STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid Engineering Group | Coring Completion Date: 8/11/2022 | Typical Section: **2: 10270008**

W.P.I. No.:				Name:	SR 60						Lanes:	5	
Fin. Proj. ID:	447975-1			From:	W of S Hoover Blvd						Shoulder Type and Condition:	None	
F.A. Project No.:		Roadway ID:	10270008	To:	Church Ave						Inside:	N	
County:	Hillsborough	SR No.:	60	Beg MP:	0.000	End MP:	0.140	Length:	0.140		Outside:	N	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):	Y	Paved: Y		Lawn:Y		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	COMMENTS
					FC12.5	FC9.5	SP9.5	S	S2	BIND						LR	ABC-2	SCEM 300			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.117	ML	R3	Y	1.6		1.2			1.2					4.0	9.0					2.1	C	II	L	F	
10	0.068	TL	LR	N		1.0	3.5								4.5			18.0							F	LRTL
11	0.086	ML	R2	N	1.7		1.3			0.4					3.4	9.0									F	
20	0.037	ML	L2	N		1.2	1.6			1.3					4.1	9.0									F	
21	0.049	ML	R1	Y	1.5		1.2			0.6					3.3	9.0					2.2	A	II	L	F	
22	0.122	TL	RL	N	1.8		0.4			0.8					3.0	7.0									F	RLTL
44	0.116	ML	L1	Y	1.5		1.3			1.0					3.8	11.0				19.0	3.8	C	II	M	F	BASE CRACK
45	0.056	TL	LL	Y	1.5		1.8								3.3	15.0					2.7	B	II	L	F	LLTL
AVERAGE					***1.60***	***1.10***	***1.54***			***0.88***					***3.68***	***9.86***		***18.00***		***19.00***	***2.70***					
MAX					***1.80***	***1.20***	***3.50***			***1.30***					***4.50***	***15.00***		***18.00***		***19.00***	***3.80***					
MIN					***1.50***	***1.00***	***0.40***			***0.40***					***3.00***	***7.00***		***18.00***		***19.00***	***2.10***					
LAYER COEF.					***0.25***	***0.25***	***0.25***	***0.25***	***0.25***	***0.20***						***0.18***	***0.16***	***0.15***		***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 Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor