# PAVEMENT EVALUATION CORING AND CONDITION DATA

Lanes: 5-6 Lane Urban Principle Arterial Roadway

Cored By: Test Lab, Inc. Coring Completion Date: 10/3/2023 Typical Section: 1: MAINLINE

Name: SR 60

W.P.I. No.:

F.A. Pro	n. Proj. ID:	450337-1											Lrom:	1// At DAN I II											
F.A. Pro	raidat Na 🛚							4044000	•					W of Ben T. D		n Entrance						Suonige	r Type ar		O(1.
	,					Roa	adway ID:		0					E of Bayport D			I							: PAVED	
	•	Hillsboro					SR No.:	60					Beg MP:			End MP:			Length:	1.757				: PAVED	
	Overall	Pavemer	nt Conditi	on (from	DMO field	d review):	Fair				Me	dian Curb	ed (Y/N):	Υ	Paved		Lawn		Other:			Cı	urb & Gu	tter (Y/N):	N
												Mai	nline	and GOR	E Cor	es (ML	/GO)								
								PAVEM	IENT LAYE	R (IN.)						BA	SE				CR/	ACK			
CORE NO.	MILE POST2	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	s	wc	S2	T1	BIND		TOTAL ASPHALT THICKNESS (IN.)	LR	SHEL	ABC-2	CONC	STABILIZED SUBGRADE 3	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	4.255	ML	L1	Υ	0.9	9.0				2.7	1.4	1.7		15.7		16.3								F	Bottom-up crack.
2	4.259	ML	R1	Υ	0.8	6.8				2.4	1.4	1.3		12.7		17.3								F	
4	4.277	ML	R3	Υ	8.0	3.7								4.5			17.2							F	Bottom 3.75" of core left in hole.
9	4.398	ML	R2	Υ	1.0	3.5	7.2							11.7	15.3									F	
11	4.469	ML	L2	N	0.9	5.0								5.9			6.7							F	
12	4.559	ML	R3	Υ	1.0	3.5	8.3							12.8		4.2			5.0					F	
13	4.662	ML	R1	Υ	0.9	3.3	0.5		0.4	1.5	1.4	1.5		9.5		18.3								F	
15	4.684	ML	L1	N	0.6	6.0	3.3	2.6						12.5		27.5			0.0					F	Bottom-up crack.
18	4.767	ML	R2	Υ	0.9	3.0	3.0		0.4	1.9	1.7	1.8		12.7		18.8								F	
20	4.869	ML	L2	Y	0.6	4.4	0.0		• • • • • • • • • • • • • • • • • • • •					5.0	18.5					5.0	Α	11	S	P	
23	4.896	ML	R3	NI	0.9	3.8		0.8						5.5	7.8					0.0	, ,			F	
26	4.966	ML	L3	N	0.6	0.0	2.9	0.0						3.5	7.0		14.3							<del> </del>	Bottom 4.75" of core left in hole.
	5.071	ML	R1	V	0.9	1.4	5.9		0.3	2.0	1.4	0.7		12.6		13.9	17.0		1					<del>                                     </del>	Bottom 4.70 of oord for in hold.
	5.091	ML	11	V	0.9	1.4	3.6	1.3	0.0	2.0	1.7	0.1		7.2	14.6	10.0								<u>'</u>	
	5.149	ML	R2		1.0	1.7	3.0	1.0	0.3	2.1	1.1	0.5		8.0	14.0	20.0				8.0	В	III	S	P	0.5" WC on bottom broke off.
	5.143	ML	L2	V	1.0	3.4	3.0		0.5	۷.۱	1.1	0.5		4.4		20.0	11.0			0.0	ъ	111	3	F	0.5 VVC OII BORROTTI BTOKE OII.
	5.161	ML	L3	V	0.8	4.2								5.0			10.7							F	
	5.238	ML		NI NI		3.2								4.2			6.3			4.2	В	11	N /	Г	
			R3	IN V	1.0				0.0	1.0	0.0	4.0				10.0	0.3			4.2	В	l II	M	F	Datters up avails
	5.273	ML	R1	Y	1.1	4.8			0.2	1.9	8.0	1.2		10.0		16.0	40.0							<u> </u>	Bottom-up crack.
	5.295	ML	L1	N	1.1	2.9			0.0	4.0	0.7			4.0		00.7	12.0		0.0	7.0				F	N
	5.349	ML	R2	T	0.9	4.1			0.2	1.9	0.7			7.8		20.7			0.0	7.8	В	III	М	<u> </u>	Measured delivered core. Bottom 2.25" left in hole.
	5.371	ML	L1	Y	0.7	6.4				4.2				11.3			11.5	UNK					ļ		CULVERT BRIDGE
	5.424	ML	L2	N	1.2	4.8								6.0			14.3		9.7		_		<u> </u>	F	
	5.479	ML	R3	N	1.0	5.0								6.0			14.5			1.8	В	IB	L	F	Separation in SP layer
	5.502	ML	L3	Y	0.7	4.3								5.0			14.4			3.6	В	Ш	М	Р	
	5.531	ML	R1	N	0.7	4.2	9.0		0.4	1.9	1.8	1.0		19.0		14.0								F	
	5.563	ML	L1	Υ	1.0	3.6								4.6			16.2							F	
	5.645	ML	R2	N	1.0	3.8	15.6							20.4		13.1								F	Bottom-up crack.
	5.727	ML	L2	Υ	0.6	3.4								4.0	17.8					4.0	С	ll l	М	F	
65	5.795	ML	R3	Υ	0.7	3.7								4.4	20.1					4.4	В	Ш	М	Р	
66	5.811	ML	L3	N	0.5	3.9								4.4	14.6				19.0	3.3	В	III	М	Р	
	5.858	ML	R1	Υ	0.6	3.7								4.3	19.7				12.0	3.3	В	III	L	F	
69	5.875	ML	L1	Υ	0.6	3.7								4.3	22.7					2.9	В	II	М	Р	
	5.905	ML	R2	N	1.0	3.2								4.2	19.8									F	

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **Test Lab, Inc.**Coring Completion Date: **10/3/2023**Typical Section: **1: MAINLINE** 

<u> </u>							• •	
W.P.I. No.:			Name: SR 60				Lanes	: 5-6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 4503	337-1		From: W of Ben	T. Davis Beach Entrance			Shoulder Type ar	nd Condition:
F.A. Project No.:	Roadway II	D: 10140000	To: E of Bayp	ort Drive			Inside	: PAVED
County: Hills	sborough SR No	.: 60	Beg MP: 4.250	End MP:	6.007	Length: 1.757	Outside:	: PAVED
Overall Pav	rement Condition (from DMO field review): Fair	Median Cu	urbed (Y/N): Y	Paved	Lawn	Other:	Curb & Gut	tter (Y/N): N

#### Mainline and GORE Cores (ML/GO) PAVEMENT LAYER (IN.) CRACK STABILIZED SUBGRADE 3 TOTAL DEPTH (IN.) PAVEMENT CONDITION EXTENT MILE LANE **ASPHALT** CORE NO. LANE SP9.5 S WC BIND SHEL ABC-2 CONC **COMMENTS** SP12.5 S2 T1 POST2 TYPE **THICKNESS** 5.920 L2 3.1 4.2 18.3 72 MLΥ 1.1 5.940 ML L3 4.3 74 Υ 1.0 3.3 17.7 F 3.4 4.0 22.0 3.1 5.966 R3 Ν 0.6 С 75 GO 2.3 APPROACH SLAB; R1/R2-Gore 76 5.991 GO Ν 1.0 1.3 UNK F 5.992 L2 0.8 2.1 UNK F DEPARTURE SLAB 77 ML Ν 1.3 79 4.544 GO GO Ν 1.1 1.9 3.0 7.6 F OR-Gore 2.5 OL-Gore 85 5.196 GO 3.1 GO Ν 0.6 11.4 GO 86 5.715 GO N 1.3 1.8 3.1 0.5 F OL-Gore 5.953 GO N 8.0 3.5 4.3 16.2 3.2 F R1/R2-Gore 87 GO С Ш M 13.9 119 4.282 ML L2 0.9 4.2 5.5 3.3 15.1 4.7 С Ш М F 18.6 F R2 Υ 3.0 1.5 2.2 0.8 9.4 9.4 М 4.686 8.0 1.1 В 9.3 121 4.687 MLR1 Υ 0.9 3.3 1.7 1.7 18.7 9.3 В Ш М F 1.7 9.2 12.8 122 4.726 R2 Υ 3.5 1.8 2.4 0.6 14.0 9.2 М F ML 0.9 В Ш 4.814 MLR1 Υ 5.1 5.7 24.3 12.0 5.7 Ш M F 123 0.6 В 5.0 5.7 F 124 4.841 ML L2 Υ 12.8 3.1 M 0.7 Α 3.5 125 4.972 MLL1 Υ 0.7 2.8 17.0 3.5 Α ΙB S Ρ 12.4 126 5.131 ML R1 Υ 0.6 3.1 1.8 2.4 0.5 8.4 4.3 С М Ш Ρ Bottom-up crack 5.5 127 5.526 ML L1 Υ 4.8 19.0 26.5 4.4 Ш M Р SP fell apart. 0.7 В Υ 3.6 4.2 20.3 3.5 S 128 5.790 ML R1 0.6 В Ρ L2 3.4 4.0 129 5.789 ML Υ 0.6 18.5 4.0 В Ш S Ρ 3.9 S 5.802 4.7 17.3 4.7 Р 130 MLL1 Υ 8.0 В L2 Υ 3.8 4.5 2.9 F 131 5.855 ML 0.7 17.5 10.0 В 132 Υ 3.9 4.5 22.5 3.4 В F 5.881 ML R1 0.6 3.3 3.9 3.2 Р 133 5.956 ML L1 Υ 0.6 19.1 В S 134 5.977 R1 3.4 4.2 16.3 4.2 М ML Ν 8.0 Α Ρ 135 5.990 ML L2 1.0 2.4 3.4 20.6 3.4 S **AVERAGE** 0.84 3.74 5.26 1.82 0.31 2.09 1.57 1.11 6.79 17.16 16.66 12.54 10.82 4.58 MAX 1.30 9.00 15.60 3.30 0.40 4.20 2.40 1.80 20.40 22.70 27.50 19.00 26.50 9.40 MIN 0.50 0.80 0.50 0.80 0.20 1.50 0.70 0.50 2.10 0.50 4.20 6.30 0.00 1.80 LAYER COEF. 0.00 0.25 0.25 0.25 UNKW 0.25 0.23 0.20 0.18 0.18 0.16 UNKW 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.

# PAVEMENT EVALUATION CORING AND CONDITION DATA

	Cored By	: Test La	b, Inc.								Coring	Completion Date:	10/3/2023							_	Typical	Section:	1: MAII	NLINE
	W.P.I. No.	:										Name:	SR 60									Lanes	5-6 Lan	e Urban Principle Arterial Roadway
F	Fin. Proj. ID	: 450337-	1									From:	W of Ben T. D	avis Beac	h Entrance						Shoulder	r Type ar	nd Condit	ion:
F.A.	Project No.	:				Ro	adway ID	1014000	00			To:	E of Bayport D	)rive								Inside:	PAVED	
	County	: Hillsbord	ugh				SR No.	: 60				Beg MP:	4.250		End MP:	6.007		Length:	1.757			Outside:	PAVED	
	Overa	ll Paveme	nt Condit	ion (from	DMO fiel	d review)	Fair				Me	dian Curbed (Y/N):	Υ	Paved		Lawn		Other:			Cı	urb & Gut	tter (Y/N)	): N
												Mainline	and GOR	E Cor	es (ML	/GO)								
•								PAVEI	IENT LAYI	R (IN.)					BA	SE				CR	ACK			
ORE NO.	MILE POST2	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	s	wc	S2	T1	BIND	TOTAL ASPHALT THICKNESS (IN.)	LR	SHEL	ABC-2	CONC	STABILIZED SUBGRADE 3	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
	pe is appro			ed in the						cates mea	asureme	nt was not recorded	d.			of "UNK"	indicates m			tered but	t the total			t determined.
	<u>gnations - D</u>						ns - Incre					Lane Type			k Type			Crack F					<u>ttent</u>	Pavement Condition
	Outside/Insi						e/Inside S				lainline	S - Sho			lligator		IB - Hairlir						Light	G - Good
L1 - 1st	Lane Left o	f Centerlir	ne		R1 - 1	st Lane F	light of Ce	enterline			rn Lane	SS - Side			Block	Clas	s II - Cracl	ks > than '	1/8 inch a	and ≤ 1/4	inch		oderate	F - Fair
LL/LR -	- Left/Right	Turn Lane	)		RL/F	RR - Left/	Right Turr	n Lane		CO - Cr	ossover	BR - Bridge Appro	ach/Departure	C - Cor	mbination		Class	III - Crad	ks > 1/4	inch		S - S	Severe	P - Poor

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **Test Lab, Inc.**Coring Completion Date: **10/3/2023**Typical Section: **1: MAINLINE** 

W.P.I. No.:		Name: SR 60			Lanes: 5-6 Lane Urban Principle Arterial Roadway
Fin. Proj. ID: 450337-1		From: W of Ben T. Davis	Beach Entrance		Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 10140000	To: E of Bayport Drive			Inside: PAVED
County: Hillsborough	SR No.: 60	Beg MP: 4.250	End MP: 6.007	Length: 1.757	Outside: PAVED
Overall Pavement Condition (f	rom DMO field review): Fair	Median Curbed (Y/N): Y	ved Lawn	Other:	Curb & Gutter (Y/N): N

#### **Turn Lane Cores (TL)** PAVEMENT LAYER (IN.) BASE CRACK STABILIZED SUBGRADE 3 TOTAL DEPTH (IN.) PAVEMENT CONDITION EXTENT MILE LANE **ASPHALT** CORE NO. LANE FC5 SP12.5 SP9.5 S WC BIND SHEL ABC-2 CONC **COMMENTS** S2 T1 TYPE POST2 (Y/N) THICKNESS 10 4.426 Ν 0.7 3.5 2.7 1.3 2.4 2.4 13.0 19.5 TL LL 4.749 LL Υ 0.9 3.8 15.4 17.6 17 TL 5.1 2.4 1.8 1.4 Bottom-up crack. 21 4.870 TL RR Ν 1.3 4.2 5.5 9.0 18.5 22 4.894 TL RR Υ 0.7 4.3 5.0 2.0 F 24 4.941 TL LL N 1.1 1.3 3.0 5.4 13.1 RR Υ 5.0 13.7 F 28 4.976 TL 1.3 3.7 29 4.989 TL RL Ν 14.8 15.5 9.5 11.0 0.7 30 4.996 RL Υ 0.7 7.8 F Separation in SP layer TL 7.1 17.7 3.7 С M 31 5.056 TL LR Ν 1.3 3.8 5.1 12.1 33 5.070 LL N 0.5 2.0 2.0 0.3 10.0 17.5 4.7 S Bottom-up crack. TL 2.2 2.0 1.0 В Ш 5.083 TL LL Ν 1.0 3.6 0.3 0.7 0.9 8.2 17.3 3.9 M 1.7 37 RR Υ 0.6 5.9 6.5 6.5 M F 5.100 TL 7.0 В Widening. 40 5.162 TL LR 0.9 4.9 15.1 6.0 4.9 В III М 4.0 AVERAGE 0.90 3.30 5.17 0.63 2.18 1.73 1.10 8.25 11.07 17.98 10.93 11.83 4.74 MAX 2.40 6.50 1.30 4.30 14.80 2.40 1.40 15.50 17.70 19.50 13.70 18.50 1.30 MIN 0.50 1.30 2.00 0.30 1.70 0.70 0.90 4.90 2.00 17.30 7.00 6.00 3.70 LAYER COEF. 0.25 UNKW 0.25 0.23 0.00 0.25 0.25 0.20 0.18 0.18 0.16 UNKW 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.

4. The cross slope is approximate and measur	ed in the center of the falle. 3. A plank centric	ilcates measurement w	as not recorded.	0. A value (	of ONN indicates material was encountered but the total	lilickiiess was not	ueterriireu.
Lane Designations - Decreasing MP	Lane Designations - Increasing MP	<u>L</u>	ane Type	Crack Type	Crack Rating	<u>Extent</u>	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

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **Test Lab, Inc.**Coring Completion Date: **10/3/2023**Typical Section: **1: MAINLINE** 

W.P.I. No.:		Name: SR 60			Lanes: 5-6 Lane Urban Principle Arterial Roadway	
Fin. Proj. ID: 450337-1		From: W of Ben T. Da	avis Beach Entrance		Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 10140000	To: E of Bayport D	rive		Inside: PAVED	
County: Hillsborough	SR No.: 60	Beg MP: 4.250	End MP: 6.007	Length: 1.757	Outside: PAVED	
Overall Pavement Condition (from D	MO field review): Fair	Median Curbed (Y/N): Y	Paved Lawn	Other:	Curb & Gutter (Y/N): N	

#### **Shoulder Cores (S)** PAVEMENT LAYER (IN.) BASE CRACK STABILIZED SUBGRADE 3 TOTAL DEPTH (IN.) PAVEMENT CONDITION EXTENT MILE LANE **ASPHALT** CORE NO. LANE FC5 SP9.5 WC BIND SHEL ABC-2 CONC **COMMENTS** SP12.5 S S2 T1 POST2 TYPE (Y/N) **THICKNESS** 4.272 OR 3.2 4.0 6.5 Ν 8.0 Bike Lane. 4.282 OL Ν 2.7 3.4 5 S 0.7 7.3 F 4.283 S IR Ν 1.0 6.6 1.3 1.3 12.4 18.6 0.3 1.9 4.293 S IL Ν 8.0 5.1 0.2 1.4 10.7 18.3 F 1.8 1.4 8 4.362 S OR Ν 1.2 15.3 16.5 12.5 11.0 4.681 OR 13.9 15.0 5.3 Bottom 4" of core left in hole; Bike Lane. 14 S Ν 1.1 16 4.693 S OL Ν 1.2 0.5 3.8 5.5 7.5 4.820 S OR Ν 1.1 1.2 1.2 3.5 F 19 5.0 25 4.956 S OL Ν 0.9 2.6 3.5 7.2 27 4.968 S OR Ν 1.3 2.0 3.3 13.0 Bike Lane. 32 5.061 S OL Ν 1.2 3.8 5.0 13.0 Bottom 3.5" of core left in hole; Bike Lane. 38 S OR Ν 1.1 1.8 4.5 8.8 5.116 1.6 Bike Lane. 2.5 42 5.204 S OR Ν 0.5 2.0 3.1 45 5.262 S IR Ν 1.2 6.7 0.4 2.1 0.9 1.2 12.5 3.0 Concrete under SHEL. Bottom-up crack. 47 5.287 Ν 1.4 9.0 0.3 2.0 1.9 0.7 15.3 27.7 0.0 49 5.303 S OR Ν 0.9 1.6 2.5 1.3 F 50 5.315 S OL Ν 1.4 1.9 3.3 6.7 53 5.386 S OR Ν 1.1 2.4 3.5 10.6 F 55 5.442 S IR Ν 1.0 5.5 8.7 0.3 2.0 1.5 19.0 13.0 F 59 5.541 S OL Ν 5.9 5.9 15.1 60 5.554 S Ν 1.0 4.3 5.3 20.2 Bottom 11" left in hole. IL 64 5.775 S IR Ν 1.1 1.8 2.9 21.1 12.0 68 5.872 Ν 0.8 1.6 2.4 18.6 В III S 2.4 70 5.902 S OL Ν 1.6 1.6 14.4 10.0 73 5.934 S OR Ν 2.0 2.0 14.5 AVERAGE 3.86 4.90 6,64 2.40 0.30 1.96 1.15 14.46 14.31 8.77 8.25 1.04 1.40 MAX 1.40 13.90 15.30 27.70 20.20 2.40 0.40 2.10 1.90 1.40 19.00 21.10 12.00 MIN 0.50 0.70 3.00 1.30 0.00 2.40 0.50 1.20 0.20 1.80 0.90 1.60 5.00 LAYER COEF 0.25 0.25 0.25 UNKW 0.25 UNKW 0.08 0.00 0.23 0.20 0.18 0.18 0.16

#### 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.

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab,	Inc.						C	oring Completion Date:	10/3/2023						Typica	al Section:	1: MAIN	LINE
W.P.I. No.:								Name:	SR 60							Lanes:	5-6 Lane	Urban Principle Arterial Roadway
Fin. Proj. ID: 450337-1								From:	W of Ben T. I	Davis Bead	ch Entrance	)			Should	ler Type an	d Conditio	on:
F.A. Project No.:			R	oadway ID:	10140000			To:	E of Bayport	Drive						Inside:	PAVED	
County: Hillsboroug	jh			SR No.:	60			Beg MP:	4.250		End MP:	6.007	Length:	1.757		Outside:	PAVED	
Overall Pavement	Condition	(from DMO	field review	η): Fair				Median Curbed (Y/N):	Υ	Paved		Lawn	Other:		(	Curb & Gut	ter (Y/N):	N
								S	Shoulder	Cores	s (S)							
					PAVEME	NT LAYER (	IN.)				B/	\SE			CRACK			
									TOTAL				ED E 3	<del>``</del>			<b>₽ 8</b>	

CORE NO.	MILE POST2	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	S	wc	<b>S2</b>	T1	BIND	ASPHALT THICKNESS (IN.)	LR	SHEL	ABC-2	CONC	STABILIZEI SUBGRADE	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
Lane Desig	nations - De	ecreasing	MP		Lane De	esignatior	ns - Increa	asing MP				Lane Type		Crac	k T <u>ype</u>			Crack F	Rating			Ext	tent	Pavement Condition
OL/IL - O	utside/Insid	le Should	er		OR/IR	- Outside	e/Inside S	houlder		ML - N	lainline	S - Sho	oulder	A - A	lligator	Class	IB - Hairlin	ne cracks t	:hat are ≤	≤ 1/8 inch	wide	L-L	₋ight	G - Good
L1 - 1st l	ane Left of	Centerlin	ne		R1 - 1s	st Lane R	ight of Ce	nterline		TL - Tu	rn Lane	SS - Side	e Street	В-	Block	Clas	s II - Crack	ks > than 1	I/8 inch a	and ≤ 1/4 i	nch	M - Mo	oderate	F - Fair
LL/LR -	Left/Right 7	Turn Lane	)		RL/R	RR - Left/F	Right Turn	Lane		CO - Cr	ossover	BR - Bridge Appr	oach/Departure	C - Cor	mbination		Class	III - Crac	ks > 1/4	inch		S - S	evere	P - Poor
	-												•		-		-		-	-	-			

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **Test Lab, Inc.**Coring Completion Date: **10/3/2023**Typical Section: **1: MAINLINE** 

· · · · · · · · · · · · · · · · · · ·		<u> </u>			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
W.P.I. No.:		Name: SR 60			Lanes: 5-6 Lane Urban Principle Arterial Roadway	
Fin. Proj. ID: 450337-1		From: W of Ben T. D	avis Beach Entrance		Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 10140000	To: E of Bayport D	)rive		Inside: PAVED	
County: Hillsborough	SR No.: 60	Beg MP: 4.250	End MP: 6.007	Length: 1.757	Outside: PAVED	
Overall Pavement Condition (from	DMO field review): Fair	Median Curbed (Y/N): Y	Paved Lawn	Other:	Curb & Gutter (Y/N): N	
				-		•

# **Side Street Cores (SS)**

													010	ac oti cct	00100	(00)									
						_		PAVEM	ENT LAY	ER (IN.)						BA	SE				CRA	ICK			
CORE NO.	MILE POST2	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	s	WC	S2	T1	BIND		TOTAL ASPHALT THICKNESS (IN.)	LR	SHEL	ABC-2	CONC	STABILIZED SUBGRADE 3	DEPTH (IN.)	Эdλ.L	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
78	4.325	SS	SS	N	0.5	2.2								2.7			7.6								Ben T. Davis Beach Entrance
80	4.595	SS	SS	N	1.2	7.3								8.5	8.3										Ben T. Davis Entrance
81	4.706	SS	SS	Υ		2.5								2.5			2.8							F	Ben T. Davis Entrance
82	4.916	SS	SS	N		3.7	6.5	3.1						13.3	12.7										Bay Harbor Drive
83	5.014	SS	SS	N	8.0	1.5		2.2						4.5			7.9								N. Rocky Point Dr.
84	5.017	SS	SS	N	1.0	3.0								4.0			19.7							F	N. Rocky Point Dr.
AVERAGE					0.88	3.37	6.50	2.65						5.92	10.48		9.50								
MAX					1.20	7.30	6.50	3.10						13.30	12.70		19.70								
MIN					0.50	1.50	6.50	2.20						2.50	8.25		2.80								
LAYER COEF.					0.00	0.25	0.25	0.25	UNKW	0.25	0.23	0.20			0.18	0.18	0.16	UNKW	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.

T. The cross slope is approximate and measure	so in the center of the lane.	dicates measurement was not recorded.	O. A value	of Otto Indicates material was encountered but the total	tilickiless was not di	eterrimed.
Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	<u>Extent</u>	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

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **Test Lab, Inc.**Coring Completion Date: **10/3/2023**Typical Section: **2: RAMPS** 

, <u> </u>		<u> </u>					
W.P.I. No.:		Name: SI	R 60			Lanes: 1-2 Lane Urban Principle Arterial R	oadway
Fin. Proj. ID: 450337-1		From: W	V of Ben T. Davis Beach	h Entrance		Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 10140000	To: E.	. of Bayport Drive			Inside: PAVED	
County: Hillsborough	SR No.: 60	Beg MP: 4.	.250	End MP: 6.007	Length: 1.757	Outside: PAVED	
Overall Pavement Condition (fro	om DMO field review): Fair	Median Curbed (Y/N): N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N	
		Pamps M	Isinlina Carac	/N/I \			

	Ramps - Mainline Cores (ML)																							
					PAVEMENT LAYER (IN.)						BASE						CRACK							
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5						TOTAL ASPHALT THICKNESS (IN.)	LR	SHEL	ABC-2	CONC	STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
88	5.540	ML	R1	N	0.9		3.6						4.5	14.0									F	112 EB OFF
90	5.540	ML	R1	Υ	0.9		2.6						3.5	11.0									F	112 EB OFF
92	5.600	ML	R1	N			2.8						2.8	14.7					2.8	Α	III	М	F	113 EB ON
95	5.600	ML	R1	Υ	0.6		1.8						2.4	11.6					2.4	В		М	F	113 EB ON
98	5.722	ML	R1	Υ	0.7		5.0						5.7	16.3									F	115 WB ON
100	5.722	ML	R1	N	0.6		1.6						2.2	15.8					2.2	В	=	М	F	115 WB ON
103	5.781	ML	R1	Υ	0.7		2.3						3.0	14.5					3.0	Α	II	М	F	114 WB OFF
105	5.781	ML	R1	N	0.7		2.5						3.2	16.3									F	114 WB OFF
108	0.056	ML	R1	Υ			2.4						2.4	14.6				7.0	2.4	В	I	М	F	100 Access Rd/Bayport Dr.
109	0.120	ML	L1	N			2.2						2.2	20.3					1.7	В	=	М	F	100 Access Rd/Bayport Dr.
111	0.186	ML	R1	N			1.9						1.9	14.6									F	100 Access Rd/Bayport Dr.
112	0.221	ML	L1	N			2.2						2.2	15.8									F	100 Access Rd/Bayport Dr.; Clearance.
113	0.234	ML	R1	N			4.0						4.0	15.0									F	100 Access Rd/Bayport Dr.; Clearance.
114	0.285	ML	L1	N		1.5	1.5						3.0			7.0		19.0	3.0	В	≡	S	Р	100 Access Rd/Bayport Dr.; Base crack.
116	0.360	ML	R1	Υ		1.4	1.6						3.0			7.6			3.0	С	$\blacksquare$	М	Р	100 Access Rd/Bayport Dr.
117	0.450	ML	L1	Υ		1.5	1.5						3.0			9.0			3.0	С	≡	М	Р	100 Access Rd/Bayport Dr.
AVERAGE					0.73	1.47	2.47						3.06	14.96		7.87		13.00	2.61					
MAX	_				0.90	1.50	5.00						5.70	20.30		9.00		19.00	3.00			_		
MIN					0.60	1.40	1.50						1.90	11.00		7.00		7.00	1.70					
LAYER COEF.					0.00	0.25	0.25							0.18	0.18	0.16	UNKW	0.08						

#### Matara

- 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. Cores 107-118 have mile posts relative to RDWY ID 10140100.
- 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	<u>Extent</u>	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

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: **Test Lab, Inc.**Coring Completion Date: **10/3/2023**Typical Section: **2: RAMPS** 

W.P.I. No.:			Name:	SR 60				Lanes	1-2 Lane Urban Principle Arterial Roadway
Fin. Proj. ID:	450337-1		From:	W of Ben T. Dav	vis Beach Entrance			Shoulder Type ar	nd Condition:
F.A. Project No.:		Roadway ID: 10140000	To:	E. of Bayport Dr	rive		Inside	PAVED	
County:	Hillsborough	SR No.: 60	Beg MP:	4.250	End MP:	6.007	Length: 1.757	Outside	PAVED
Overall	Pavement Condition (from DMO field	review): Fair	Median Curbed (Y/N):	N P	Paved	Lawn	Other:	Curb & Gu	tter (Y/N): N

	Ramps - Sho													r Core	s (S)									
					PAVEMENT LAYER (IN.)							BASE					CRACK							
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5						TOTAL ASPHALT THICKNESS (IN.)	LR	SHEL	ABC-2	CONC	STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)	Эdλ.1	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
89	5.540	S	IR	N	1.1		1.7						2.8	13.2				7.0					Р	112 EB OFF
91	5.600	S	OR	N			2.3						2.3	4.7				11.0					F	113 EB ON
93	5.600	S	OR	N			2.3						2.3	5.2					2.3	С	II	L	F	113 EB ON
94	5.600	S	IR	N	1.6		0.9						2.5	6.0									F	113 EB ON
96	5.600	S	IR	Ν			3.3						3.3	7.7									F	113 EB ON
97	5.722	S	IR	N	1.1		1.1						2.2	18.8									F	115 WB ON
99	5.722	S	IR	N			1.3						1.3	18.7				4.0					F	115 WB ON
101	5.781	S	IR	N			1.4						1.4	18.1									F	114 WB OFF
102	5.781	S	OR	N			2.4						2.4	18.6					2.0	В	ll l	М	Р	114 WB OFF
104	5.781	S	IR	N			2.1						2.1	15.9									F	114 WB OFF
106	5.781	S	OR	N			1.9						1.9	15.1				9.5					F	114 WB OFF
107	0.025	S	OR	N			2.4						2.4	19.1					2.4	В	II	L	F	100 Access Rd/Bayport Dr.
110	0.154	S	OR	N			2.9						2.9	13.6									F	100 Access Rd/Bayport Dr.
115	0.311	S	OR	N			2.9						2.9			7.5							F	100 Access Rd/Bayport Dr.
118	0.557	S	OR	N		1.5	4.5						6.0				UNK						F	100 Access Rd/Bayport Dr.
AVERAGE					1.27	1.50	2.23						2.58	13.44		7.50		7.88	2.23					,
MAX					1.60	1.50	4.50						6.00	19.10		7.50		11.00	2.40					
MIN					1.10	1.50	0.90						1.30	4.70		7.50		4.00	2.00					
LAYER COEF.					0.00	0.25	0.25							0.18	0.18	0.16	UNKW	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. Cores 107-118 have mile posts relative to RDWY ID 10140100.
- 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	<u>Extent</u>	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