

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

Cored by: M. Cornwell, P. Zydek      Dates Cored: 4/6/20-4/7/20      Page: 1 of 2      Typical Section No.: 1

W.P.I. No.:		Name: SR 582/Fowler Avenue		Lanes: 6	
Fin. Proj. ID: 441660-1		From: West of Tampa Bypass Canal		Shoulder Type and Condition:	
F.A. Proj. No.:		To: US 301/SR41		Inside:	
County: Hillsborough	SR No.: 582	Beg MP: 6.932	End MP: 7.829	Lgth: 0.897	Outside: Paved
Median Curbed (Y/N): N	Paved	Lawn x	Vegetation	Curb and Gutter (Y/N): N	

Core No.	Mile Post or Sta. No.	Lane	Weather	Pavement Layer (in.)								Base					Subgrade	Crack				Pvmt Cond	COMMENTS	
				F125	F95	FC5	SP1F	S	T1	S2	BIND	Core Length (in.)	Limerock	Shell	ABC	Concrete	SAHM	Stabilized	Depth (in.)	Type	Class			Extent
1	7.016	R2	N	1.0	-	-	1.5	-	-	-	-	2.5	-	-	-	UNK	-	-	-	-	-	-	Fair	Approach Slab
2	7.022	R2	N	1.4	-	-	1.4	1.3	-	-	-	4.1	11.0	-	-	-	-	-	2.8	B	IB	L	Fair	
3	7.046	R1	Y	-	1.0	-	13.1	-	-	-	-	14.1	1.3	-	-	-	-	-	-	-	-	-	Fair	Left Turn Lane
4	7.136	R3	N	1.5	-	-	1.0	3.7	-	-	-	6.2	11.8	-	-	-	-	11.0	2.7	B	II	S	Poor	
5	7.135	R3	Y	1.6	-	-	0.9	3.5	-	-	-	6.0	10.0	-	-	-	-	-	-	-	-	-	Fair	
6	7.137	R3	Y	1.6	-	-	1.3	3.6	-	-	-	6.5	10.5	-	-	-	-	-	-	-	-	-	Fair	
7	7.171	R2	N	1.4	-	-	0.6	3.8	-	-	-	5.8	11.0	-	-	-	-	11.3	5.8	B	III	S	Poor	Base Crack
8	7.172	R2	N	1.2	-	-	1.0	3.5	-	-	-	5.7	10.5	-	-	-	-	-	-	-	-	-	Fair	
9	7.170	R2	N	1.3	-	-	1.1	3.5	-	-	-	5.9	10.0	-	-	-	-	-	-	-	-	-	Fair	
10	7.263	R2	Y	1.5	-	-	0.8	0.4	-	-	-	2.7	8.5	-	-	-	-	-	2.7	A	III	S	Poor	
11	7.295	R2	N	1.5	-	-	0.9	1.2	-	-	-	3.6	10.4	-	-	-	-	20.6	3.6	B	II	M	Fair	
12	7.295	R2	Y	1.1	-	-	1.3	1.2	-	-	-	3.6	11.0	-	-	-	-	-	3.6	A	III	M	Fair	
13	7.295	R2	Y	1.6	-	-	1.1	1.0	-	-	-	3.7	10.3	-	-	-	-	-	3.7	A	IB	S	Poor	
14	7.296	R3	N	1.3	-	-	-	2.3	-	-	-	3.6	10.3	-	-	-	-	-	3.6	A	III	S	Poor	Base Crack
15	7.296	R3	Y	1.5	-	-	1.4	0.8	-	-	-	3.7	10.3	-	-	-	-	-	-	-	-	-	Fair	
16	7.332	R1	N	-	-	1.8	7.1	-	-	-	-	8.9	3.9	-	-	-	-	-	-	-	-	-	Poor	Patch
17	7.332	R2	N	1.3	-	-	1.1	1.6	-	-	-	4.0	10.5	-	-	-	-	-	-	-	-	-	Poor	Base Crack; Bottom up Cracking
18	7.562	R2	Y	-	0.8	-	-	4.1	-	-	-	4.9	12.0	-	-	-	-	-	-	-	-	-	Fair	Patch; Right Turn Lane
19	7.562	R2	N	1.0	-	-	1.3	0.7	-	-	-	3.0	13.2	-	-	-	-	-	-	-	-	-	Fair	Right Turn Lane
20	7.551	L1	Y	1.2	-	-	0.8	1.8	-	-	1.7	5.5	8.2	-	-	-	-	-	-	-	-	-	Fair	
21	7.273	L2	Y	1.1	-	-	0.7	1.3	-	-	0.7	3.8	8.1	-	-	-	-	-	3.8	A	III	M	Poor	
22	7.273	L1	Y	1.2	-	-	1.0	4.3	-	-	1.2	7.7	9.5	-	-	-	-	-	-	-	-	-	Fair	
23	7.175	L2	N	1.3	-	-	1.7	3.2	-	-	1.4	7.6	9.0	-	-	-	-	13.5	7.6	B	III	M	Fair	
24	7.174	L2	N	1.5	-	-	1.0	3.1	-	-	2.0	7.6	8.8	-	-	-	-	-	-	-	-	-	Fair	
25	7.176	L2	N	1.5	-	-	1.2	3.0	-	-	2.0	7.7	8.6	-	-	-	-	-	-	-	-	-	Fair	
26	7.016	L2	N	1.6	-	-	1.3	-	-	0.8	-	3.7	-	-	-	UNK	-	-	-	-	-	-	Fair	Approach Slab
27	7.022	L2	N	1.6	-	-	1.1	-	-	-	1.5	4.2	11.7	-	-	-	-	-	-	-	-	-	Fair	
28	7.460	OL	N	1.5	-	-	-	1.5	-	-	-	3.0	2.0	-	-	-	-	-	-	-	-	-	Fair	
29	7.460	L2	Y	1.3	-	-	0.7	1.3	-	-	0.7	4.0	8.0	-	-	-	-	17.0	4.0	B	II	M	Fair	Base Crack
30	7.460	L1	N	1.4	-	-	0.9	2.2	-	-	2.3	6.8	7.5	-	-	-	-	-	-	-	-	-	Fair	
31	7.460	R1	Y	1.4	-	-	1.0	1.3	-	-	-	3.7	8.5	-	-	-	-	-	-	-	-	-	Poor	
32	7.460	R2	Y	1.5	-	-	0.9	0.7	-	-	-	3.1	9.3	-	-	-	-	-	3.1	A	IB	S	Poor	
33	7.460	OR	N	1.7	-	-	-	1.1	-	-	-	2.8	10.0	-	-	-	-	-	-	-	-	-	Fair	Core Broke Apart in S Layer
34	7.245	OR	N	1.5	-	-	0.9	-	-	-	-	2.4	5.9	-	-	-	-	-	-	-	-	-	Fair	
35	7.245	R1	Y	1.5	-	-	1.1	1.1	-	-	-	3.7	9.3	-	-	-	-	-	3.7	A	II	S	Poor	
36	7.245	OL	N	1.3	-	-	0.9	1.5	-	-	-	3.7	-	-	3.0	-	-	-	-	-	-	-	Fair	
37	7.301	R1	N	-	1.0	-	0.9	2.5	-	-	-	4.4	9.4	-	-	-	-	-	-	-	-	-	Fair	Left Turn Lane
38	7.565	R1	Y	1.0	-	-	2.6	-	-	-	-	3.6	7.7	-	-	-	-	-	3.6	B	II	M	Poor	Base Crack; Left Turn Lane
39	7.625	R1	N	-	-	1.0	5.5	-	-	-	-	6.5	-	-	8.9	-	-	-	-	-	-	-	Fair	Core Broke Apart in ABC; Left Turn Lane
40	7.741	R1	N	-	-	1.3	4.0	-	-	-	-	5.3	11.3	-	-	-	-	-	-	-	-	-	Fair	Left Turn Lane
41	7.643	C	N	1.0	-	-	2.1	2.2	-	-	-	5.3	8.3	-	-	-	-	-	-	-	-	-	Fair	Cross Over
42	7.327	C	N	0.9	-	-	2.3	-	-	-	-	3.2	17.0	-	-	-	-	-	3.2	B	III	S	Fair	Base Crack; Cross Over
43	6.944	L3	Y	-	-	0.5	0.7	1.7	-	0.9	-	3.8	-	-	-	UNK	-	-	-	-	-	-	Poor	Approach Slab

## PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored by: M. Cornwell, P. Zydek

Dates Cored: 4/6/20-4/7/20 Page: 2 of 2

Typical Section No.: 1

W.P.I. No.:	Name: SR 582/Fowler Avenue	Lanes: 6		
Fin. Proj. ID: 441660-1	From: West of Tampa Bypass Canal	Shoulder Type and Condition:		
F.A. Proj. No.:	To: US 301/SR41	Inside:		
County: Hillsborough SR No.: 582	Beg MP: 6.932	End MP: 7.829	Lgth: 0.897	Outside: Paved
Median Curbed (Y / N): N	Paved	Lawn x	Vegetation	Curb and Gutter (Y/N): N

Core No.	Mile Post or Sta. No.	Lane	Weather	Pavement Layer (in.)								Base					Subgrade	Crack				Pvmt Cond	COMMENTS		
				F125	F95	FC5	SP1F	S	T1	S2	BIND	Core Length (in.)	Limerock	Shell	ABC	Concrete		SAHM	Stabilized	Depth (in.)	Type			Class	Extent
44	6.943	L3	N	-	-	0.9	1.0	2.0	-	0.9	-	4.8	11.5	-	-	-	-	-	-	-	-	-	-	Poor	
45	6.944	R1	N	-	-	0.5	0.7	2.0	-	-	-	3.2	-	-	-	UNK	-	-	-	-	-	-	-	Poor	Approach Slab
46	6.943	R1	Y	-	-	0.8	0.8	4.1	-	-	-	5.7	12.2	-	-	-	-	-	-	-	-	-	-	Poor	
47	7.741	L2	Y	-	-	0.9	4.9	-	-	-	-	5.8	12.1	-	-	-	-	-	-	-	-	-	-	Fair	
48	7.668	L1	Y	1.0	-	-	1.3	3.5	1.1	-	2.2	9.1	8.4	-	-	-	-	-	-	-	-	-	-	Fair	Core Separated at S Layer
49	7.591	L2	Y	0.8	-	-	2.0	1.2	-	-	0.8	4.8	7.4	-	-	-	-	-	-	-	-	-	-	Fair	
50	7.260	R1	Y	1.3	-	-	1.0	1.0	-	-	-	3.3	8.5	-	-	-	-	-	-	3.3	A	IB	S	Poor	

\*During the field operation 10% of the cores were checked for stabilization thickness. For pavement design assume 14.7 inch thickness for stabilization.