STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab, Inc. Coring Completion Date: 5/22/2022 Typical Section:

W.P.I. No.:				Name:	SR 45 (US41)					Lanes:	4		
Fin. Proj. ID:	443492-1			From:	Kennedy Blvd.					Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	10040000	To:	E Arctic St.					Inside:	Unpaved		
County:	Hillsborough	SR No.:	45	Beg MP:	0.000	End MP:	5.409	Length:	5.409	Outside:	Paved		
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved: N	Lawn: Y	Other: Brick		Curb & Gutter (Y/N):	Y		

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	SP9.5	S	S2	T1	BIND					LR	ABC-2	BRCK	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.012	ML	R1	Y	1.1	2.7								3.8		8.7									F	
2	0.039	ML	R1	Y	1.0	2.0			1.3					4.3			2.9				4.3	C	II	S	P	Core seperated under SP layer
3	0.823	TL	RL	N	1.0	1.5		0.2	1.0					3.7			2.9			0.0					F	RLTL (1st)
4	0.837	SS	L1	N	1.0	0.4		0.5						1.9	9.4										F	E. Palm Ave., East of ML.
5	0.833	SS	R1	N	1.1	2.9								4.0		6.4									F	E. Palm Ave., West of ML.
6	0.851	ML	L1	Y	1.0	1.3			1.5					3.8			3.2				3.8	B	II	S	P	Base = 1/2 ABC and 1/2 Brick
7	0.893	ML	R1	Y	1.0	1.7		1.8	2.2					6.7			2.9								F	
8	0.913	ML	L1	N	0.8	1.0	0.5	2.2	1.4					5.9			3.4				5.9	B	IB	L	F	
9	1.204	ML	R1	Y	1.1	1.6			1.0					3.7			3.4								F	
10	1.250	ML	L1	N	1.0	1.4		0.4	1.6					4.4			3.4								F	
11	1.591	ML	L1	Y	1.0	1.3		0.3	1.9					4.5			3.3				4.5	C	II	M	P	
12	1.616	ML	R1	Y	0.9	1.2		0.7	1.4					4.2			2.6				4.2	B	IB	L	P	
13	2.289	ML	R1	Y	1.0	1.5		1.5	1.7					5.7				8.3			5.7	B	II	M	P	
14	2.337	ML	R1	N	1.0	1.5		1.5	2.3					6.3				11.0			6.3	C	II	S	P	
15	2.353	ML	R1	Y	1.1	1.4		0.8	1.0					4.3			2.9			0.0					F	
16	3.494	ML	R2	N	1.9									1.9					UNK						F	
17	3.525	ML	R1	Y	1.8									1.8					UNK						F	
18	3.556	ML	L1	Y	1.7									1.7					UNK						F	
19	3.582	ML	R2	Y	1.2	1.7								2.9					UNK		2.9	B	IB	L	F	
20	3.621	ML	L2	Y	1.0	3.6								4.6					UNK		3.0	B	II	M	P	Base = Concrete and ABC
21	5.075	ML	R1	Y	0.7	1.0		0.4		0.9				3.0					UNK		3.0	B	II	S	P	Base crack
22	5.093	ML	L2	N	1.0	1.5	2.1							4.6		4.2									F	
23	5.113	ML	R2	Y	1.0	1.5	2.0							4.5		5.7									F	
24	5.131	ML	L1	Y	0.8	0.9	0.9							2.6					UNK		2.6	B	III	S	P	Base = Concrete, ABC and Binder
25	5.331	ML	R1	N	1.1	1.5		1.5		1.5				5.6					UNK		5.6	B	III	S	P	Concrete joint
26	5.347	ML	L2	Y	0.9	1.8		2.3						5.0			2.8			0.0	5.0	B	II	M	P	Asphalt brick over 8.0" of LR.
27	5.364	ML	R2	N	0.9	1.5		2.5						4.9			2.5				4.9	B	II	M	P	Asphalt brick
28	5.380	ML	L1	N	1.0	1.5		1.6		1.6				5.7					UNK		5.7	B	III	S	P	

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					FC9.5	SP9.5	S	S2	T1	BIND					LR	ABC-2	BRCK	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
AVERAGE					1.08	1.60	1.38	1.21	1.53	1.33				4.14	9.40	6.25	3.02			0.00	4.49					
MAX					1.90	3.60	2.10	2.50	2.30	1.60				6.70	9.40	8.70	3.40			0.00	6.30					
MIN					0.70	0.40	0.50	0.20	1.00	0.90				1.70	9.40	4.20	2.50			0.00	2.60					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23	0.20					0.18	0.16	UNKW		UNKW	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.

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