

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 4/28/2024

Typical Section: 1

W.P.I. No.:				Name: SR 600 (US 92) / Hillsborough Ave.				Lanes: 6 Lane Urban Principal Arterial Roadway							
Fin. Proj. ID:	451331-1			From: W of N. 39th St.				Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	10030000			To: E of N. 42nd St.				Inside: PAVED					
County:	HILLSBOROUGH		SR No.:	600		Beg MP:	2.100	End MP:	2.400	Length:	0.300	Outside:	NONE		
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y	Paved:	Y	Lawn:		Other:		Curb & Gutter (Y/N):	Y

Mainline Cores (ML)																										
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
					FC9.5	SP9.5	S	T1	S2	WC	BIND					ABC-2	CONC	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	2.103	ML	R3	Y	1.3		1.9								3.2			10.6			3.2	C	III	S	P	Joint crack.
2	2.113	ML	R2	Y	0.8	0.8	1.2								2.8			6.7			2.8	A	III	S	P	
3	2.113	ML	R3	Y	0.7	0.8	1.4								2.9			6.6		11.5	2.9	A	III	S	P	
4	2.109	ML	L3	Y	0.9	0.9	1.6								3.4			9.1			3.4	A	III	S	P	
5	2.120	ML	R2	Y	0.8	0.9	1.3								3.0			7.3			3.0	A	II	S	F	
6	2.135	ML	L2	Y	0.7	0.8	0.8				0.9				3.2			7.8			3.2	A	II	M	F	
7	2.148	ML	R1	N	1.3										1.3		UNK				1.3	C	III	S	P	Unable to determine depth of SSG due to CONC base.
9	2.149	ML	L1	N	1.0	1.0									2.0		UNK				2.0	B	III	S	F	Unable to determine depth of SSG due to CONC base.
10	2.149	ML	L2	N	0.8	1.2									2.0		UNK				2.0	B	III	M	F	
11	2.157	ML	R3	N	1.2	3.0									4.2	13.5									F	
12	2.159	ML	R2	Y	0.8	2.4	1.7				1.1				6.0			10.0		10.0	6.0	B	III	S	F	
13	2.161	ML	L3	Y	0.8	0.8			0.7		0.9				3.2			8.8			3.2	A	III	M	F	
14	2.177	ML	L2	Y	0.7	0.9			0.9	0.4	2.1				5.0				13.0		5.0	B	III	M	F	
15	2.179	ML	R1	Y	1.0	0.8			0.8	0.6					3.2		UNK				3.2	C	II	M	F	Possible edge of concrete.
16	2.183	ML	R2	N	1.0	2.4	1.5				1.4				6.3			8.2			6.3	B	III	L	F	
17	2.188	ML	L1	Y	1.0	0.8			1.3						3.1		UNK				3.1	B	III	S	F	
18	2.200	ML	L3	Y	0.9	0.8	0.4				1.4				3.5			9.5			3.5	A	II	S	P	
19	2.214	ML	L2	Y	1.0	0.7			1.1						2.8		UNK				2.8	B	III	M	F	Base is concrete & LR; possible edge of concrete.
20	2.219	ML	R1	Y	0.8	2.8			0.4						4.0		UNK				4.0	B	IB	M	F	
21	2.229	ML	L1	Y	1.0	0.9	0.4		1.5						3.8		UNK				3.8	B	III	M	F	
22	2.230	ML	R2	N	1.2	7.5									8.7			18.8							F	
23	2.239	ML	R3	Y	0.7	8.0	1.1		1.9						11.7			12.1							F	
26	2.286	ML	L1	Y	0.9	0.7	0.2		1.1						2.9		UNK				2.9	B	III	L	F	
29	2.301	ML	R1	Y	0.9	0.8	1.8		0.9						4.4			8.6			3.3	C	III	S	P	
30	2.304	ML	L2	N	0.9	0.9			0.8						2.6		UNK								F	Patch
31	2.321	ML	L1	Y	0.7	1.0			1.4						3.1		UNK				3.1	B	II	M	F	
32	2.326	ML	R2	N	0.9	2.7	1.0								4.6			10.2			4.6	C	III	S	P	Possible widening/joint.
33	2.338	ML	L3	Y	0.8	0.8	0.8				1.2				3.6			8.4		13.0	3.6	B	III	L	F	
34	2.348	ML	R3	N	1.2	14.4									15.6				12.4						F	
35	2.363	ML	L1	Y	0.7	0.6	0.5		1.6						3.4		UNK				3.4	C	II	L	F	
36	2.380	ML	R1	N	1.3										1.3		UNK				1.3	B	III	L	F	
37	2.380	ML	L2	Y	1.1										1.1		UNK				1.1	C	III	S	P	
38	2.389	ML	R2	Y	0.8	1.0	1.4								3.2			8.3			3.2	A	III	L	F	

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F.A. Project No.:		Roadway ID:	10030000		To: E of N. 42nd St.			Inside:	PAVED						
County:	HILLSBOROUGH		SR No.:	600		Beg MP:	2.100	End MP:	2.400	Length:	0.300	Outside:	NONE		
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y	Paved:	Y	Lawn:		Other:		Curb & Gutter (Y/N):	Y

Mainline Cores (ML)																										
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
					FC9.5	SP9.5	S	T1	S2	WC	BIND					ABC-2	CONC	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
39	2.390	ML	L3	Y	0.9	0.8	0.7								2.4			8.1			2.4	A	IB	M	F	
40	2.398	ML	L2	Y	0.8	1.0	1.7								3.5			10.5		16.0	3.5	A	III	S	F	
41	2.399	ML	R3	Y	0.8	0.6	1.8								3.2			9.8			3.2	A	III	M	F	
50	2.336	ML	R1	Y	1.0	0.8	1.7				1.2				4.7			10.3			4.7	B	III	M	F	
51	2.168	ML	R1	N	1.0	0.7			1.2						2.9		UNK				2.9	B	III	L	F	
52	2.206	ML	L1	N	1.2	1.7			1.3						4.2		UNK				4.2	B	III	L	F	
53	2.316	ML	R1	N	1.0	1.0			1.5						3.5		UNK				3.5	B	III	L	F	Unable to determine depth of SSG due to CONC base.
54	2.369	ML	L1	N	1.0	0.8			1.7						3.5		UNK				3.5	B	III	L	F	Unable to determine depth of SSG due to CONC base.
55	2.154	ML	L2	Y	0.9	0.9			1.4						3.2		UNK								F	
57	2.158	ML	L1	N	1.0	1.0			1.4						3.4		UNK								F	
58	2.158	ML	R1	Y	0.6	0.4			2.1						3.1		UNK								F	
59	2.164	ML	L2	Y	0.8	1.0			0.9						2.7		UNK								P	
61	2.168	ML	L1	N	0.9	1.2			0.9						3.0		UNK								F	
62	2.170	ML	R1	Y	1.3				0.9						2.2		UNK								F	
63	2.173	ML	L2	Y	0.8	1.2			1.0						3.0		UNK				0.8	B	IB	M	P	
65	2.178	ML	L1	N	1.1	0.9			1.2						3.2		UNK								P	
67	2.183	ML	L2	Y	0.8	1.0			1.2						3.0		UNK								P	
76	2.289	ML	L1	N	0.5	1.2			1.3						3.0		UNK								F	Separation under SP-layer. Vehicle oil spot.
77	2.299	ML	L1	N	0.7	0.6			1.2						2.5		UNK								F	Vehicle oil spot. Traffic striping on top of Conc. base.
78	2.308	ML	L1	N	0.9	0.9			1.2						3.0		UNK								F	Vehicle oil spot.
79	2.323	ML	R1	N	1.0	1.1			1.0						3.1		UNK								F	Separation under SP-layer.
80	2.332	ML	R1	N	1.0	1.4			0.7						3.1		UNK								F	Bottom-up crack.
81	2.342	ML	R1	Y	0.8	1.6			0.9						3.3		UNK								F	Bottom-up crack.
82	2.351	ML	L2	Y	1.0	1.0			1.5						3.5		UNK								P	
83	2.351	ML	R1	Y	1.1	1.0			1.0						3.1		UNK								F	
84	2.361	ML	L2	Y	0.6	0.7			1.4						2.7		UNK								P	
85	2.361	ML	R1	Y	0.9	1.6			1.0						3.5		UNK								F	
86	2.370	ML	L2	Y	0.6	1.0			0.4						2.0		UNK								F	
87	2.370	ML	R1	Y	0.9	1.0			0.7						2.6		UNK								F	
88	2.374	ML	L1	Y	0.7	0.7			1.0						2.4		UNK								F	
89	2.153	ML	R1	Y	0.9	0.7			1.4						3.0		UNK				3.0	B	III	M	F	Concrete joint.
90	2.153	ML	L1	Y	1.1	1.0			1.7						3.8		6.5				3.8	B	III	M	F	Concrete joint.
91	2.153	ML	L2	Y	0.8	1.0			1.4						3.2		UNK				3.2	B	III	M	P	Concrete joint.
92	2.156	ML	R1	Y	0.9	0.5			1.8						3.2		UNK				3.2	B	III	M	P	Concrete joint.

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County:	HILLSBOROUGH		SR No.:	600		Beg MP:	2.100	End MP:	2.400	Length:	0.300	Outside:	NONE	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved:	Y	Lawn	Other:		Curb & Gutter (Y/N):	Y	

Mainline Cores (ML)																										
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
					FC9.5	SP9.5	S	T1	S2	WC	BIND						ABC-2	CONC	LR		SHEL	DEPTH (IN.)	TYPE	CLASS		
93	2.369	ML	R1	Y	0.8	1.0			0.8						2.6		UNK				2.6	C	II	M	P	
94	2.369	ML	L2	Y	0.7	0.9			0.9						2.5		UNK				2.5	B	III	S	P	Concrete joint.
95	2.373	ML	L1	Y	0.7	0.7			1.1						2.5		UNK				2.5	B	III	M	P	Concrete joint.
96	2.376	ML	R1	Y	1.1	1.0									2.1		UNK				2.1	C	III	M	P	Concrete joint.
97	2.376	ML	L2	Y	0.9	0.7									1.6		6.8				1.6	B	III	S	P	ConcreteJoint, Base crack.
AVERAGE					0.90	1.45	1.19		1.16	0.50	1.28				3.50	13.50	6.63	9.47	12.70	12.63	3.14					
MAX					1.30	14.40	1.90		2.10	0.60	2.10				15.60	13.50	6.75	18.75	13.00	16.00	6.30					
MIN					0.50	0.40	0.20		0.40	0.40	0.90				1.10	13.50	6.50	6.60	12.40	10.00	0.80					
LAYER COEF.					0.25	0.25	0.25	0.23	0.25	UNKW	0.20					0.16	UNKW	0.18	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 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

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County:	HILLSBOROUGH	SR No.:	600	Beg MP:	2.100	End MP:	2.400	Length:	0.300	Outside:	NONE			
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N):	Y	Paved:	Y	Lawn:		Other:		Curb & Gutter (Y/N):	Y	

Turn Lane Cores (TL)																										
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
					FC9.5	SP9.5	S	T1	S2	WC	BIND					ABC-2	CONC	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
8	2.146	TL	LL	N	0.8										0.8		UNK				0.8	B	III	S	P	
24	2.239	TL	RL	Y	0.8	1.5									2.3		UNK				2.3	B	II	L	F	RLTL (1st); Unable to det. depth of SSG due to CONC base.
25	2.240	TL	RL	Y	0.6	1.9	0.8		1.1						4.4		UNK								F	RLTL (2nd)
27	2.290	TL	LL	N	0.9	1.2	0.8		0.6						3.5		UNK								F	LLTL (2nd); Unable to det. depth of SSG due to CONC base.
28	2.294	TL	LL	N	0.9	2.7	0.9		1.6						6.1		UNK								F	LLTL (1st)
56	2.154	TL	LL	N	0.8	1.1	2.7								4.6		UNK								F	
60	2.164	TL	LL	N	0.8	1.3	1.8								3.9		UNK								F	Traffic striping on top of Conc. base.
64	2.173	TL	LL	N	0.8	1.0	2.6								4.4		UNK								F	Traffic striping on top of Conc. base.
66	2.178	TL	RL	Y	1.1	1.0			1.0						3.1		UNK								F	
68	2.183	TL	LL	N	1.0	1.1	2.5								4.6		UNK				4.6	B	III	M	F	
69	2.183	TL	RL	Y	0.8	1.0			1.6						3.4		UNK								F	
70	2.191	TL	RL	N	0.9	1.3	1.8								4.0		UNK								F	
71	2.201	TL	RL	N	0.9	1.6			1.4						3.9		UNK								F	
72	2.210	TL	RL	N	0.9	1.2			1.4						3.5		UNK								F	Bottom-up crack.
73	2.220	TL	RL	N	0.8	1.1	2.2		1.6						5.7		UNK								F	Vehicle oil spot.
74	2.230	TL	RL	N	0.8	1.5	0.8		1.9						5.0		UNK								F	Vehicle oil spot.
75	2.247	TL	RL	N	0.5	1.9	1.2		1.5						5.1		UNK								F	Vehicle oil spot.
AVERAGE					0.83	1.40	1.65		1.37						4.02						2.57					
MAX					1.10	2.70	2.70		1.90						6.10						4.60					
MIN					0.50	1.00	0.80		0.60						0.80						0.80					
LAYER COEF.					0.25	0.25	0.25	0.23	0.25	UNKW	0.20					0.16	UNKW	0.18	0.18	0.08						

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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	

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Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N): Y		Paved: Y	Lawn	Other:		Curb & Gutter (Y/N): Y	

Side Street Cores (SS)																										
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
					FC9.5	SP9.5	S	T1	S2	WC	BIND					ABC-2	CONC	LR	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
42	2.137	SS	NA	Y	0.6	2.7									3.3	8.5								F	N. 39th St.	
43	2.255	SS	NA	Y	0.7	3.1									3.8			14.2		10.0					F	N. 40th St.
44	2.255	SS	NA	Y	1.1	15.2									16.3			15.2							F	N. 40th St.
45	2.264	SS	NA	Y	1.2	11.1									12.3			8.2							F	N. 40th St.
46	2.264	SS	NA	Y	1.2	14.3									15.5			15.0							F	N. 40th St.
47	2.273	SS	NA	Y	1.0	12.5									13.5			12.0							F	N. 40th St.
48	2.273	SS	NA	N	1.1	10.4									11.5			1.0		17.5					F	N. 40th St.
49	2.385	SS	NA	N	2.0		1.1	2.4							5.5			4.0							F	N. 42nd St.
AVERAGE					1.11	9.90	1.10	2.40							10.21	8.50		9.94		13.75						
MAX					2.00	15.20	1.10	2.40							16.30	8.50		15.20		17.50						
MIN					0.60	2.70	1.10	2.40							3.30	8.50		1.00		10.00						
LAYER COEF.					0.25	0.25	0.25	0.23	0.25	UNKW	0.20					0.16	UNKW	0.18	0.18	0.08						

- Notes:
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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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 6/12/2024

Typical Section: 1

W.P.I. No.:				Name: SR 600 (US 92) / Hillsborough Ave.				Lanes: 6 Lane Urban Principal Arterial Roadway					
Fin. Proj. ID:	451331-1			From: W of N. 39th St.				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	10030000			To: E of N. 42nd St.				Inside: PAVED			
County:	HILLSBOROUGH		SR No.:	600		Beg MP:	2.100	End MP:	2.400	Length:	0.300	Outside:	NONE
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y	Paved:	Y	Lawn	Other:	Curb & Gutter (Y/N):	Y

Additional Cores - 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
					FC9.5	SP9.5	S2									CONC					DEPTH (IN.)	TYPE	CLASS	EXTENT		
89	2.153	ML	R1	Y	0.9	0.7	1.4								3.0	UNK					3.0	B	III	M	F	Concrete joint.
90	2.153	ML	L1	Y	1.1	1.0	1.7								3.8	6.5					3.8	B	III	M	F	Concrete joint.
91	2.153	ML	L2	Y	0.8	1.0	1.4								3.2	UNK					3.2	B	III	M	P	Concrete joint.
92	2.156	ML	R1	Y	0.9	0.5	1.8								3.2	UNK					3.2	B	III	M	P	Concrete joint.
93	2.369	ML	R1	Y	0.8	1.0	0.8								2.6	UNK					2.6	C	II	M	P	
94	2.369	ML	L2	Y	0.7	0.9	0.9								2.5	UNK					2.5	B	III	S	P	Concrete joint.
95	2.373	ML	L1	Y	0.7	0.7	1.1								2.5	UNK					2.5	B	III	M	P	Concrete joint.
96	2.376	ML	R1	Y	1.1	1.0									2.1	UNK					2.1	C	III	M	P	Concrete joint.
97	2.376	ML	L2	Y	0.9	0.7									1.6	6.8					1.6	B	III	S	P	ConcreteJoint, Base crack.
AVERAGE					0.88	0.83	1.30								2.72	6.63					2.72					
MAX					1.10	1.00	1.80								3.80	6.75					3.80					
MIN					0.70	0.50	0.80								1.60	6.50					1.60					
LAYER COEF.					0.25	0.25	0.25									UNKW					0.08					

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