

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

Cored By: Intertek- PSI

Coring Completion Date: 4/21/2023

Typical Section: **2: 01040201**

W.P.I. No.:		Name: SR 35				Lanes: 4	
Fin. Proj. ID: 451104-1		From: Pinegrove Circle				Shoulder Type and Condition: Fair	
F.A. Project No.:		Roadway ID: 01040201		To: North of Washington Loop Road		Inside: N	
County: Charlotte		SR No.: 35		Beg MP: 0.000		End MP: 1.754	
				Length: 1.754		Outside: Y	
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved	
				Lawn Y		Other:	
						Curb & Gutter (Y/N): Y	

Mainline and Bridge Cores (ML / BR)																											
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		
					FC9.5	SP9.5	S											LR		CONC	ABC-2		DEPTH (IN.)			TYPE	CLASS
7	0.133	ML	R2	Y	1.3	2.1										3.4	12.0				0.0	0.1	B	IB	L	F	
9	0.344	ML	R1	N	1.4	2.0										3.4	10.0					0.2	B	IB	L	F	Refusal at 10 inches
10	0.546	BR	R2	Y	1.0	1.1										2.1		UNK								F	Approach
11	0.636	BR	R1	N	1.6											1.6		UNK								F	Departure
13	0.697	BR	R2	N	1.1	0.8										1.9		UNK				1.9	B	II	L	P	Approach
14	0.732	BR	R1	N	1.5											1.5		UNK								F	Departure
15	0.764	ML	R2	Y	1.2	2.2										3.4	12.0				0.0	2.2	B	II	L	F	
16	0.819	BR	R2	N	1.0	1.0										2.0		UNK				1.0	B	IB	L	F	Approach
17	0.856	BR	R1	N	1.4											1.4		UNK				0.5	B	IB	L	F	Departure
18	0.911	ML	R1	Y	1.3	1.8										3.1	9.0									F	
26	1.486	ML	R2	Y	1.3	1.8										3.1	10.0									F	Refusal at 10 inches
31	1.744	ML	R1	N	1.4	1.9										3.3	10.0									F	Refusal at 10 inches
34	1.640	ML	L2	N	1.5	2.5										4.0	10.0									F	Refusal at 10 inches
35	1.538	ML	L1	Y	1.3	2.0										3.3	11.0				0.0	0.3	A	IB	L	F	Alligator Cracks
37	1.394	ML	L2	Y	1.4	2.2										3.6	11.0				0.0	0.3	B	IB	L	F	
38	1.346	ML	L1	N	1.6	2.2										3.8	10.0									F	Refusal at 10 inches
44	0.856	BR	L2	Y	1.6	2.6										4.2	11.0					4.2	B	II	M	P	Approach
45	0.836	BR	L1	Y	1.2	0.8										2.0		UNK				2.0	B	II	M	P	Bridge Deck Core
46	0.826	BR	L2	Y	1.5	0.4										1.9		UNK				1.5	A	II	M	P	Bridge Deck Core
47	0.820	BR	L1	Y	1.3	0.7										2.0		UNK				2.0	B	II	M	P	Departure
48	0.730	BR	L1	N	1.4	2.1										3.5	10.0					0.3	B	IB	L	F	Approach - Refusal at 10 inches
49	0.715	BR	L2	N	1.3											1.3		UNK				1.3	A	II	M	P	Bridge Deck Core
50	0.705	BR	L1	Y	2.0											2.0		UNK								F	Bridge Deck Core
51	0.698	BR	L2	N	1.2	0.9										2.1		UNK				2.1	B	IB	L	P	Departure
52	0.642	BR	L2	Y	1.0	2.9										3.9	10.0					1.0	B	IB	L	F	Approach - Refusal at 10 inches
53	0.602	BR	L1	N	1.3	0.7										2.0		UNK				1.3	B	IB	L	F	Bridge Deck Core
54	0.579	BR	L2	N	1.3	0.4										1.7		UNK				1.3	B	II	M	P	Bridge Deck Core
55	0.549	BR	L1	N	1.3	0.7										2.0		UNK								F	Departure
56	0.455	ML	L2	N	1.2	2.7										3.9	11.0					0.7	B	IB	L	F	
58	0.337	ML	L1	Y	1.3	2.2										3.5	12.0					0.3	B	IB	L	F	
<b>AVERAGE</b>					<b>1.34</b>	<b>1.63</b>										<b>2.70</b>	<b>10.60</b>				<b>0.00</b>	<b>1.23</b>					
<b>MAX</b>					<b>2.00</b>	<b>2.90</b>										<b>4.20</b>	<b>12.00</b>				<b>0.00</b>	<b>4.20</b>					
<b>MIN</b>					<b>1.00</b>	<b>0.40</b>										<b>1.30</b>	<b>9.00</b>				<b>0.00</b>	<b>0.10</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>										<b>0.18</b>	<b>UNKW</b>	<b>0.16</b>			<b>0.08</b>					



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Fin. Proj. ID: 451104-1		From: Pinegrove Circle		Shoulder Type and Condition: Fair	
F.A. Project No.:		Roadway ID: 01040201		To: North of Washington Loop Road	
County: Charlotte		SR No.: 35		Inside: N	
Overall Pavement Condition (from DMO field review): Fair		Beg MP: 0.000		End MP: 1.754	
		Paved		Length: 1.754	
		Lawn Y		Other:	
		Median Curbed (Y/N): Y		Curb & Gutter (Y/N): Y	

**Turn Lane Cores (TL)**

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
					FC9.5	SP9.5	S									LR		CONC	ABC-2	DEPTH (IN.)	TYPE		
8	0.206	TL	RL	N	1.3	1.9							3.2	11.0			0.0					F	
19	1.000	TL	RL	N	1.5	1.8							3.3	10.0								F	Refusal at 10 inches
21	1.225	TL	RR	N	1.3	2.0							3.3	10.0								F	Refusal at 10 inches
27	1.613	TL	RR	Y	1.2	2.8							4.0	12.0			0.0	0.5	B	IB	L	F	
32	1.723	TL	LL	Y	1.4	2.1							3.5	8.0			0.0	0.3	B	IB	L	F	
39	1.296	TL	LL	Y	1.2	1.8							3.0	10.0								F	Refusal at 10 inches
40	1.082	TL	LR	N	1.5	3.5							5.0	10.0				0.4	B	IB	L	F	Refusal at 10 inches
62	0.034	TL	LL	Y	1.4	2.0							3.4	9.0			0.0					F	
<b>AVERAGE</b>					<b>1.35</b>	<b>2.24</b>							<b>3.59</b>	<b>10.00</b>			<b>0.00</b>	<b>0.40</b>					
<b>MAX</b>					<b>1.50</b>	<b>3.50</b>							<b>5.00</b>	<b>12.00</b>			<b>0.00</b>	<b>0.50</b>					
<b>MIN</b>					<b>1.20</b>	<b>1.80</b>							<b>3.00</b>	<b>8.00</b>			<b>0.00</b>	<b>0.30</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>							<b>0.18</b>	<b>UNKW</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.

<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	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

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County: Charlotte		SR No.: 35		Beg MP: 0.000    End MP: 1.754    Length: 1.754	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y		Paved    Lawn Y    Other:    Curb & Gutter (Y/N): Y	

Shoulder and Crossover Cores (S / CO)																							
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
					FC9.5	SP9.5	S								LR	CONC		ABC-2		DEPTH (IN.)	TYPE		
6	0.077	S	OR	N	1.5	2.5							4.0	10.0				0.0				F	
12	0.672	S	OR	N	1.5	2.0							3.5	12.0				0.0				F	
22	1.258	CO	NA	N	1.3	2.4							3.7	10.0				0.4	B	IB	L	F	Refusal at 10 inches
24	1.349	S	OR	N	1.5	3.0							4.5	10.0								F	Refusal at 10 inches
29	1.673	CO	NA	N	1.2	3.2							4.4	8.0				0.0				F	
33	1.712	S	OL	N	1.6	2.0							3.6	10.0				0.0				F	
36	1.441	S	OL	N	1.0	3.0							4.0	10.0								F	Refusal at 10 inches
41	1.050	CO	NA	N	1.2	2.1							3.3	10.0				0.6	B	II	L	F	Refusal at 10 inches
59	0.266	CO	NA	N	1.2	2.9							4.1	10.0				0.0				F	
<b>AVERAGE</b>					<b>1.33</b>	<b>2.57</b>							<b>3.90</b>	<b>10.00</b>				<b>0.00</b>	<b>0.50</b>				
<b>MAX</b>					<b>1.60</b>	<b>3.20</b>							<b>4.50</b>	<b>12.00</b>				<b>0.00</b>	<b>0.60</b>				
<b>MIN</b>					<b>1.00</b>	<b>2.00</b>							<b>3.30</b>	<b>8.00</b>				<b>0.00</b>	<b>0.40</b>				
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>							<b>0.18</b>	<b>UNKW</b>	<b>0.16</b>		<b>0.08</b>					

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<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                      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
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Overall Pavement Condition (from DMO field review): Fair		Beg MP: 0.000		End MP: 1.754	
		Paved		Length: 1.754	
		Lawn Y		Other:	
		Median Curbed (Y/N): Y		Curb & Gutter (Y/N): Y	

**Side Street Cores (SS)**

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
					FC9.5	SP9.5	S									LR		CONC	ABC-2	DEPTH (IN.)	TYPE		
5	0.005	SS	NA	Y	1.0	2.9							3.9	9.5			0.0					F	Washington Loop Rd
20	1.080	SS	NA	N	1.1	2.2							3.3	10.5			0.0					F	Loblolly Pine Drive
23	1.252	SS	NA	Y	1.1	2.0							3.1	10.0								F	Balsam Blvd - Refusal at 10 inches
25	1.388	SS	NA	N	1.7	2.1							3.8	10.0								F	Red Pine Rd - Refusal at 10 inches
28	1.637	SS	NA	N	1.3	2.9							4.2	10.0								F	Beech Rd - Refusal at 10 inches
30	1.676	SS	NA	N	1.4	3.1							4.5	10.0								F	Washington Loop Rd - Refusal at 10 inches
42	1.040	SS	NA	N	1.0	2.5							3.5	10.0								F	Taralane Dr
43	0.890	SS	NA	N	1.1	3.1							4.2	10.0								F	Norma Dr - Refusal at 10 inches
57	0.397	SS	NA	N	1.1	2.8							3.9	10.0								F	Shell Creek Ct - Refusal at 10 inches
60	0.256	SS	NA	N	1.7	2.1							3.8			7.8	0.0					F	Riverside Dr
61	0.147	SS	NA	N	1.3	2.7							4.0	10.0								F	Heister St - Refusal at 10 inches
<b>AVERAGE</b>					<b>1.25</b>	<b>2.58</b>							<b>3.84</b>	<b>10.00</b>		<b>7.80</b>	<b>0.00</b>						
<b>MAX</b>					<b>1.70</b>	<b>3.10</b>							<b>4.50</b>	<b>10.50</b>		<b>7.80</b>	<b>0.00</b>						
<b>MIN</b>					<b>1.00</b>	<b>2.00</b>							<b>3.10</b>	<b>9.50</b>		<b>7.80</b>	<b>0.00</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>							<b>0.18</b>	<b>UNKW</b>	<b>0.16</b>	<b>0.08</b>						

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		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				