

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

Cored By: **BRENT GRUBBS**

Coring Completion Date: **3/5/2024**

Typical Section: **23**

W.P.I. No.:		Name:	Marshall Dr & Bennett Rd			Lanes:	1, 12 - 13'
Fin. Proj. ID:	445380-1	From:				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10190000			Inside:	N
County:	HILLSBOROUGH	SR No.:	400			Outside:	N
Overall Pavement Condition (from DMO field review):				Fair		Curb & Gutter (Y/N):	N
Beg MP:	0.000	End MP:	1.000	Length:	1.000		

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				
					S													LR					DEPTH (IN.)	TYPE			CLASS	EXTENT		
1	0.000	ML	NA	N	1.0											1.0	5.0					12.0					F	MARSHALL DR. / BENNETT RD.		
2	0.017	ML	NA	Y	0.7											0.7	5.0					12.0					F	MARSHALL DR. 12 - 13'		
3	0.083	ML	NA	N	0.7											0.7	5.0					12.0					P	MARSHALL DR. 12 - 13'		
4	0.209	ML	NA	Y	0.5											0.5	4.0					12.0					P	MARSHALL DR. 12 - 13'		
5	0.018	ML	NA	Y	0.5											0.5	4.0					12.0					P	BENNETT RD. 12 -13'		
6	0.094	ML	NA	N	0.4											0.4	4.0					12.0	0.4	C	III	S	P	BENNETT RD. 12 - 13', BASE CRACK		
7	0.187	ML	NA	Y	0.7											0.7	4.0					12.0					P	BENNETT RD. 12 - 13'		
8	0.292	ML	NA	Y	1.1											1.1	4.0					12.0	1.1	C	III	S	P	BENNETT RD, 15', BASE CRACK, PAV. CHANGE .224 - .295		
9	0.377	ML	NA	N	0.5											0.5	4.0					12.0					F	BENNETT RD, 12 - 13'		
10	0.567	ML	NA	Y	0.6											0.6	3.5					12.0	0.6	C	III	S	P	BENNETT RD, 12 - 13', BASE CRACK		
11	0.727	ML	NA	N	0.6											0.6	4.4					12.0					P	BENNETT RD, 12 - 13'		
AVERAGE					0.66											0.66	4.26					12.00	0.70							
MAX					1.10											1.10	5.00					12.00	1.10							
MIN					0.40											0.40	3.50					12.00	0.40							
LAYER COEF.					0.25												0.18					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 Distance Measuring Instrument (DMI) or a GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. 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.

<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				