

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

Cored By: Test Lab

Coring Completion Date: 11/18/2021

Typical Section: _____

W.P.I. No.:	Name: SR 41	Lanes: 2
Fin. Proj. ID: 440063-1	From: Hillsborough County Line	Shoulder Type and Condition:
F.A. Project No.:	To: South of SR 39	Inside:
County: Pasco	Roadway ID: 14 050 000	Outside: Paved
SR No.: 41	Beg MP: 0.000	End MP: 3.746
Overall Pavement Condition (from DMO field review): Fair	Length: 3.746	Other:
	Median Curbed (Y/N): N	Paved
	Lawn	Curb & Gutter (Y/N): N

All Cores																													
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS S (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS
					FC5	FC9.5	SP9.5	ARMI	S	ARMI	T1	S	BIND	WC		LR	RAP	ABC-2			DEPTH (IN.)	TYPE	CLASS	EXTENT					
59	2.595	ML	L1	Y		1.1	1.1	0.5	0.5		1.6		1.6		6.4	6.4					6.4	A	III	S	P				Base crack
60	2.610	S	OL	N		1.2	1.8							3.0		5.7				11.3				F					
61	2.632	ML	R1	Y		0.8	1.1	0.5	2.7		0.5		1.4		7.0	5.3					7.0	C	III	S	P				Base crack
62	2.657	ML	R1	Y		1.0	1.1	0.5	3.3					5.9	6.6						5.9	A	II	S	P				Measured in hole 7.2 in; Measured core present
63	2.816	TL	RL	Y		0.9	2.7	0.4	0.9		1.1		1.5		7.5	7.1								F					
64	2.837	ML	R1	Y		0.9	1.3	0.5	0.9		1.1			4.7	12.5						4.7	B	III	S	P				
65	2.857	ML	L1	Y		0.9	0.7	0.5	1.7					3.8	10.4						3.8	A	III	S	P				
66	2.904	ML	L1	Y		1.0	0.8	0.5	0.8					3.1	16.9				10.0		3.1	A	III	S	P				
67	3.132	S	OR	N		1.1	1.9							3.0	11.2									F					
68	2.921	ML	L1	Y		0.6	1.2	0.5	2.6					4.9	19.6						3.2	A	II	S	P				
69	2.959	ML	GORE	N		1.0	2.0	4.4			0.6		1.4	9.4	6.6									F					
70	2.964	ML	L1	Y		0.9	0.8	0.5	1.2					3.4	15.1						2.4	A	III	S	P				
71	2.980	ML	L1	Y		0.9	0.9	0.6	1.8					4.2	15.8						4.2	A	II	S	P				
72	2.982	TL	RR	N		1.0	2.8							3.8	20.2						3.8	C	II	S	F				Base crack
73	3.024	ML	L1	Y		1.0	1.0	0.5	2.5					5.0	13.0						2.5	A	III	S	P				
74	3.020	TL	RL	N		1.0	1.7		3.5		1.0		1.7	8.9	7.3									F					
75	3.043	ML	R1	N		0.9	1.1	0.5	4.9		1.1		1.7	10.2	6.6									F					
76	3.043	TL	RR	Y		0.6	2.4		1.7					4.7	18.6									F					
77	3.043	S	OR	N		1.1	1.2							2.3	16.7									F					
78	3.063	SS	L1	N		1.1	2.2		2.5					5.8	8.7									F					Chancey Rd.
79	3.072	SS	R1	N		0.8	1.9		1.0					3.7	11.0									F					Chancey Rd.
80	3.089	TL	LL	N		1.1	2.0		3.3		0.6		1.1	8.8	6.8									F					
81	3.154	ML	L1	Y		0.8	1.1	0.5	1.4					3.8	13.2						3.8	C	III	S	P				Widening crack, base is S & Limerock
82	3.156	ML	GORE	N		0.8	2.0		4.5		0.4		0.9	9.2	7.4									F					Bottom up cracking
83	3.199	ML	GORE	N		1.1	3.9							5.0			12.1							F					Over concrete culvert
84	3.223	ML	R1	Y		1.4	1.3	0.5	1.2		1.4			6.5	7.5									F					
85	3.284	ML	L1	Y		1.0	1.4	0.5	1.8		3.0			8.2	4.0				4.3		8.2	B	IB	L	F				Base crack
86	3.328	S	OR	N		1.3	1.2							2.5		8.8								F					Base broke apart
87	3.516	ML	R1	Y		0.9	1.0	0.5	0.7					3.1	5.0					2.5	3.1	B	IB	L	F				Widening crack, base is S, T1, WC & Limerock

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County:	Pasco	SR No.:	41			Inside:				
Overall Pavement Condition (from DMO field review):		Fair	Beg MP:	0.000	End MP:	3.746	Length:	3.746	Outside:	Paved
		Median Curbed (Y/N):	N	Paved	Lawn	Other:		Curb & Gutter (Y/N):	N	

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS
					FC5	FC9.5	SP9.5	ARMI	S	ARMI	T1	S	BIND	WC		LR	RAP	ABC-2		DEPTH (IN.)	TYPE	CLASS	EXTENT					
88	3.577	S	OL	N		1.0	1.5								2.5		8.0					F						
89	3.644	ML	L1	Y		1.3	1.2	0.5	2.4		1.2			0.5	7.1	5.9						F						Bottom up cracking
90	1.552	TL	RR	N		1.1	1.9		1.3						4.3			4.4				F						
AVERAGE						1.20	1.04	1.92	0.59	1.98	0.50	0.95	0.70	1.66	0.69	5.56	10.31	7.48	6.53		7.34	4.26						
MAX						1.50	1.60	5.70	4.40	4.90	0.50	3.00	0.70	2.40	1.00	13.80	20.20	9.80	12.10		13.50	8.20						
MIN						0.90	0.60	0.50	0.30	0.50	0.50	0.30	0.70	0.90	1.20	4.00	5.60	3.60		1.30	1.40							
LAYER COEFF						0.00	0.25	0.25	0.00	0.25	0.00	0.23	0.25	0.20	UNKW		0.18	UNKW	0.16		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	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