

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

Cored By: TIERRA, INC.

Coring Completion Date: 9/23/2021

Typical Section: _____

W.P.I. No.:	Name: SR 60	Lanes: 4
Fin. Proj. ID: 441661-1	From: E OF CLARENCE GORDON JR RD	Shoulder Type and Condition:
F.A. Project No.:	To: POLK COUNTY LINE	Inside: Grassed
County: HILLSBOROUGH	Beg MP: 20.238	End MP: 23.740
Roadway ID: 10 110 000	Length: 3.502	Outside: Paved
SR No.: SR 60	Median Curbed (Y/N):	Curb & Gutter (Y/N): N
Overall Pavement Condition (from DMO field review): Poor	Paved	Lawn
	Other:	

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
					FC3	FC5	FC9.5	S	T1	SP12.5	SP9.5	S	T1	S2	T1	BIND		LR	RAP	ABC-2	DEPTH (IN.)		TYPE	CLASS	EXTENT						
1	20.215	TL	LL	N		1.0					1.9	1.5	0.7		4.9			10.0	19.8								P				FC DELAMINATION
2	20.461	ML	R1	N		1.1					1.9	1.3			1.9		1.6	7.8	9.0								F				
3	20.619	ML	L1	Y		0.9					1.7				0.6	1.8		5.0	5.5								F				
4	20.792	ML	R2	Y		0.6					1.8		1.1				1.9	5.4	6.4					5.4	A	II	M	P			SAND WITH WOOD 2.5 - 3 FEET BELOW TOP OF PAVEMENT
5	20.793	S	OR	N		1.0		2.1										3.1		3.9							P				CORE MEASURED IN HOLE
6	20.914	S	OL	N		1.0		0.7										1.7		5.3							F				CORE MEASURED IN HOLE
7	20.915	ML	L2	Y		0.9					1.5		1.1			1.1	0.6	5.2	4.0				12.0				F				
8	20.939	TL	RL	N		1.2					2.7							3.9	16.0								F				
9	21.113	TL	LL	Y		1.3					1.3							2.6	18.8								P				
10	21.433	TL	RL	N		1.0					2.0							3.0	15.0								F				
11	21.499	TL	RR	Y		1.0		0.7	1.1				1.1			1.8	5.7	10.0					5.7	B	II	M	P				
12	21.545	ML	L2	Y		0.9						4.5			2.1			7.5	5.5				3.0	C	II	M	P				
13	21.556	TL	LR	N		1.3					7.2							8.5			8.4						F				
14	21.573	TL	RL	N		1.1					1.8							2.9	19.0								F				
15	21.587	TL	LL	Y		1.1					2.2		1.9			2.0	1.5	8.7	10.0								P				
16	21.592	ML	R2	Y		0.8					2.4				1.3		1.9	6.4	7.5								P				
17	21.707	TL	LR	N		0.9					3.3							4.2	14.6				12.0				F				
18	21.736	TL	RL	N		0.9					3.0							3.9	17.3				12.0				F				
19	21.739	S	OL	N		1.0		4.5										5.5	11.5								P				CORE MEASURED IN HOLE
20	21.819	ML	L1	Y							1.6			1.7			0.7	4.0	14.0								P				SEVERE DELAMINATION; FC NOT ON SAMPLE
21	21.830	ML	R2	Y							2.0				1.4		1.1	4.5	9.5			12.0	4.5	A	III	S	P				FC MISSING; RECOVERED SAMPLE MEASURED
22	21.830	S	OR	N		0.9		1.3										2.2		4.8			2.2	C	II	M	P				BASE CRACK
23	21.972	ML	L1	Y							2.0			1.8			0.5	4.3	6.0								F				CORE BROKE APART; RECOVERED SAMPLE MEASURED
24	22.009	ML	R2	Y		0.8					2.2		1.1				1.5	5.6	9.3				5.6	C	III	S	P				
25	22.017	ML	R1	N		0.9					1.7				1.7		2.0	6.3	8.8			12.0					F				
26	22.028	ML	R2	Y		0.8					2.2				1.3		1.7	6.0	6.9			12.0	6.0	A	III	S	P				
27	22.044	TL	RL	N		1.3					3.7							5.0	16.0								P				
28	22.253	TL	LL	Y		1.5					1.8							3.3	15.8								F				
29	22.336	ML	R2	Y		0.5					2.0		1.0					3.5	10.5				3.5	A	III	S	P				
30	22.337	S	OR	N		0.9		1.0										1.9		4.1			1.9	A	III	S	P				BASE BROKE APART
31	22.359	ML	L1	N		0.9					2.0		1.1			0.5		4.5	13.5				3.0	C	II	M	P				
32	22.455	TL	RL	N		1.1					2.8							3.9	17.0			12.0					F				
33	22.518	ML	R2	Y				1.0			6.5			1.7		2.1		11.3	8.8			12.0					P				PATCH
34	22.662	TL	LL	Y		0.6					3.6							4.2	19.8			12.0					F				
35	22.771	TL	RL	N		1.5					1.8							3.3	18.8			12.0					F				

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Overall Pavement Condition (from DMO field review): Poor				Median Curbed (Y/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				
					FC3	FC5	FC9.5	S	T1	SP12.5	SP9.5	S	T1	S2	T1	BIND		LR	RAP	ABC-2		DEPTH (IN.)	TYPE	CLASS	EXTENT									
36	22.919	S	OL	N	1.3				1.1								2.4		4.6						2.4	C	II	M	P				CORE AND BASE BROKE APART	
37	22.920	ML	L2	Y		0.9					1.5				1.3		3.7	8.3							3.7	A	III	S	P				BIND AND SAHM UNDER LR BASE	
38	22.985	TL	RL	N		1.1			1.1							2.3	4.5	7.0							4.5	B	II	M	P				CORE BROKE APART; RECOVERED SAMPLE MEASURED	
39	22.985	ML	R1	Y		0.7					1.5					2.0	6.0	6.0				12.0		6.0	C	II	M	P						
40	23.073	TL	LL	N		0.7					1.8						2.5	14.5															F	
41	23.129	BR	R2	Y		0.7					2.2					2.2	9.1	11.0				12.0											F	
42	23.130	BR	L1	N		1.2					2.0						4.5			6.5													F	
43	23.167	BR	R1	N		0.6					1.9			1.1		2.1	8.5	7.0				12.0											P	
44	23.168	BR	L2	Y		1.0					1.5						6.0			6.7													F	
45	23.217	ML	L1	Y		0.8					2.2			1.0			4.0	3.5				12.0		4.0	B	III	M	P				SAHM UNDER LR BASE		
46	23.274	ML	R2	Y		0.5					1.5			1.0		1.2	4.2	8.5						4.2	A	III	S	P						
47	23.275	S	OR	N					1.0								1.0		6.0					1.0	A	II	M	P				CORE BROKE APART; MEASURED IN HOLE		
48	23.587	S	OL	N		0.9			5.1								6.0	4.0						6.0	C	II	M	P				CORE BROKE APART		
49	23.588	ML	L2	Y		0.7					1.6			0.6	0.3		3.7	1.8				12.0		3.7	C	III	S	P						
50	23.591	ML	R1	N		1.0					2.2				0.8	1.1		7.1	9.0														F	
51	23.631	TL	RL	N		0.7			5.1								5.8			7.8														F
AVERAGE					1.30	0.94	1.00	2.15	1.10	2.32	2.43	1.61	1.15	1.73	1.67	1.51	4.98	10.86	4.78	7.35		12.00		4.02										
MAX					1.30	1.50	1.00	5.10	1.10	7.20	4.50	4.00	1.80	4.90	2.10	2.30	11.30	19.80	6.00	8.40		12.00		6.00										
MIN					1.30	0.50	1.00	0.70	1.10	1.30	1.30	0.60	0.30	0.60	1.10	0.50	1.00	1.80	3.90	6.50		12.00		1.00										
LAYER COEF.					0.15	0.00	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		0.18	UNKW	0.12		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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	A - Alligator B - Block C - Combination	Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor