

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

Cored By: D1 & D7 FDOT DMO Staff

Coring Completion Date: 10/25/2022

Typical Section: 02

W.P.I. No.:		Name:	SR 43 / US 301 / US 41				Lanes:	6						
Fin. Proj. ID:	443427-1	From:	N OF RIVERCREST DRIVE				Shoulder Type and Condition:							
F.A. Project No.:		Roadway ID:	10010000		To:	S OF BALM RIVER ROAD								
County:	HILLSBOROUGH	SR No.:	43		Beg MP:	15.977	End MP:	16.218						
					Length:	0.241		Outside:	Paved					
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved:	Y	Lawn:	Y	Other:		Curb & Gutter (Y/N):	Inside: Y; Outside: Y

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	
					FC5	FC9.5	SP9.5	SP12.5	S	S2	T1	WC					LR	RAP		ABC-2	DEPTH (IN.)	TYPE	CLASS			EXTENT
1	16.003	ML	R1	N	1.0		1.0	1.0	2.6						5.6	10.0				12.0	1.1	C	II	L	P	
2	16.212	ML	R1	N	0.7		1.5	1.6	2.2						6.0	9.5				12.0					F	
3	15.977	ML	L1	N	1.0		0.9	1.3	3.0						6.2	9.0				12.0	3.7	C	II	S	F	
4	16.176	ML	L1	N	0.8		0.9	1.5	2.1						5.3	11.0				12.0	3.7	C	II	S	P	
5	16.025	ML	R2	N	0.8		1.0	1.7	1.9						5.4	10.0				12.0	3.4	C	II	S	P	
6	16.181	ML	R2	Y	0.8		0.9	1.4	1.9						5.0	11.0				12.0	3.3	C	II	S	F	
7	16.113	ML	L2	N	0.8		1.1	1.5	3.1	2.0	0.7	0.6			9.8	7.0				12.0					F	
8	16.023	ML	L2	N	1.0		1.0	1.5	2.3	1.9	0.7	0.6			9.0	7.0				12.0					F	
9	15.992	ML	R3	Y	0.9		1.1	1.5	1.5						5.0	12.0				12.0	3.5	C	II	S	F	
10	16.080	ML	R3	Y	1.0		0.8	1.4	2.0						5.2	11.0				12.0	2.4	C	II	M	P	
11	16.160	ML	L3	Y	0.7		0.9	1.4	1.2						4.2	12.0				12.0	4.2	C	II	S	P	BASE CRACK
12	15.997	ML	L3	Y	0.8		0.9	1.5	1.4	0.7	0.7	0.6			6.6	7.5				12.0	3.3	C	II	M	F	
13	15.992	S	OR	N	0.7		0.5		1.0						2.2	5.0				12.0					F	
14	16.088	S	OR	N	0.9		0.6		1.0						2.5	4.0				12.0					F	
15	16.192	S	OL	N	0.7		1.1		1.9						3.7	4.0				12.0					F	
16	15.997	S	OL	N	0.8		1.2	1.0							3.0	4.0				12.0					F	
17	15.987	S	IR	N	1.0		1.4								2.4		7.7			12.0					F	2 FOOT INSIDE SHOULDER
18	16.118	S	IR	N	0.9		0.7	1.5	3.1						6.2	9.5				12.0					F	2 FOOT INSIDE SHOULDER
19	16.104	TL	RL	Y	0.9		1.5	1.4	2.2						6.0	8.0				12.0	6.0	C	II	S	F	RLTL, WIDENING CRACK
20	16.144	CO	CO	Y	0.7		1.0	1.2	1.1						4.0	10.0				12.0					F	
21	16.212	TL	RL	N		1.0	2.4								3.4			7.8		12.0					F	RLTL
22	16.064	TL	LR	Y	1.1		3.0								4.1	12.5				12.0	4.1	C	II	S	F	LRTL, BASE CRACK
23	16.177	TL	LL	N		1.3	1.0	3.1							5.4	10.0				12.0					F	LLTL
24	15.977	TL	LL	Y	1.0		3.5								4.5			6.8		12.0					P	LLTL, POSSIBLE SLIPPAGE STARTING

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					FC5	FC9.5	SP9.5	SP12.5	S	S2	T1	WC	LR	RAP		ABC-2	DEPTH (IN.)	TYPE	CLASS		EXTENT					
AVERAGE					0.86	1.15	1.25	1.50	1.97	1.53	0.70	0.60			5.03	8.76	7.70	7.30		12.00	3.52					
MAX					1.10	1.30	3.50	3.10	3.10	2.00	0.70	0.60			9.80	12.50	7.70	7.80		12.00	6.00					
MIN					0.70	1.00	0.50	1.00	1.00	0.70	0.70	0.60			2.20	4.00	7.70	6.80		12.00	1.10					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.23	UNKW				0.18	UNKW	0.16		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.

<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	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