

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

Cored By: Arehna Engineering, Inc.

Date: 8/17/2020

Typical Section: 01

| | | | | | | | | | | | | | |
|--|--|-------------|--|-----------------------------|--|---------------|--|------------------------------------|--|----------|--|------------------------|--|
| W.P.I. No.: | | | | Name: Wheeler Street | | | | Lanes: 6 | | | | | |
| Fin. Proj. ID: 445380-1-31-01 | | | | From: W of Hillsboro Street | | | | Shoulder Type and Condition: Paved | | | | | |
| F.A. Project No.: | | | | To: S of Memorial Cemetery | | | | Inside: | | | | | |
| County: Hillsborough / 10200000 | | SR No.: 39A | | Beg MP: 1.171 | | End MP: 1.400 | | Length: 0.229 | | Outside: | | | |
| Overall Pavement Condition (from DMO field review): Poor | | | | Median Curbed (Y/N): N | | Paved | | Lawn | | Other: | | Curb & Gutter (Y/N): N | |

Wheeler Road

All Cores

| CORE NO. | MILE POST ¹ | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ² | CRACK | | | | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | RUT DEPTH - RWP (IN.) | CROSS SLOPE (%) ³ | COMMENTS |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|--|--|--|--|-------------|-------------------------------|------|------|--------------|-------------|----------------------------------|-------|-----|-------------|------|--------------------|-----------------------|--------------------------|---|----------|
| | | | | | FC5 | SP2F | SP1F | S | BIND | | | | | | | | | LR | | | | | DEPTH (IN.) | TYPE | | | | | |
| 236 | 1.232 | TL/CO | L1 | N | 1.2 | | | 2.8 | 1.4 | | | | | | 5.4 | 12.5 | | | | 1.9 | B | II | M | P | | | 1.35 | Median Crossing - Branch Crack | |
| 237 | 1.370 | TL/CO | L1 | N | 1.0 | 1.6 | | 1.7 | 1.6 | | | | | | 5.9 | 9.0 | | | | 2.4 | B | III | S | P | | | 1.80 | Left Roadway Right Turn - Branch/Longitudinal Crack | |
| 238 | 1.280 | TL/CO | L1 | Y | 0.6 | | 3.0 | 0.6 | 1.7 | | | | | | 5.9 | 9.0 | | | | 2.7 | C | II | L | P | | | 1.80 | Left Roadway Left Turn - Longitudinal Crack | |
| 239 | 1.290 | ML | L1 | Y | 0.6 | | 1.5 | 2.7 | 1.7 | | | | | | 6.5 | 7.5 | 12.0 | | | 4.0 | B | III | S | P | | | 0.95 | Branch/Block Crack | |
| 240 | 1.348 | ML | L1 | N | 0.7 | | 1.1 | 2.7 | 1.6 | | | | | | 6.1 | 8.0 | 12.0 | | | 2.9 | B | III | S | P | | | 1.65 | Branch/Block Crack | |
| 241 | 1.384 | TL/CO | L1 | N | 0.8 | | 3.1 | 0.9 | 1.2 | | | | | | 6.0 | 13.0 | | | | 6.0 | B | II | S | P | | | 2.10 | Left Roadway Right Turn - Branch/Block Crack | |
| 242 | 1.384 | ML | L1 | N | 0.7 | | 1.9 | 1.2 | 2.1 | | | | | | 5.9 | 7.0 | | | | 5.9 | B | III | S | P | | | 1.70 | Branch/Block Crack | |
| 243 | 1.212 | ML | R1 | Y | 0.6 | | 3.0 | 1.1 | 1.5 | | | | | | 6.2 | 8.5 | | | | 1.7 | B | III | S | P | | | 0.80 | Branch Crack | |
| 244 | 1.222 | TL/CO | R1 | N | 1.1 | | 2.1 | 1.6 | 1.9 | | | | | | 6.7 | 10.3 | | | | 3.1 | B | III | S | P | | | 0.85 | Right Roadway Left Turn - Longitudinal Crack | |
| 245 | 1.222 | TL/CO | R1 | N | 1.0 | | 2.4 | 2.4 | 1.6 | | | | | | 7.4 | 11.5 | | | | | | | P | | | 0.30 | Right Roadway Right Turn | | |
| 246 | 1.262 | TL/CO | R1 | N | 0.6 | | 3.2 | 0.9 | 1.4 | | | | | | 6.1 | 10.0 | | | | | | | P | | | 1.80 | Gore | | |
| 247 | 1.272 | ML | R1 | N | 0.6 | | 3.0 | 0.4 | 1.5 | | | | | | 5.5 | 9.5 | | | 2.5 | A | III | S | P | | | 1.25 | Alligator Crack | | |
| 248 | 1.290 | TL/CO | R1 | N | 0.8 | | 3.0 | 1.2 | 1.6 | | | | | | 6.6 | 10.0 | | | | 2.1 | B | III | S | P | | | 2.70 | Right Roadway Left Turn - Branch Crack | |
| 249 | 1.394 | ML | R1 | N | 0.6 | | 2.2 | 1.4 | 1.5 | | | | | | 5.7 | 1.0 | | | | 5.7 | B | III | S | P | | | 0.85 | Branch Crack | |
| AVERAGE | | | | | 0.78 | 1.60 | 2.46 | 1.54 | 1.59 | | | | | 6.14 | 9.06 | | | 12.00 | 3.41 | | | | | | 0.2 | 0.2 | 1.43 | | |
| MAX | | | | | 1.20 | 1.60 | 3.20 | 2.80 | 2.10 | | | | | 7.40 | 13.00 | | | 12.00 | 6.00 | | | | | | 1.0 | 1.0 | 2.70 | | |
| MIN | | | | | 0.60 | 1.60 | 1.10 | 0.40 | 1.20 | | | | | 5.40 | 1.00 | | | 12.00 | 1.70 | | | | | | 0.1 | 0.1 | 0.30 | | |
| LAYER COEF. | | | | | 0.00 | 0.15 | 0.15 | 0.15 | 0.15 | | | | | | 0.18 | | | 0.08 | | | | | | | | | | | |

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. The cross slope is measured in the center of the lane.
4. A blank cell indicates measurement was not recorded.

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