

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

Cored By: District Materials Office

Coring Completion Date: 10/30/2024

Typical Section: 2

W.P.I. No.:					Name:	COCONUT RD @ OAKWILDE BLVD					Lanes:	4					
Fin. Proj. ID:	449681-1				From:						Shoulder Type and Condition:						
F.A. Project No.:			Roadway ID:	OFFSYSTEM		To:						Inside:					
County:	LEE		SR No.:	N/A		Beg MP:	N/A		End MP:	N/A		Length:			Outside:		
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed Y	GRASS								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	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP9.5										LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.000	ML	L1	Y	1.1	2.4									3.5	14.0				12.0	3.5	C	IB	S	P	
2	0.000	ML	R2	Y	1.5	3.0									4.5	14.5				12.0	1.5	C	IB	M	F	
3	0.000	TL	LR	N	1.0	2.3									3.3	13.5				12.0					F	
4	0.000	CO	CO	N	1.1	2.8									3.9	15.0				12.0					F	CROSSOVER ON OAKWILDE BLVD
AVERAGE					1.18	2.63									3.80	14.25				12.00	2.50					
MAX					1.50	3.00									4.50	15.00				12.00	3.50					
MIN					1.00	2.30									3.30	13.50				12.00	1.50					
LAYER COEF.					0.25	0.25										0.18				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.

<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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor

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

Cored By: District Materials Office

Coring Completion Date: 7/16/2024

Typical Section: 1

W.P.I. No.:					Name:	Via Coconut Point Roundabout						Lanes:	2		
Fin. Proj. ID:	449681-1				From:	Coconut Rd						Shoulder Type and Condition:			
F.A. Project No.:					To:	Corkscrew Rd						Inside: Y			
County:	Lee		Roadway ID:	12900008		Beg MP:	0.000		End MP:	0.040		Length:	0.040		Outside: Y
Overall Pavement Condition (from DMO field review):					Fair	Median Curbed (Y/N):			Paved			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	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP1F												LR									DEPTH (IN.)		
1	0.000	TL	RR	N	1.0	3.3								4.3	11.0							12.0	0.3	C	IB	L	F	WILLIAMS RD	
2	0.000	ML	R1	N	1.0	3.0								4.0	9.0							12.0					F	IN ROUND A BOUT @ WILLIAMS RD	
3	0.000	ML	R1	Y	1.5	2.5								4.0	9.5							12.0					F	IN ROUND A BOUT @ WILLIAMS RD	
4	0.000	ML	R1	Y	1.2	2.0								3.2	11.5							12.0					F	VIA COCONUT POINT	
5	0.000	ML	L2	N	1.2	2.1								3.3	11.5							12.0					F	VIA COCONUT POINT	
6	0.000	TL	LR	Y	1.0	2.4								3.4	11.5							12.0	3.4	C	III	S	F	WILLIAMS RD, BASE CRACK	
7	0.000	ML	L2	Y	0.8	2.4								3.2	11.0							12.0					F	VIA COCONUT POINT	
8	0.000	ML	R2	N	1.6	2.4								4.0	11.5							12.0					F	PELICAN COLONY BLVD	
9	0.000	ML	R1	Y	1.1	2.9								4.0	12.0							12.0					F	IN ROUND A BOUT @ PELICAN COLONY BLVD	
10	0.000	ML	R1	N	1.0	2.6								3.6	11.5							12.0					F	IN ROUND ABOUT @ PELICAN COLONY BLVD	
11	0.000	ML	R1	Y	1.2	2.8								4.0	11.0							12.0	3.1	C	III	S	P	PELICAN COLONY BLVD, PALM ROOTS UNDER PAVEMENT	
12	0.000	ML	R2	N	1.2	2.4								3.6	11.5							12.0					F	VIA COCONUT POINT	
AVERAGE					1.15	2.57								3.72	11.04							12.00	2.27						
MAX					1.60	3.30								4.30	12.00							12.00	3.40						
MIN					0.80	2.00								3.20	9.00							12.00	0.30						
LAYER COEF.					0.25	0.25									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
OL/IL - Outside/Inside Shoulder		OR/IR - Outside/Inside Shoulder		ML - Mainline	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor