

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

Cored By: TEST LAB, INC.

Coring Completion Date: 12/11/2023

Typical Section: 1

| | | |
|--|--|------------------------------|
| W.P.I. No.: | Name: SR 574 / W. Dr. M.L.K. Jr. Blvd. | Lanes: 4 |
| Fin. Proj. ID: 437304-1 | From: at Armenia Ave. | Shoulder Type and Condition: |
| F.A. Project No.: | Roadway ID: 10340000 | Inside: NONE |
| County: HILLSBOROUGH | SR No.: 574 | Outside: NONE |
| Overall Pavement Condition (from DMO field review): Fair | Beg MP: 1.240 | End MP: 1.290 |
| | Length: 0.050 | Curb & Gutter (Y/N): Y |
| | Median Curbed (Y/N): Y | Paved |
| | Lawn | Other: |

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 | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|--|--|--|--|--|-------------------------------|-------------|--------------|--------------|----------------------------------|--------------|-------------|------|-------|--------------------|---|--------|
| | | | | | FC12.5 | SP12.5 | S | T1 | WC | | | | | | | | LR | SHEL | | ABC-2 | DEPTH (IN.) | TYPE | CLASS | | | EXTENT |
| 1 | 1.247 | ML | R1 | N | 1.6 | 1.8 | | | | | | | | | 3.4 | 9.6 | | | 14.0 | | | | | F | | |
| 2 | 1.243 | ML | R2 | Y | 1.1 | 1.2 | | 0.8 | | | | | | | 3.1 | 8.9 | | | | 3.1 | B | III | L | F | | |
| 3 | 1.259 | SS | NA | Y | 0.7 | | 5.0 | | 0.7 | | | | | | 6.4 | | 7.9 | | | 6.4 | B | III | S | F | ML L2 Armenia Ave. Possible widening crack. | |
| 4 | 1.261 | SS | NA | Y | 1.1 | | 2.8 | | 0.6 | | | | | | 4.5 | | 14.3 | | | 3.9 | C | III | S | F | ML L1 Armenia Ave. | |
| 5 | 1.265 | SS | NA | N | 0.6 | | 2.3 | 1.3 | 0.3 | | | | | | 4.5 | | 11.5 | | 16.0 | 4.5 | B | III | S | F | ML R1 Armenia Ave. | |
| 6 | 1.267 | SS | NA | Y | 1.3 | | 4.0 | | 0.5 | | | | | | 5.8 | | 10.2 | | | 1.4 | B | III | M | P | ML R2 Armenia Ave. | |
| 7 | 1.280 | ML | R2 | N | 0.8 | | 1.7 | | | | | | | | 2.5 | | | 12.2 | | 2.5 | B | III | M | F | | |
| 8 | 1.283 | ML | R1 | Y | 0.7 | | 2.2 | 0.9 | | | | | | | 3.8 | | 8.7 | | | 3.8 | C | II | L | F | | |
| 9 | 1.277 | ML | L1 | N | 1.0 | | 4.3 | | | | | | | | 5.3 | 9.7 | | | 15.0 | 0.2 | A | IB | L | F | | |
| 10 | 1.278 | ML | L2 | Y | 0.8 | 1.1 | 3.0 | 1.2 | | | | | | | 6.1 | 8.9 | | | | | | | | F | | |
| 11 | 1.268 | SS | NA | N | 0.9 | | 5.1 | | 0.6 | | | | | | 6.6 | | 10.2 | | | 6.6 | B | III | M | F | ML R2 Armenia Ave. | |
| 12 | 1.266 | SS | NA | N | 0.7 | | 3.7 | | 0.6 | | | | | | 5.0 | | 7.0 | | | 5.0 | C | III | S | F | ML R1 Armenia Ave. | |
| 13 | 1.262 | SS | NA | Y | 0.7 | | 4.7 | | 0.6 | | | | | | 6.0 | | 11.0 | | 13.0 | 6.0 | B | III | M | F | ML L1 Armenia Ave. | |
| 14 | 1.260 | SS | NA | Y | 0.5 | | 5.0 | | 0.7 | | | | | | 6.2 | | 9.8 | | | 6.2 | B | III | L | F | ML L1 Armenia Ave. | |
| 15 | 1.249 | ML | L2 | N | 0.8 | | 2.0 | | | | | | | | 2.8 | 8.7 | | | | | | | | F | | |
| 16 | 1.250 | ML | L1 | N | 0.8 | | 2.9 | | | | | | | | 3.7 | 7.3 | | | | | | | | F | | |
| AVERAGE | | | | | 0.88 | 1.37 | 3.48 | 1.05 | 0.58 | | | | | | 4.73 | 8.85 | 10.05 | 12.20 | | 14.50 | 4.13 | | | | | |
| MAX | | | | | 1.60 | 1.80 | 5.10 | 1.30 | 0.70 | | | | | | 6.60 | 9.70 | 14.25 | 12.20 | | 16.00 | 6.60 | | | | | |
| MIN | | | | | 0.50 | 1.10 | 1.70 | 0.80 | 0.30 | | | | | | 2.50 | 7.30 | 7.00 | 12.20 | | 13.00 | 0.20 | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.25 | 0.25 | 0.23 | UNKW | | | | | | | 0.18 | 0.18 | 0.16 | | 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.

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|---|--|---|--|---|--|---|
| <u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane | <u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane | <u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure | <u>Crack Type</u> A - Alligator B - Block C - Combination | <u>Crack Rating</u> 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 | <u>Extent</u> L - Light M - Moderate S - Severe | <u>Pavement Condition</u> G - Good F - Fair P - Poor |
|---|--|---|--|---|--|---|