

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

Cored By: HighSpans Engineering, Inc.

Coring Completion Date: 10/21/2022

Typical Section: **1: SR 78 / BAYSHORE RD**

W.P.I. No.:	Name: SR 78	Lanes: 4 Lane Urban Principal Arterial Roadway
Fin. Proj. ID: 448956-1	From: W of I-75 Ramps	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 12060000	To: W of Wells Rd.
County: Lee	SR No.: 78	Beg MP: 20.934
		End MP: 21.430
		Length: 0.496
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): Y	Paved
	Lawn: Y	Other:
		Outside: Paved
		Inside: Unpaved
		Curb & Gutter (Y/N): Y

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
					FC5	SP12.5	S									LR	CONC				DEPTH (IN.)	TYPE		
1	21.272	ML	R2	N	1.0	2.3	1.6						4.9	9.5					3.4	B	III	M	P	Longitudinal crack
2	21.380	ML	L2	Y	0.8	3.0	1.3						5.1	7.6					5.1	B	III	M	P	Transverse crack
3	21.292	ML	L2	Y	0.8	2.1	1.1						4.0	8.9			16.0		4.0	A	III	S	P	
4	21.150	ML	L2	Y	0.9	2.2	1.4						4.5	7.9					4.5	C	III	S	P	Transverse crack, pavement distressed
5	21.148	TL	RL	Y	1.1	2.1	0.8						4.0	8.8									P	RLTL, raveling
6	21.080	TL	LL	N	0.7	2.3	1.0						4.0	8.0									P	LLTL, raveling
7	20.948	ML	R1	N	1.0	2.4	0.9						4.3	8.3			15.9						F	
8	21.089	ML	R2	N	1.1	2.5	1.3						4.9	11.2									F	
9	21.191	ML	R1	N	0.8	2.5	1.0						4.3	7.9									P	
10	21.292	ML	R1	N	0.9	2.5	1.1						4.5	7.5									F	
11	21.407	ML	R2	Y	1.2	2.6	0.8						4.6	9.0									F	
12	21.420	ML	R1	Y	1.1	2.3	1.6						5.0	9.3									F	
14	21.425	ML	L1	Y	1.3	2.5	0.4						4.2	10.1			24.5						F	
15	21.357	ML	L1	N	1.0	2.0	1.3						4.3	14.4				3.0	B	II	M	P		
16	21.088	ML	L2	N	0.8	2.3	1.7						4.8	8.1									F	
17	21.022	ML	L1	N	0.8	2.3	1.5						4.6	8.6									F	
18	20.982	ML	L2	Y	0.7	2.3	2.5						5.5	8.4									F	
19	20.966	ML	L1	Y	0.9	2.1	1.1						4.1	9.1									F	
20	21.340	BR	L2	N	1.1	3.0							4.1		UNK								F	BR #0117, WB approach slab
21	21.301	BR	R2	N	0.9	2.1	2.3						5.3		UNK								F	BR #0117, EB apprch slab
22	21.339	BR	R1	Y	0.5	2.4							2.9		UNK								F	BR #0117, EB departure slab
23	21.301	BR	L1	Y	0.8	1.4	1.7						3.9		UNK								P	BR #0117, WB departure slab, raveling
24	21.115	TL	RL	Y	1.2	2.2	0.8						4.2	8.9									F	RLTL
AVERAGE					0.93	2.32	1.30						4.43	9.03			18.80	4.00						
MAX					1.30	3.00	2.50						5.50	14.40			24.50	5.10						
MIN					0.50	1.40	0.40						2.90	7.50			15.90	3.00						
LAYER COEF.					0.00	0.25	0.25							0.18	UNKW			0.08						

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			Lawn: Y	Other:	
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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
					FC5	SP12.5	S										LR	CONC				DEPTH (IN.)	TYPE		

Notes:

- 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.
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
- Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
- 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	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