

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **3/7/2024**

Typical Section: **2**

W.P.I. No.:				Name: SR 600				Lanes: 4 LANE					
Fin. Proj. ID: 443781-1				From: N OF BALLAST POINT				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 10130000		To: S OF SEVILLA STREET				Inside: NONE					
County: HILLSBOROUGH		SR No.: 600		Beg MP: 4.992		End MP: 6.312		Length: 1.320		Outside: NONE			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		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	SP12.5	SP9.5	S								ABC-2	CONC				DEPTH (IN.)	TYPE		
1	6.142	ML	L2	N	1.8		2.6						4.4	8.8				12.5					P	
2	6.142	ML	L1	N	1.0		2.2						3.2		UNK				3.2	C	III	M	F	
3	6.142	TL	RL	N	1.4		1.8						3.2		UNK								P	
4	6.142	ML	R1	Y	1.4		1.5						2.9		UNK				2.9	A	II	M	F	
5	6.142	ML	R2	Y	0.8		3.9						4.7	7.4					4.7	C	III	M	P	Base crack.
6	6.180	ML	L2	N	1.5		3.4						4.9	9.3									F	
7	6.180	ML	L1	Y	1.0		1.4						2.4		UNK								F	
8	6.180	TL	LL	Y	1.2		1.5						2.7		UNK								P	
9	6.180	ML	R1	Y	0.9		2.2						3.1		UNK								F	Stabilized subgrade depth not determined due to CONC base.
10	6.180	ML	R2	Y	1.4		3.0	1.6					6.0		UNK				2.6	C	III	M	P	
11	6.209	ML	L2	Y	1.4		3.0	2.1					6.5		UNK				5.6	C	II	M	F	
12	6.209	ML	L1	N	1.1		2.6						3.7		UNK				3.7	B	III	M	F	
13	6.209	TL	RL	Y	1.1		1.9						3.0		UNK								F	Stabilized subgrade depth not determined due to CONC base.
14	6.209	ML	R1	Y	0.7		2.8						3.5		UNK				3.5	C	III	M	F	
15	6.209	ML	R2	Y	1.5		5.2						6.7		UNK				6.7	B	III	M	F	
16	6.227	ML	L2	N		2.0	1.7	1.8					5.5		UNK								F	
17	6.227	ML	L1	N		1.5	2.4						3.9		UNK								F	
18	6.227	TL	RL	N		1.7	1.8						3.5		UNK								F	
19	6.227	ML	R1	Y		1.5	1.2						2.7		UNK								F	
20	6.227	ML	R2	Y		2.1	1.9						4.0		UNK								F	
21	6.244	ML	L2	N		1.9	1.6						3.5	9.7									F	
22	6.244	ML	L1	Y		1.7							1.7		UNK								F	
23	6.244	TL	LL	N		1.3	1.0						2.3		UNK				2.3	A	IB	L	F	Stabilized subgrade depth not determined due to CONC base.
24	6.244	ML	R1	N		2.0	1.8						3.8		UNK								F	
25	6.244	ML	R2	N		1.7	2.9						4.6	8.3									F	
26	6.274	ML	L2	N	1.6		2.6						4.2	10.3									F	
27	6.274	ML	L1	N	0.8		1.9						2.7		UNK				2.7	A	III	M	F	Stabilized subgrade depth not determined due to CONC base.
28	6.274	TL	LL	N	1.3		2.2						3.5		UNK								F	
29	6.274	ML	R1	N	1.1		2.5						3.6		UNK				3.6	A	III	M	P	
30	6.274	ML	R2	Y	1.2		2.0	4.1					7.3		UNK				7.3	B	III	S	P	
31	6.310	ML	L2	N	1.5		1.4						2.9		UNK				2.9	B	III	S	P	
32	6.310	ML	L1	Y	1.1		1.9						3.0		UNK								F	
33	6.306	ML	R1	N	1.4		2.1						3.5		UNK								F	
34	6.306	ML	R2	N	1.3		1.3						2.6		UNK								F	Stabilized subgrade depth not determined due to CONC base.
AVERAGE					1.23	1.74	2.22	2.40					3.81	8.97				12.50	3.98					
MAX					1.80	2.10	5.20	4.10					7.30	10.30				12.50	7.30					

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Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		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	SP12.5	SP9.5	S										ABC-2	CONC				DEPTH (IN.)	TYPE			CLASS
<i>MIN</i>					<i>0.70</i>	<i>1.30</i>	<i>1.00</i>	<i>1.60</i>							<i>1.70</i>	<i>7.40</i>					<i>12.50</i>	<i>2.30</i>					
<i>LAYER COEF.</i>					<i>0.25</i>	<i>0.25</i>	<i>0.25</i>	<i>0.25</i>								<i>0.16</i>	<i>UNKW</i>					<i>0.08</i>					

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				