

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: **1: SR 45, US 41, TAMiami TRAIL N**

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:	S of 22nd Ave N				Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	03010000				To:	Coastland Center Entrance							
County:	Collier	SR No.:	45				Beg MP:	9.870	End MP:	10.087	Length:	0.217	Inside:	N/A	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved		Lawn: Y		Other:		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		
					FC3	FC9.5	SP9.5	S	BIND							LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT				
11	9.875	ML	R3	Y		1.2		3.4							4.6	10.4						2.1	A	IB	L	F	Alligator cracking <2" in all directions on surface	
12	9.899	TL	RL	N	1.3			2.7							4.0		8.5									F	RLTL	
13	9.906	ML	R1	Y		1.4	2.2		1.3						4.9	10.2										F		
14	9.943	TL	RL	N		1.3	3.2								4.5		6.6				24.0					F	RLTL (2nd), water encountered in subgrade check	
15	9.950	ML	R2	Y		1.1	2.0		2.0						5.1	12.3										F		
16	9.953	TL	RR	Y	1.5			9.6							11.1	8.3						0.2	B	IB	L	F	RRTL, light longitudinal crack	
17	9.954	TL	RL	Y	1.5			2.5							4.0		6.3									F	RLTL (1st)	
18	10.008	ML	R3	N	1.5			2.5							4.0	12.1										F		
19	10.026	ML	R2	N	1.5			1.7	1.1						4.3	12.3										F		
20	10.034	ML	R1	Y	1.8			1.9	1.3						5.0	10.6											F	
21	10.045	ML	R2	N	1.5			1.4	1.7						4.6	10.2						1.4	B	III	S	F	Bottom-up crack	
22	10.050	TL	RL	N	1.7			2.5							4.2	12.1										F	RLTL	
23	10.035	ML	L3	N	1.5			1.8	1.3						4.6	12.0										F		
24	10.019	ML	L1	N	1.3			2.1	0.6						4.0	11.9										F		
25	10.008	ML	L1	Y	1.3			2.0	1.4						4.7	12.7										F		
26	10.000	TL	LL	Y	1.5			7.3							8.8	10.9										F	LLTL (2nd)	
27	10.000	ML	L2	N	1.5			2.0							3.5	11.1										F		
28	9.994	TL	LL	N	1.3			2.3							3.6		5.5					1.6	C	II	M	F	LLTL (1st)	
29	9.948	ML	L3	Y	1.5			2.4							3.9	7.8					11.9					F		
30	9.925	ML	L2	Y	1.3			2.4	1.0						4.7	10.1										F		
31	9.881	ML	L1	N	1.5			3.0	0.8						5.3	12.9										F		
32	9.984	SS	N/A	Y	1.4			3.2							4.6	12.2										F	Naples Plaza Entrance	
33	10.046	ML	R2	N	1.4			3.6							5.0	12.0						1.1	B	III	S	F	Bottom-up crack	

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					FC3	FC9.5	SP9.5	S	BIND									LR	ABC-2				DEPTH (IN.)	TYPE		
AVERAGE					1.46	1.25	2.47	3.02	1.25							4.91	11.16	6.73			17.95	1.28				
MAX					1.80	1.40	3.20	9.60	2.00							11.10	12.90	8.50			24.00	2.10				
MIN					1.30	1.10	2.00	1.40	0.60							3.50	7.80	5.50			11.90	0.20				
LAYER COEF.					0.17	0.25	0.25	0.25	0.20								0.18	0.16			0.08					

- 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