STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: Test Lab, Inc. | Coring Completion Date: 12/17/2021 | Typical Section: **1040000**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 35 (US 17) | | | | | Lanes: | 6 | | |
| Fin. Proj. ID: | 441552-1 | | | From: | SR 45 (US 41) | | | | | Shoulder Type and Condition: | | | |
| F.A. Project No.: | | Roadway ID: | 01040000 | To: | Bermont Road (CR 74) | | | | | Inside: | Paved | | |
| County: | Charlotte | SR No.: | 35 | Beg MP: | 0.000 | End MP: | 3.506 | Length: | 3.506 | Outside: | Paved | | |
| Overall Pavement Condition (from DMO field review): | | Fair | | Median Curbed (Y/N): | N | Paved | Lawn | Other: | | Curb & Gutter (Y/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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FC3 | FC5 | FC9.5 | FC12.5 | SP9.5 | SP12.5 | ARMI | S | WC | SAHM | | BRCK | SHEL | ABC-2 | CONC | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |
| 14 | 1.454 | S | OL | N | | 1.1 | | | | | | 2.2 | | | 3.3 | | 10.5 | | | | | | | | F | |
| 15 | 0.035 | ML | R2 | Y | | | 0.4 | | 4.4 | | | | | | 4.8 | | 5.2 | | | | | | | | F | Patch |
| 16 | 0.106 | ML | R1 | Y | | | 0.7 | | | | | 1.7 | | | 2.4 | | 7.6 | | | | | | | | P | Raveling |
| 17 | 0.131 | TL | RL | Y | | | 0.9 | | 0.9 | | | | | | 1.8 | 2.8 | | | | 7.4 | 1.8 | B | III | M | F | Brick 2.8 inches |
| 18 | 0.235 | ML | R3 | Y | | | | 1.4 | | | | 3.8 | | | 5.2 | 2.7 | | | | | 5.2 | B | II | S | P | Brick 2.7 inches, Widening Crack |
| 19 | 0.328 | S | IR | N | | | 0.6 | | 1.8 | | | | | | 2.4 | | | | | | | | | | F | Concrete Obstruction |
| 20 | 0.430 | ML | R2 | N | | | | 1.2 | | | | 1.1 | | | 2.3 | | 5.2 | | | | 2.3 | B | II | S | P | |
| 21 | 0.496 | ML | R2 | Y | | | | 1.3 | | | | 7.3 | | | 8.6 | | 8.4 | | | | 3.1 | A | II | M | P | Friction course separated |
| 22 | 0.525 | S | OR | N | | | | 2.0 | | | | 2.1 | | | 4.1 | | | | | | | | | | F | Concrete obstruction |
| 23 | 0.564 | ML | R2 | Y | | | | 1.8 | | | | 1.2 | | | 3.0 | | 8.5 | | | | 3.0 | A | II | S | P | |
| 24 | 0.599 | ML | R2 | Y | | | | 1.5 | | | | 2.3 | | | 3.8 | | 2.5 | | | 0.0 | 3.8 | B | IB | M | P | 2.7 inches Brick under Shell |
| 25 | 0.636 | ML | R1 | Y | | | 1.1 | | | | | 2.3 | | | 3.4 | | 7.4 | | | | 1.1 | A | II | S | P | Friction course separated |
| 26 | 0.912 | ML | R1 | N | 1.0 | | | | | | | 3.0 | | | 4.0 | | | 8.5 | | | 2.2 | B | II | S | P | |
| 27 | 0.921 | ML | R3 | N | 1.0 | | | | | | | 4.8 | | | 5.8 | | | 7.5 | | | 4.0 | C | II | S | P | |
| 28 | 0.928 | ML | R1 | N | 0.8 | | | | | | | 2.9 | | | 3.7 | | | 8.5 | | | 3.7 | B | II | S | P | |
| 29 | 1.043 | ML | R3 | N | 1.2 | | | | | | | 4.8 | | | 6.0 | | 12.0 | | | | 1.4 | B | II | M | F | |
| 30 | 1.127 | S | OR | N | 1.2 | | | | | | | 3.8 | | | 5.0 | | 10.5 | | | | | | | | F | |
| 31 | 1.389 | S | IR | N | 1.1 | | | | | | | 3.3 | | | 4.4 | | 14.1 | | | | | | | | F | |
| 32 | 1.418 | ML | R2 | Y | 1.0 | | | | | | | 5.0 | | | 6.0 | | 11.0 | | | | 2.7 | B | II | M | P | |
| 33 | 1.759 | ML | R1 | Y | | 1.0 | | | | | | 4.5 | | | 5.5 | | 13.5 | | | 19.0 | | | | | F | |
| 34 | 1.963 | TL | RR | Y | | 1.0 | | | | | | 4.3 | | | 5.3 | | 15.2 | | | | 1.3 | B | II | M | F | |
| 35 | 2.063 | CO | CO | N | | | | | | | | 5.9 | | | 5.9 | | 12.6 | | | | | | | | P | |
| 36 | 2.109 | ML | R3 | Y | | | | | | | | 3.8 | | | 3.8 | | 12.7 | | | | | | | | P | Delamination, No FC5 |
| 37 | 2.127 | ML | R2 | N | | 0.9 | | | | | | 4.6 | | | 5.5 | | 14.3 | | | | | | | | P | |
| 38 | 2.147 | ML | L3 | Y | | 0.9 | | | | | | 4.8 | | | 5.7 | | 11.8 | | | | | | | | P | |
| 39 | 2.319 | CO | CO | N | 1.2 | | | | | | | 4.6 | | | 5.8 | | 11.7 | | | | | | | | F | |

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**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: Test Lab, Inc. | Coring Completion Date: 12/17/2021 | Typical Section: **1040000**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 35 (US 17) | | | | | | | Lanes: | 6 | | | | |
| Fin. Proj. ID: | 441552-1 | | | From: | SR 45 (US 41) | | | | | | | Shoulder Type and Condition: | | | | | |
| F.A. Project No.: | | Roadway ID: | 01040000 | To: | Bermont Road (CR 74) | | | | | | | Inside: | Paved | | | | |
| County: | Charlotte | SR No.: | 35 | Beg MP: | 0.000 | End MP: | 3.506 | Length: | 3.506 | | | Outside: | Paved | | | | |
| Overall Pavement Condition (from DMO field review): | | Fair | | Median Curbed (Y/N): | N | Paved | | Lawn | | Other: | | Curb & Gutter (Y/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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FC3 | FC5 | FC9.5 | FC12.5 | SP9.5 | SP12.5 | ARMI | S | WC | SAHM | | BRCK | SHEL | ABC-2 | CONC | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |
| 40 | 2.415 | ML | R3 | Y | | 1.7 | | | | | | 3.4 | | | 5.1 | | 13.4 | | | | | | | | F | |
| 41 | 2.463 | S | IR | N | | 1.2 | | | | | | 2.4 | | | 3.6 | | 4.4 | | | | | | | | P | |
| 42 | 2.463 | S | IL | N | | 1.1 | | | | | | 2.4 | | | 3.5 | | 6.8 | | | 15.7 | | | | | F | |
| 43 | 2.489 | ML | L1 | Y | | 0.5 | | | | | | 4.5 | | | 5.0 | | 12.3 | | | | 5.0 | A | III | S | P | |
| 44 | 2.510 | ML | R2 | Y | | 0.9 | | | | | | 4.6 | | | 5.5 | | 11.4 | | | | 5.5 | A | III | S | P | |
| 45 | 2.548 | ML | R3 | Y | | 1.2 | | | | | | 3.3 | | | 4.5 | | 12.0 | | | | 3.0 | A | III | S | P | Transverse Joint Crack |
| 46 | 2.550 | ML | L1 | N | | 1.3 | | | | 1.3 | 0.5 | 1.4 | | | 4.5 | | 13.0 | | | | 2.5 | B | III | S | P | |
| 47 | 2.555 | CO | CO | N | | | | | | 2.8 | | 2.0 | | | 4.8 | | 15.5 | | | | | | | | F | |
| 48 | 2.558 | ML | R3 | Y | | 0.9 | | | | 1.5 | 0.5 | 1.2 | | | 4.1 | | 15.9 | | | | | | | | F | |
| 49 | 2.561 | ML | R2 | Y | | 0.8 | | | | 1.4 | 0.5 | 0.5 | | | 3.2 | | 14.1 | | | | | | | | P | Delamination, 1/2 FC5 Missing |
| 50 | 2.578 | ML | L1 | Y | | 0.8 | | | | 1.7 | 0.5 | 1.0 | | | 4.0 | | 11.3 | | | | | | | | F | |
| 51 | 2.626 | S | GO | N | | 1.2 | | | | | | 4.5 | | | 5.7 | | 15.8 | | | | | | | | F | |
| 52 | 2.688 | TL | RL | N | | 0.8 | | | | | | 4.5 | | | 5.3 | | 12.7 | | | | | | | | F | |
| 53 | 2.688 | S | OL | N | | 1.0 | | | | 2.0 | | | | | 3.0 | | 7.0 | | | | | | | | F | |
| 54 | 2.715 | TL | RR | N | | 0.9 | | | | | | 4.4 | | | 5.3 | | 16.7 | | | | | | | | F | |
| 55 | 2.727 | S | OR | N | | 1.4 | | | | | | 1.6 | | | 3.0 | | 14.5 | | | | | | | | F | |
| 56 | 2.732 | TL | LR | N | | 0.8 | | | | 2.0 | | 0.6 | | | 3.4 | | 12.9 | | | | | | | | F | |
| 57 | 2.831 | TL | LL | N | | 1.0 | | | | 1.8 | | 1.8 | | | 4.6 | | 15.7 | | | | | | | | F | |
| 58 | 2.848 | TL | RL | Y | | 1.1 | | | | 1.6 | | 1.9 | | | 4.6 | | 11.2 | | | | | | | | F | |
| 59 | 2.897 | S | GO | N | | 1.0 | | | | 2.0 | | 1.3 | | | 4.3 | | 11.3 | | | 4.5 | | | | | F | |
| 60 | 2.907 | TL | LR | N | | 0.8 | | | | 1.9 | | 1.1 | | | 3.8 | | 15.0 | | | | | | | | F | |
| 61 | 2.930 | ML | R1 | Y | | 1.0 | | | | 1.6 | 0.4 | 8.0 | | | 11.0 | | 7.5 | | | | | | | | F | Limerock base encountered |
| 62 | 3.074 | ML | R1 | Y | | 0.6 | | | | 1.1 | 0.5 | 6.6 | 0.5 | | 9.3 | | 6.4 | | | | | | | | F | Limerock base encountered |
| 63 | 3.127 | TL | RR | Y | | 0.8 | | | | 1.9 | | 1.1 | | | 3.8 | | 14.0 | | | | | | | | P | |
| 64 | 3.170 | ML | L2 | Y | | 0.6 | | | | 1.4 | 0.3 | 0.8 | | | 3.1 | | 15.2 | | | | | | | | P | |
| 65 | 3.175 | S | GO | N | | 1.9 | | | | 2.4 | | 1.5 | | | 5.8 | | 11.2 | | | | | | | | F | |

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Cored By: Test Lab, Inc. | Coring Completion Date: 12/17/2021 | Typical Section: **1040000**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 35 (US 17) | | | | | | | | | Lanes: | 6 | | | | |
| Fin. Proj. ID: | 441552-1 | | | From: | SR 45 (US 41) | | | | | | | | | Shoulder Type and Condition: | | | | | |
| F.A. Project No.: | | Roadway ID: | 01040000 | To: | Bermont Road (CR 74) | | | | | | | | | Inside: | Paved | | | | |
| County: | Charlotte | SR No.: | 35 | Beg MP: | 0.000 | End MP: | 3.506 | Length: | 3.506 | | | | | Outside: | Paved | | | | |
| Overall Pavement Condition (from DMO field review): | | Fair | | Median Curbed (Y/N): | N | Paved | | Lawn | | Other: | | | | Curb & Gutter (Y/N): | | | | | |

## All Cores

| CORE NO. | MILE POST[2] | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) FC3 | FC5 | FC9.5 | FC12.5 | SP9.5 | SP12.5 | ARMI | S | WC | SAHM | TOTAL ASPHALT THICKNESS (IN.) | BASE BRCK | SHEL | ABC-2 | CONC | STABILIZED SUBGRADE[3] | CRACK DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 66 | 3.211 | TL | RR | N | | 1.0 | | | | 1.7 | | 1.2 | | | 3.9 | | 11.6 | | | | | | | | F | |
| 67 | 3.213 | S | OL | N | | 1.0 | | | | | | 1.3 | | | 2.3 | | 8.2 | | | | | | | | F | |
| 68 | 3.247 | S | GO | N | | 1.0 | | | | 1.5 | | 1.1 | | | 3.6 | | 11.7 | | | | | | | | F | Raveling |
| 69 | 3.253 | CO | CO | N | | | | | | 1.9 | | 1.5 | | | 3.4 | | 13.4 | | | | | | | | F | |
| 70 | 3.293 | TL | LL | N | | 1.1 | | | | 1.9 | | 1.7 | | | 4.7 | | 15.8 | | | | | | | | F | |
| 71 | 3.297 | S | IR | N | 1.0 | | | | | | | | | | 1.0 | | | | | | | | | | F | 0.9 Inch RAP |
| 72 | 3.323 | S | OR | N | | 1.2 | | | | | | 1.0 | | | 2.2 | | 5.1 | | | | | | | | F | |
| 73 | 3.309 | ML | R2 | Y | | 1.3 | | | | 1.3 | 0.6 | 1.1 | | | 4.3 | | 15.2 | | | | | | | | F | |
| 74 | 3.354 | ML | L1 | Y | | 0.8 | | | | 1.0 | 0.6 | 1.4 | | | 3.8 | | 12.2 | | | | | | | | F | |
| 75 | 3.330 | TL | RR | N | | 0.6 | | | | 1.5 | | 3.4 | | | 5.5 | | 10.3 | | | | | | | | F | |
| 76 | 3.395 | TL | RL | N | | 0.8 | | | | 1.6 | | 1.1 | | | 3.5 | | 14.0 | | | | | | | | F | |
| 77 | 3.432 | CO | CO | N | | | | | | 2.0 | | 0.7 | | | 2.7 | | 15.6 | | | | | | | | F | |
| 78 | 3.452 | TL | LR | N | | 0.5 | | | | 1.3 | | 1.2 | | | 3.0 | | 13.3 | | | | | | | | F | |
| 79 | 3.481 | TL | LL | N | | 0.8 | | | | 1.8 | | 2.2 | | | 4.8 | | 11.7 | | | | | | | | F | |
| 80 | 3.493 | TL | RR | Y | | 0.9 | | | | 1.9 | | 2.3 | | | 5.1 | | 8.4 | | | | | | | | F | |
| 81 | 3.438 | ML | L1 | Y | | 0.6 | | | | 1.1 | 0.4 | 0.7 | | | 2.8 | | 11.5 | | | | 2.0 | A | III | S | P | |
| ***AVERAGE*** | | | | | ***1.06*** | ***0.97*** | ***0.74*** | ***1.53*** | ***2.37*** | ***1.69*** | ***0.48*** | ***2.74*** | ***0.50*** | | ***4.38*** | ***2.75*** | ***11.49*** | ***8.17*** | | ***9.32*** | ***2.98*** | | | | | |
| ***MAX*** | | | | | ***1.20*** | ***1.90*** | ***1.10*** | ***2.00*** | ***4.40*** | ***2.80*** | ***0.60*** | ***8.00*** | ***0.50*** | | ***11.00*** | ***2.80*** | ***16.70*** | ***8.50*** | | ***19.00*** | ***5.50*** | | | | | |
| ***MIN*** | | | | | ***0.80*** | ***0.50*** | ***0.40*** | ***1.20*** | ***0.90*** | ***1.00*** | ***0.30*** | ***0.50*** | ***0.50*** | | ***1.00*** | ***2.70*** | ***2.50*** | ***7.50*** | | ***0.00*** | ***1.10*** | | | | | |
| ***LAYER COEF.*** | | | | | ***0.17*** | ***0.00*** | ***0.25*** | ***0.25*** | ***0.25*** | ***0.25*** | ***0.00*** | ***0.25*** | ***UNKW*** | ***0.11*** | | ***#N/A*** | ***0.18*** | ***0.16*** | ***UNKW*** | ***0.08*** | | | | | | |

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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Cored By: Test Lab, Inc. | Coring Completion Date: 12/17/2021 | Typical Section: **1040000**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.P.I. No.: | | | | Name: | SR 35 (US 17) | | | | | | Lanes: | 6 | |
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| F.A. Project No.: | | Roadway ID: | 01040000 | To: | Bermont Road (CR 74) | | | | | | Inside: | Paved | |
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| Overall Pavement Condition (from DMO field review): | | Fair | | Median Curbed (Y/N): | N | Paved | Lawn | Other: | | | Curb & Gutter (Y/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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FC3 | FC5 | FC9.5 | FC12.5 | SP9.5 | SP12.5 | ARMI | S | WC | SAHM | | BRCK | SHEL | ABC-2 | CONC | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |

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 | 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 |