STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TIERRA, INC. Completi 10/20/2021 Typical Section:

W.P.I. No.:					Name:	SR 60									Lanes:				
Fin. Proj. ID:	441663-1				From:	E OF US 41									Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID:	10110000		To:	E OF US 301									Inside:				
County:	HILLSBOROUGH	SR No.:	SR 60		Beg MP:	2.423	End MP:	5.061	Length:	2.638					Outside:				
Overall Pavement Condition (from DMO field review):		Fair			Median Curbed		Paved		Lawn		Other:				Curb & Gutter (Y/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	S	BIND	S2	T2		LR	ABC-2	SCEM 300	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT					
1	2.428	ML	R2	Y	0.5		2.0	0.7	1.8			5.0	9.0				12.0	5.0	C	III	S	P	0.3	0.3	1.40	
2	2.429	SS	L1	Y		0.9	1.3					2.2			12.8							F	0.0	0.0	2.60	TAMPA WAREHOUSE DRIVEWAY
3	2.470	ML	L2	Y	0.9		2.2	2.6	1.3			7.0	8.0									P	0.3	0.3	1.20	
4	2.497	S	OR	N	0.8		2.3	2.9				6.0		4.0								P				
5	2.575	ML	L1	Y	1.0		2.3	1.6	1.3			6.2	6.8									F				
6	2.590	ML	R1	Y	0.6		1.9	1.2	1.5			5.2	6.8									F	0.3	0.3	2.10	
7	2.626	CO	CO	N		1.1	1.5	1.4		1.4	2.8	8.2	12.5									P				
8	2.648	S	OL	N	0.6		2.4	2.8				5.8		3.9			12.0					P				
9	2.684	ML	R1	Y	0.8		2.2	1.0	1.5			5.5	6.3									F	0.1	0.1	0.70	
10	2.724	SS	L1	Y		1.2						1.2	7.5					1.2	B	IB	L	P	0.0	0.0	1.00	CSX TRAINYARD DRIVEWAY; BASE CRACK
11	2.771	ML	R2	Y	0.8		2.4	1.9	1.4			6.5	9.0									P	0.3	0.3	1.00	
12	2.913	CO	CO	N		1.2	2.5	3.5				7.2		8.2								G				
13	2.922	SS	L1	Y		1.0	2.8					3.8			3.2							F	0.0	0.0	2.10	E YEOMAN ST
14	2.966	TL	LL	N	1.1		2.5	1.4				5.0		4.6								F	0.0	0.0	3.00	
15	3.023	ML	R1	Y	0.7		1.9	1.4	1.5			5.5	6.3				12.0	5.5	A	III	S	P	0.3	0.4	0.30	
16	3.061	TL	RL	N	0.6		2.8	2.1				5.5		4.9								F	0.0	0.0	1.90	
17	3.104	SS	R1	Y		1.4	1.2					2.6		2.9			12.0					F	0.0	0.0	2.80	MAYBELL DR
18	3.190	ML	L2	Y	0.6		2.2	6.7				9.5	3.5					9.5	A	III	M	P	0.3	0.5	1.00	MEASURED IN HOLE; CORE FRAGMENTED
19	3.241	CO	CO	N		1.2	1.7	1.6				4.5		6.2								F				
20	3.263	TL	LL	N	1.3		2.7	1.5				5.5		4.5								F	0.0	0.0	1.90	
21	3.278	S	OL	N	0.6		2.0	0.6				3.2		5.9								F				
22	3.307	TL	RL	N	0.7		2.4	0.6				3.7		5.4								F	0.0	0.0	1.60	
23	3.358	ML	L2	Y	0.9		2.2	2.0	1.4			6.5	9.5									F	0.3	0.3	1.60	LIGHT GOUGING
24	3.466	ML	L2	Y	1.0		2.1	2.3				5.4	6.5									P	0.3	0.3	0.90	
25	3.487	CO	CO	N		1.1	2.4	1.0				4.5		8.2								G				
26	3.503	ML	R2	Y	0.5		2.4					2.9				2.0		2.9	A	III	L	P	0.1	2.0	1.90	BASE CRACK
27	3.542	TL	LL	N	1.0		2.1	1.2				4.3		3.0								F	0.0	0.0	2.10	
28	3.602	S	OR	N	0.9		3.0	0.9				4.8		5.0								F				
29	3.610	TL	RL	N	0.7		2.0	1.8				4.5		5.7								F	0.0	0.0	0.20	
30	3.705	ML	L1	Y	1.3		2.2	2.4	1.2			7.1	6.8				12.0					F	0.3	0.3	1.00	
31	3.746	CO	CO	N		0.8	3.2					4.0		5.7								F				
32	3.818	TL	LR	N		0.8	4.2					5.0		7.9								F	0.0	0.0	0.50	

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Fin. Proj. ID:	441663-1					From:	E OF US 41								Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID:	10110000			To:	E OF US 301								Inside:				
County:	HILLSBOROUGH	SR No.:	SR 60			Beg MP:	2.423	End MP:	5.061	Length:	2.638				Outside:				
Overall Pavement Condition (from DMO field review):		Fair				Median Curbed		Paved		Lawn		Other:			Curb & Gutter (Y/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	S	BIND	S2	T2		LR	ABC-2	SCEM 300	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT					
33	3.878	ML	R2	Y		0.8	2.3	1.6				4.7		12.6								F	0.3	0.3	0.70	CORE SEPARATED UNDER SP9.5 LAYER
34	3.911	ML	R1	Y	1.0		2.2	0.8				4.0		11.3								F	0.3	0.3	1.70	
35	3.915	ML	L2	Y			1.5	2.1				3.6		12.0								F	0.3	0.3	1.70	MEASURED IN HOLE; TOP 2" OF CORE MISSING
36	4.039	ML	R1	Y	0.8		1.9	1.4				4.1		12.2								F	0.3	0.3	1.40	
37	4.042	ML	L1	Y	0.8		2.5	0.9		3.7		7.9	11.0					1.5	B	II	L	F	0.1	0.1	1.20	
38	4.049	TL	RL	N	0.9		2.0	2.6				5.5		10.1								F	0.0	0.0	0.20	
39	4.063	ML	L2	Y	0.4		2.0	2.6				5.0	8.0					5.0	A	III	S	P	0.1	0.3	0.50	MEASURED IN HOLE
40	4.091	SS	L1	Y		1.0	3.0	2.5				6.5		7.6								P	0.0	0.0	0.20	N 78TH ST
41	4.095	SS	RL	Y		1.5		1.3		1.6		4.4	9.5					2.6	B	II	M	P	0.0	0.3	1.40	S 78TH ST
42	4.125	TL	LR	N	0.6		2.4	2.3				5.3	9.5					2.0	B	IB	L	F	0.0	0.0	0.50	CORE SEPARATED
43	4.172	ML	L2	Y	0.6		2.1	1.2	1.5			5.4	8.3				12.0	3.0	A	III	S	P	0.1	0.1	2.60	BROKEN CORE
44	4.209	CO	CO	N			3.0					3.0	12.8									G				
45	4.210	SS	L1	N	0.7		1.7	0.9				3.3	10.6									F	0.0	0.0	2.30	SELMON ON-RAMP
46	4.248	TL	LL	N		0.6	2.1					2.7	7.3					2.7	A	III	S	P	0.0	0.0	4.00	BASE CRACK
47	4.254	ML	R2	Y	0.9		2.2	2.3	1.1			6.5	8.5				12.0					F	0.1	0.1	5.80	
48	4.356	TL	RL	N	0.8		2.2					3.0	8.0									P	0.0	0.0	1.20	
49	4.424	TL	LR	Y	0.9		3.0					3.9	9.0									F	0.0	0.0	3.10	
50	4.564	CO	CO	N			1.7					1.7	17.3									F				
51	4.586	ML	L2	Y	1.2		1.9	5.2				8.3	7.5					3.0	A	II	L	P	0.0	0.0	1.40	CORE SEPARATED
52	4.610	ML	R2	Y	0.5		2.3	1.8	1.4			6.0	6.0					6.0	A	III	S	P	0.3	0.5	0.90	CORE SEPARATED
53	4.686	ML	L1	Y	0.8		2.2	2.8				5.8	9.0									F	0.1	0.3	3.80	
54	4.700	S	OR	N	0.7		2.3	1.5				4.5		4.9				2.0	B	II	L	F				
55	4.725	TL	RL	N			1.9					1.9	14.0									F	0.0	0.0	0.20	
56	4.779	SS	R1	Y		0.8	1.7					2.5	14.3									F	0.0	0.0	0.90	KELSEY LN
57	4.819	ML	R2	Y	1.1		2.0	2.9	1.5			7.5	7.5									F	0.0	0.0	1.90	
58	4.824	TL	LL	N	0.7		1.8					2.5	13.4					2.5	B	II	L	P	0.0	0.0	1.60	
59	4.847	S	OL	N	0.7		1.7	3.1				5.5	12.5									F				
60	4.891	TL	RL	N	1.0		5.5					6.5	17.5									G	0.0	0.0	3.80	
61	4.907	ML	L2	Y	0.9		2.1	2.2	0.9			6.1	8.8									F	0.1	0.0	4.00	
62	4.944	ML	R2	Y	1.1		1.9	0.9				3.9	4.5									F	0.0	0.5	1.90	MEASURED IN HOLE
63	4.991	TL	RR	Y	0.7		2.6	2.0				5.3		7.4								F	0.1	0.0	2.40	
64	5.046	SS	LL	N	0.6		1.6	3.1				5.3		9.7								G	0.0	0.0	0.50	NORTH ON US301 INTERSECTION

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County:	HILLSBOROUGH	SR No.:	SR 60	Beg MP:	2.423	End MP:	5.061	Length:	2.638	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed		Paved	Lawn	Other:		Curb & Gutter (Y/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	S	BIND	S2	T2		LR	ABC-2	SCEM 300	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT					
65	5.050	SS	RL	N	0.8		1.4	1.4	1.9			5.5		9.8								G	0.0	0.0	0.50	SOUTH ON US301 INTERSECTION
AVERAGE					0.81	1.03	2.25	1.97	1.41	2.23	2.80	4.94	9.24	7.06	7.98	2.00	12.00	3.63					0.1	0.2	1.67	
MAX					1.30	1.50	5.50	6.70	1.90	3.70	2.80	9.50	17.50	12.60	12.75	2.00	12.00	9.50					0.3	2.0	5.80	
MIN					0.40	0.60	1.20	0.60	0.90	1.40	2.80	1.20	3.50	2.90	3.20	2.00	12.00	1.20					0.0	0.0	0.20	
LAYER COEF.					0.00	0.25	0.25	0.25	0.20	0.25	0.15		0.18	0.16	0.15	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	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 Stree	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	ge Approach/D	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor