STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: MADRID ENGINEERING GROUP Coring Completion Date: 2/2/2023 Typical Section:

W.P.I. No.:				Name:	SR 39 at Trap	nell Road		Lanes:	4 Lane Urban Principal Arterial Roadway				
Fin. Proj. ID:	445393-1			From:							Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	10070000	To:							Inside:	None	
County:	Hillsborough	SR No.:	39	Beg MP:	1.755	E	End MP:	2.285	Length:	0.530	Outside:	Paved	
Overal	Pavement Condition (from DMO field	review): Fair		Median Curbed (Y/N):	N	Paved		Lawn X	Other:		Curb & Gut	ter (Y/N): N	

															All Core	s									
								PA	VEMENT	LAYER (II	V.)						ВА	ISE			CRA	ACK	-		
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5	SP9.5	ARMI	s	S 2	ARMI	T1	wc	TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2	RAP	STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	1.766	ML	R2	Υ	1.0		1.8	0.7	0.4	1.7		0.4			6.0	11.0			16.0					F	
2	1.766	S	OR	N	1.0		1.8	0.7		1.5					5.0			3.5						F	
3	1.932	S	OR	N	1.1		1.6	0.5		0.8					4.0			5.2						F	
4	1.984	ML	R2	Υ	0.7		4.3								5.0	4.0								F	
5	2.002	TL	RR	N	1.2		3.5			0.5					5.2	13.0			0.0					F	
6	2.020	SS	NA	Υ	0.7		2.1			1.5					4.3	14.0			0.0					F	TRAPNELL RD, EB R1
7	2.020	SS	NA	N	0.5		4.1								4.6	13.0			0.0					F	TRAPNELL RD, WB LLTL
8	2.020	SS	NA	Υ	1.0		3.6								4.6	14.0			0.0					F	TRAPNELL RD, WB L1
9	2.062	S	OR	N	1.1		3.2			1.7					6.0	12.0			6.0					F	BIKE LANE
10	2.114	ML	R2	N	1.1		2.6		0.7	1.2		0.6	0.7	0.9	7.8	11.0								F	
11	2.118	ML	L2	Υ	0.6		2.5	1.1	0.4	0.8		0.6			6.0	11.0								F	
12	2.115	S	OL	N	0.7		3.3								4.0			5.0	0.0					F	
13	2.046	TL	LR	N	1.1		4.0								5.1	11.0								F	
14	2.020	SS	NA	Υ	1.1		4.3								5.4	15.0			0.0					F	TRAPNELL RD, WB L1
15	2.020	SS	NA	N	1.1		2.9				3.0				7.0	15.0			0.0					F	TRAPNELL RD, EB RLTL
16	2.020	SS	NA	N	0.5		3.3	1.5			2.5				7.8	15.0			0.0					F	TRAPNELL RD, EB R1
17	2.004	ML	L2	N		1.4	1.3	0.9	0.5		1.5				5.6	11.0								F	PATCH
18	1.899	S	OL	N	0.7		1.6	1.7							4.0			5.5	0.0					F	
19	1.898	ML	L2	Υ	8.0		1.5	0.8	0.6		1.7				5.4	11.0								F	
20	1.809	S	OL	N	0.9	2.6		1.5							5.0			5.0	0.0					F	BASE FELL APART
21	1.853	CO	CO	N		1.6		1.9			1.6				5.1	13.0								F	PHOTO TAKEN FACING SOUTH
22	1.933	ML	R1	Υ	8.0		2.0	1.3	0.6		8.8				13.5	8.0			0.0					F	
23	1.981	TL	RL	N	1.0		3.6				1.3				5.9	9.0								F	
24	2.045	ML	R1	N	0.9		1.6	0.6	0.5		3.0		0.4	0.6	7.6	10.0								F	
25	2.188	CO	CO	N		1.7		0.9			1.4				4.0	13.0								F	PHOTO TAKEN FACING NORTH
26	2.242	ML	R1	N	1.0		2.0	1.0	0.5		3.0		0.9	1.1	9.5	4.0								F	
27	2.278	ML	L1	Υ	0.9		1.7	0.8	0.6		1.5	0.5			6.0	11.0								F	
28	2.076	TL	LL	Υ	0.9		3.9				2.2				7.0	11.0								F	
29	2.043	ML	L1	N	1.0		3.9				1.5				6.4	11.0			14.0					F	
30	1.809	ML	L1	Υ	0.9		1.9	0.4	0.8		1.6				5.6	11.0								F	

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Cored By: MADRID ENGINEERING GROUP Coring Completion Date: 2/2/2023 Typical Section:

W.P.I. No.:			Name:	SR 39 at Trapr	nell Road	Lanes:	4 Lane Urban Principal Arterial Roadway				
Fin. Proj. ID:	445393-1		From:					Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID: 10070000	To:					Inside:	None		
County:	Hillsborough	SR No.: 39	Beg MP:	1.755	End MP:	2.285	Length: 0.530	Outside:	Paved		
Overall	Pavement Condition (from DMO field	review): Fair	Median Curbed (Y/N):	N	Paved	Lawn X	Other:	Curb & Gut	ter (Y/N): N		

	All Cores																									
PAVEMENT LAYER (IN.)									BASE				CRACK													
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5	SP9.5	ARMI	s	S2	ARMI	T1	wc	TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2	RAP		STABILIZED SUBGRADE ³	DEPTH (IN.)	ЭdЛ	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
AVERAGE					0.90	1.83	2.74	1.02	0.56	1.21	2.47	0.53	0.67	0.87	5.95	11.28		4.84		2.57						
MAX					1.20	2.60	4.30	1.90	0.80	1.70	8.80	0.60	0.90	1.10	13.50	15.00		5.50		16.00						
MIN					0.50	1.40	1.30	0.40	0.40	0.50	1.30	0.40	0.40	0.60	4.00	4.00		3.50		0.00						
LAYER COEF.					0.00	0.25	0.25	0.25	0.00	0.25	0.25	0.00	0.23	UNKW		0.18	0.16	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	<u>Extent</u>	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor