

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

Cored By: HighSpans Engineering, Inc.

Coring Completion Date: 10/19/2022

Typical Section: **2: CR 886, GOLDEN GATE PARKWAY**

W.P.I. No.:		Name:	US 41 and Golden Gate at US 41 and Golden Gate Pkwy			Lanes:	6 Lane Urban Principal Arterial Roadway / 3 Lane Each Direction							
Fin. Proj. ID:	446451-1	From:	US 41			Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	03000015			To:	W of Coastland Center Entrance							
County:	Collier	CR No.:	886			Beg MP:	0.000	End MP:	0.111	Length:	0.111	Inside:	N/A	
Overall Pavement Condition (from DMO field review):					Fair	Median Curbed (Y/N):	Y	Paved	Lawn	Other: Raised Conc.		Curb & Gutter (Y/N):	Inside: Y; Outside: 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
					FC9.5	SP9.5	S											LR					DEPTH (IN.)	TYPE		
1	0.107	ML	L1	Y	1.2	1.7	1.3									4.2	10.3							F		
2	0.099	ML	L3	N	1.1	1.0	0.9									3.0	11.5							F	Water encountered in subgrade check	
3	0.058	TL	LR	N	1.2		1.0									2.2	10.1							F	LRTL	
4	0.053	ML	L1	N	1.2	0.8										2.0	10.7							F		
5	0.036	TL	LL	N	1.0	1.0										2.0	9.8							F	LLTL (2nd)	
6	0.033	TL	LL	Y	1.1	1.6										2.7	12.3							F	LLTL (1st)	
7	0.032	ML	R2	N	1.7											1.7	10.2							F	Water encountered in subgrade check	
8	0.062	ML	R3	Y	1.0	1.4										2.4	9.9							F		
9	0.104	ML	R1	Y	1.2	1.9										3.1	11.0							F		
10	0.109	TL	RL	Y	1.7	1.4	2.6									5.7	10.4							F	RLTL	
AVERAGE					1.24	1.35	1.45									2.90	10.62									
MAX					1.70	1.90	2.60									5.70	12.30									
MIN					1.00	0.80	0.90									1.70	9.80									
LAYER COEF.					0.25	0.25	0.25										0.18									

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 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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