

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

Cored by: D. West, P. Wilkinson, W. Harris

Date: 4/8/2020-4/9/2020, 6/10/2020

2 of 2 Typical Section No.: _____

| | | | | | | | | | | | | | | | | | | | |
|--------------------------|--|------------|--|---------------------|--|----------------|--|------------------------------|--|------------|--|--------|--|--|--|--------------------------|--|--|--|
| W.P.I. No.: _____ | | | | Name: SR45 | | | | Lanes: 6 | | | | | | | | | | | |
| Fin. Proj. ID: 446026-1 | | | | From: Denver Street | | | | Shoulder Type and Condition: | | | | | | | | | | | |
| F.A. Proj. No.: | | | | To: 27th Avenue | | | | Inside: - | | | | | | | | | | | |
| County: Hillsborough | | SR No.: 45 | | Beg MP: 22.617 | | End MP: 23.717 | | Lgth: 1.100 | | Outside: - | | | | | | | | | |
| Median Curbed (Y / N): Y | | | | Paved | | | | Lawn | | | | Other: | | | | Curb & Gutter (Y / N): Y | | | |

| Core No. | MP | LANE | W/P | MAINLINE | | | | | | | | TOTAL ASPHALT THICKNESS | CRACK | | | | BASE | | | PVMNT COND | RUT DEPTH | CROSS SLOPE | COMMENTS | | |
|----------|-------|------|-----|----------|-----|------|------|-----|------|-----|------|-------------------------|-------|------|-------|--------|----------|-------|------|------------|-----------|-------------|----------|--|--|
| | | | | F125 | F95 | SP1F | S | S2 | BIND | T1 | BIND | | DEPTH | TYPE | CLASS | EXTENT | LIMEROCK | ABC | STAB | | | | | | |
| 35 | 22.75 | L1 | Y | | 1.4 | 1.1 | | | | 1.0 | | | 3.5 | 3.5 | C | III | S | 9.50 | | | P | | | Full Depth Crack / Base Crack | |
| 10 | 23.03 | L1 | N | | 1.0 | 1.6 | | | | 0.6 | 0.6 | | 3.2 | | | | | 8.3 | | | P | | | | |
| 11 | 23.43 | L1 | N | | 1.5 | 2.3 | | | 0.6 | 1.4 | 1.4 | | 5.8 | | | | | 9.0 | | | P | | | Separates between SP & S2 | |
| 36 | 23.45 | L1 | N | | 1.6 | 2.4 | | | 0.6 | 1.4 | | | 6.0 | 2.3 | C | II | M | 10.00 | | | P | | | | |
| 13 | 23.58 | L1 | N | | 1.4 | 1.8 | 0.7 | | | 1.5 | 1.5 | | 5.4 | | | | | 6.6 | | | P | | | | |
| 5 | 22.87 | L2 | Y | | 1.2 | 1.2 | | | 0.6 | 1.3 | 1.3 | | 4.3 | 4.3 | C | III | S | 6.5 | | | P | | | Full Depth Crack | |
| 38 | 23.02 | L2 | Y | | 1.3 | 1.2 | | | | 0.4 | | | 2.9 | 2.9 | C | III | S | 7.00 | | 12 | P | | | Full Depth Crack / Base Crack | |
| 37 | 23.12 | L2 | Y | | 1.5 | 1.1 | | | | 1.1 | | | 3.7 | 1.6 | C | II | M | 9.25 | | | P | | | | |
| 6 | 23.39 | L2 | N | | 1.7 | 1.6 | | | 1.0 | 1.7 | 1.7 | | 6 | | | | | 9.0 | | | P | | | | |
| 7 | 23.57 | L2 | N | | 1.3 | 1.6 | 1.3 | | | | | 2.2 | 6.4 | | | | | 3.3 | | | P | | | FDOT Requested Location | |
| 8 | 23.61 | L2 | N | | 1.1 | 2.2 | | | | 0.4 | 0.4 | 0.7 | 6.5 | | | | | 6.6 | | 12 | P | | | | |
| 1 | 22.77 | L3 | N | | 1.2 | 1.3 | | | | 0.8 | 0.8 | | 3.3 | | | | | 7.0 | | | P | | | | |
| 40 | 22.98 | L3 | Y | | 1.5 | 1.7 | | | | | | | 3.2 | 3.2 | C | III | S | 8.0 | | | P | | | Full Depth Crack / Base Crack | |
| 2 | 23.35 | L3 | N | | | 11.3 | | | | | | | 11.3 | | | | | 6.5 | | | P | | | PATCH | |
| 39 | 23.39 | L3 | N | | 1.6 | 1.8 | | | | 0.6 | | | 4.0 | 1.7 | C | II | M | 8.00 | | | P | | | Seperated at SP Layer | |
| 3 | 23.49 | L3 | N | | | 4 | | | | | | | 4.0 | | | | | 9.0 | | | P | | | FDOT Requested Location - PATCH | |
| 4 | 23.59 | L3 | N | | 1.6 | 2.7 | | | | | | | 4.3 | | | | | 8.8 | | | P | | | | |
| 18 | 23.06 | R1 | Y | 0.8 | | 1.8 | | | | | | | 2.6 | 2.6 | B | III | S | 8.0 | | 12 | P | | | Full Depth/Base Crack | |
| 19 | 23.33 | R1 | Y | | 1.1 | 1.7 | 0.6 | 1.0 | 1.4 | 1.4 | | | 5.8 | 5.8 | B | II | M | 7.3 | | | P | | | FDOT Requested Location - Full Depth/Base Crack | |
| 20 | 23.33 | R1 | Y | 1.1 | | 1.9 | | 1.3 | 1.4 | 1.4 | | | 5.7 | 3.5 | B | III | S | 7.3 | | | P | | | FDOT Requested Location | |
| 23 | 23.59 | R1 | N | 1.1 | | 2.0 | 2.1 | | 1.4 | 1.4 | | | 6.6 | | | | | 7.9 | | | P | | | Separates at SP Layer | |
| 24 | 23.61 | R1 | N | 1.3 | | 2.1 | | 1.0 | 1.4 | 1.4 | | | 5.8 | 2.8 | C | II | M | 6.3 | | | P | | | | |
| 26 | 22.83 | R2 | Y | 1.2 | | 1.4 | | | 1.2 | 1.2 | | | 3.8 | 3.8 | | II | M | 8.0 | | | P | | | Full Depth/Base Crack | |
| 27 | 23.33 | R2 | Y | 1.2 | | 1.4 | 1.2 | 1.0 | 1.2 | 1.2 | | | 6.0 | 6.0 | C | III | S | 8.0 | | | P | | | FDOT Requested Location - Full Depth/Base Crack | |
| 33 | 23.52 | R2 | Y | | 1.3 | 2.3 | | 0.6 | 1.3 | 1.3 | | | 5.5 | 2.0 | B | II | M | 7.4 | | | P | | | R2 Becomes THRU Lane - FDOT Requested Location - Block Crack | |
| 29 | 23.59 | R2 | Y | 1.5 | | 2.2 | | | | | | | 3.7 | 3.7 | B | II | S | | 6.2 | | P | | | Branch Crack | |
| 25 | 23.64 | R2 | Y | 1.1 | | 2.0 | | | | | | | 3.1 | 3.1 | | II | L | 9.9 | | 12 | P | | | FDOT Requested Location - Full Depth Crack | |
| 28 | 23.42 | R2 | Y | 1.3 | | 2.1 | 1.0 | 1.1 | 1.3 | 1.3 | | | 6.8 | 1.4 | C | II | M | 4.5 | | | P | | | R2 converts to THRU Lane - FDOT Requested Location - Block Crack | |
| 30 | 22.79 | R3 | N | | | 2.5 | | | 1.8 | 1.8 | | | 4.3 | | | | | 7.8 | | | P | | | FDOT Requested Location - PATCH - No Friction Course - | |
| 31 | 22.95 | R3 | Y | 1.3 | | 1.5 | | | | | | | 2.8 | 2.8 | C | III | S | 9.0 | | | P | | | Full Depth Crack / Base Crack | |
| 32 | 23.35 | R3 | Y | | 1.0 | 2.9 | | 0.6 | 1.3 | 1.3 | | | 5.8 | 3.0 | C | II | M | 7.0 | | | P | | | Branch/Bottom-Up/Base Crack | |
| 34 | 23.58 | R3 | N | | 1.1 | 2.9 | | | 1.5 | 1.5 | | | 5.5 | | | | | 9.5 | | | P | | | Bleeding/ Separates at SP Layer | |
| | | | | AVG | 1.2 | 1.3 | 2.2 | 1.2 | 0.9 | 1.2 | 1.3 | 1.5 | 4.9 | 3.2 | | | | AVG | 7.7 | 6.2 | 12.0 | - | | | |
| | | | | MAX | 1.5 | 1.7 | 11.3 | 2.1 | 1.3 | 1.8 | 1.8 | 2.2 | 11.3 | 6.0 | | | | MAX | 10.0 | 6.2 | 12.0 | - | | | |
| | | | | MIN | 0.8 | 1.0 | 1.1 | 0.6 | 0.6 | 0.4 | 0.4 | 0.7 | 2.6 | 1.4 | | | | MIN | 3.3 | 6.2 | 12.0 | - | | | |

- Notes:
1. Mile posts are approximate.
2. During the field operation 10% of the cores were checked for stabilization thickness. For Pavement design assume 12 inches of thickness for stabilization.
3. The rut measurement is the greater of two measurements from each wheelpath.

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|---|---|--|--|---|--|
| <u>Lane Designations</u> L1 - 1st Lane Left of Centerline LLTL - Left Roadway Left Turn Lane LRTL - Left Roadway Right Turn Lane OL - Outside Left Shoulder IL - Inside Left Shoulder L2 - 1st Lane Right of Centerline RLTL - Right Roadway Left Turn Lane RLTL - Right Roadway Right Turn Lane OR - Outside Right Shoulder IR - Inside Right Shoulder | <u>Crack Type</u> A - Alligator B - Block/Branch C - Combination | <u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks that are > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch | <u>Extent</u> L - Light M - Moderate S - Severe | <u>Pavement Condition</u> G - Good F - Fair P - Poor | ML - Mainline TL - Turn Lane CO - Cross Over S - Shoulder |
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored by: D. West, P. Wilkinson, W. Harris

Date: 4/8/2020-4/9/2020, 6/10/2020

2 of 2 Typical Section No.: _____

| W.P.I. No.: _____ | | | | | | | | | | | Name: SR45 | | | | Lanes: 6 | | | | | | | | | | | |
|--------------------------|-------|--------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------------|------------|----------------|-------|------------------------------|----------|-------------|------------|-------------|-----------|-------------|---|--------------------------|--|--|--|
| Fin. Proj. ID: 446026-1 | | | | | | | | | | | From: Denver Street | | | | Shoulder Type and Condition: | | | | | | | | | | | |
| F.A. Proj. No.: | | | | | | | | | | | To: 27th Avenue | | | | Inside: - | | | | | | | | | | | |
| County: Hillsborough | | | SR No.: 45 | | | | | | | | Beg MP: 22.617 | | End MP: 23.717 | | Lgth: 1.100 | | Outside: - | | | | | | | | | |
| Median Curbed (Y / N): Y | | | | | | | | | | | Paved | | | | Lawn | | | | Other: | | | | Curb & Gutter (Y / N): Y | | | |
| TURN LANE / CROSS OVER | | | | | | | | | | | TOTAL ASPHALT THICKNESS | CRACK | | | | BASE | | | PVMNT COND | RUT DEPTH | CROSS SLOPE | COMMENTS | | | | |
| Core No. | MP | LANE | W/P | F125 | F95 | SP1F | S | S2 | BIND | T1 | | DEPTH | TYPE | CLASS | EXTENT | LIMEROCK | ABC | STAB | | | | | | | | |
| 9 | 22.88 | LLTL | N | | 1.1 | 1.6 | | | 0.3 | 0.3 | 3 | | | | | 9.0 | | 12 | P | | | Left Roadway Left Turn Lane | | | | |
| 12 | 23.57 | LLTL | N | | 1.1 | 1.8 | 2.1 | | | | 5.0 | | | | | 9.0 | | | P | | | Left Roadway Left Turn Lane - Widening/Bottom up Crack 1/2-LR & 1/2-ABC | | | | |
| 14 | 22.79 | CO | N | | 1.0 | 1.7 | | | | | 2.7 | | | | | 8.3 | | | P | | | Median Cross Over | | | | |
| 15 | 23.06 | CO | N | | 0.9 | 1.3 | | | | | 2.2 | 2.2 | B | III | S | 5.9 | | | P | | | Median Cross Over / Full depth/base crack | | | | |
| 16 | 22.73 | RLTL | Y | | 1.0 | 3.3 | | | | | 4.3 | | | | | 11.6 | | | P | | | Right Roadway Left Turn Lane - FDOT Requested Location | | | | |
| 17 | 22.98 | RLTL | Y | | 1.2 | 1.7 | | | | | 2.9 | 2.9 | C | III | S | 9.1 | | | P | | | Right Roadway Left Turn Lane - Widening/Base Crack | | | | |
| 21 | 23.47 | RLTL-2 | N | | 1.6 | 1.8 | | 0.6 | 1.4 | 1.4 | 5.4 | | | | | 7.0 | | | P | | | Right Roadway Left Turn Lane 1 | | | | |
| 22 | 23.49 | RLTL-1 | Y | 1.3 | | 2.0 | | | | | 3.3 | 2.5 | C | II | M | | 8.2 | | P | | | Right Roadway Left Turn Lane 2 - SEVERE RAVELLING ADJACENT TO CORE LOCATION | | | | |
| AVG | | | | 1.3 | 1.1 | 1.9 | 2.1 | 0.6 | 0.9 | 0.9 | 3.6 | 2.5 | AVG | | | | 8.6 | 8.2 | 12.0 | | | | | | | |
| MAX | | | | 1.3 | 1.6 | 3.3 | 2.1 | 0.6 | 1.4 | 1.4 | 5.4 | 2.9 | MAX | | | | 11.6 | 8.2 | 12.0 | | | | | | | |
| MIN | | | | 1.3 | 0.9 | 1.3 | 2.1 | 0.6 | 0.3 | 0.3 | 2.2 | 2.2 | MIN | | | | 5.9 | 8.2 | 12.0 | | | | | | | |

Notes:

1. Mile posts are approximate.
2. During the field operation 10% of the cores were checked for stabilization thickness. For Pavement design assume 12 inches of thickness for stabilization.
3. The rut measurement is the greater of two measurements from each wheelpath.

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|-------------------------------------|--------------------------------------|-------------------|---|---------------------|----------|-----------------|--------------|---------------------------|--|
| <u>Lane Designations</u> | | <u>Crack Type</u> | | <u>Crack Rating</u> | | <u>Extent</u> | | <u>Pavement Condition</u> | |
| L1 - 1st Lane Left of Centerline | L2 - 1st Lane Right of Centerline | A - Alligator | Class IB - Hairline cracks that are ≤ 1/8 inch wide | L - Light | G - Good | ML - Mainline | S - Shoulder | | |
| LLTL - Left Roadway Left Turn Lane | RLTL - Right Roadway Left Turn Lane | B - Block/Branch | Class II - Cracks that are > than 1/8 inch and ≤ 1/4 inch | M - Moderate | F - Fair | TL - Turn Lane | | | |
| LRTL - Left Roadway Right Turn Lane | RRTL - Right Roadway Right Turn Lane | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor | CO - Cross Over | | | |
| OL - Outside Left Shoulder | OR - Outside Right Shoulder | | | | | | | | |
| IL - Inside Left Shoulder | IR - Inside Right Shoulder | | | | | | | | |