

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab Inc

Coring Completion Date: 6/27/2024

Typical Section: 1

W.P.I. No.:		Name:	Highland Avenue				Lanes:	2				
Fin. Proj. ID:	440511-4		From: W Violet Street				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	10000114		To: US 92 / Hillsborough Avenue			Inside:	N/A			
County:	Hillsborough	SR No.:	N/A		Beg MP:	0.000	End MP:	0.383	Length:	0.383	Outside:	C&G, FAIR
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	N/A	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y

Mainline Cores (ML)																										
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	CRL	S	WC	BIND						LR	ABC-2	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	0.012	ML	R1	Y	0.6	1.9				1.4					3.9	17.0				11.0	3.9	B	II	M	P	LONG CRACK, BASE CRACK
3	0.032	ML	R1	N	0.8	2.1				1.2					4.1	14.0									F	
5	0.071	ML	R1	N	0.8	0.6	0.4	2.9							4.7			10.5			4.7	B	II	M	P	LONG CRACK, BASE CRACK, CORE SEPARATED
8	0.124	ML	R1	N	1.0	0.6	0.5	2.2							4.3			12.0			4.3	A	II	M	P	BASE CRACK, CORE SEPARATED
10	0.180	ML	R1	Y	0.7	1.1	0.5	2.1							4.4			11.0			4.4	B	III	S	P	TRANS CRACK, BASE CRACK
13	0.244	ML	R1	N	0.8	1.1		2.3							4.2			13.3							F	CORE SEPARATED
15	0.301	ML	R1	Y	0.9	0.9		2.7							4.5			9.3			4.5	C	III	S	P	TRANS CRACK, BASE CRACK
18	0.339	ML	R1	N	1.0	0.6		3.0							4.6			11.5							F	CORE SEPARATED
21	0.359	ML	L1	Y	0.9		0.4	2.7							4.0			12.3			4.0	B	II	S	P	BLOCK CRACK, BASE CRACK
22	0.327	ML	L1	Y	1.0		0.4	2.6							4.0			15.5			4.0	C	II	S	P	BRANCH CRACK, BASE CRACK
23	0.299	ML	L1	Y	1.0		0.5	3.0							4.5			12.5		11.0	4.5	B	II	S	P	BRANCH CRACK, BASE CRACK
24	0.275	ML	L1	Y	1.2		0.4	2.5							4.1			13.8			4.1	C	II	S	P	BASE CRACK
26	0.225	ML	L1	Y	0.9	0.8	0.5	3.0							5.2			15.0			5.2	B	II	L	F	BASE CRACK
27	0.168	ML	L1	Y	0.9	0.9	0.4	3.2							5.4			7.0			5.4	A	IB	L	F	WIDENING CRACK - SHEL+ABC BASE
29	0.134	ML	L1	Y	0.9	1.3	0.5	2.8							5.5			10.5		9.0	5.5	A	II	S	P	ALLIGATOR CRACK, CORE SEPARATED
30	0.095	ML	L1	Y	0.7	0.5	0.4	2.6							4.2			11.8			4.2	A	II	S	P	BASE CRACK
32	0.047	ML	L1	Y	0.8	0.6	0.4	2.7							4.5			9.8			4.5	B	II	S	P	BASE CRACK
33	0.025	ML	L1	Y	0.7			2.7							3.4			14.3			3.4	B	II	S	P	LONG CRACK, BASE = LR+SHEL
AVERAGE					0.87	1.00	0.44	2.69		1.30					4.42	15.50		11.86		10.33	4.44					
MAX					1.20	2.10	0.50	3.20		1.40					5.50	17.00		15.50		11.00	5.50					
MIN					0.60	0.50	0.40	2.10		1.20					3.40	14.00		7.00		9.00	3.40					
LAYER COEF.					0.25	0.25	0.00	0.25	UNKW	0.20						0.18	0.16	0.18		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

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Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	N/A	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y

Turn Lane and Side Street Cores (TL/SS)																											
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	CRL	S	WC	BIND						LR	ABC-2	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	0.000	SS	R1	Y	1.1	2.3		1.5							4.9			15.0		10.0					F	GOUGING	
4	0.038	TL	RL	N	0.7	1.5				1.7					3.9	21.3									F		
6	0.094	TL	C	N	1.0	0.4	0.5	2.7							4.6			11.5		8.5					F		
7	0.107	SS	R1	N		1.9									1.9	12.3									F		
9	0.147	TL	C	N	1.0	1.2	0.5	2.6							5.3			17.0			5.3	A	III	S	P	BASE CRACK, CORE SEPARATED	
11	0.199	TL	C	N	0.8	1.5	0.5	2.4							5.2			11.3			4.7	A	III	S	P	CORE SEPARATED	
12	0.214	SS	R1	Y		2.7									2.7			12.3							G		
14	0.254	TL	C	N	0.9	1.0		2.1							4.0			11.0			4.0	B	II	M	P	CORE SEPARATED, BASE CRACK	
16	0.318	TL	C	N		3.0									3.0		9.1		12.0						F	PATCH	
17	0.321	SS	R1	Y		1.5		3.0							4.5			9.5							G	CORE SEPARATED	
19	0.358	TL	RL	N	0.9	1.5	0.4	2.8							5.6			8.5		12.0	5.6	B	II	L	F	TRANS CRACK, BASE CRACK	
20	0.381	SS	L1	Y	1.8	1.1		0.4							3.3		8.4								F		
25	0.267	SS	L1	Y		1.2		0.7	0.3						2.2		5.4								G		
28	0.160	SS	L1	Y	1.7			3.3							5.0			19.0							G		
31	0.054	SS	L1	Y		2.0	0.3	1.7							4.0	11.0									G		
AVERAGE					1.10	1.63	0.44	2.11	0.30	1.70					4.01	14.83	7.63	12.78		10.63	4.90						
MAX					1.80	3.00	0.50	3.30	0.30	1.70					5.60	21.25	9.10	19.00		12.00	5.60						
MIN					0.70	0.40	0.30	0.40	0.30	1.70					1.90	11.00	5.40	8.50		8.50	4.00						
LAYER COEF.					0.25	0.25	0.00	0.25	UNKW	0.20						0.18	0.16	0.18		0.08							

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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