

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **11/2/2023**

Typical Section: **1: MAINLINE**

W.P.I. No.:	Name: SR 80	Lanes: 4 to 6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 441942-2	From: At SR 31 Intersection	Shoulder Type and Condition: FAIR
F.A. Project No.:	Roadway ID: 12020000	To:
County: LEE	SR No.: 80	Beg MP: 7.887
Overall Pavement Condition (from DMO field review): Fair	End MP: 8.587	Length: 0.700
	Median Curbed (Y/N): Y	Paved: Lawn: Y
		Other:
		Inside: PAVED
		Outside: PAVED
		Curb & Gutter (Y/N): N

SR 80 - Mainline and GORE Cores (ML/GO)

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	FC12.5	FC3	SP9.5	S	ARMI	S	WC		ABC-2	LR	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	7.900	ML	R2	Y	1.0			1.5	2.1				4.6		8.4		12.0	3.7	C	III	M	F	
3	7.918	ML	L3	Y	1.0			2.0	2.1			0.5	5.6			UNK						F	
5	7.963	ML	L2	Y	0.9			2.5	2.2			0.5	6.1			9.9	8.0					F	Base fell apart.
8	8.013	GO	GO	N	1.4			1.5	2.5				5.4		4.4							F	OR-Gore
11	8.035	ML	R3	Y	1.1			1.9	1.5				4.5		10.5							F	
12	8.051	ML	L3	Y	1.0			2.5	2.0			0.5	6.0			UNK						F	
14	8.087	ML	L1	Y	1.1			2.1	3.2				6.4		9.6		12.0	4.3	B	III	M	F	
15	8.134	ML	R1	Y	1.0			1.8	2.3				5.1		9.2							F	
21	8.192	ML	L3	N	0.9			2.0	3.9				6.8		11.2		16.0					F	
22	8.198	ML	R3	Y	1.0			2.0	1.9				4.9		8.1							F	
33	8.271	ML	R2	Y	0.9			2.0	1.5				4.4		8.4							F	
34	8.276	ML	L1	Y	0.7			1.8	5.4				7.9		6.9			3.6	A	II	M	F	
35	8.280	ML	R1	Y	1.0			1.7	1.5				4.2		10.8		21.0					F	
36	8.283	ML	L2	Y	0.9			2.5	0.6				4.0	6.4				4.0	B	III	M	P	
41	8.331	ML	L2	N			1.7		3.0				4.7	5.3				2.5	A	II	L	F	
42	8.331	ML	R3	N			1.4		4.0				5.4		10.6		21.0					F	
44	8.375	GO	GO	N			1.4		3.2				4.6	2.1				2.0	B	IB	L	F	CO-Gore
46	8.396	ML	R1	Y			1.5		6.8		0.4		8.7		6.9							F	Base fell apart.
48	8.449	GO	GO	N			1.5		7.1		0.4		9.0		9.0		6.0	2.0	B	II	L	F	CO-Gore. Base fell apart.
49	8.454	ML	R2	N			1.6		4.6				6.2	4.9				1.0	B	II	L	F	
55	8.547	ML	L1	Y			1.8		2.6				4.4	4.6								F	
AVERAGE					0.99		1.56	1.99	3.05				5.66	4.66	8.90	8.60	13.71	2.89					
MAX					1.40		1.80	2.50	7.10				9.00	6.40	11.20	9.90	21.00	4.30					
MIN					0.70		1.40	1.50	0.60				4.00	2.10	4.35	6.90	6.00	1.00					
LAYER COEF.					0.00	0.25	0.17	0.25	0.25	0.00	0.25	UNKW		0.16	0.18	0.11	0.08						

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **11/2/2023**

Typical Section: **1: MAINLINE**

W.P.I. No.:	Name: SR 80	Lanes: 4 to 6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 441942-2	From: At SR 31 Intersection	Shoulder Type and Condition: FAIR
F.A. Project No.:	Roadway ID: 12020000	To:
County: LEE	SR No.: 80	Beg MP: 7.887
Overall Pavement Condition (from DMO field review): Fair	End MP: 8.587	Length: 0.700
	Median Curbed (Y/N): Y	Paved: Lawn: Y
		Other:
		Inside: PAVED
		Outside: PAVED
		Curb & Gutter (Y/N): N

SR 80 - Turn Lane Cores (TL)

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	FC12.5	FC3	SP9.5	S	ARMI	S	WC		ABC-2	LR	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT				
4	7.946	TL	RR	Y	0.9				3.0					3.9		6.9						F			
9	8.024	TL	LL	N	1.4			2.0	3.7					7.1		10.9			3.5	A	III	M	F		
13	8.057	TL	RR	Y	1.1			2.0	1.8					4.9		8.4							F		
16	8.165	TL	RL	Y	0.9			1.3	2.7					4.9		12.1		6.0					F		
23	8.201	TL	RR	Y	1.0			2.0	1.5					4.5		14.0		16.5					P		
32	8.256	TL	LL	N	0.9			1.6	1.7					4.2		10.3		15.5					F		
37	8.302	TL	LR	Y		1.3		1.2						2.5	1.5								F		
40	8.329	TL	LL	Y			1.2		2.8					4.0		18.5		13.5					F		
43	8.369	TL	LR	N		1.4		1.1						2.5	1.2			10.3					F		
47	8.429	TL	RL	N		1.4			6.8			0.5		8.7			5.0						F		
50	8.460	TL	LR	N		2.0								2.0	2.6								F		
53	8.474	TL	C	Y			1.5		7.0			0.5		9.0			UNK		2.2	B	IB	L	F		
54	8.522	TL	C	N			1.5		5.3			0.5		7.3			UNK						F		
57	8.577	TL	C	N			1.7		3.2			0.5		5.4			6.6		12.0	1.7	B	IB	L	F	
AVERAGE					1.03	1.53	1.48	1.60	3.59			0.50		5.06	1.77	11.57	5.80	12.30	2.47						
MAX					1.40	2.00	1.70	2.00	7.00			0.50		9.00	2.60	18.50	6.60	16.50	3.50						
MIN					0.90	1.30	1.20	1.10	1.50			0.50		2.00	1.20	6.85	5.00	6.00	1.70						
LAYER COEF.					0.00	0.25	0.17	0.25	0.25	0.00	0.25	UNKW			0.16	0.18	0.11	0.08							

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **11/2/2023**

Typical Section: **1: MAINLINE**

W.P.I. No.:	Name: SR 80	Lanes: 4 to 6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 441942-2	From: At SR 31 Intersection	Shoulder Type and Condition: FAIR
F.A. Project No.:	To:	Inside: PAVED
County: LEE	Beg MP: 7.887	End MP: 8.587
Overall Pavement Condition (from DMO field review): Fair	Length: 0.700	Outside: PAVED
Roadway ID: 12020000	SR No.: 80	Median Curbed (Y/N): Y
	Paved:	Lawn: Y
	Other:	Curb & Gutter (Y/N): N

SR 80 - Shoulder Cores (S)

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	FC12.5	FC3	SP9.5	S	ARMI	S	WC		ABC-2	LR	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	7.888	S	OR	N	0.8			1.5	0.9				3.2		5.3						F		
6	7.977	S	OR	N	1.0				3.1				4.1		7.9		12.0				F	BIKE	
7	7.990	S	OL	N	1.0			1.0	1.1				3.1		5.9						F		
10	8.024	S	IR	N	1.0			2.0	1.3				4.3		9.7		14.0				F		
17	8.170	S	IL	N	0.9			2.3	8.3				11.5		7.3						F		
18	8.179	S	OR	N	1.3			1.7	2.4				5.4		8.6						F		
19	8.180	S	IR	N	0.7			2.2	2.1				5.0		5.8						F		
20	8.181	S	OL	N	0.8			1.5	0.6				2.9		7.6						F		
38	8.317	S	OL	N		1.8			3.5				5.3	5.0			21.3				F	BIKE	
39	8.327	S	OL	N		1.2			5.8				7.0		11.5						F		
45	8.388	S	OL	N		1.6		0.9					2.5	1.5							F	BIKE	
51	8.468	S	OL	N		2.0							2.0	2.5							F	BIKE	
52	8.470	S	OR	N			1.2		4.3				5.5	6.5			12.0				F		
56	8.551	S	OL	N			1.9		3.1				5.0	4.0			17.0				F		
AVERAGE					0.94	1.65	1.55	1.64	3.04				4.77	3.90	7.72		15.26						
MAX					1.30	2.00	1.90	2.30	8.30				11.50	6.50	11.50		21.30						
MIN					0.70	1.20	1.20	0.90	0.60				2.00	1.50	5.30		12.00						
LAYER COEF.					0.00	0.25	0.17	0.25	0.25	0.00	0.25	UNKW		0.16	0.18	0.11	0.08						

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.
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4. The cross slope is approximate and measured in the center of the lane.
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<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 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
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **TEST LAB, INC.**

Coring Completion Date: **11/2/2023**

Typical Section: **2: SR 31 INTERSECTION**

W.P.I. No.:	Name: SR 80	Lanes: 4 to 6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 441942-2	From: At SR 31 Intersection	Shoulder Type and Condition: FAIR
F.A. Project No.:	Roadway ID: 12020000	To:
County: LEE	SR No.: 80	Beg MP: 7.887
Overall Pavement Condition (from DMO field review): Fair	End MP: 8.587	Length: 0.700
	Median Curbed (Y/N): Y	Paved: Lawn: Y
		Other:
		Inside: PAVED
		Outside: PAVED
		Curb & Gutter (Y/N): N

SR 31 - 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	FC12.5	FC3	SP9.5	S	ARMI	S	WC		ABC-2	LR	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT				
24	0.000	GO	GO	N			1.5							1.5		14.5							F	South of SR 31 MP 0.000. CO-Gore.	
25	0.000	TL	RL	N			2.5							2.5		9.5							F	South of SR 31 MP 0.000.	
26	0.000	ML	R1	N			1.5							1.5		7.0							F	South of SR 31 MP 0.000.	
27	0.000	TL	RR	N			1.9							1.9		7.1							F	South of SR 31 MP 0.000.	
28	0.036	TL	LR	N	1.0			1.8	2.0					4.8		8.0							F		
29	0.030	ML	L1	Y	0.8			1.6	1.1	0.5	1.5			5.5		7.5		6.0					P		
30	0.027	TL	LL	N	1.0			1.9	5.5			0.5		8.9		6.4							F		
31	0.020	GO	GO	N			0.9		5.9					6.8	8.9								F	R1/RR-Gore.	
AVERAGE					0.93		1.66	1.77	3.63	0.50	1.50	0.50		4.18	8.90	8.56		7.00							
MAX					1.00		2.50	1.90	5.90	0.50	1.50	0.50		8.90	8.90	14.50		8.00							
MIN					0.80		0.90	1.60	1.10	0.50	1.50	0.50		1.50	8.90	6.35		6.00							
LAYER COEF.					0.00	0.25	0.17	0.25	0.25	0.00	0.25	UNKW			0.16	0.18	0.11		0.08						

Notes:

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3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
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