

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 1/5/2022

Typical Section:

W.P.I. No.:		Name:	SR 78		Lanes:										
Fin. Proj. ID:	447875-1	From:	Old Bridge Road		Shoulder Type and Condition:										
F.A. Project No.:		Roadway ID:	12060000		To:		New Post Road								
County:	Lee	SR No.:	78		Beg MP:		16.380	End MP:	17.015	Length:	0.635	Inside:		Outside:	
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):				

**Mainline Cores (ML)**

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
					FC5	SP9.5	S									LR					DEPTH (IN.)	TYPE		
2	16.407	ML	R2	Y	0.8	2.0	1.8						4.6	10.1								F	Taken at Culvert Crossing	
3	16.406	ML	R1	N	0.7	2.0	2.6						5.3	9.5								F	Taken at Culvert Crossing	
4	16.454	ML	R2	N	0.9	2.1	2.2						5.2	10.5								F		
6	16.582	ML	R1	N	0.7	2.3	1.7						4.7	9.3								F		
10	16.808	ML	R2	Y	1.0	2.7	1.9						5.6	10.4								F		
13	16.887	ML	R1	N	0.7	2.6	1.2						4.5	11.6								F		
17	16.986	ML	L3	Y	1.1	2.6	0.9						4.6	11.2								F	Acceleration Lane	
18	16.973	ML	L1	Y	0.6	2.6	1.8						5.0	12.4								F		
20	16.850	ML	L2	Y	0.6	2.5	1.1						4.2	10.4								F		
22	16.728	ML	L1	N	0.8	2.4	1.3						4.5	10.3			10.6					F		
23	16.668	ML	L2	Y	1.0	2.2	1.5						4.7	11.6								F	Patched Area	
26	16.517	ML	L2	Y	0.8	2.6	0.9						4.3	11.1								F		
30	16.405	ML	L1	Y	0.7	2.7	1.4						4.8	10.6								F	Taken at Culvert Crossing	
31	16.413	ML	L2	N	0.7	2.7	0.7						4.1	9.9								F	Taken at Culvert Crossing	
<b>AVERAGE</b>					<b>0.79</b>	<b>2.43</b>	<b>1.50</b>						<b>4.72</b>	<b>10.64</b>			<b>10.60</b>							
<b>MAX</b>					<b>1.10</b>	<b>2.70</b>	<b>2.60</b>						<b>5.60</b>	<b>12.40</b>			<b>10.60</b>							
<b>MIN</b>					<b>0.60</b>	<b>2.00</b>	<b>0.70</b>						<b>4.10</b>	<b>9.30</b>			<b>10.60</b>							
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</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				

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 1/5/2022

Typical Section:

W.P.I. No.:		Name:	SR 78		Lanes:		
Fin. Proj. ID:	447875-1	From:	Old Bridge Road		Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	12060000		To:		New Post Road
County:	Lee	SR No.:	78		Beg MP:		16.380
Overall Pavement Condition (from DMO field review):		Fair		End MP:	17.015	Length:	0.635
		Median Curbed (Y/N):		Paved	Lawn	Other:	
				Curb & Gutter (Y/N):			

**Turn Lane Cores (TL)**

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
					FC5	SP9.5	S											LR					DEPTH (IN.)	TYPE		
5	16.534	TL	LL	Y	0.7	2.8	2.3									5.8	10.6							F	Center Turn Lane	
12	16.851	TL	LL	N	0.6	2.5	1.5									4.6	13.3							F	Center Turn Lane	
15	16.976	TL	RR	Y	1.1	2.8	8.4									12.3	6.8	8.6						F	RRTL (1st)	
28	16.432	TL	LL	Y	0.7	2.8	1.2									4.7	9.7							F	LLTL (1st)	
29	16.408	TL	LL	Y	0.7	2.7	1.6									5.0	10.3							F	LLTL (1st), Taken at Culvert Crossing	
<b>AVERAGE</b>					<b>0.76</b>	<b>2.72</b>	<b>3.00</b>									<b>6.48</b>	<b>10.14</b>									
<b>MAX</b>					<b>1.10</b>	<b>2.80</b>	<b>8.40</b>									<b>12.30</b>	<b>13.30</b>									
<b>MIN</b>					<b>0.60</b>	<b>2.50</b>	<b>1.20</b>									<b>4.60</b>	<b>6.80</b>									
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>									<b>0.18</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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Lane Type</u> S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
-------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------	----------------------------------------------------------------------------------------	--------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------	---------------------------------------------------------------

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 1/5/2022

Typical Section:

W.P.I. No.:		Name:	SR 78		Lanes:		
Fin. Proj. ID:	447875-1	From:	Old Bridge Road		Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	12060000		To:		New Post Road
County:	Lee	SR No.:	78		Beg MP:		16.380
Overall Pavement Condition (from DMO field review):		Fair		End MP:	17.015	Length:	0.635
		Median Curbed (Y/N):		Paved	Lawn	Other:	
				Curb & Gutter (Y/N):			

**Shoulder Cores (S)**

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
					FC5	SP9.5	S									LR					DEPTH (IN.)	TYPE		
1	16.405	S	OR	N	1.0	2.5	1.5							5.0	10.1								F	Taken at Culvert Crossing
7	16.676	S	OR	N	1.1	1.9	1.8							4.8	11.4								F	
14	16.953	S	OR	N	1.9		2.6							4.5	10.6								F	
21	16.775	S	OL	N	1.1	2.0	1.8							4.9	12.0								F	
27	16.448	S	OL	N	0.9	2.2	1.3							4.4	10.7			10.1					F	
32	16.414	S	OL	N	1.0	2.2	1.2							4.4	10.6								F	Taken at Culvert Crossing
<b>AVERAGE</b>					<b>1.17</b>	<b>2.16</b>	<b>1.70</b>							<b>4.67</b>	<b>10.90</b>			<b>10.10</b>						
<b>MAX</b>					<b>1.90</b>	<b>2.50</b>	<b>2.60</b>							<b>5.00</b>	<b>12.00</b>			<b>10.10</b>						
<b>MIN</b>					<b>0.90</b>	<b>1.90</b>	<b>1.20</b>							<b>4.40</b>	<b>10.10</b>			<b>10.10</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Lane Type</u> S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
-------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------	----------------------------------------------------------------------------------------	--------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------	---------------------------------------------------------------

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 1/5/2022

Typical Section:

W.P.I. No.:		Name:	SR 78		Lanes:		
Fin. Proj. ID:	447875-1	From:	Old Bridge Road		Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	12060000		To:		New Post Road
County:	Lee	SR No.:	78		Beg MP:		16.380
Overall Pavement Condition (from DMO field review):		Fair		End MP:	17.015	Length:	0.635
		Median Curbed (Y/N):		Paved	Lawn	Other:	
				Curb & Gutter (Y/N):			

**Side Street Cores (SS)**

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
					FC5	SP9.5	S									LR					DEPTH (IN.)	TYPE		
8	16.720	SS	R2	Y	1.0	1.9	1.2							4.1	11.7							F	Washington Dr.	
9	16.783	SS	R2	Y	0.6	2.7	1.9							5.2	11.6							F	Lincoln Ave.	
11	16.826	SS	R2	N	1.1	2.8	2.4							6.3	10.1							F	Pine Ave.	
16	17.011	SS	RR	N	0.8	2.8								3.6	8.5							F	New Post Rd.	
19	16.916	SS	L2	N	1.0	3.1								4.1	7.0							F	Village Ln., Gore Area	
24	16.648	SS	L2	Y	1.2	3.4	0.6							5.2	10.5							F	Shirley Dr.	
25	16.584	SS	L2	N	0.6	3.0	0.8							4.4	9.8							F	Glick Dr.	
<b>AVERAGE</b>					<b>0.90</b>	<b>2.81</b>	<b>1.38</b>							<b>4.70</b>	<b>9.89</b>									
<b>MAX</b>					<b>1.20</b>	<b>3.40</b>	<b>2.40</b>							<b>6.30</b>	<b>11.70</b>									
<b>MIN</b>					<b>0.60</b>	<b>1.90</b>	<b>0.60</b>							<b>3.60</b>	<b>7.00</b>									
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>							<b>0.18</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 L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	A - Alligator B - Block C - Combination	Class I B - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor