

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

Cored By: D1 & D7 DMO STAFF

Coring Completion Date: 5/16/2022

Typical Section: **1: SR 60 (10110000) @ SR 39 & CR 39**

W.P.I. No.:		Name:	SR 60			Lanes:	4	
Fin. Proj. ID:	443426-1	From:	W OF SR 39			Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	10110000			Inside:	N	
County:	HILLSBOROUGH	SR No.:	60			Beg MP:	19.356	
			End MP:	20.270	Length:	0.914	Outside:	Y
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	LAWN - 08	Curb & Gutter (Y/N):	PARTIAL

SR 60: 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	COMMENTS
					FC5	FC9.5	SP12.5	SP9.5	WC	S	S2	T1	WC	BIND		LR	ABC-2	RAP	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	19.398	ML	R1	Y		1.0		3.6		2.4				1.5	8.5	9.0				12.0					F	SEGREGATION IN RIGHT WHEEL PATH.
2	19.448	TL	RL	N		1.2		4.0		1.3	1.1			1.9	9.5	10.0				12.0					F	RLTL TO SR 60.
3	19.587	ML	R1	Y		1.7		3.0		1.6				1.2	7.5	8.0				12.0					F	
4	19.645	CO	CO	N	1.4			2.5						2.2	6.8	8.5				12.0					P	SEVERE RAVELING.
5	19.726	TL	RL	N	1.1			1.4		2.9					5.4		9.5			12.0					F	RLTL.
6	19.768	GO	GO	N	1.0			4.7						0.6	6.3	9.0				12.0					F	RL/R1 GORE.
7	19.768	ML	R1	N	0.9			3.6				1.5			6.0	9.5				12.0					F	
8	19.880	TL	RL	Y	1.3			2.5		1.4	1.4				6.6	8.0				12.0					F	DECEL. LANE - ENTRANCE TO WEIGHT STATION; RAVELING.
9	19.880	GO	GO	N	1.3			3.0		1.0	1.3				6.6	8.5				12.0					F	RL/R1 GORE AT ENTRANCE TO WEIGHT STATION.
10	20.022	TL	RL	N	1.1		1.0	2.0		0.6				0.7	5.4	8.5				12.0					F	ACCEL. LANE - EXIT FORM WEIGHT STATION; RAVELING.
11	20.202	CO	CO	N	0.8		1.7	2.0							4.5	12.5				12.0					P	SEVERE RAVELING.
12	20.069	TL	LL	Y	1.0		1.8	3.5			1.5				7.8	10.0				12.0					F	DECEL. LANE - ENTRANCE TO WEIGHT STATION.
13	20.024	GO	GO	N	1.1		1.8	4.1			2.8				9.8	10.5				12.0					F	LL/L1 GORE AT WEIGHT STATION ENTERANCE.
14	19.906	ML	L1	Y	1.0		1.6	2.0			3.9	0.7	0.7		9.9	8.5				12.0					F	
15	19.875	GO	GO	N	0.9		2.6	1.8			3.3				8.6	9.0				12.0					F	LL/L1 GORE AT WEIGHT STATION EXIT.
16	19.875	TL	LL	Y	1.0		1.3	1.6	0.3	2.6	1.7				8.5	9.0				12.0					F	ACCEL. LANE - EXIT FROM WEIGHT STATION; RAVELING.
17	19.568	ML	L1	Y		1.2	1.4	3.5			1.1	0.6	0.5		8.3	3.0				12.0					F	LR UNDERLAIN BY 0.6" WC & 8.4" SAHM, SAHM CRUMBLD.
18	19.548	TL	LL	Y		1.1		3.2		0.7				1.2	6.2	9.5				12.0					F	LLTL TO SR 60.
19	19.362	ML	L1	N		1.3		2.7		2.5		0.5	0.5		7.5	10.0				12.0					F	
20	19.417	TL	RR	Y		1.3		6.0							7.3		6.8			12.0					F	RRLT.
21	19.471	GO	GO	N		1.3		2.9						1.3	5.5	9.5				12.0	2.3	C	IB	M	F	R2/RR GORE, CORE ON JOINT.
22	19.478	ML	R2	N		1.5		3.3		2.5				2.2	9.5	10.0				12.0					F	
23	19.657	ML	R2	Y	0.3		1.2	1.0		0.7				0.7	3.9	9.0				12.0	3.9	A	III	S	P	DELAMINATION, ALLIGATOR CRACKING.
24	19.568	S	OR	N	1.1			1.5							2.6		5.6			12.0					F	BASE FELL APART.
25	20.080	ML	R2	Y	0.8		1.0	1.3						1.1	4.2	10.0				12.0	4.2	C	III	S	P	RAVELING.
26	20.080	S	OR	N	1.1			1.3							2.4		5.0			12.0					F	BASE FELL APART.

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					FC5	FC9.5	SP12.5	SP9.5	WC	S	S2	T1	WC	BIND		LR	ABC-2	RAP	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT			
27	20.114	ML	L2	Y	1.0		1.3	0.8	0.3			0.7			4.1	5.5				12.0					F	LR UNDERLAIN BY 0.5" WC & 5.0" SAHM, SAHM CRUMBLED.	
28	20.114	S	OL	N	1.5			1.0							2.5			5.6		12.0					F	RAP UNDERLAIN BY 2.0" LR, BASE CRUMBLED.	
29	19.803	ML	L2	Y	0.4		1.5	1.2		0.8		1.6			5.5	4.0				12.0	2.0	C	I	M	F	LR UNDERLAIN BY 0.5" WC & 6.0" SAHM, SAHM CRUMBLED.	
30	19.803	S	OL	N	1.5						1.1	0.5	0.7		3.8				9.0	12.0					F		
31	19.568	TL	LR	N		1.0		1.0							2.0	10.0				12.0					F	LRTL.	
32	19.518	GO	GO	N		1.1		2.7						1.9	5.7	9.5				12.0					F	L2/LR GORE.	
33	19.381	ML	L2	Y		1.3		2.4				0.6	0.6		4.9	9.0				12.0					F		
34	19.381	S	OL	N		1.3				0.5	0.7				2.5	9.5				12.0					F		
AVERAGE					1.03	1.25	1.52	2.53	0.30	1.54	1.70	0.74	0.60	1.38	6.06	8.82	8.15	5.40	9.00	12.00	3.10						
MAX					1.50	1.70	2.60	6.00	0.30	2.90	3.90	1.60	0.70	2.20	9.90	12.50	9.50	5.60	9.00	12.00	4.20						
MIN					0.30	1.00	1.00	0.80	0.30	0.50	0.70	0.50	0.50	0.60	2.00	3.00	6.80	5.00	9.00	12.00	2.00						
LAYER COEF.					0.00	0.25	0.25	0.25	UNKW	0.25	0.25	0.23	UNKW	0.20		0.18	0.16	UNKW	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.

<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				