

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

Cored By: Intertek-PSI

Coring Completion Date: 2/24/2023

Typical Section:

| | | | | | | | |
|--|--|--------------------------|--|--------------------------|------------------------|--|--|
| W.P.I. No.: | | Name: SR 90 (US 41) | | | | Lanes: 6 Lane Urban Principal Arterial Roadway | |
| Fin. Proj. ID: 448930-1 | | From: N of Thomasson Dr. | | | | Shoulder Type and Condition: Fair | |
| F.A. Project No.: | | Roadway ID: 03010000 | | To: S of Southwest Blvd. | | Inside: None | |
| County: Collier | | SR No.: 90 | | Beg MP: 15.618 | End MP: 18.668 | Length: 3.050 | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y | Paved: Y | Lawn: Y | |
| | | | | Other: No CTL | Curb & Gutter (Y/N): N | | |

| 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 |
| | | | | | FC12.5 | FC9.5 | SP9.5 | T1 | S2 | S | T1 | WC | | LR | ABC-2 | DEPTH (IN) | TYPE | | CLASS | EXTENT | | | | |
| 1 | 15.640 | ML | R1 | N | | 0.8 | 3.9 | | | | | | 4.7 | | 5.8 | | | 2.4 | A | II | M | F | | |
| 2 | 15.680 | TL | RL | Y | | 1.1 | 3.4 | | | | | | 4.5 | | 7.0 | | | 1.1 | A | II | L | F | RLTL (2nd) | |
| 3 | 15.934 | ML | R2 | N | | 0.8 | 7.1 | | | | | | 7.9 | 12.0 | | | | 1.5 | A | II | L | F | | |
| 4 | 16.065 | TL | RR | N | | 1.8 | 2.2 | | | | | | 4.0 | | 7.1 | | | | | | | | F | |
| 5 | 16.145 | ML | R3 | N | | 0.8 | 2.2 | | | | | | 3.0 | 12.0 | | | | 2.0 | A | IB | M | F | | |
| 6 | 16.172 | ML | R2 | N | | 0.9 | 2.9 | | | | | | 3.8 | 11.0 | | | | 0.9 | A | II | L | F | | |
| 7 | 16.250 | ML | R1 | Y | | 1.0 | 3.8 | | | | | | 4.8 | | 6.1 | | | 3.5 | A | II | M | F | | |
| 8 | 16.300 | TL | RL | N | 1.6 | | 3.9 | | | | | | 5.5 | 11.0 | | | | | | | | | F | |
| 9 | 16.490 | ML | R3 | Y | | 1.0 | 4.4 | | | | | | 5.4 | 11.0 | | | | 2.8 | A | IB | M | F | | |
| 10 | 16.552 | S | OR | N | | 0.9 | 4.1 | | | | | | 5.0 | 12.0 | | | | | | | | | F | |
| 11 | 16.687 | ML | R1 | Y | | 0.9 | 3.1 | | | | | | 4.0 | 10.0 | | | | 3.1 | C | II | M | P | | |
| 12 | 16.793 | TL | RL | N | | 1.1 | 4.1 | | | | | | 5.2 | | 6.8 | | 10.0 | 0.5 | A | II | L | F | | |
| 13 | 17.120 | ML | R2 | N | | 1.0 | 2.5 | | 0.8 | 2.1 | | | 6.4 | 11.0 | | | | 1.7 | A | II | L | F | | |
| 14 | 17.310 | TL | RR | N | | 1.2 | 3.1 | | | | | | 4.3 | 12.0 | | | | | | | | | F | |
| 15 | 17.332 | ML | R3 | Y | | 1.0 | 4.5 | | | | | | 5.5 | 12.0 | | | | | | | | | F | Patched Area |
| 16 | 17.422 | S | OR | N | | 1.1 | 2.5 | 0.8 | 0.8 | 2.2 | | | 7.4 | 12.0 | | | | 0.6 | B | IB | L | F | | |
| 17 | 17.557 | TL | RL | N | | 1.2 | 3.6 | | | | | | 4.8 | | 6.4 | | 12.0 | | | | | | F | |
| 18 | 17.585 | ML | R3 | Y | | 1.0 | 2.5 | | | 2.1 | | | 5.6 | 10.0 | | | | 2.6 | A | II | M | F | | |
| 19 | 17.800 | ML | R2 | N | | 1.0 | 2.6 | | 0.8 | 1.7 | | | 6.1 | 10.0 | | | | 1.5 | A | II | L | F | | |
| 20 | 18.040 | ML | R1 | Y | | 0.9 | 4.0 | | | | | | 4.9 | | 6.1 | | | 0.9 | A | II | L | F | | |
| 21 | 18.100 | TL | RL | N | | 1.0 | 4.2 | | | | | | 5.2 | | 9.4 | | | | | | | | F | |
| 22 | 18.210 | S | OR | N | | 0.9 | 2.0 | 0.7 | 1.1 | 2.5 | | | 7.2 | 12.0 | | | | | | | | | F | |
| 23 | 18.240 | ML | R3 | N | | 1.0 | 2.3 | | | 2.2 | | | 5.5 | 11.0 | | | | 5.5 | C | II | S | F | | |
| 24 | 18.260 | S | OR | N | | 0.5 | 4.9 | | | | | | 5.4 | 12.0 | | | | | | | | | F | ADDITIONAL FOR TREETOPS DR |
| 25 | 18.270 | TL | RR | N | | 1.1 | 3.8 | | | | | | 4.9 | 10.0 | | | | | | | | | P | ADDITIONAL FOR TREETOPS DR, DISTRESS |
| 26 | 18.321 | ML | R3 | Y | | 0.9 | 4.6 | | | | | | 5.5 | 10.0 | | | | 5.5 | C | II | S | P | | |
| 27 | 18.382 | ML | R2 | N | | 0.9 | 4.6 | | | | | | 5.5 | 12.0 | | | | 0.7 | A | II | L | P | Longitudinal cracking | |
| 28 | 18.382 | ML | R2 | Y | | 0.9 | 3.2 | | 1.4 | | | | 5.5 | 11.0 | | | | 2.4 | A | II | M | P | Longitudinal cracking | |
| 29 | 18.500 | TL | RL | N | | 1.1 | 2.9 | | | | | | 4.0 | | 7.5 | | | | | | | | F | |
| 30 | 18.525 | S | OR | N | | 1.0 | 3.0 | | | | | | 4.0 | 12.0 | | | | | | | | | P | |
| 31 | 18.535 | TL | RR | N | | 0.6 | 2.8 | | | | | | 3.4 | 11.0 | | | | | | | | | F | |
| 32 | 18.630 | S | OR | N | | 1.2 | 3.8 | | | | | | 5.0 | | 6.8 | | 12.0 | 0.6 | C | II | L | F | Bike Lane. Longitudinal cracking | |
| 33 | 18.640 | ML | R3 | Y | | 1.0 | 4.0 | | | | | | 5.0 | | 6.2 | | | | | | | | F | |
| 34 | 18.650 | ML | R2 | N | | 0.9 | 3.6 | | | | | | 4.5 | | 6.8 | | 12.0 | 0.4 | B | IB | L | F | | |
| 35 | 18.660 | ML | R1 | N | | 1.5 | 1.8 | | | | | | 3.3 | | 6.9 | | | | | | | | F | |
| 36 | 18.665 | S | OL | N | | 0.8 | 3.6 | | | | | | 4.4 | | 6.0 | | 18.0 | | | | | | F | |
| 37 | 18.655 | ML | L2 | N | | 1.0 | 3.5 | | | | | | 4.5 | | 5.9 | | 12.0 | | | | | | F | |
| 38 | 18.637 | ML | L1 | N | | 1.2 | 3.6 | | | | | | 4.8 | | 6.2 | | 12.0 | 1.9 | A | II | M | F | | |
| 39 | 18.627 | ML | L3 | N | | 1.0 | 3.5 | | | | | | 4.5 | | 5.6 | | | 1.6 | C | II | M | F | | |
| 40 | 18.600 | TL | LL | N | | 1.2 | 3.8 | | | | | | 5.0 | | 6.7 | | 12.0 | 2.0 | A | II | M | F | | |
| 41 | 18.582 | TL | LR | Y | | 0.9 | 3.1 | | | | | | 4.0 | | 5.0 | | | | | | | | F | Bottom 1-inch unretrievable (included in measurements) |
| 42 | 18.445 | S | OL | N | | 0.8 | 4.7 | | | 0.8 | 0.5 | | 6.8 | 12.0 | | | | | | | | | F | |
| 43 | 18.350 | ML | L1 | N | | 1.0 | 3.8 | | | | | | 4.8 | | 6.0 | | 12.0 | 1.0 | A | II | L | F | | |
| 44 | 18.310 | TL | LL | N | | 1.0 | 3.3 | | | | | | 4.3 | | 7.3 | | 12.0 | 0.3 | A | II | L | P | Pavement Distressed. | |
| 45 | 18.187 | ML | L2 | Y | | 1.0 | 2.0 | | 0.7 | 2.5 | | | 6.2 | 12.0 | | | | 6.2 | C | III | M | P | Branch cracking | |
| 46 | 18.175 | TL | LL | N | | 1.0 | 3.5 | | | | | | 4.5 | | 6.4 | | | | | | | | F | |
| 47 | 18.170 | TL | LR | N | | 1.1 | 3.9 | | | | | | 5.0 | | 6.8 | | | | | | | | F | |
| 48 | 18.164 | S | OL | N | | 1.0 | 2.0 | | | | | | 3.0 | | 5.5 | | 12.0 | | | | | | F | |

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Typical Section:

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|--|--|--------------------------|--|--------------------------|----------------|--|----------------|------------------------|
| W.P.I. No.: | | Name: SR 90 (US 41) | | | | Lanes: 6 Lane Urban Principal Arterial Roadway | | |
| Fin. Proj. ID: 448930-1 | | From: N of Thomasson Dr. | | | | Shoulder Type and Condition: Fair | | |
| F.A. Project No.: | | Roadway ID: 03010000 | | To: S of Southwest Blvd. | | Inside: None | | |
| County: Collier | | SR No.: 90 | | Beg MP: 15.618 | End MP: 18.668 | Length: 3.050 | Outside: Paved | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y | Paved: Y | Lawn: Y | Other: No CTL | Curb & Gutter (Y/N): N |

| 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 | | |
| | | | | | FC12.5 | FC9.5 | SP9.5 | T1 | S2 | S | T1 | WC | LR | ABC-2 | | DEPTH (IN) | TYPE | CLASS | | EXTENT | | | | | | | |
| 49 | 17.990 | ML | L3 | Y | | 1.0 | 3.5 | | | | 3.7 | 1.3 | 0.7 | | | 10.2 | 12.0 | | | | 3.4 | A | II | M | F | | |
| 50 | 17.910 | TL | LL | N | | 0.8 | 3.9 | | | | | | | | | 4.7 | | 6.3 | | | | | | | | F | |
| 51 | 17.743 | ML | L2 | Y | | 0.8 | 2.1 | | | | 0.8 | | | | | 3.7 | | 4.3 | | | 3.7 | A | IB | S | P | Possible Widening Crack, Base Crack | |
| 52 | 17.670 | TL | LL | N | | 1.2 | 2.8 | | | | | | | | | 4.0 | | 7.1 | | | 12.0 | 0.5 | B | IB | L | P | Pavement distressed. |
| 53 | 17.515 | S | OL | N | | 1.1 | 3.9 | | | | 2.9 | 1.0 | 0.6 | | | 9.5 | 12.0 | | | | | | | | | F | |
| 54 | 17.470 | ML | L3 | Y | | 1.0 | 2.5 | | | | 2.2 | 0.9 | 0.7 | | | 7.3 | 10.0 | | | | 2.5 | A | II | L | F | | |
| 55 | 17.395 | TL | LL | N | | 0.9 | 3.5 | | | | | | | | | 4.4 | | 6.3 | | | 0.7 | B | IB | L | F | | |
| 56 | 17.260 | ML | L1 | Y | | 0.9 | 4.1 | | | | | | | | | 5.0 | | 6.2 | | | 12.0 | 0.5 | B | IB | L | F | |
| 57 | 17.115 | TL | LL | N | | 1.3 | 2.9 | | | | | | | | | 4.2 | 12.0 | | | | | | | | | F | |
| 58 | 16.910 | ML | L2 | N | | 1.0 | 3.0 | | | | | | | | | 4.0 | 12.0 | | | | 1.2 | B | IB | M | F | Possible Widening Crack | |
| 59 | 16.870 | TL | LR | Y | | 0.8 | 4.9 | | | | | | | | | 5.7 | 12.0 | | | | | | | | | F | |
| 60 | 16.706 | TL | LR | Y | | 0.8 | 4.3 | | | | 3.5 | 1.2 | 0.6 | | | 10.4 | 11.0 | | | | 2.7 | A | II | L | F | | |
| 61 | 16.572 | S | OL | N | | 1.2 | 3.8 | | | | 3.3 | 0.8 | 0.6 | | | 9.7 | 12.0 | | | | | | | | | F | |
| 62 | 16.488 | ML | L3 | Y | | 0.9 | 3.7 | | | | 3.1 | 1.0 | | | | 8.7 | 12.0 | | | | 0.9 | A | II | L | F | | |
| 63 | 16.375 | TL | LL | N | 1.7 | | 4.0 | | | | | | | | | 5.7 | 10.0 | | | | | | | | | F | |
| 64 | 16.250 | TL | LR | Y | | 1.1 | 3.1 | | | | | | | | | 4.2 | 10.0 | | | | | | | | | F | |
| 65 | 16.172 | ML | L3 | Y | | 0.9 | 3.1 | | | | 2.7 | | | | | 6.7 | 11.0 | | | | 4.6 | A | II | M | F | | |
| 66 | 16.145 | ML | L1 | Y | | 1.2 | 3.8 | | | | | | | | | 5.0 | | 7.1 | | | | | | | | F | |
| 67 | 16.108 | TL | LL | N | | 1.2 | 3.8 | | | | | | | | | 5.0 | | 8.5 | | | 1.0 | A | II | L | F | | |
| 68 | 16.014 | TL | LL | Y | | 1.1 | 4.1 | | | | | | | | | 5.2 | | 6.3 | | | 12.0 | 1.2 | A | II | L | F | |
| 69 | 15.964 | TL | LR | Y | | 1.1 | 2.5 | | | | 1.1 | | | | | 4.7 | 12.0 | | | | 1.5 | A | II | L | F | | |
| 70 | 15.900 | ML | L1 | N | | 1.0 | 3.0 | | | | | | | | | 4.0 | | 6.0 | | | 1.0 | A | II | L | F | | |
| 71 | 15.880 | TL | LL | Y | | 1.2 | 2.4 | | | | | | | | | 3.6 | | 7.3 | | | 2.0 | B | II | M | F | LLTL (1st) | |
| 72 | 15.850 | TL | LR | N | | 1.0 | 3.8 | 1.0 | | | 6.2 | | | | | 12.0 | 12.0 | | | | 0.4 | B | II | L | F | | |
| 73 | 15.650 | ML | L2 | N | | 1.0 | 3.5 | | | | | | | | | 4.5 | | 5.6 | | | 1.5 | A | II | M | F | | |
| AVERAGE | | | | | 1.65 | 1.01 | 3.45 | 0.83 | 0.93 | 2.75 | 0.98 | 0.62 | | | 5.35 | 11.34 | 6.49 | | | 12.80 | 1.92 | | | | | | |
| MAX | | | | | 1.70 | 1.80 | 7.10 | 1.00 | 1.40 | 6.20 | 1.30 | 0.70 | | | 12.00 | 12.00 | 9.40 | | | 20.00 | 6.20 | | | | | | |
| MIN | | | | | 1.60 | 0.50 | 1.80 | 0.70 | 0.70 | 1.10 | 0.80 | 0.50 | | | 3.00 | 10.00 | 4.30 | | | 10.00 | 0.30 | | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.25 | 0.25 | 0.23 | 0.25 | 0.25 | 0.23 | UNKW | | | | 0.18 | 0.16 | | | 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 recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

| Lane Designations - Decreasing MP | Lane Designations - Increasing MP | Lane Type | Crack Type | Crack Rating | Extent | Pavement Condition |
|-----------------------------------|-----------------------------------|----------------|--------------------------------|---|--------------|--------------------|
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | S - Shoulder | 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 | 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 | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |