

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

Cored By: Tierra, Inc.

Coring Completion Date: 5/9/2022

Typical Section: MULTIPLE

W.P.I. No.:		Name: Central Avenue Bicycle Boulevard				Lanes: 2	
Fin. Proj. ID: 440511-6		From: E. 7th Avenue/N. Tampa Street				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 10000244		To: E. Kirby Ave./N. Florida Ave.		Inside: N	
County: Hillsborough		SR No.: Central Ave Bikeway		Beg MP: 0.040		End MP: 3.810	
				Length: 3.770		Outside: N, Some areas have parking on outside of lane.	
Overall Pavement Condition (from DMO field review):				Median Curbed (Y/N): N		Paved	
				Lawn		Other:	
						Curb & Gutter (Y/N): Inside: No; Outside: Yes	

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
					FC9.5	FC3	SP9.5	S1	S2	S1	T1	BIND	WC	LR		BRCK	SHST	ABC-1	DEPTH (IN.)		TYPE	CLASS	EXTENT			
1	0.040	ML	R1	N	1.1		1.0	2.0							4.1	8.0					2.9	B	II	S	P	Core performed in E. 7th Ave.
2	0.050	ML	R1	N	0.9		0.8								1.7	8.8					1.7	B	I	S	P	Core performed in intersection of E. 7th Ave. & N. Franklin St.; Base Crack
3	0.050	ML	R1	N													3.3								F	Core performed in E. 7th Ave., brick pavement, no asphalt.
4	0.090	ML	R1	N	1.0		1.1					1.1			3.2			6.3			3.2	A	II	S	P	Core performed in E. 7th Ave.
5	0.780	SS	R1	N	0.7		1.1		0.6			2.4			4.8			7.0			4.8	A	III	S	P	Core performed in E. Columbus Ave.
6	0.780	ML	R1	Y													2.9								F	Core performed in N. Central Ave., brick pavement, no asphalt.
7	0.790	ML	R1	N	1.4		1.6								3.0				4.2						F	Core performed in N. Central Ave.
8	1.540	SS	R1	Y	1.0		1.6								2.6	13.4									F	Core performed in E. Lake Ave.
9	1.540	ML	L1	Y		1.0									1.0		3.0								P	Core performed in intersection of N. Central Ave. & E. Lake Ave.
10	1.550	ML	R1	Y		0.7		0.9							1.6		2.3				1.6	B	II	S	P	Core performed in N. Central Ave., Asphalt Brick Base
11	1.580	ML	R1	Y	0.8				1.4				0.4		2.6		2.4				2.6	B	III	S	P	Core performed in N. Central Ave., Asphalt Brick Base
12	1.610	ML	L1	N	0.6				0.7	0.6			0.4		2.3		3.1				2.3	C	III	S	P	Core performed in N. Central Ave., Asphalt Brick Base
13	3.290	ML	L1	Y		1.1			2.4						3.5		2.3				3.5	B	II	S	P	Core performed in N. Central Ave.; Asphalt Brick Base
14	3.300	SS	L1	Y	1.1										1.1			2.0							F	Core performed in E. Hanna Ave.
15	3.800	ML	L1	Y		1.0		1.0							2.0		2.3								P	Core performed in N. Central Ave.; Asphalt Brick Base
16	3.810	ML	L1	Y	1.2		1.3		3.0						5.5			6.0			5.5	C	III	S	P	Core performed in N. Central Ave.
AVERAGE					0.98	0.95	1.21	1.30	1.62	0.60	2.40	1.10	0.40		2.79	10.05	2.70	6.42			3.12					
MAX					1.40	1.10	1.60	2.00	3.00	0.60	2.40	1.10	0.40		5.50	13.40	3.30	7.00			5.50					
MIN					0.60	0.70	0.80	0.90	0.60	0.60	2.40	1.10	0.40		1.00	8.00	2.30	6.00			1.60					
LAYER COEF.					#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A	#N/A			0.08					

- Notes:
- 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.
 - Mile posts are approximate based on field recorded measurements using a GPS unit. Fictitious mile post system begins at the intersection of E. 7th Avenue and N. Tampa Street and traverses eastbound along E. 7th Street then northbound along N. Central Ave.
 - For pavement design, assume 12 inches of thickness for stabilization.
 - The cross slope is approximate and measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.
 - A value of "UNK" indicates material was encountered but the total thickness was not determined.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
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