

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

Cored By: Test Labm Inc.

Coring Completion Date: 9/17/2019

Typical Section: 1

W.P.I. No.:		Name:	SR 39 / JL Redman Pkwy				Lanes:	4
Fin. Proj. ID:	432646-1	From:	N of Charlie Griffin				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10070000				Inside:	
County:	HILLSBOROUGH	SR No.:	39				Outside:	
Overall Pavement Condition (from DMO field review):		Median Curbed (Y/N):		Paved	Lawn	Other:	Curb & Gutter (Y/N):	

All Cores																										
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS		
					FC5	FC9.5	SP9.5	S	BIND						LR	ABC-2				DEPTH (IN.)	TYPE	CLASS			EXTENT	
1	3.065	ML	L1	Y	0.7		3.3		1.1					5.1	8.3									F		
2	3.135	TL	RL	N	0.6			4.5						5.1		7.5								F	RLTL (1st), Left Turn Lane	
3	3.165	TL	RL	Y		1.7	0.4		2.4					4.5	9.0									F	RLTL (1st), Left Turn Lane	
4	3.205	TL	LL	Y		1.6	0.9		2.8					5.3	9.5						3.0	B	III	M	F	LLTL (1st), Left Turn Lane
5	3.227	TL	LL	N	1.3			3.7						5.0		4.8									F	LLTL (1st), Left Turn Lane
6	3.257	TL	RL	Y	1.5			5.7						7.2		6.4									F	RLTL (1st), Left Turn Lane
7	3.277	TL	RL	Y		1.6	0.6		2.3					4.5	11.2										F	RLTL (1st), Left Turn Lane
8	3.327	TL	LL	N		1.3		3.2						4.5	12.0						4.5	A	III	M	F	LLTL (1st), Left Turn Lane
9	3.369	TL	LL	Y	1.7			7.8						9.5	9.0					12.0					F	LLTL (1st), Left Turn Lane
10	3.399	TL	RL	Y		1.6	0.6		2.1					4.3	9.8										F	RLTL (1st), Left Turn Lane
11	3.449	TL	LL	Y		1.9	1.5							3.4	9.5										F	LLTL (1st), Left Turn Lane
12	3.449	ML	L1	Y		1.7	0.8		2.2					4.7	9.3						2.9	A	II	S	P	
13	3.449	ML	L2	N		1.7	0.8		2.1					4.6	10.0						2.6	A	II	S	P	
14	3.217	ML	L2	Y		1.7	0.7		2.1					4.5	10.3						3.0	A	II	S	P	
15	3.217	ML	L1	N		1.7	1.1		2.5					5.3	7.0				11.5		2.9	A	II	S	P	
16	3.105	ML	R1	Y		1.5	1.0		2.0					4.5	9.2						2.5	A	II	S	P	
17	3.105	ML	R2	Y		1.7	0.8		1.6					4.1	9.0						2.5	A	III	S	P	
18	3.349	ML	R2	Y		1.6	0.7		1.5					3.8	9.5						3.8	A	II	S	P	Base Crack
19	3.349	ML	R1	N		1.8	0.7		2.4					4.9	9.0						2.1	A	II	S	P	
20	3.392	TL	RR	Y		1.7	1.0							2.7	10.1						2.7	B	IB	M	P	RRTL (1st), Right Turn Lane, Base Crack
21	3.498	TL	RL	Y		1.8	1.1		1.9					4.8	9.0										F	RLTL (1st), Inside Left Turn Lane
22	3.488	TL	RL	Y		1.4	0.9		2.5					4.8	6.0										F	RLTL (1st), Outside Left Turn Lane, RLTL (2nd)
23	3.498	TL	RR	Y		1.5	8.8							10.3	5.5										F	RRTL (1st), Right Turn Lane
24	3.402	ML	L2	N		1.5	0.9		1.8					4.2	9.0						1.9	A	II	S	P	
25	3.295	ML	L1	Y		1.2	1.0		2.1					4.3	9.3						2.6	A	II	S	P	
26	3.145	ML	L2	Y		1.5	0.6		2.1					4.2	10.0						2.3	A	II	S	P	
27	3.065	ML	L2	Y	0.9		3.3		0.6					4.8	8.0				12.0						F	
28	3.175	ML	R2	Y		1.3	0.7		2.1					4.1	8.3						2.9	A	III	S	P	

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CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	SP9.5	S	BIND						LR	ABC-2			DEPTH (IN.)	TYPE	CLASS		
AVERAGE					1.12	1.59	1.40	4.98	2.01					4.96	9.07	6.23		11.83	2.81				
MAX					1.70	1.90	8.80	7.80	2.80					10.30	12.00	7.50		12.00	4.50				
MIN					0.60	1.20	0.40	3.20	0.60					2.70	5.50	4.80		11.50	1.90				
LAYER COEF.					0.00	0.25	0.25	0.25	0.20						0.18	0.16		0.08					

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor