

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: SR 60/Kennedy Blvd. at SR 60/Memorial Highway Interchange	Lanes:
Fin. Proj. ID: 447976-2		From:	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 10270008	To:	Inside:
County: Hillsborough	SR No.: 60	Beg MP: 0.234	End MP: 0.278
		Length: 0.044	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
20	0.245	ML	L1	N	1.2	1.2	2.2								4.6	17.5					3.3	A	II	M	P					
21	0.265	ML	L2	N	1.1	2.9									4.0	11.0					45.0	2.9	A	IB	M	P				
22	0.234	ML	R2	N		4.1									4.1	15.5								F						
23	0.266	TL	RR	Y		3.6									3.6	17.0								F						RRTL (1st)
24	0.278	TL	RL	Y		2.1	2.3								4.4	16.0								F						RLTL (2nd)
25	0.251	TL	RL	N		2.2	2.3								4.5		6.5							F						RLTL (2nd)
AVERAGE					1.15	2.68	2.27								4.20	15.40	6.50				45.00	3.10								
MAX					1.20	4.10	2.30								4.60	17.50	6.50				45.00	3.30								
MIN					1.10	1.20	2.20								3.60	11.00	6.50				45.00	2.90								
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.
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.

<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				