L	F	
110	15.679	SS	L1	Y			2.4								2.4	8.4									G	SS - Sunset Trail
111	15.465	ML	L2	Y		1.0		0.9	1.6						3.5	11.4			12.0		2.4	C	III	S	P	
112	15.229	ML	L1	Y		0.8		1.2	1.1						3.1	9.9					3.1	C	III	L	F	Full depth cracking

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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
					FC3	FC5	FC9.5	SP9.5	S	S2	ARMI	S2	WC		LR	ABC-1	SAHM	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT		
113	15.163	S	OL	N		1.1		1.5						2.6				9.0					G		
114	15.061	SS	L1	Y			2.3							2.3	10.2								G	SS - Snyder Dr	
115	14.808	SS	L1	N			1.8							1.8	8.1								G	SS - Balsy Rd	
116	14.682	S	OL	N		1.3		2.0						3.3				5.9					G		
117	14.626	SS	L1	N			1.8							1.8	9.8								G	SS - Sawyer Ln	
118	14.532	ML	L2	Y		1.2		2.6						3.8	11.4					3.8	C	III	S	P	Full depth cracking
119	14.394	SS	L1	N			2.2							2.2	8.0								G	SS - Rialto Way	
120	14.230	TL	LL	Y		1.1		2.5						3.6	12.5			4.5		1.1	C	III	L	F	
121	14.139	SS	L1	N			1.7							1.7	14.2								G	SS - Mitchell Ave	
122	14.122	ML	L1	N		0.9		2.4						3.3	10.3				11.0	0.9	C	II	L	P	
123	13.739	ML	L1	Y		0.9		2.0	2.3					5.2	10.0					2.6	C	III	S	P	
124	13.345	TL	LL	N		0.9		1.2	2.2					4.3		5.9							F		
125	13.248	S	OL	N		0.9		2.8	1.2					4.9		3.6							F	Debonding	
126	13.069	ML	L2	N		1.1		1.8	3.1					6.0		4.2				2.5	C	III	L	F	
127	12.793	SS	L1	N			3.0							3.0	10.0								P	SS - Werner Dr	
128	12.759	SS	L1	Y		0.3		2.3	0.9					3.5									P	SS - Old Olga Rd, Debonding	
129	12.466	ML	L2	Y		0.7		1.8	1.0					3.5	9.5				12.0	0.7	C	II	M	P	
130	12.289	SS	L1	N		1.0		2.0	2.3					5.3	9.8					1.7	C	IIB	M	P	SS - Pine Ave
131	12.031	SS	L1	Y		0.4		2.8	2.2					5.4	9.3								P	SS - Brown Rd	
132	11.964	S	OL	N		1.0		1.3	0.9					3.2	7.8								F		
133	11.921	ML	L1	Y		0.6		2.0	1.8					4.4	9.5					0.7	C	III	S	P	
134	11.820	TL	LL	Y		0.6		2.3	2.5					5.4	9.8								G		
135	11.782	SS	L1	Y		0.6		2.3	2.3					5.2	11.0								P	SS - Linwood Ave	
136	11.682	ML	L1	Y		0.7		2.2	1.2					4.1	9.0								P		
137	11.423	ML	L2	N		0.8		2.0	2.6					5.4	10.9				12.0				F		
138	11.318	S	OL	N		0.7		2.0	0.9					3.6	4.3								G		
139	11.272	SS	L1	Y		0.6		2.0	1.2					3.8	9.2								P	SS - S Olga Dr	
140	11.195	TL	LR	Y		0.7		1.6	3.6					5.9	9.4					3.5	C	III	S	P	

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					FC3	FC5	FC9.5	SP9.5	S	S2	ARMI	S2	WC		LR	ABC-1	SAHM	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT			
141	11.118	TL	LL	N		0.6		2.0	1.4						4.0	10.2								G		
142	10.936	SS	L1	Y		1.4		3.5							4.9	12.3					1.1	C	II	M	P	SS - Cristobal St
143	10.873	TL	LR	N		1.0		3.5							4.5	9.8								G		
<b>AVERAGE</b>					<b>0.70</b>	<b>0.96</b>	<b>1.90</b>	<b>2.02</b>	<b>1.98</b>	<b>2.13</b>	<b>0.40</b>	<b>3.60</b>	<b>0.50</b>		<b>4.06</b>	<b>10.09</b>	<b>4.94</b>	<b>4.60</b>	<b>5.81</b>	<b>12.20</b>	<b>2.26</b>					
<b>MAX</b>					<b>0.70</b>	<b>2.30</b>	<b>3.00</b>	<b>4.30</b>	<b>9.00</b>	<b>3.00</b>	<b>0.40</b>	<b>3.60</b>	<b>0.50</b>		<b>13.00</b>	<b>18.40</b>	<b>7.30</b>	<b>6.40</b>	<b>9.40</b>	<b>20.00</b>	<b>7.70</b>					
<b>MIN</b>					<b>0.70</b>	<b>0.20</b>	<b>0.70</b>	<b>0.70</b>	<b>0.60</b>	<b>1.00</b>	<b>0.40</b>	<b>3.60</b>	<b>0.50</b>		<b>0.70</b>	<b>4.00</b>	<b>3.50</b>	<b>1.40</b>	<b>4.10</b>	<b>7.00</b>	<b>0.50</b>					
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>UNKW</b>			<b>0.18</b>	<b>0.14</b>	<b>0.11</b>	<b>UNKW</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				