

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

Cored By: TEST LAB, INC.

Coring Completion Date: 8/1/2025

Typical Section:

W.P.I. No.:		Name:	SR 35 (US 17)/ W Marion Ave.				Lanes:	2 Lanes
Fin. Proj. ID:	441552-1	From:	Tamiami Trail				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	01040101		To:	SR 45 (US 41)		
County:	CHARLOTTE	SR No.:	35		Beg MP:	1.489	End MP:	1.668
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn: N	Other:
								Curb & Gutter (Y/N): Y

**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	SP12.5	S	T1	BIND	SAHM						BRCK	SHEL		ABC-2		DEPTH (IN.)	TYPE		
10	1.494	ML	L1	Y	1.5			0.9	2.3		1.3				6.0		10.2			3.0	A	III	M	F	
11	1.499	S	OL	N	1.3			2.3	2.0		2.1			7.7		9.4			3.8	B	IB	L	F	Parallel park.	
12	1.507	S	IL	N	1.3			2.3						3.6		8.5							F	Base is half SHEL and half SAHM. Bottom-up crack. Parallel park.	
13	1.549	ML	L2	Y	1.2			1.5	1.0		2.0			5.7		7.1			1.2	C	III	S	P		
14	1.553	S	OL	N				4.0						4.0		7.0							F	Delamination. Missing FC-layer. Parallel park.	
15	1.585	ML	L1	Y	1.0				2.0	0.2	1.3			4.5		3.8			4.5	B	III	M	F		
16	1.588	S	IL	Y		0.8	0.9	1.5	1.3	0.7				5.2		4.2							F	Parallel park.	
17	1.592	ML	L2	Y	0.9			1.0	1.5		2.0			5.4		4.0			0.7	C	II	S	P		
18	1.608	S	OL	N	1.1			1.6	1.5		1.8			6.0		5.1							F	Parallel park.	
19	1.647	ML	L1	Y	1.5				2.0		1.0			4.5		8.5			4.5	A	II	M	P	Base crack.	
20	1.651	S	IL	Y	1.5				2.0	0.7				5.5		7.5							F	Separation in S-layer. Parallel park.	
23	1.620	ML	L2	Y	1.0		0.9	2.6						4.5		9.5			4.5	B	III	M	F		
<b>AVERAGE</b>					<b>1.23</b>	<b>0.80</b>	<b>0.90</b>	<b>1.97</b>	<b>1.59</b>	<b>0.45</b>	<b>1.60</b>			<b>5.22</b>		<b>7.07</b>			<b>3.17</b>						
<b>MAX</b>					<b>1.50</b>	<b>0.80</b>	<b>0.90</b>	<b>4.00</b>	<b>2.30</b>	<b>0.70</b>	<b>2.10</b>			<b>7.70</b>		<b>10.20</b>			<b>4.50</b>						
<b>MIN</b>					<b>0.90</b>	<b>0.80</b>	<b>0.90</b>	<b>0.90</b>	<b>0.70</b>	<b>0.20</b>	<b>1.00</b>			<b>3.60</b>		<b>3.80</b>			<b>0.70</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>	<b>0.11</b>				<b>0.22</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.

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