STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab, Inc. Coring Completion Date: 6/23/21-6/25/21 Typical Section:

W.P.I. No.:				Name:	USB 41/SR 685							Lanes: 3	
Fin. Proj. ID:	443665-1			From:	USB41/SR 685/Florida Ave							Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10 020 101	To:	SR 60 E Jackson							Inside:	Paved
County:	Hillsborough	SR No.:	685	Beg MP:	0.000	End MP:	3.245	Length:	3.245			Outside:	Paved
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved		Lawn		Other:		Curb & Gutter	N

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			RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
					FC3	FC9.5	SP9.5	S	WC	S2	T1	BIND				SHEL	LR	ABC-2	BRCK	RCA	CONC		DEPTH (IN.)	TYPE	CLASS			
1	0.010	TL	LR	Y		0.8	0.5	1.0				1.0			3.3	13.2							3.3	A	III			LRTL 2ND; On Joint
2	0.032	S	L1	N		0.9	1.5	0.6							3.0	10.5							1.7	B	III			Wide Gore
3	0.086	S	IL	N		1.1	1.9					0.5			3.5	11.0							3.5	C	III			Base Crack
4	0.130	TL	LL	Y			3.0								3.0	9.7						0.0						LLTL 1ST
5	0.162	SS	L2	N		0.6	1.4					1.1			3.1		18.0						1.9	B	II			N. Highland Avenue
6	0.162	SS	L2	N		0.9		1.3	0.3			0.5			3.0	14.5							3.0	B	III			W. Violet St.
7	0.183	S	OL	N		1.2	1.3					1.9			4.4	10.7						0.0						
8	0.200	ML	L2	Y			1.3	0.7							2.0	14.5												
9	0.261	TL	LL	Y			2.0					1.5			3.5	12.2												LLTL 1ST; Bottom Up Cracking
10	0.274	TL	LR	Y			2.3	8.6							10.9	4.6												LRTL 1ST
11	0.285	SS	L1	N		1.0	1.7	0.8							3.5		10.8											Osborne Avenue
12	0.305	ML	L2	N		1.0	1.1	2.4							4.5	12.0							4.5	C	III			Core Fell Apart
13	0.458	ML	L1	Y		0.5	1.4			1.5					3.4		10.6					10.0	3.4	A	II			Base Crack
14	0.567	S	L1	N		0.9	2.2								3.1		10.3						1.6	A	III			Wide Gore; Core separated at SP Layer
15	0.610	ML	L2	Y		0.6	1.2	0.8							2.6	10.8							2.6	A	IB			
16	0.662	S	L1	N		1.5	1.4								2.9		8.9											Wide Gore
17	0.766	TL	LR	Y		0.8	1.4					1.3			3.5	12.0							1.8	C	III			LRTL 1ST
18	0.772	TL	LL	Y		1.1	1.2								2.3		10.5											LLTL 1ST
19	0.789	SS	L3	Y		1.0	1.6					1.0			3.6		10.0											W DR. MARTIN LUTHER KING JR. BLVD.
20	0.787	SS	L1	Y		1.0	2.2					1.0			4.2		11.0											W DR. MARTIN LUTHER KING JR. BLVD.
21	0.857	SS	L1	Y		1.1	1.7					1.2			4.0	14.0							4.0	B	III			TAMPA ST.; Base Crack
22	1.024	ML	L2	Y		1.0	2.8								3.8	7.2							3.8	A	III			Core Fell Apart
23	1.111	ML	L1	Y		1.2	1.1	1.2							3.5				2.4				3.5	B	II			Asphalt Brick
24	1.184	S	OL	N		1.0	1.7	1.9							4.6				2.8									Gore; Asphalt Brick
25	1.193	SS	L1	N		1.2	1.7								2.9				2.8				2.9	B	III			E. WOODLAWN AVE.; Asphalt Brick
26	1.351	ML	L2	Y		1.1	1.7								2.8	9.0							2.8	A	II			Base Crack
27	1.377	SS	L3	Y		1.0	0.9								1.9				2.3				1.9	A	III			W. PLYMOUTH ST.; Asphalt Brick
28	1.439	SS	L1	N		0.9	3.2								4.1					16.0								E. ADELEE ST.
29	1.511	S	OL	N		0.8	1.8	1.0							3.6				2.5									Base is brick/ABC (6.7 in.)
30	1.516	ML	L2	Y		1.0	2.2	0.9							4.1		12.0						4.1	B	III			
31	1.519	ML	L2	Y		1.2	2.2								3.4	7.1							3.4	A	II			Depression; Measured in Hole; Partial core delivered

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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			RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
					FC3	FC9.5	SP9.5	S	WC	S2	T1	BIND				SHEL	LR	ABC-2	BRCK	RCA	CONC		DEPTH (IN.)	TYPE	CLASS			
32	1.519	ML	L2	Y		0.8	2.6	0.9							4.3		3.7						4.3	B	III			
33	1.521	ML	L2	Y		0.5	1.9	1.4							3.8				3.2									Core Fell Apart
34	1.543	SS	L1	N		1.1	3.0								4.1					8.6								E. FLORIBRASKA AVE.
35	1.601	SS	L1	N		1.0	2.4								3.4	8.3							3.4	B	II			E. KEYES AVE.
36	1.685	ML	L3	Y		1.0	1.5				0.9				3.4				3.0				2.5	A	II			
37	1.761	SS	L1	Y		1.3	1.5	0.9							3.7				3.3									E. EUCLID AVE.
38	1.792	TL	LR	Y		1.0	1.2	0.6							2.8				3.3				2.8	B	III			LRTL 1ST
39	1.819	SS	L1	N		0.9	1.1				0.7				2.7				3.2									E. COLUMBUS DR.
40	1.836	S	OL	N		0.8	2.2								3.0				3.0				3.0	B	II			Wide Gore; Asphalt Brick
41	1.883	SS	L1	N	0.9										0.9				3.1				0.9	A	III			E. AMELIA AVE.
42	2.047	ML	L2	Y		1.0	0.3								1.3	8.5												Measured core present.
43	2.102	ML	L1	Y		1.0	1.4	1.3							3.7				3.2									
44	2.141	SS	L3	Y		0.7	0.9								1.6		8.7											W. PALM AVE.
45	2.150	SS	L1	N		0.9		0.5							1.4		9.5											FRANKLIN ST.
46	2.185	S	OL	N		1.2	5.4								6.6			7.4				0.0	2.6	A	II			Wide Gore; Core separated at SP Layer
47	2.238	S	OL	N		1.1	1.3	1.0							3.4				2.8									
48	2.331	SS	L1	N		0.9	1.8			1.1					3.8				2.8									W. HENDERSON AVE.
49	2.364	ML	L2	Y		1.4	1.6				2.0				5.0	8.5							5.0	B	II			Core separated at SP Layer
50	2.379	S	OL	Y		0.8	1.7								2.5				3.0				2.5	B	II			Bus Stop
51	2.463	TL	LR	Y		1.1	1.9								3.0			3.4										LRTL 1ST
52	2.497	SS	L1	N		1.0	4.5								5.5						unk							KAY ST.; Utility Conflict; Core Separated at SP Layer
53	2.510	ML	L2	Y		1.3	1.0	1.7							4.0		16.5											
54	2.537	ML	L2	Y		1.1	1.2	1.2							3.5		17.0											
55	2.545	SS	L3	N		1.2	1.1					0.9			3.2		12.2											W. SCOTT ST.; Possible Widening
56	2.591	ML	L1	Y		1.0	1.3	0.4							2.7				3.5			0.0	2.7	B	III			
57	2.614	SS	L3	N		2.0	2.2								4.2		11.6											E. LAUREL ST.
58	2.655	S	OL	Y		0.8	1.7								2.5				3.0									Parallel Parking
59	2.677	SS	L3	Y		0.7	2.8								3.5						unk							E. FORTUNE ST.; Utility Conflict; Core Fell Apart
60	2.720	ML	L3	Y		1.0	1.4			2.1					4.5						unk		2.8	B	II			Utility Conflict
61	2.780	S	OL	N		1.2	2.0			0.8					4.0						unk		4.0	B	II			Parallel Parking; Utility Conflict
62	2.819	SS	L3	N		1.0	0.9	0.5							2.4		10.4											I-275 OFF RAMP

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All Cores

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					FC3	FC9.5	SP9.5	S	WC	S2	T1	BIND				SHEL	LR	ABC-2	BRCK	RCA	CONC		DEPTH (IN.)	TYPE	CLASS			
63	2.843	TL	LR	Y		1.0	1.8	0.4							3.2						unk		3.2	B	III			LRTL 1ST
64	2.857	SS	L1	N		1.0	2.0								3.0	17.7												E. TYLER ST.
65	2.891	S	IL	N		1.2	1.2				0.8				3.2				2.8									Parallel Parking
66	2.916	SS	OL	N		1.1	2.9								4.0						unk		4.0	B	IB			E. CASS ST.; Bike Lane; Concrete Joint
67	2.940	S	OL	N		1.4	1.2			2.3					4.9						unk							Parallel Parking
68	2.965	SS	L1	N		1.3	3.8								5.1						unk							E. POLK ST.

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					FC3	FC9.5	SP9.5	S	WC	S2	T1	BIND			TOTAL ASPHALT THICKNESS (IN.)	SHEL	LR	ABC-2	BRCK	RCA	CONC		DEPTH (IN.)	TYPE	CLASS			
69	2.999	ML	L2	Y		1.2	1.3				0.5				3.0				3.0				3.0	C	III			
70	3.005	ML	L1	Y		1.3	1.3				1.2				3.8				2.7									
71	3.061	S	IL	N		0.9	1.8			1.5	1.0				5.2				3.1				0.9	A	IB			Wide Gore
72	3.061	S	OL	Y		1.3	3.0								4.3						unk							Bus Stop
73	3.077	SS	L1	N		1.0	2.7								3.7				3.3									E. CASS ST.
74	3.091	ML	L3	Y		1.0	1.0				0.8				2.8				1.6			0.0	2.8	B	III			Edge of Brick
75	3.110	S	IL	N		1.3	1.3				0.8				3.4				3.1									Parallel Parking
76	3.131	SS	L1	N		1.2	2.9								4.1	16.4												E. MADISON ST.
77	3.151	S	IL	N		1.1	1.8		0.8	1.2	1.9				6.8				3.1			0.0						Parallel Parking
78	3.189	SS	L1	N		1.5	1.4			5.1					8.0	9.5												E. KENNEDY BLVD.
79	3.210	S	OL	N		1.0	1.9								2.9		unk											Utility Conflict
80	3.221	TL	LL	Y		1.5	0.7				1.4				3.6				3.0				3.6	C	III			LLTL 1ST
81	3.224	ML	L2	Y		1.2	1.5			0.8	1.5				5.0				3.0			0.0						
82	3.223	TL	LL	Y		1.2	0.9				0.5				2.6				3.1									LLTL 2ND
83	3.241	SS	L1	N		1.5	1.7				0.8				4.0				2.5									E. JACKSON ST.
84	1.516	ML	L2	Y		1.0	2.0				1.5				4.5				3.4			0.0						
85	0.086	TL	LL	N			1.5	1.2							2.7	10.5												LLTL (1ST)
AVERAGE					***0.90***	***1.06***	***1.79***	***1.33***	***0.55***	***1.82***	***1.09***	***1.08***			***3.65***	***10.97***	***11.28***	***5.40***	***2.93***	***12.30***		***1.11***	***2.99***					
MAX					***0.90***	***2.00***	***5.40***	***8.60***	***0.80***	***5.10***	***2.00***	***1.90***			***10.90***	***17.70***	***18.00***	***7.40***	***3.50***	***16.00***		***10.00***	***5.00***					
MIN					***0.90***	***0.50***	***0.30***	***0.40***	***0.30***	***0.80***	***0.50***	***0.50***			***0.90***	***4.60***	***3.70***	***3.40***	***1.60***	***8.60***		***0.00***	***0.90***					
LAYER COEF.					***0.25***	***0.25***	***0.25***	***UNKW***	***0.25***	***0.23***	***0.20***					***0.18***	***0.18***	***0.16***	***UNKW***	***0.18***	***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.