

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

Cored By: H2R CORP

Coring Completion Date: 9/17/2021

Typical Section: _____

W.P.I. No.:				Name: Interbay Boulevard				Lanes: 2					
Fin. Proj. ID: 446877-1				From: West Shore Boulevard				Shoulder Type and Condition: Lawn, good					
F.A. Project No.:		Roadway ID:		To: Bayshore Boulevard				Inside:					
County: Hillsborough		SR No.: N/A		Beg MP: 0.650		End MP: 3.315		Length: 2.665		Outside:			
Overall Pavement Condition (from DMO field review): Poor				Median Curbed (Y/N): N/A		Paved		Lawn		Other:		Curb & Gutter (Y/N): Y	

Side Street																																		
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS			
					FC3	FC9.5	SP95	S	S2	T1	BIND	WC	LR	CONC		SAHM	SHEL	ABC-1	FDR	DEPTH (IN.)	TYPE		CLASS	EXTENT										
16	1.130	SS	L1	Y	0.8		7.1																										Manhattan Ave South	
17	1.130	SS	R1	Y		1.3																										Manhattan Ave North		
19	2.030	SS	RL	N		1.1	3.9																									Dale Mabry NB LTL onto Interbay		
20	2.030	SS	LL	Y		1.0	3.5																									Dale Mabry SB LTL onto Interbay		
21	2.340	SS	L1	N		1.3	0.9																									Himes St North		
22	2.340	SS	R1	N		1.0	1.5	0.7					0.5									5.0	1.6	A	I	M	F				Himes St South			
23	2.945	SS	L1	Y		1.1	1.3	2.1														25.0	4.5	A	III	M	P				MacDill Ave South			
24	2.945	SS	R1	Y		0.8	1.9																									MacDill Ave North		
AVERAGE					0.80	1.09	2.87	1.40					0.50									3.98												
MAX					0.80	1.30	7.10	2.10					0.50									7.90												
MIN					0.80	0.80	0.90	0.70					0.50									1.30												
LAYER COEF.					0.15	0.15	#N/A	0.15	0.15	0.15	0.15	0.15	UNKW									0.18	UNKW	0.08	0.18	0.10	0.20	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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				