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June 4, 2015
Revised June 5, 2015

Thompson Engineering
6706C Plantation Road
Pensacola, FL 32504

Attention: Mr. Jake Gibbs, P.E.

Reference: **Geotechnical Investigation – Pavement Cores**
REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD
NAS Fort Pensacola, Florida
NAVFAC Project No.: ST 1112225
UES Project No.: 1730.1500048.0000
UES DOCS Report No.: 1235270

Universal Engineering Sciences, Inc. (UES) has completed the pavement core portion for NAVFAC Project No. ST 1112225 for the above referenced project. Our engineering services were performed in general accordance with the Subcontract Work Authorization Order dated April 22, 2015; Addendum 01 to Subcontract Work Authorization Order dated May 7, 2015; and the scope of services summarized in our proposal (UES DOCS Proposal No. 1202610 dated February 19, 2015.

UES initiated and completed the coring operations between the dates of May 6 and May 22, 2015. We performed 148 pavement cores (2 locations were not cored due to existing conditions) at the locations proposed within the Statement of Work and as seen in the Appendices. Full depth cores were obtained using a 4-inch inside diameter core barrel. The voids resulting from the coring were filled with non-shrink grout to the finish grade of the asphalt. All work was performed under the direction of Mr. James R. McConnell, E.I., and Mr. William G. Faircloth, Jr., P.E.

Included in the attached appendices are:

- Aerials identifying the approximate location of the subject site.
- Thickness measurements of each asphalt core.
- Brief description of each core.
- Photographic documentation of the individual cores labeled with a unique identifier.

The data found in the tables below summarizes our findings.

RUNWAY 01/19			
AVERAGE THICKNESS	*MINIMUM THICKNESS*	*MAXIMUM THICKNESS*	*BASE COURSE*
6.4 inches	3.3 inches	9.0 inches	Shell/Gravel

Includes Core Locations B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8, B-9, B-134, B-137, B-138, B-139, B-146, B-147, B-148, B-17, B-18, B-19, B-20, B-21, B-22, B-23, B-24, B-25, and B-26.

RUNWAY 07L/27R			
AVERAGE THICKNESS	*MINIMUM THICKNESS*	*MAXIMUM THICKNESS*	*BASE COURSE*
7.4 inches	3.1 inches	12.6 inches	Shell/Gravel

Includes Core Locations B-71, B-72, B-73, B-74, B-75, B-77, B-80, B-81, B-140, B-141, B-142, B-143, B-82, B-83, B-85, B-86, B-87, B-88, B-90, B-9, B-92, B-95, B-96, B-97, B-98, B-99, B-100, B-101, B-102, and B-103.

RUNWAY 07R/27L			
AVERAGE THICKNESS	*MINIMUM THICKNESS*	*MAXIMUM THICKNESS*	*BASE COURSE*
6.9 inches	4.6 inches	7.8 inches	Shell/Gravel

Includes Core Locations B-44, B-45, B-46, B-47, B-48, B-49, B-50, B-51, B-52, B-53, B-130, B-131, B-132, B-133, B-54, B-55, B-56, B-57, B-58, B-59, B-60, B-62, B-64, B-65, B-66, B-67, B-68, B-69, AND B-70.

TAXIWAY 'A' PLUS CONNECTING TAXIWAYS			
AVERAGE THICKNESS	*MINIMUM THICKNESS*	*MAXIMUM THICKNESS*	*BASE COURSE*
4.7 inches	3.0 inches	18 inches	Shell/Gravel

Includes Core Locations B-105, B-106, B-107, B-108, B-76, B-109, B-110, B-149, B-150, B-111, B-84, B-112, B-113, B-115, B-114, B-117, B-116, B-118, B-119, B-120, B-94, B-121, B-122, B-123, B-124, B-125, B-126, B-104, B-127, B-128, and B-129.

TAXIWAY 'B' PLUS CONNECTING TAXIWAYS			
AVERAGE THICKNESS	*MINIMUM THICKNESS*	*MAXIMUM THICKNESS*	*BASE COURSE*
5.3 inches	3.4 inches	8.4 inches	Shell/Gravel

Includes Core Locations B-10, B-11, B-12, B-13, B-14, B-15, B-16, B-135, B-136, B-144, B-43, 42, B-40, B-41, B-38, B-39, B-36, B-37, B-35, B-34, B-33, B-32, B-29, B-30, B-31, B-28, and B-27.

CONNECTION TAXIWAYS			
AVERAGE THICKNESS	*MINIMUM THICKNESS*	*MAXIMUM THICKNESS*	*BASE COURSE*
4.5 inches	3.5 inches	5.6 inches	Shell/Gravel

Includes Core Locations B-79, B-78, B-61, and B-93.

We appreciate the opportunity to provide you with these services. We trust this report is satisfactory to your current needs. If you should have any questions regarding this matter, or we may be of further assistance as your project progresses, please do not hesitate to contact us.

Respectfully submitted,
UNIVERSAL ENGINEERING SCIENCES, INC.
Certificate of Authorization No. 549

James R. McConnell, E.I.
Staff Engineer

WILLIAM G. FAIRCLOTH, JR. LICENSE No 75788 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by William G. Faircloth, Jr.
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William G. Faircloth, Jr., P.E.
Branch Manager – Pensacola
Florida P.E. No. 75788

Attachments:
Appendix A – Site Vicinity Map
Appendix B – Overall Coring Location Plan and Core Descriptions
Appendix C – Core Location Breakdown
Appendix D – Core Photographs

APPENDIX A

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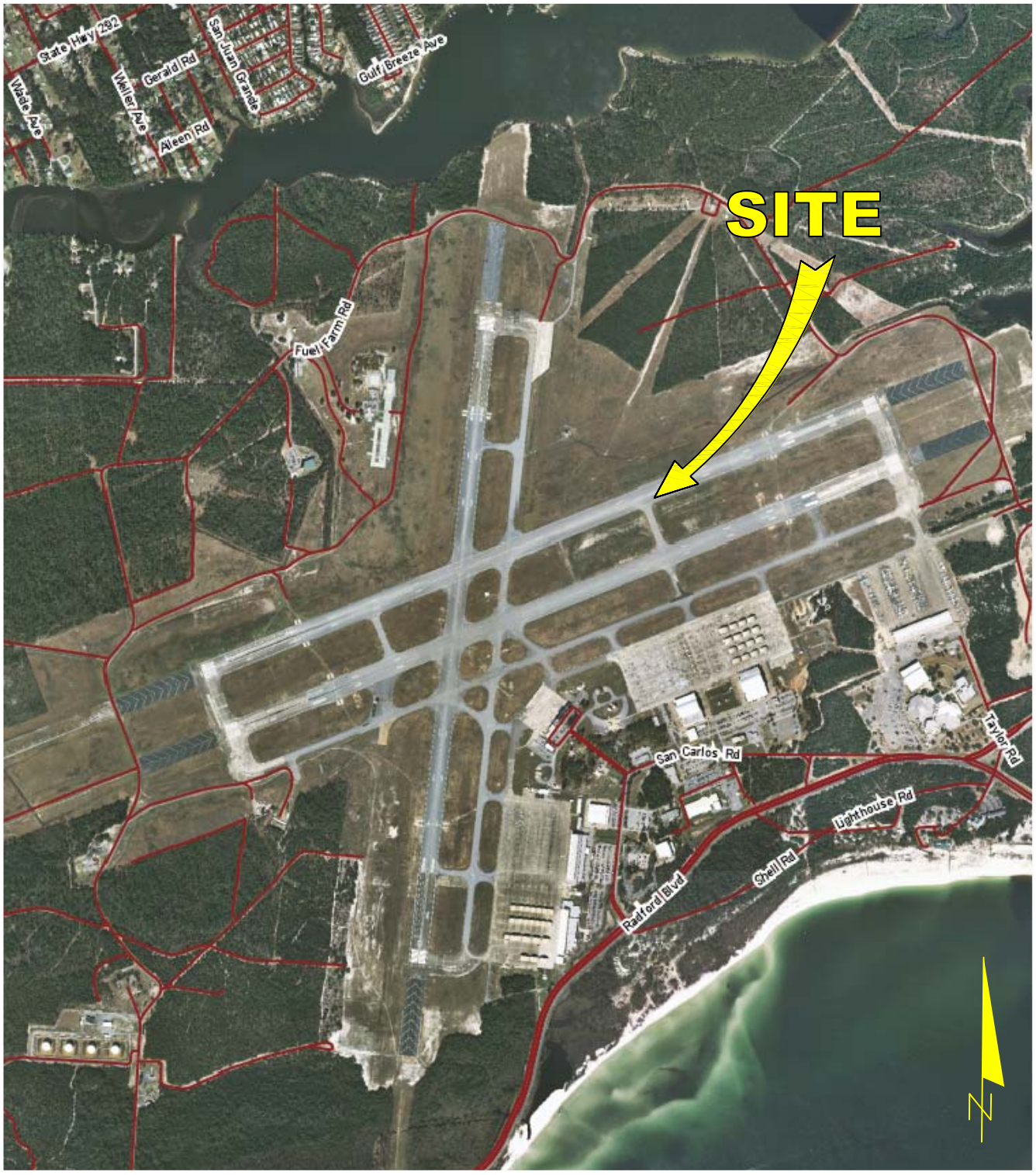

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REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

SITE VICINITY MAP

DRAWN BY: KD	DATE: 6/1/15	CHECKED BY: WF	DATE: 6/1/15
SCALE: NTS	PROJECT NO:1730.1500048.0000	REPORT NO: 1235270	PAGE NO: A - 1

1730.1500048-A

APPENDIX B

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PHASE 1
RUNWAY 01/19
TAXIWAY B
PHASE 6
NIGHT / CLOSED
SCHEDULE
PHASE 2
RUNWAY 07R/27L
PHASE 3
PHASE 4
RUNWAY 07L/27R
TAXIWAY A
PARKING
APRON 3
PARKING
APRON 1
PARKING
APRON 2
PHASE 5
N

CLIENT: THOMPSON ENGINEERING

DRAWN BY: KD	DATE: 6/1/15		
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SCALE: 1"=1000'	ACADFILE:1730.1500048-A		
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REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

OVERALL CORING LOCATION PLAN

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PAGE NO:
B - 1

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-1	505093.12	1079316.09	3.5	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-2	504891.67	1079314.28	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-3	504695.71	1079270.32	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.75" below the pavement surface extending down to 5" below the pavement surface. Cracking was observed in one location.
B-4	504494.26	1079268.51	3.25	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. Core fractured 2.75" below the pavement surface (possible mechanical failure during core extractions). Bottom portion of core was not recovered.
B-5	504298.29	1079224.55	7.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-6	504096.84	1079222.74	7.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-7	503903378	1079156.47	7	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-8	503702.33	1079154.66	6	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-9	503506.36	1079110.7	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Separation occurred 2" below pavement surface (possible mechanical failure during core extraction).
B-10	505758.56	1079915.24	N/A	Boring location was in an area of existing rigid (concrete) pavement. This area was not cored.
B-11	505286.48	1079874.09	6.5	Approximately 4 layers of flexible pavement. Separation geotextile located 2.375" below the pavement surface. Core delaminated at the base of the geotextile.
B-12	504794.27	1079783.42	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.25" below the pavement surface. Core delaminated directly below the geotextile. Cracking was observed beginning at the base of the geotextile and extending down to the base of the pavement core (Bottom-up cracking).
B-13	504724.29	1079492.76	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.75" below the pavement surface. No observed cracking or delamination.
B-14	504674.28	107967943	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.125" below the pavement surface. No observed cracking or delamination.
B-15	504295.19	1079742.28	3.375	Approximately 2 layers of flexible pavement. Separation geotextile located 2.25" below the pavement surface. No observed cracking. No recovery of the bottom portion of the core (below separation geotextile).
B-16	503802.98	1079651.61	4.875	Approximately 4 layers of flexible pavement. Separation geotextile located 3.5" below pavement surface. No observed cracking or delamination.
B-17	501920.56	1078897.88	7.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-18	501719.11	1078896.06	7.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.5" below the pavement surface and extending down to the base of the core. Cracking was observed in two locations.
B-19	501525.08	1078837.23	9	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-20	501323.63	1078835.42	6.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.5" below the pavement surface and extending down to the base of the core. Cracking was observed in two locations.
B-21	501127.67	1078791.46	7	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-22	500926.22	1078789.65	6.75	Approximately 4 layers of flexible pavement. Separation geotextile located 2.5" below top of pavement surface. No observed cracking or delamination.
B-23	500730.25	1078745.69	6.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-24	500528.8	1078743.88	7.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.5" below the pavement surface. Core delaminated directly below the separation geotextile (possible mechanical failure during core extraction).
B-25	500335.74	1078677.61	6.125	Approximately 4 layers of flexible pavement. Separation geotextile located 2" below the pavement surface. No observed cracking or delamination.
B-26	500133.32	1078683.24	4.125	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-27	499338.74	1079083.22	3.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-28	499837.82	1079124.36	4	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

B-29	500083.65	1078859.07	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-30	500034.4937	1079039.3378	5.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-31	500017.42	1079356.01	6	Approximately 4 layers of flexible pavement. Separation geotextile located 1.5" below pavement surface. No observed cracking or delamination.
B-32	500330.03	1079215.03	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-33	500829.11	1079256.17	4.25	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-34	500861.1744	1079447.8696	5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-35	5011111.08	1079569.66	N/A	Boring location was in an area of existing rigid (concrete) pavement. This area was not cored.
B-36	501491.3	1079645.44	5.25	Approximately 3 layers of flexible pavement. Separation geotextile located 2.25" below pavement surface. Cracking was observed beginning at the pavement surface and extending down approximately 0.5" (Top-down cracking). Cracking was observed in one location.
B-37	501321.32	1079346.84	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-38	501660.3086	1079606.726	5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-39	501674.8	1079733.11	4.75	Approximately 3 layers of flexible pavement. Separation geotextile located 2.25" below pavement surface. No observed cracking or delamination.
B-40	501820.4	1079387.99	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 1.625" below pavement surface and extending down to the base of the core (Bottom-up cracking). Cracking was observed in three locations.
B-41	501751.6534	1079297.207	4.125	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 1.5" below the pavement surface and extending down to the base of the core (Bottom-up cracking). Cracking was observed in two locations.
B-42	501879.83	1079096.07	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-43	502083.27	1079448.16	5.125	Approximately 3 layers of flexible pavement. Separation geotextile located 3.25" below pavement surface. No observed cracking or delamination.
B-44	502713.67	1077259.48	4.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-45	502759.47	1077455.87	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-46	502845.09	1077637.39	7.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-47	502890.9	1077833.77	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-48	502976.52	1078015.29	7.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-49	503022.32	1078211.68	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-50	503129.02	1078385.32	7.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Delamination observed 5 5/8" below pavement surface.
B-51	503174.82	1078581.71	7.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at pavement surface, extending down to 1/2" below pavement surface (Top-down Cracking). Cracking was observed in one locations.
B-52	503260.44	1078763.22	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located at 3.75" below pavement surface. No observed cracking or delamination.
B-53	503306.25	1078959.61	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located at 2.625" below pavement surface. No observed cracking or delamination.
B-54	503675.79	1079889.06	7.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-55	503721.6	1080085.45	7.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-56	503807.22	1080266.96	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-57	503853.02	1080463.35	6	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-58	503959.72	1080636.99	7.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-59	504005.52	1080833.38	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located at 3" below pavement surface. Delamination observed at 4.5" below pavement surface. Cracking was located directly beneath the separation geotextile, extending down to the base of the core.

B-60	504091.14	1081014.9	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-61	503963.12	1081163.02	4.25	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-62	504136.95	1081211.28	7.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-63	504222.57	1081392.8	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-64	504268.37	1081589.19	7	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Minor cracking located between 0.5" to 3.5" below pavement surface. Cracking was observed in multiple areas within this zone.
B-65	504375.07	1081762.83	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Observed possible signs of future delamination 4.5" below pavement surface.
B-66	504420.87	1081959.22	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.875" below pavement surface.
B-67	504506.49	1082140.73	7.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.875" below pavement surface (possible mechanical failure during core extraction).
B-68	504552.3	1082337.12	7.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-69	504637.92	1082518.64	6..375	Approximately 4 layers of flexible pavement. Separation geotextile located 3" below pavement surface. Core delaminated directly below separation geotextile.
B-70	504681.22	1082708.23	4.625	Approximately 4 layers of flexible pavement. Separation geotextile located 2.375" below pavement surface. No observed cracking or delamination.
B-71	502024.03	1077408.78	3.375	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-72	502069.84	1077605.16	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-73	502155.46	1077786.68	6.625	Approximately 5 layers of flexible pavement. Separation geotextile located 2.75" below pavement surface. Cracking observed beginning 3.5" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in one location.
B-74	502201.26	1077983.07	9	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 7" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in three locations.
B-75	502286.88	1078164.58	9.25	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 8" below pavement surface and extending down to base of the pavement core. Cracking observed in two locations. Core delaminated 4.125" below pavement surface.
B-76	502111.99	1078213.82	18	Approximate number of pavement layers unavailable. No noticeable separation geotextile. No observed cracking or delamination. Bottom portion of core was not recovered due to asphalt depth.
B-77	502332.69	1078360.97	12.625	Approximately 8 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-78	502530.12	1078291.88	5.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-79	502804.27	1078163.75	3.5	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-80	502439.38	1078534.61	9.625	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at the pavement surface and extending down to 1" below the pavement surface (Top-down Cracking). Cracking observed in one location.
B-81	502485.19	1078731	8.5	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 4.125" below the pavement surface.
B-82	502854.73	1079660.45	7.25	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-83	502900.54	1079856.84	8	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 4.25" below the pavement surface.
B-84	502582.71	1079776.19	4.375	Approximately 3 layers of flexible pavement. Separation geotextile located 3.5" below the pavement surface. No observed cracking or delamination.
B-85	502986.16	1080038.35	8.875	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-86	503031.96	1080234.74	9	Approximately number of pavement layers unavailable. No noticeable separation geotextile. Full depth cracking. No recovery of core below 5.125" below pavement surface.
B-87	503117.58	1080416.26	9.75	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-88	503163.39	1080612.64	8.25	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

B-89	503270.09	1080786.29	8.5	Approximately 5 layers of flexible pavement. Separation geotextile located 4.625" below pavement surface. No observed cracking or delamination.
B-90	503315.89	1080982.67	7.75	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.75" below pavement surface.
B-91	503401.51	1081164.19	8.375	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-92	503447.31	1081360.58	7.5	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at 4.125" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in 2 locations.
B-93	503651.93	1081304.7	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-94	503276.31	1081410.52	3.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-95	503532.93	1081542.09	7	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-96	503578.74	1081738.48	6.625	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Full depth cracking.
B-97	503685.44	1081912.12	7.25	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at pavement surface and extending down 0.25" below pavement surface (Top-down Cracking).
B-98	503731.24	1082108.51	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Mechanical break during coring extraction. Full depth of asphalt was measured to be 7.5" at this location.
B-99	503816.86	1082290.03	8.125	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-100	503862.66	1082486.41	7.625	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-101	503948.28	10826673.93	6.625	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-102	503994.09	1082864.32	5.25	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-103	504097.45	1083028.92	3.125	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-104	503864.45	1083004.01	4.375	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-105	501363.54	1077117.16	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination .
B-106	501513.67	1077594.61	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-107	501710.78	1078054.95	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-108	501908.1	1078211.96	3	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 2" below pavement surface, extending down to base of pavement core (Bottom-up Cracking). Cracking observed in three locations.
B-109	501860.92	1078532.4	4.25	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 2" below pavement surface, extending down to base of pavement core (Bottom-up Cracking). Cracking observed in two locations.
B-110	501968.03	1078749.67	4.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-111	502259.26	1079608.19	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-112	502405.28	1079930.53	4.375	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-113	502314.06	1080024.7	3.75	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-114	502079.04	1080047.71	4.375	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-115	502196.99	1080192.03	3.75	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-116	502328.35	1080613.64	3.375	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-117	502555.41	1080407.98	3.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-118	502593.26	1080745	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-119	502752.53	1080868.32	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-120	502902.66	1081345.77	3.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

B-121	503089.78	1081505.55	5.125	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-122	502840.7	1081570.26	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-123	503099.78	1081806.11	4.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-124	503249.91	1082283.56	3.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-125	503120.44	1082409.49	4.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-126	503447.02	1082743.9	3.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-127	503678.03	1083046.7	4.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-128	503597.16	1083221.35	4	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-129	503791.96	1083675.44	4	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-130	503391.87	1079141.13	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located 2 1/4" below pavement surface. No observed cracking or delamination.
B-131	503437.67	1079337.51	7.625	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Delamination observed 4" below pavement surface.
B-132	503544.37	1079511.16	6.125	Approximately 3 layers of flexible pavement. Separation geotextile located 2" below pavement surface. No observed cracking or delamination.
B-133	503590.17	1079707.54	5.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. 1/4" wide horizontal cracks located between 1 1/2" to 3" below pavement surface.
B-134	503304.91	1079108.89	7	Approximately 4 layers of flexible pavement. Separation geotextile located 2 1/2" below pavement surface. No observed cracking or delamination.
B-135	503303.9	1079610.47	5	Approximately 4 layers of flexible pavement. Separation geotextile at 3 5/8" below pavement surface. Cracking observed beginning 1 1/2" below pavement surface, extending down to base of core (Bottom-up Cracking). Cracking observed in two locations.
B-136	502920.24	1079534.23	8.125	Approximately 5 layers of flexible pavement. Separation geotextile located 4.625" below pavement surface. Cracking observed beginning 4.75" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in two locations.
B-137	503108.94	1079064.93	6.75	Approximately 4 layers of flexible pavement. Separation geotextile located 1 3/4" below pavement surface. No observed cracking or delamination.
B-138	502907.49	1079063.12	6.5	Approximately 4 layers of flexible pavement. Separation geotextile located 1 5/8" below pavement surface. No observed cracking or delamination.
B-139	502714.43	1078996.85	6.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 5.75" below pavement surface and extending down to the base of the core (Bottom-up Cracking).
B-140	502570.881	1078912.52	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at the pavement surface and extending down 1.5" below pavement surface (Top-down Cracking).
B-141	502616.61	1079108.9	6.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Side of core sheared off during core extraction.
B-142	502702.23	1079290.42	6.75	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 5.75" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in one location.
B-143	502748.04	1079486.81	6.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-144	502624.05	1079520.07	8.375	Approximately 5 layers of flexible pavement. Separation geotextile located 4.5" below the pavement surface. No observed cracking or delamination.
B-145	502316.04	1079453.89	6.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-146	502512.98	1078995.04	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2" below pavement surface. No observed cracking or delamination.
B-147	502317.01	1078951.08	5.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-148	502115.56	1078949.27	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-149	502096.42	1079096.41	5.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-150	502148.98	1079310.35	4.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

APPENDIX C

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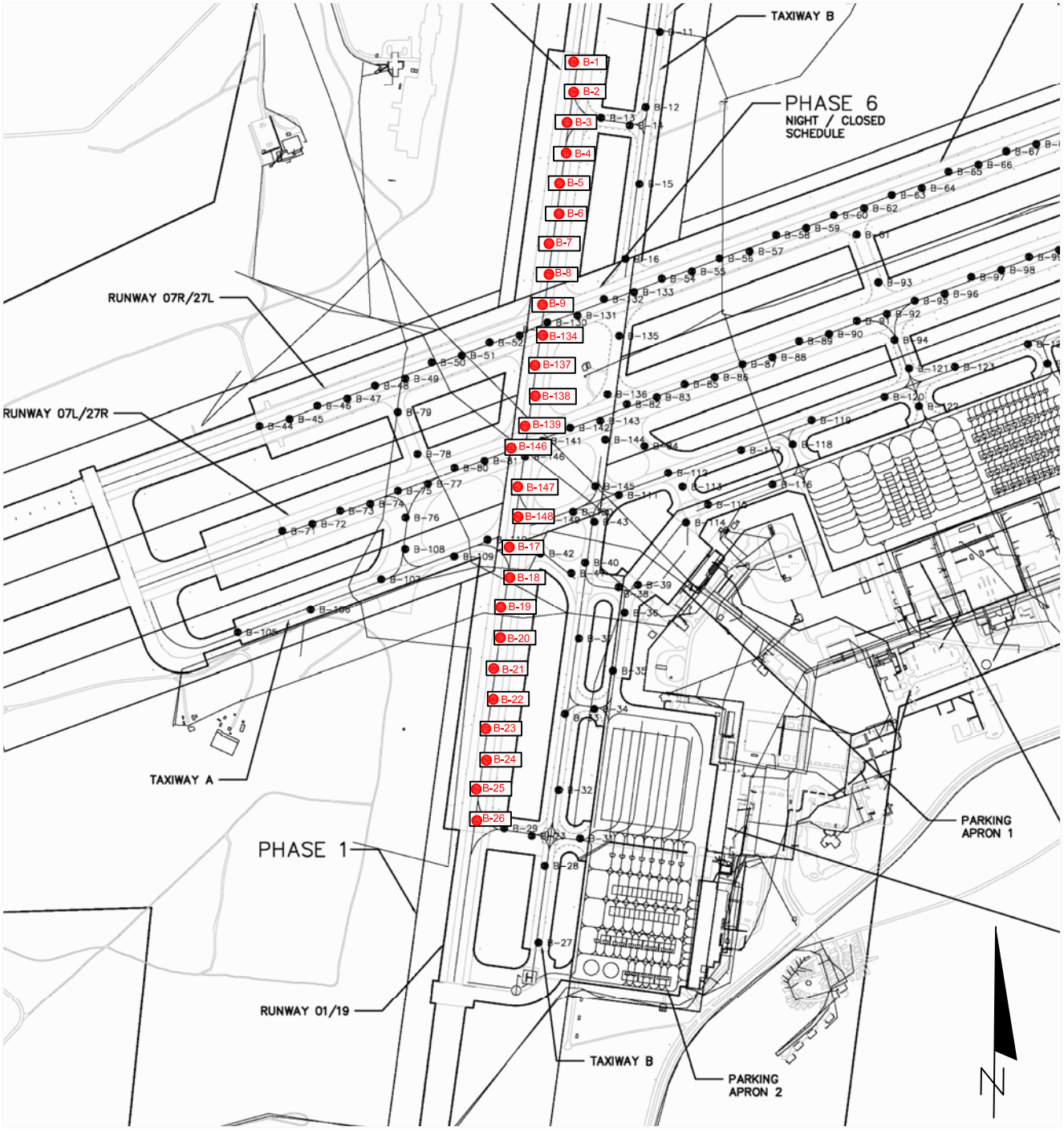


LEGEND

● CORE LOCATIONS

NOTE: ALL CORE LOCATIONS SHOWN ARE APPROXIMATE.

RUNWAY 01/19

1730.1500048-A

UNIVERSAL
ENGINEERING SCIENCES

REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

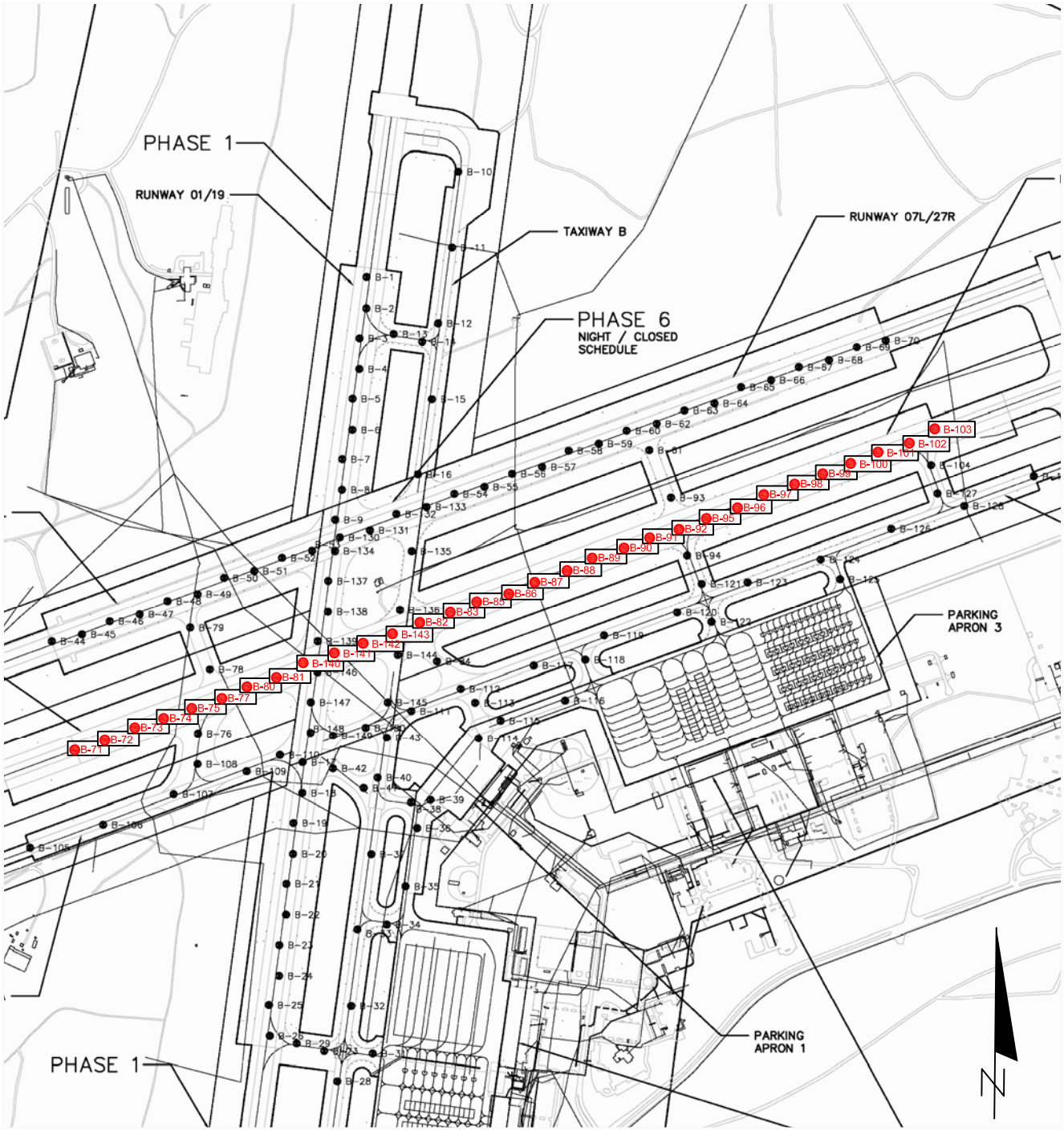
CORE LOCATION BREAKDOWN

DRAWN BY: KD	DATE: 6/1/15	CHECKED BY: WF	DATE: 6/1/15
SCALE: 1"=1000'	PROJECT NO:1730.1500048.0000	REPORT NO: 1235270	PAGE NO: B - 2

RUNWAY 01/19

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-1	505093.12	1079316.09	3.5	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-2	504891.67	1079314.28	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-3	504695.71	1079270.32	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.75" below the pavement surface extending down to 5" below the pavement surface. Cracking was observed in one location.
B-4	504494.26	1079268.51	3.25	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. Core fractured 2.75" below the pavement surface (possible mechanical failure during core extractions). Bottom portion of core was not recovered.
B-5	504298.29	1079224.55	7.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-6	504096.84	1079222.74	7.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-7	503903378	1079156.47	7	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-8	503702.33	1079154.66	6	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-9	503506.36	1079110.7	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Separation occurred 2" below pavement surface (possible mechanical failure during core extraction).
B-17	501920.56	1078897.88	7.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-18	501719.11	1078896.06	7.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.5" below the pavement surface and extending down to the base of the core. Cracking was observed in two locations.
B-19	501525.08	1078837.23	9	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-20	501323.63	1078835.42	6.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.5" below the pavement surface and extending down to the base of the core. Cracking was observed in two locations.
B-21	501127.67	1078791.46	7	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-22	500926.22	1078789.65	6.75	Approximately 4 layers of flexible pavement. Separation geotextile located 2.5" below top of pavement surface. No observed cracking or delamination.
B-23	500730.25	1078745.69	6.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-24	500528.8	1078743.88	7.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.5" below the pavement surface. Core delaminated directly below the separation geotextile (possible mechanical failure during core extraction).
B-25	500335.74	1078677.61	6.125	Approximately 4 layers of flexible pavement. Separation geotextile located 2" below the pavement surface. No observed cracking or delamination.
B-26	500133.32	1078683.24	4.125	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-134	503304.91	1079108.89	7	Approximately 4 layers of flexible pavement. Separation geotextile located 2 1/2" below pavement surface. No observed cracking or delamination.
B-137	503108.94	1079064.93	6.75	Approximately 4 layers of flexible pavement. Separation geotextile located 1 3/4" below pavement surface. No observed cracking or delamination.
B-138	502907.49	1079063.12	6.5	Approximately 4 layers of flexible pavement. Separation geotextile located 1 5/8" below pavement surface. No observed cracking or delamination.
B-139	502714.43	1078996.85	6.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 5.75" below pavement surface and extending down to the base of the core (Bottom-up Cracking).
B-146	502512.98	1078995.04	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2" below pavement surface. No observed cracking or delamination.
B-147	502317.01	1078951.08	5.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-148	502115.56	1078949.27	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

AVERAGE THICKNESS	6.4
MIN THICKNESS	3.3
MAX THICKNESS	9



LEGEND

● CORE LOCATIONS

NOTE: ALL CORE LOCATIONS SHOWN ARE APPROXIMATE.

RUNWAY 07L/27R

1730.1500048-A

UNIVERSAL
ENGINEERING SCIENCES

REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

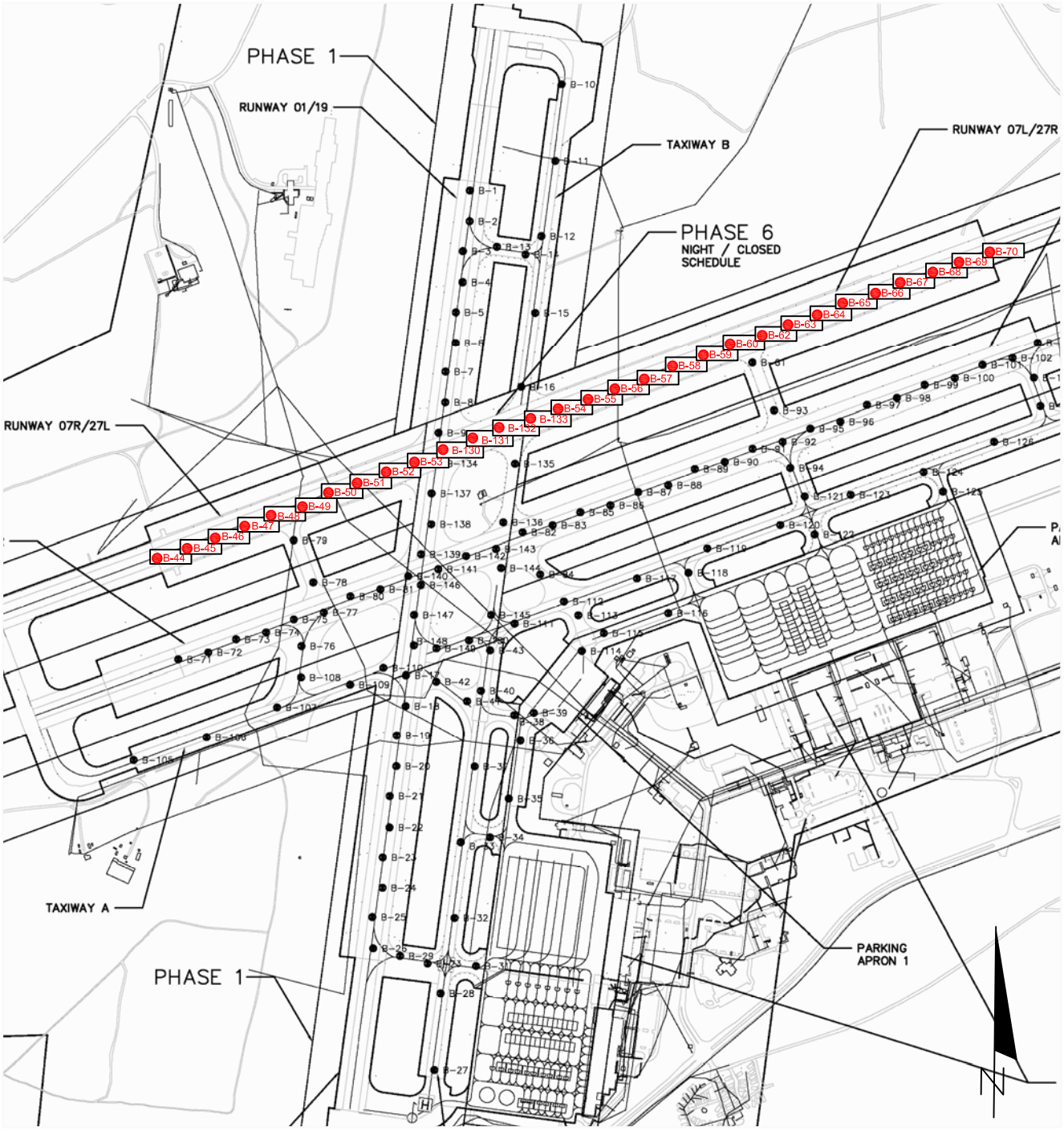
CORE LOCATION BREAKDOWN

DRAWN BY: KD	DATE: 6/1/15	CHECKED BY: WF	DATE: 6/1/15
SCALE: 1"=1000'	PROJECT NO:1730.1500048.0000	REPORT NO: 1235270	PAGE NO: B - 3

RUNWAY 07L/27R

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-71	502024.03	1077408.78	3.375	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-72	502069.84	1077605.16	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-73	502155.46	1077786.68	6.625	Approximately 5 layers of flexible pavement. Separation geotextile located 2.75" below pavement surface. Cracking observed beginning 3.5" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in one location.
B-74	502201.26	1077983.07	9	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 7" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in three locations.
B-75	502286.88	1078164.58	9.25	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 8" below pavement surface and extending down to base of the pavement core. Cracking observed in two locations. Core delaminated 4.125" below pavement surface.
B-77	502332.69	1078360.97	12.625	Approximately 8 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-80	502439.38	1078534.61	9.625	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at the pavement surface and extending down to 1" below the pavement surface (Top-down Cracking). Cracking observed in one location.
B-81	502485.19	1078731	8.5	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 4.125" below the pavement surface.
B-82	502854.73	1079660.45	7.25	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-83	502900.54	1079856.84	8	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 4.25" below the pavement surface.
B-85	502986.16	1080038.35	8.875	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-86	503031.96	1080234.74	9	Approximately number of pavement layers unavailable. No noticeable separation geotextile. Full depth cracking. No recovery of core below 5.125" below pavement surface.
B-87	503117.58	1080416.26	9.75	Approximately 6 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-88	503163.39	1080612.64	8.25	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-89	503270.09	1080786.29	8.5	Approximately 5 layers of flexible pavement. Separation geotextile located 4.625" below pavement surface. No observed cracking or delamination.
B-90	503315.89	1080982.67	7.75	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.75" below pavement surface.
B-91	503401.51	1081164.19	8.375	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-92	503447.31	1081360.58	7.5	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at 4.125" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in 2 locations.
B-95	503532.93	1081542.09	7	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-96	503578.74	1081738.48	6.625	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Full depth cracking.
B-97	503685.44	1081912.12	7.25	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at pavement surface and extending down 0.25" below pavement surface (Top-down Cracking).
B-98	503731.24	1082108.51	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Mechanical break during coring extraction. Full depth of asphalt was measured to be 7.5" at this location.
B-99	503816.86	1082290.03	8.125	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-100	503862.66	1082486.41	7.625	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-101	503948.28	10826673.93	6.625	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-102	503994.09	1082864.32	5.25	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-103	504097.45	1083028.92	3.125	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-140	502570.88	1078912.52	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at the pavement surface and extending down 1.5" below pavement surface (Top-down Cracking).
B-141	502616.61	1079108.9	6.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Side of core sheared off during core extraction.
B-142	502702.23	1079290.42	6.75	Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 5.75" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in one location.
B-143	502748.04	1079486.81	6.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

AVERAGE THICKNESS	7.4
MIN THICKNESS	3.1
MAX THICKNESS	12.6



LEGEND

● CORE LOCATIONS

NOTE: ALL CORE LOCATIONS SHOWN ARE APPROXIMATE.

RUNWAY 07R/27L

1730.1500048-A

UNIVERSAL
ENGINEERING SCIENCES

REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

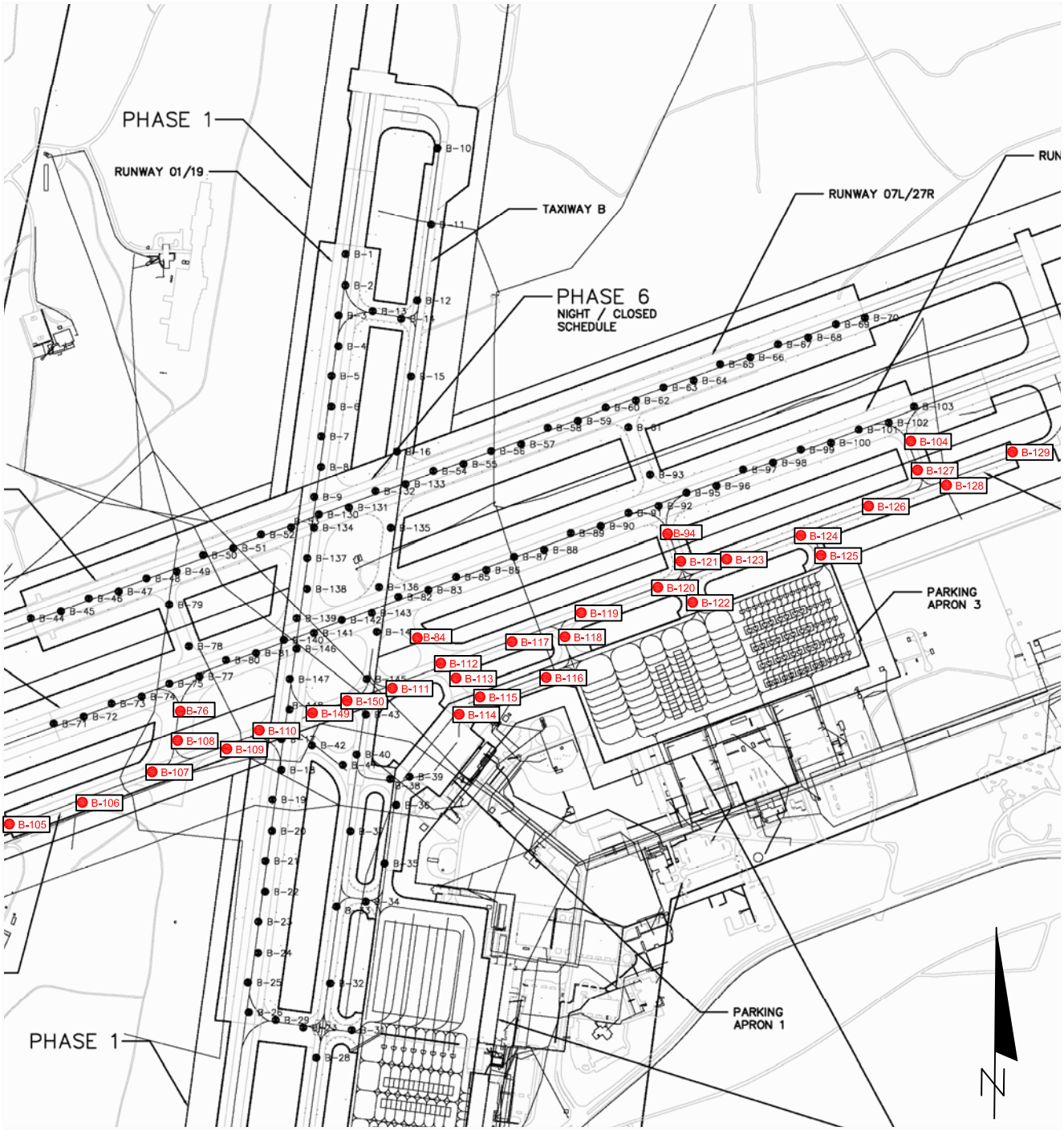
CORE LOCATION BREAKDOWN

DRAWN BY: KD	DATE: 6/1/15	CHECKED BY: WF	DATE: 6/1/15
SCALE: 1"=1000'	PROJECT NO:1730.1500048.0000	REPORT NO: 1235270	PAGE NO: B - 4

RUNWAY 07R/27L

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-44	502713.67	1077259.48	4.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-45	502759.47	1077455.87	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-46	502845.09	1077637.39	7.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-47	502890.9	1077833.77	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-48	502976.52	1078015.29	7.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-49	503022.32	1078211.68	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-50	503129.02	1078385.32	7.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Delamination observed 5 5/8" below pavement surface.
B-51	503174.82	1078581.71	7.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at pavement surface, extending down to 1/2" below pavement surface (Top-down Cracking). Cracking was observed in one locations.
B-52	503260.44	1078763.22	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located at 3.75" below pavement surface. No observed cracking or delamination.
B-53	503306.25	1078959.61	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located at 2.625" below pavement surface. No observed cracking or delamination.
B-54	503675.79	1079889.06	7.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-55	503721.6	1080085.45	7.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-56	503807.22	1080266.96	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-57	503853.02	1080463.35	6	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-58	503959.72	1080636.99	7.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-59	504005.52	1080833.38	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located at 3" below pavement surface. Delamination observed at 4.5" below pavement surface. Cracking was located directly beneath the separation geotextile, extending down to the base of the core.
B-60	504091.14	1081014.9	6.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-62	504136.95	1081211.28	7.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-63	504222.57	1081392.8	6.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-64	504268.37	1081589.19	7	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Minor cracking located between 0.5" to 3.5" below pavement surface. Cracking was observed in multiple areas within this zone.
B-65	504375.07	1081762.83	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Observed possible signs of future delamination 4.5" below pavement surface.
B-66	504420.87	1081959.22	6.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.875" below pavement surface.
B-67	504506.49	1082140.73	7.25	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.875" below pavement surface (possible mechanical failure during core extraction).
B-68	504552.3	1082337.12	7.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-69	504637.92	1082518.64	6..375	Approximately 4 layers of flexible pavement. Separation geotextile located 3" below pavement surface. Core delaminated directly below separation geotextile.
B-70	504681.22	1082708.23	4.625	Approximately 4 layers of flexible pavement. Separation geotextile located 2.375" below pavement surface. No observed cracking or delamination.
B-130	503391.87	1079141.13	7.75	Approximately 4 layers of flexible pavement. Separation geotextile located 2 1/4" below pavement surface. No observed cracking or delamination.
B-131	503437.67	1079337.51	7.625	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Delamination observed 4" below pavement surface.
B-132	503544.37	1079511.16	6.125	Approximately 3 layers of flexible pavement. Separation geotextile located 2" below pavement surface. No observed cracking or delamination.
B-133	503590.17	1079707.54	5.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. 1/4" wide horizontal cracks located between 1 1/2" to 3" below pavement surface.

AVERAGE THICKNESS	6.9
MIN THICKNESS	4.6
MAX THICKNESS	7.8



LEGEND

● CORE LOCATIONS

NOTE: ALL CORE LOCATIONS SHOWN ARE APPROXIMATE.

TAXIWAY A PLUS CONNECTING TAXIWAYS

UNIVERSAL
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REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

CORE LOCATION BREAKDOWN

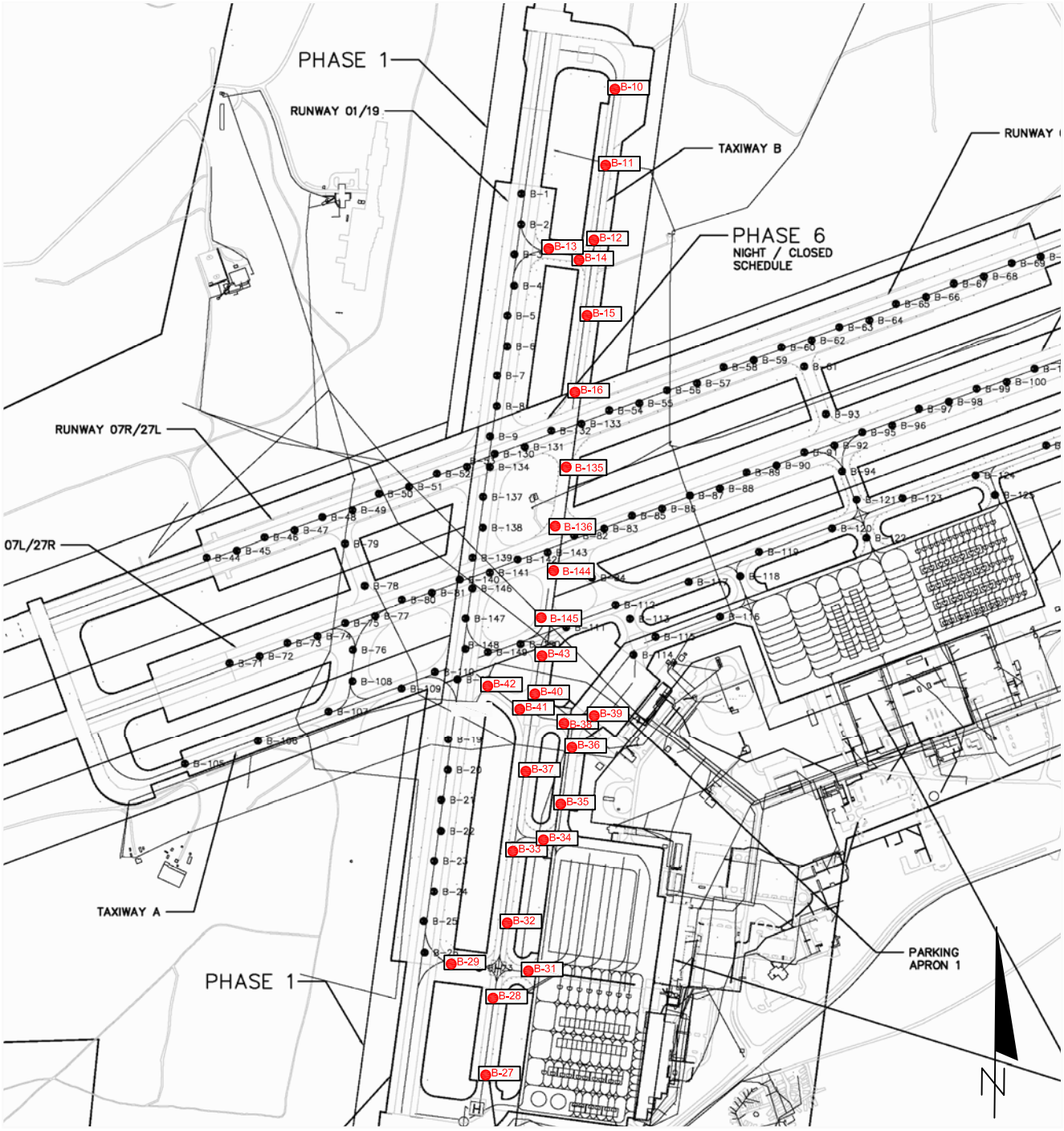
DRAWN BY: KD	DATE: 6/1/15	CHECKED BY: WF	DATE: 6/1/15
SCALE: 1"=1000'	PROJECT NO:1730.1500048.0000	REPORT NO: 1235270	PAGE NO: B - 5

1730.1500048-A

TAXIWAY 'A' PLUS CONNECTING TAXIWAYS

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-76	502111.99	1078213.82	18	Approximate number of pavement layers unavailable. No noticeable separation geotextile. No observed cracking or delamination. Bottom portion of core was not recovered due to asphalt depths.
B-84	502582.71	1079776.19	4.375	Approximately 3 layers of flexible pavement. Separation geotextile located 3.5" below the pavement surface. No observed cracking or delamination.
B-94	503276.31	1081410.52	3.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-104	503864.45	1083004.01	4.375	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-105	501363.54	1077117.16	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination .
B-106	501513.67	1077594.61	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-107	501710.78	1078054.95	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-108	501908.1	1078211.96	3	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 2" below pavement surface, extending down to base of pavement core (Bottom-up Cracking). Cracking observed in three locations.
B-109	501860.92	1078532.4	4.25	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 2" below pavement surface, extending down to base of pavement core (Bottom-up Cracking). Cracking observed in two locations.
B-110	501968.03	1078749.67	4.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-111	502259.26	1079608.19	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-112	502405.28	1079930.53	4.375	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-113	502314.06	1080024.7	3.75	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-114	502079.04	1080047.71	4.375	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-115	502196.99	1080192.03	3.75	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-116	502328.35	1080613.64	3.375	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-117	502555.41	1080407.98	3.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-118	502593.26	1080745	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-119	502752.53	1080868.32	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-120	502902.66	1081345.77	3.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-121	503089.78	1081505.55	5.125	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-122	502840.7	1081570.26	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-123	503099.78	1081806.11	4.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-124	503249.91	1082283.56	3.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-125	503120.44	1082409.49	4.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-126	503447.02	1082743.9	3.875	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-127	503678.03	1083046.7	4.5	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-128	503597.16	1083221.35	4	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-129	503791.96	1083675.44	4	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-149	502096.42	1079096.41	5.375	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-150	502148.98	1079310.35	4.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

AVERAGE THICKNESS	4.7
MIN THICKNESS	3
MAX THICKNESS	18



LEGEND

● CORE LOCATIONS

NOTE: ALL CORE LOCATIONS SHOWN ARE APPROXIMATE.

TAXIWAY B PLUS CONNECTING TAXIWAYS

UNIVERSAL
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REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

PENSACOLA, FLORIDA

CORE LOCATION BREAKDOWN

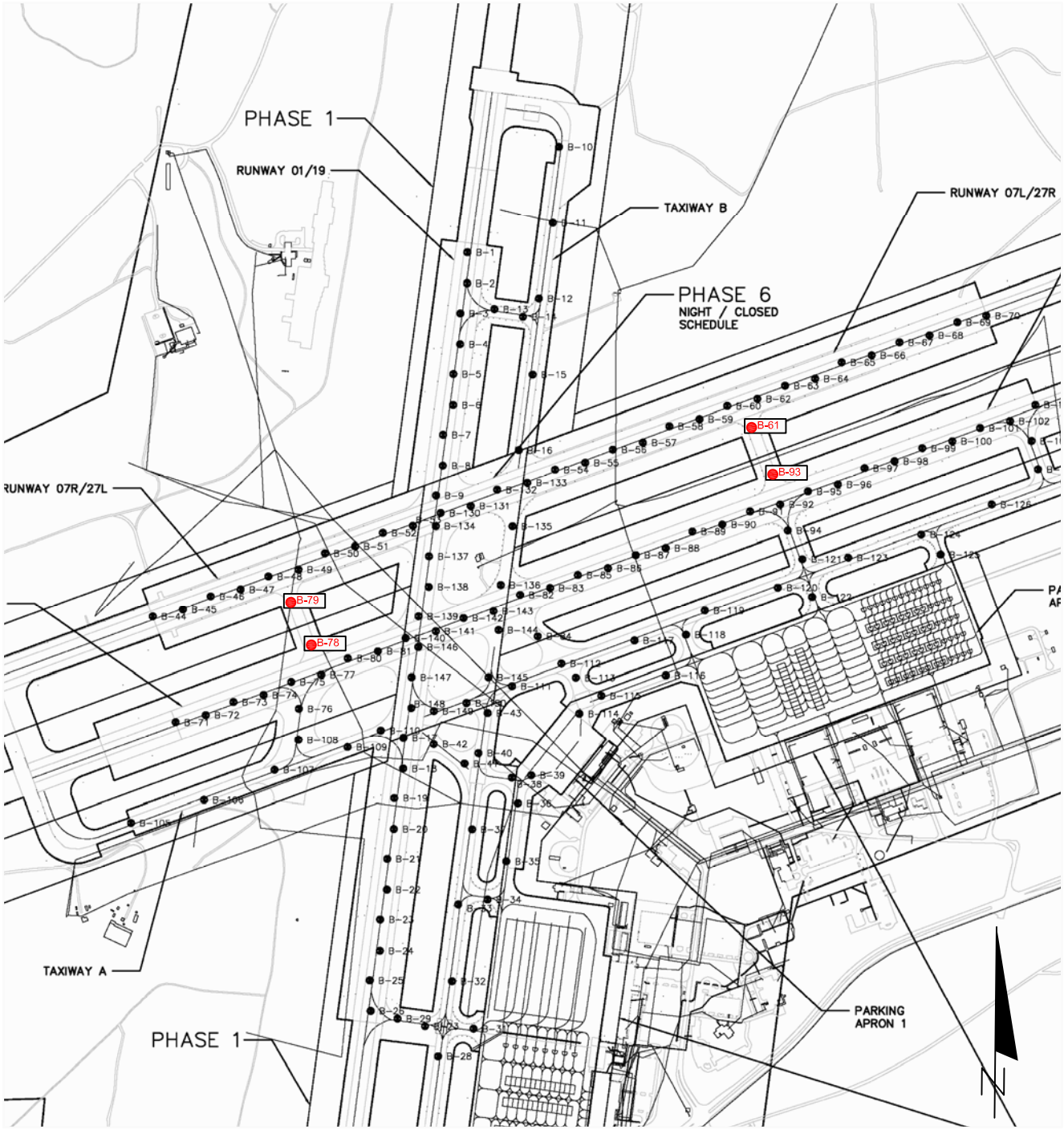
DRAWN BY: KD	DATE: 6/1/15	CHECKED BY: WF	DATE: 6/1/15
SCALE: 1"=1000'	PROJECT NO:1730.1500048.0000	REPORT NO: 1235270	PAGE NO: B -6

1730.1500048-A

TAXIWAY 'B' PLUS CONNECTING TAXIWAYS

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-10	505758.56	1079915.24	N/A	Boring location was in an area of existing rigid (concrete) pavement. This area was not cored.
B-11	505286.48	1079874.09	6.5	Approximately 4 layers of flexible pavement. Separation geotextile located 2.375" below the pavement surface. Core delaminated at the base of the geotextile.
B-12	504794.27	1079783.42	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.25" below the pavement surface. Core delaminated directly below the geotextile. Cracking was observed beginning at the base of the geotextile and extending down to the base of the pavement core (Bottom-up cracking).
B-13	504724.29	1079492.76	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.75" below the pavement surface. No observed cracking or delamination.
B-14	504674.28	107967943	6.25	Approximately 4 layers of flexible pavement. Separation geotextile located 2.125" below the pavement surface. No observed cracking or delamination.
B-15	504295.19	1079742.28	3.375	Approximately 2 layers of flexible pavement. Separation geotextile located 2.25" below the pavement surface. No observed cracking. No recovery of the bottom portion of the core (below separation geotextile).
B-16	503802.98	1079651.61	4.875	Approximately 4 layers of flexible pavement. Separation geotextile located 3.5" below pavement surface. No observed cracking or delamination.
B-27	499338.74	1079083.22	3.875	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-28	499837.82	1079124.36	4	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-29	500083.65	1078859.07	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-30	500034.4937	1079039.3378	5.75	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-31	500017.42	1079356.01	6	Approximately 4 layers of flexible pavement. Separation geotextile located 1.5" below pavement surface. No observed cracking or delamination.
B-32	500330.03	1079215.03	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-33	500829.11	1079256.17	4.25	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-34	500861.1744	1079447.8696	5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-35	5011111.08	1079569.66	N/A	Boring location was in an area of existing rigid (concrete) pavement. This area was not cored.
B-36	501491.3	1079645.44	5.25	Approximately 3 layers of flexible pavement. Separation geotextile located 2.25" below pavement surface. Cracking was observed beginning at the pavement surface and extending down approximately 0.5" (Top-down cracking). Cracking was observed in one location.
B-37	501321.32	1079346.84	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-38	501660.3086	1079606.726	5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-39	501674.8	1079733.11	4.75	Approximately 3 layers of flexible pavement. Separation geotextile located 2.25" below pavement surface. No observed cracking or delamination.
B-40	501820.4	1079387.99	4.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 1.625" below pavement surface and extending down to the base of the core (Bottom-up cracking). Cracking was observed in three locations.
B-41	501751.6534	1079297.207	4.125	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 1.5" below the pavement surface and extending down to the base of the core (Bottom-up cracking). Cracking was observed in two locations.
B-42	501879.83	1079096.07	4.5	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-43	502083.27	1079448.16	5.125	Approximately 3 layers of flexible pavement. Separation geotextile located 3.25" below pavement surface. No observed cracking or delamination.
B-135	503303.9	1079610.47	5	Approximately 4 layers of flexible pavement. Separation geotextile at 3 5/8" below pavement surface. Cracking observed beginning 1 1/2" below pavement surface, extending down to base of core (Bottom-up Cracking). Cracking observed in two locations.
B-136	502920.24	1079534.23	8.125	Approximately 5 layers of flexible pavement. Separation geotextile located 4.625" below pavement surface. Cracking observed beginning 4.75" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in two locations.
B-144	502624.05	1079520.07	8.375	Approximately 5 layers of flexible pavement. Separation geotextile located 4.5" below the pavement surface. No observed cracking or delamination.
B-145	502316.04	1079453.89	6.125	Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

AVERAGE THICKNESS	5.3
MIN THICKNESS	3.4
MAX THICKNESS	8.4



LEGEND

CORE LOCATIONS

CONNECTION TAXIWAYS

NOTE: ALL CORE LOCATIONS SHOWN ARE APPROXIMATE.

UNIVERSAL
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REPAIR AIRFIELD/RUNWAY FORREST SHERMAN FIELD

NAS, PENSACOLA, FLORIDA

CORE LOCATION BREAKDOWN

DRAWN BY:	KD	DATE:	6/1/15	CHECKED BY:	WF	DATE:	6/1/15
SCALE:	1"=1000'	PROJECT NO:	1730.1500048.0000	REPORT NO:	1235270	PAGE NO:	B - 7

1730.1500048-A

TAXIWAY 'B' PLUS CONNECTING TAXIWAYS

Core Number	Core Location		Core Thickness (in.)	Core Description
	Northing	Easting		
B-61	503963.12	1081163.02	4.25	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-78	502530.12	1078291.88	5.625	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-79	502804.27	1078163.75	3.5	Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.
B-93	503651.93	1081304.7	4.75	Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

AVERAGE THICKNESS	4.5
MIN THICKNESS	3.5
MAX THICKNESS	5.6

APPENDIX D

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Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-1.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-2.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-3.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.75" below the pavement surface extending down to 5" below the pavement surface. Cracking was observed in one location.

Pavement Core B-4.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. Core fractured 2.75" below the pavement surface (possible mechanical failure during core extraction). Bottom portion of core was not recovered.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-5.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-6.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-7.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-8.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-9.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Separation occurred 2" below pavement surface (possible mechanical failure during core extraction).

No Photo Available.

Pavement Core B-10.
Boring Location was in area of existing rigid (concrete) pavement. This area was not cored.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-11.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.375" below the pavement surface. Core delaminated at the base of the geotextile.

Pavement Core B-12.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.25" below the pavement surface. Core delaminated directly below the geotextile. Cracking was observed beginning at the base of the geotextile and extending down to the base of the pavement core (Bottom-up cracking).

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-13.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.75" below the pavement surface. No observed cracking or delamination.

Pavement Core B-14.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.125" below the pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-15.
Approximately 2 layers of flexible pavement. Separation geotextile located 2.25" below the pavement surface. No observed cracking. No recovery of the bottom portion of the core (below separation geotextile).

Pavement Core B-16.
Approximately 4 layers of flexible pavement. Separation geotextile located 3.5" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-17
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-18.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.5" below the pavement surface and extending down to the base of the core (Bottom-up Cracking). Cracking was observed in two locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-19.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-20.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking was observed beginning 2.5" below the pavement surface and extending down to the base of the core (Bottom-up Cracking). Cracking was observed in two locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-21.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-22.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.5" below top of pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-23.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-24.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.5" below the pavement surface. Core delaminated directly below the separation geotextile (possible mechanical failure during core extraction).

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-25.
Approximately 4 layers of flexible pavement. Separation geotextile located 2" below the pavement surface. No observed cracking or delamination.

Pavement Core B-26.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-27.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-28.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-29.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-30.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-31.
Approximately 4 layers of flexible pavement. Separation geotextile located 1.5" below pavement surface. No observed cracking or delamination.

Pavement Core B-32.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-33.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-34.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

No Photo Available.

Pavement Core B-35.
Boring Location was in area of existing rigid (concrete) pavement. This area was not cored.

Pavement Core B-36.
Approximately 3 layers of flexible pavement. Separation geotextile located 2.25" below pavement surface. Cracking was observed beginning at the pavement surface and extending down approximately 0.5" (Top-down cracking). Cracking was observed in one location.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-37.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-38.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-39.
Approximately 3 layers of flexible pavement. Separation geotextile located 2.25" below pavement surface. No observed cracking or delamination.

Pavement Core B-40.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 1.625" below pavement surface and extending down to the base of the core (Bottom-up cracking). Cracking was observed in three locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-41.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 1.5" below the pavement surface and extending down to the base of the core (Bottom-up cracking). Cracking was observed in two locations.

Pavement Core B-42.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-43.
Approximately 3 layers of flexible pavement. Separation geotextile located 3.25" below pavement surface. No observed cracking or delamination.

Pavement Core B-44.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-45.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-46
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-47
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-48
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-49
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-50
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 5 5/8" below pavement surface.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-51.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at pavement surface, extending down to 1/2" below pavement surface (Top-down Cracking). Cracking was observed in one location.

Pavement Core B-52.
Approximately 4 layers of flexible pavement. Separation geotextile located at 3.75" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-53.
Approximately 4 layers of flexible pavement. Separation geotextile located at 2.625" below pavement surface. No observed cracking or delamination.

Pavement Core B-54.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-55.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-56.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-57.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-58.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-59.
Approximately 4 layers of flexible pavement. Separation geotextile located at 3" below pavement surface. Delamination observed at 4.5" below pavement surface. Cracking was located directly beneath the separation geotextile, extending down to the base of the core.

Pavement Core B-60.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-61.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-62.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-63.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-64.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Minor cracking located between 0.5" to 3.5" below pavement surface. Cracking was observed in multiple areas within this zone.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-65.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Observed possible signs of future delamination 4.5" below pavement surface.

Pavement Core B-66.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.875" below pavement surface.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-67.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.875" below pavement surface (possible mechanical failure during core extraction).

Pavement Core B-68.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-69.
Approximately 4 layers of flexible pavement. Separation geotextile located 3" below pavement surface. Core delaminated directly below separation geotextile.

Pavement Core B-70.
Approximately 4 layers of flexible pavement. Separation geotextile located 2.375" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-71.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-72.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-73.
Approximately 5 layers of flexible pavement. Separation geotextile located 2.75" below pavement surface. Cracking observed beginning 3.5" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in one location.

Pavement Core B-74.
Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 7" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in three locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-75.
Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 8" below pavement surface and extending down to base of the pavement core (Bottom-up Cracking). Cracking observed in two locations. Core delaminated 4.125" below pavement surface.

Pavement Core B-76.
Approximate number of pavement layers unavailable. No noticeable separation geotextile. No observed cracking or delamination. Bottom portion of core was not recovered.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-77.
Approximately 8 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-78.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-79.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-80.
Approximately 6 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at the pavement surface and extending down to 1" below the pavement surface (Top-down Cracking). Cracking observed in one location.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-81.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 4.125" below the pavement surface.

Pavement Core B-82.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-83.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 4.25" below the pavement surface.

Pavement Core B-84.
Approximately 3 layers of flexible pavement. Separation geotextile located 3.5" below the pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-85.
Approximately 6 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-86.
Approximately number of pavement layers unavailable. No noticeable separation geotextile. Full depth cracking. No recovery of core below 5.125" below pavement surface.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-87.
Approximately 6 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-88.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-89.
Approximately 5 layers of flexible pavement. Separation geotextile located 4.625" below pavement surface. No observed cracking or delamination.

Pavement Core B-90.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Core delaminated 2.75" below pavement surface.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-91.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-92.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at 4.125" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in 2 locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-93.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-94.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-95.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-96.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Full depth cracking.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-97.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning at pavement surface, extending down 0.25" below pavement surface (Top-down Cracking).

Pavement Core B-98.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Mechanical break during coring extraction. Full depth of asphalt was measured to be 7.5" at this location.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-99.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-100.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-101.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-102.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-103.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-104.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-105.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-106.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-107.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-108.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 2" below pavement surface, extending down to base of pavement core (Bottom-up Cracking). Cracking observed in three locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-109.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 2" below pavement surface, extending down to base of pavement core (Bottom-up Cracking). Cracking observed in two locations.

Pavement Core B-110.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-111.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-112.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-113.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-114.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-115.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-116.
Approximately 2 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-117.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-118.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-119.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-120.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-121.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-122.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-123.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-124.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-125.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-126.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-127.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-128.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-129.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-130.
Approximately 4 layers of flexible pavement. Separation geotextile located 2 1/4" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-131.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile.
Delamination observed 4" below pavement surface.

Pavement Core B-132.
Approximately 3 layers of flexible pavement. Separation geotextile located 2" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-133.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. 1/4" wide horizontal cracks located between 1 1/2" to 3" below pavement surface.

Pavement Core B-134.
Approximately 4 layers of flexible pavement. Separation geotextile located 2 1/2" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-135.
Approximately 4 layers of flexible pavement. Separation geotextile at 3 5/8" below pavement surface. Cracking observed beginning 1 1/2" below pavement surface, extending down to base of core (Bottom-up Cracking). Cracking observed in two locations.

Pavement Core B-136.
Approximately 5 layers of flexible pavement. Separation geotextile located 4.625" below pavement surface. Cracking observed beginning 4.75" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in two locations.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-137.
Approximately 4 layers of flexible pavement. Separation geotextile located 1 3/4" below pavement surface. No observed cracking or delamination.

Pavement Core B-138.
Approximately 4 layers of flexible pavement. Separation geotextile located 1 5/8" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
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Pavement Core B-139.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Side of core sheared off during core extraction.

Pavement Core B-140.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Side of core sheared off during core extraction.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
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Pavement Core B-141.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. Side of core sheared off during core extraction.

Pavement Core B-142.
Approximately 5 layers of flexible pavement. No noticeable separation geotextile. Cracking observed beginning 5.75" below pavement surface and extending down to the base of the pavement core (Bottom-up Cracking). Cracking observed in one location.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-143.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-144.
Approximately 5 layers of flexible pavement. Separation geotextile located 4.5" below the pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-145.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-146.
Approximately 4 layers of flexible pavement. Separation geotextile located 2" below pavement surface. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
UES Project No. 1730.1500048.0000

Pavement Core B-147.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-148.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Photographs
NAS – Asphalt Coring
Pensacola, Escambia County, Florida
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Pavement Core B-149.
Approximately 4 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.

Pavement Core B-150.
Approximately 3 layers of flexible pavement. No noticeable separation geotextile. No observed cracking or delamination.