

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 <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	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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Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y		End MP: 18.668	
		Paved: Y		Length: 3.050	
		Lawn: Y		Other: No CTL	
				Inside: None	
				Outside: Paved	
				Curb & Gutter (Y/N): N	

All Cores																									
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	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		
<b>AVERAGE</b>					<b>1.65</b>	<b>1.01</b>	<b>3.45</b>	<b>0.83</b>	<b>0.93</b>	<b>2.75</b>	<b>0.98</b>	<b>0.62</b>		<b>5.35</b>	<b>11.34</b>	<b>6.49</b>			<b>12.80</b>	<b>1.92</b>					
<b>MAX</b>					<b>1.70</b>	<b>1.80</b>	<b>7.10</b>	<b>1.00</b>	<b>1.40</b>	<b>6.20</b>	<b>1.30</b>	<b>0.70</b>		<b>12.00</b>	<b>12.00</b>	<b>9.40</b>			<b>20.00</b>	<b>6.20</b>					
<b>MIN</b>					<b>1.60</b>	<b>0.50</b>	<b>1.80</b>	<b>0.70</b>	<b>0.70</b>	<b>1.10</b>	<b>0.80</b>	<b>0.50</b>		<b>3.00</b>	<b>10.00</b>	<b>4.30</b>			<b>10.00</b>	<b>0.30</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>			<b>0.18</b>	<b>0.16</b>			<b>0.08</b>						

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
			C - Combination			