

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

Cored By: District Materials Office

Coring Completion Date: 12/9/2024

Typical Section: 1

W.P.I. No.:					Name:	SR 29					Lanes:	4 Lanes								
Fin. Proj. ID:	417540-5				From:	N OF 14TH ST SOUTH					Shoulder Type and Condition:									
F.A. Project No.:				Roadway ID:	03080000			To:	N OF JEFFERSON AVE E					Inside:						
County:	Collier			SR No.:	29			Beg MP:	36.600		End MP:	36.982		Length:	0.382		Outside:	1		
Overall Pavement Condition (from DMO field review):					Fair			Median Curbed Y		Y		06 MEDIAN				Curb & Gutter (Y/N):			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	DEPTH (IN.)	CRACK			PAVEMENT CONDITION	COMMENTS
					FC3	FC12.5	SP1F	S	BIND							LR						TYPE	CLASS	EXTENT		
1	36.610	ML	R1	Y		1.5	1.3	1.2							4.0	3.5				12.0	4.0	C	IB	S	F	
2	36.610	S	OR	N		1.9	2.3	1.2							5.4	9.0				12.0					F	6' SHOULDER
3	36.668	GO	GO	N		1.6	2.0		1.3						4.9	10.0				12.0	2.5	C	IB	M	F	
4	36.730	ML	R1	N	1.6				1.4						3.0	9.5				12.0	0.3	C	IB	L	F	
5	36.770	CO	CO	N	1.7				1.4						3.1	9.0				12.0					F	
6	36.812	ML	R1	Y	1.5				1.6						3.1	9.5				12.0	3.1	C	IB	S	P	
7	36.872	TL	RL	Y	2.0				1.9						3.9	8.5				12.0	0.9	C	IB	L	F	
8	36.892	CO	CO	Y	1.4				1.8						3.2	9.0				12.0	0.6	C	IB	L	F	
9	36.956	ML	L1	Y	1.6				1.8						3.4	9.5				12.0	3.4	C	IB	S	P	BASE CRACK
10	36.955	TL	LL	N	1.7				1.9						3.6	9.0				12.0					F	
11	36.818	TL	LL	Y	1.5			2.1							3.6	9.5				12.0					F	
12	36.802	ML	L1	Y	1.5			1.8							3.3	9.0				12.0	3.3	C	IB	S	P	BASE CRACK
13	36.680	ML	L1	Y		1.5	1.5	1.4							4.4	10.0				12.0	4.4	C	IB	S	P	BASE CRACK
14	36.648	S	OL	N		1.7		2.8							4.5	9.5				12.0					F	OL / GORE
15	36.750	ML	R2	Y	1.5				1.9						3.4	9.0				12.0	3.4	C	IB	S	P	BASE CRACK
16	36.750	S	OR	N	1.8			2.7							4.5	9.0				12.0					F	9' SHOULDER
17	36.770	SS	SS	Y	1.8			0.8	2.0						4.6	9.5				12.0					F	CR 846
18	36.792	SS	SS	N	1.8			1.5	1.9						5.2	9.0				12.0	5.2	C	IB	S	P	CR 846, TURN OUT
19	36.902	SS	SS	N		1.5		0.8	2.2						4.5	9.0				12.0	3.1	C	IB	M	P	SR 29A
20	36.930	ML	R2	Y	1.5				1.5						3.0	9.5				12.0	1.9	C	IB	M	P	
21	36.930	S	OR	N	1.5				1.2						2.7	9.5				12.0	2.0	C	IB	S	F	9' SHOULDER
22	36.860	ML	L2	Y	1.3				1.5						2.8	9.5				12.0	2.8	C	IB	S	P	
23	36.860	S	OL	N	1.5			2.1							3.6	9.5				12.0					F	9' SHOULDER
24	36.750	ML	L2	Y	1.1				1.4						2.5	9.0				12.0	2.5	C	IB	S	F	
25	36.750	S	OL	N	1.6			2.0							3.6	9.0				12.0					F	5' SHOULDER / GORE
AVERAGE					1.57	1.62	1.78	1.70	1.67						3.75	9.04				12.00	2.71					
MAX					2.00	1.90	2.30	2.80	2.20						5.40	10.00				12.00	5.20					
MIN					1.10	1.50	1.30	0.80	1.20						2.50	3.50				12.00	0.30					
LAYER COEF.					0.17	0.25	0.25	0.25	0.20							0.18				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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
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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	FC12.5	SP1F	S	BIND							LR						DEPTH (IN.)	TYPE		
OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane				OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane							ML - Mainline TL - Turn Lane CO - Crossover					A - Alligator B - Block C - Combination		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				L - Light M - Moderate S - Severe		G - Good F - Fair P - Poor	