

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: MADRID CPWG

Coring Completion Date: 2/27/2025

Typical Section: 1

W.P.I. No.:		Name:	SR 60/Adamo Drive				Lanes:	4 Lane Urban Principal Arterial Roadway				
Fin. Proj. ID:	448934-1		From: West of North 34th Street				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	10110000		To: East of North 34th Street			Inside:				
County:	Hillsborough	SR No.:	60		Beg MP:	0.550	End MP:	0.941	Length:	0.391	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved	Lawn - Y	Other:		Curb & Gutter (Y/N):	N	

Mainline and Crossover Cores (ML/CO)																										
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP12.5	SP9.5	S								LR	ABC-2	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	0.754	ML	R2	N	0.9		1.7	4.8						7.4	8.0								P			
3	0.754	ML	R1	N		1.4	2.0	5.0						8.4	8.0								P			
5	0.754	ML	L1	N		1.2	1.6	3.5						6.3	8.0								F			
6	0.754	ML	L2	N		1.0	1.5	4.6						7.1	8.0				12.0				F			
7	0.785	ML	R2	Y		2.1								2.1	8.0							P	Half ABC			
8	0.790	ML	R1	Y		1.0	1.5	0.5						3.0	10.0					3.0	B	III	S	P	Widening crack, half LR/ABC 7"	
10	0.784	ML	L1	Y		1.0	2.0	1.1						4.1	12.0								P			
11	0.784	ML	L2	Y			3.3							3.3	15.0								F			
17	0.770	ML	R2	N			2.7	2.4						5.1	8.0								P	Intersection		
18	0.769	CO	CO	N			4.6	1.6						6.2	7.0				12.0				P	Base shellrock		
19	0.769	ML	L2	N			2.6	1.7						4.3	8.0								F	Intersection		
21	0.666	ML	R2	Y	0.7		4.4	2.4						7.5	8.0				10.0				F			
22	0.666	ML	R1	N	0.7		4.5	3.4						8.6	10.0								F			
23	0.665	ML	L1	N	1.0		2.4	6.1						9.5	9.0								F			
24	0.664	ML	L2	Y		1.3	1.6	4.4						7.3	8.0				8.0				F			
25	0.560	ML	R2	N	0.5		4.0	2.3						6.8	8.0				12.0				F			
26	0.557	ML	R1	N	0.7		4.2	3.0						7.9	8.0								F			
27	0.555	ML	L1	N	0.7		1.9	5.3						7.9	8.0				12.0				F			
28	0.552	ML	L2	N	0.6		1.7	5.0						7.3	8.0								F			
29	0.926	ML	R2	N	0.7		1.9	1.4						4.0	12.0								F			
30	0.926	ML	R1	N		1.0	2.0	1.3						4.3	10.0				12.0				P			
31	0.925	ML	L1	N		1.1	2.3	0.8						4.2	11.0				12.0				F			
32	0.925	ML	L2	Y		1.3	2.0							3.3	13.0								F			
35	0.785	ML	R1	Y		1.2	1.6	0.6						3.4	10.0								P			
AVERAGE					0.72	1.24	2.52	2.91						5.80	9.29				11.25	3.00						
MAX					1.00	2.10	4.60	6.10						9.50	15.00				12.00	3.00						
MIN					0.50	1.00	1.50	0.50						2.10	7.00				8.00	3.00						
LAYER COEF.					0.25	0.25	0.25	0.25							0.18	0.16	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.

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

Turn Lane and Side Street Cores (TL/SS)																										
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP12.5	SP9.5	S								LR	ABC-2	SHEL			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.754	TL	RR	N	0.9		4.2	2.8						7.9	10.0									F		
4	0.754	TL	RL	N		1.3	1.6	4.2						7.1			8.0		12.0					P	Base shellrock	
9	0.785	TL	LL	N			3.8							3.8	10.5				12.0					P		
12	0.784	TL	LR	N		1.5	1.8							3.3	16.0				12.0					P		
13	0.767	SS	NA	Y		1.8		2.2						4.0									F	Concrete Base		
14	0.773	SS	NA	Y			1.4	2.1						3.5									P	Concrete Base		
15	0.762	SS	NA	N		1.5	1.9	3.0						6.4	10.0								F			
16	0.773	SS	NA	Y			3.2	3.2						6.4	10.0								F	Separation at 4.3"		
20	0.699	TL	RR	Y		1.0	6.3							7.3		7.0							F			
33	0.769	SS	NA	Y		1.4		3.4						4.8	10.0								F			
34	0.764	SS	NA	N		1.5	3.0	5.5						10.0	5.0								F			
AVERAGE					0.90	1.43	3.02	3.30						5.86	10.21	7.00	8.00		12.00							
MAX					0.90	1.80	6.30	5.50						10.00	16.00	7.00	8.00		12.00							
MIN					0.90	1.00	1.40	2.10						3.30	5.00	7.00	8.00		12.00							
LAYER COEF.					0.25	0.25	0.25	0.25							0.18	0.16	0.18		0.08							

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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.

<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