STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab, Inc. | Coring Completion Date: 8/18/2021 | Typical Section:

W.P.I. No.:				Name:	SR60/Kennedy Blvd. at SR 60/Memorial Highway Interchange					Lanes:	6
Fin. Proj. ID:	447976-2			From:						Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10270XXX[7]	To:						Inside:	
County:	Hillsborough	SR No.:	60	Beg MP:	0.022	End MP:	1.402	Length:	1.380	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y

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
					FC9.5	SP9.5	S									LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT				
1	1.391	ML	L2	Y	0.9		2.4								3.3	11.5					3.3	B	IB	M	F				000 - Base Crack
2	0.270	ML	L1	Y	1.2	1.5	1.8								4.5	15.5					4.5	A	IB	L	F				006
3	0.235	TL	LL	Y	0.9	2.1	1.3								4.3	15.5				23.0	3.0	A	IB	L	F				006 - LLTL (2nd)
4	0.198	TL	LL	N	1.0	1.6	1.8								4.4	14.8									F				006 - LLTL (1st)
5	0.192	ML	R3	Y	0.6	1.7	1.5								3.8	14.8									F				006 - Raveling; Missing Surface Layer
6	0.228	ML	R2	Y	1.1	0.9	3.0								5.0	16.8					5.0	A	IB	S	P				006
7	1.381	ML	R1	Y	1.1	1.4	1.7								4.2	16.8					1.8	A	IB	M	P				000
8	1.380	TL	LL	N	1.5	1.3	2.3								5.1	16.0					3.8	A	II	M	P				000
9	1.402	TL	RL	Y		1.3	1.2								2.5	9.0					2.5	A	II	S	P				000 - Friction Missing; Spalling
10	0.218	CO	CO	N	0.9		2.0								2.9	14.0					2.9	C	III	S	P				006 - Base Crack
11	0.206	TL	LR	N	1.4		3.9								5.3	21.0					5.3	A	III	S	P				006 - Measured in Hole
12	0.068	ML	R2	Y	1.2	1.3	1.9								4.4	14.5					2.5	C	IB	M	P				003
13	0.022	ML	R1	Y	1.2	1.0	2.1								4.3	14.8					2.0	A	IB	M	P				003
14	0.057	ML	L3	N	0.4	1.1	2.8								4.3	15.3					0.4	A	IB	L	P				003 - Spalling
15	0.092	ML	L1	Y	1.1	0.9	1.2								3.2	12.8					3.2	C	IB	M	P				003
16	0.053	ML	L2	N	0.5	2.0	1.9								4.4	16.3					0.9	C	III	S	F				003 - SP Fell Apart
17	0.028	ML	L3	Y	1.0	1.3	1.7								4.0	16.8					2.6	B	IB	M	P				003
18	0.044	TL	LL	Y	1.2	1.3	1.9								4.4	16.0									F				003
19	0.024	TL	LR	Y	1.4	1.7	1.7								4.8	13.8					2.4	A	IB	M	P				003
26	0.072	S	OR	N	1.0	1.9									2.9	7.3				30.0					F				003
27	0.064	S	OL	N	0.7	1.9	1.4								4.0	13.1									F				003
AVERAGE					***1.02***	***1.46***	***1.98***								***4.10***	***14.59***				***26.50***	***2.88***								
MAX					***1.50***	***2.10***	***3.90***								***5.30***	***21.00***				***30.00***	***5.30***								
MIN					***0.40***	***0.90***	***1.20***								***2.50***	***7.30***				***23.00***	***0.40***								
LAYER COEF.					***0.25***	***0.25***	***0.25***									***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. The mileposts on this table are referneced to the Roadway ID listed in the comments.
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.
7. Roadway ID for this intersection is provided in the comments.