

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

Cored By: Tierra, Inc.

Coring Completion Date: 6/11/2021

Typical Section: C4-Urban

W.P.I. No.:		Name: SR 60 (Kennedy Blvd)		Lanes: 4	
Fin. Proj. ID: 436489-1		From: W. of Woodlynne Ave		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 10 080 000		To: E. of Brevard Ave	
County: Hillsborough		SR No.: SR 685/SR 60/SR 45		Beg MP: 1.041 End MP: 2.828 Length: 1.787	
Overall Pavement Condition (from DMO field review): Poor		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 (IN.)	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS
					FC9.5	SP9.5	S2	S	T1	S2	WC	T1	S	BIND		CONC	BRCK	ABC-2	RAP	SHEL	LR		RCA	DEPTH (IN.)	TYPE	CLASS					
49	2.534	TL	LL	N	1.2	1.8	1.9				0.7	2.1			7.7						9.5					P					
50	2.586	ML	L1	Y	1.2	1.5			0.9	2.0		0.9			6.5											G					
51	2.597	ML	L2	Y	0.9								2.0	1.1	4.0								4.0	C	III	S	P				Core Broke Apart
52	2.662	SS	L1	Y	2.0		0.6		2.6		0.8				6.0											P					North Blvd; Core Broke Apart
53	2.662	SS	R1	N	1.0	1.5		2.3							4.8											P					South Blvd
54	2.670	ML	L2	Y	0.8	3.4									4.2			8.3								P					Core Separation
55	2.708	ML	R2	Y	1.0		1.1	0.9							3.0							12.0	3.0	C	II	S	P				
56	2.712	ML	L2	Y	0.9	1.3	2.8								5.0								5.0	B	IB	M	P				Core Broke Apart
57	1.054	ML	L1	Y	1.0	1.9									2.9	UNK							2.9	B	IB	L	P				
58	1.053	ML	L2	Y	0.7	1.3									2.0							12.0	1.5	B	IB	L	P				
59	1.069	ML	R1	Y	0.6	1.4									2.0	UNK							2.0	B	IB	L	P				
60	1.150	ML	L2	Y	0.9	1.2									2.1	7.9										P					
61	1.252	ML	R2	Y	1.0	1.2									2.2	UNK							2.2	B	IB	L	P				
62	1.261	TL	LL	N	1.0	1.7									2.7	UNK							2.7	B	II	L	P				
63	1.420	ML	R1	Y	1.1	1.2									2.3	UNK										P					
64	1.580	ML	L1	Y	1.2	1.5					1.2				3.9	UNK										P					
65	1.769	ML	R2	Y	0.6	1.5	1.3				1.0		2.4		6.8							12.0	1.6	B	IB	L	P				Bottom Up Cracking
66	1.856	ML	L2	Y	0.9	1.3	1.7		2.6						6.5											P					T1 Layer Broke Apart. Measured In Hole
67	2.005	ML	R1	Y	1.0	1.3			1.0	3.4		3.9	3.3	13.9						9.5		12.0				P					
68	2.004	ML	L1	Y	1.1	1.5	2.3		1.3						6.2											F					
69	2.097	ML	L1	Y	1.2	7.8									9.0											P					Auger Refusal In Limerock at 4.8 Feet Depth
70	2.226	ML	L2	Y	1.0	1.4	4.1								6.5								6.5	B	IB	L	P				
71	2.342	ML	R1	Y	0.9	1.2				0.6	2.0	1.8			6.5											P					
72	2.749	TL	RL	N	1.5	2.4									3.9						20.0					F					Paved Median
73	2.768	SS	R1	Y	1.2	0.6									1.8								1.8	B	IB	L	P				Grand Central Ave
AVERAGE					1.12	1.66	1.93	2.11	1.47	1.73	1.17	2.22	2.65	1.10	4.36	7.75	2.98	2.90	1.85	13.67	17.10	7.50	12.88	3.49							
MAX					3.00	7.80	6.40	5.20	2.60	3.40	2.00	3.90	3.30	1.10	13.90	7.90	3.50	8.30	2.50	20.00	48.00	12.00	25.50	6.70							
MIN					0.60	0.60	0.30	0.60	0.50	0.60	0.70	0.90	2.00	1.10	1.20	7.60	2.10	0.60	0.80	9.50	3.00	3.00	0.67	0.40							
LAYER COEF.					0.15	0.15	0.15	0.15	0.15	0.15	UNKW	0.15	0.15	0.15		UNKW	#N/A	0.12	0.12	UNKW	0.18	0.12	0.08								

Notes:

- 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.
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
- Stabilization thickness was checked on selected coring locations. For pavement design, assume 12 inches of thickness for stabilization.
- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
- A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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