

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

Cored By: Tierra, Inc.

Coring Completion Date: 12/13/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 582 (Fowler Avenue)			Lanes:	OL, LR, L2, L1, LL, CO, RL, R1, R2, RR, and OR		
Fin. Proj. ID:	446270 1 32 01	From:	Bruce B. Downs Boulevard			Shoulder Type and Condition:			
F.A. Project No.:	D722 045 B	Roadway ID:	10290000			To: Riverhills Drive			
County:	Hillsborough	SR No.:	582			Beg MP: 1.904    End MP: 5.668    Length: 3.764			
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):		Paved    Lawn    Other:		Curb & Gutter (Y/N):	N

**Mainline Cores (ML)**

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
					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI	LR		ABC-1	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT			
2	1.905	ML	L4	N		1.1	1.3	1.9		1.0					5.3	8.5						F			
3	1.905	ML	L3	N		1.7	1.5	1.7		1.4					6.3	8.5						F			
4	1.929	ML	R2	Y		1.3	1.7	0.9		0.9					4.8	9.0						F			
5	1.931	ML	R1	Y		1.4	1.5	0.5		1.2					4.6	7.0			4.6	B	II	L	F		
7	1.946	ML	L2	N		1.6	0.8	3.0		1.4					6.8	9.0						F			
8	1.944	ML	L1	Y		1.6	0.9	3.7		0.9					7.1	9.8						F			
9	1.970	ML	R3	Y		1.5	1.6	1.0							4.1	11.3						F			
13	2.159	ML	R3	Y	0.7		1.7	2.1		1.0					5.5	7.5			5.5	B	II	L	F		
14	2.159	ML	R2	Y	0.9		2.0	1.3		1.1					5.3	7.5						F			
16	2.195	ML	L3	N	1.1		1.5	4.5							7.1	9.8						F			
18	2.295	ML	R1	N	0.9		2.6	1.6							5.1	10.5						F			
20	2.377	ML	L2	Y	1.0		1.3	2.4			1.6	2.0			8.3	7.3		32.0	6.5	B	II	L	F		
21	2.379	ML	L1	N	1.0		1.8	2.1			2.7	2.4			10.0	7.8			1.4	B	II	L	F		
25	2.718	ML	R3	N	0.9		1.5	2.5	2.0						6.9	7.0			6.9	B	III	M	F	Joint crack	
26	2.755	ML	L3	Y	0.7		1.3	3.0							5.0	7.8			5.0	B	III	M	F	Widening crack; Base 1/2 LR 1/2 ABC	
31	2.984	ML	R2	N	1.1		2.5	0.8		1.4			0.5		6.3	8.0						F			
32	2.984	ML	R1	N	1.1		1.8	2.0							4.9	11.0						F			
33	3.078	ML	L2	Y	0.8		1.6	2.7							5.1	13.8			5.1	B	II	M	P		
34	3.077	ML	L1	Y	0.7		1.3	3.5							5.5	18.3			5.5	B	II	M	P		
39	3.228	ML	L3	Y	0.7		1.1	2.0							3.8	10.5			3.8	C	II	M	P		
40	3.231	ML	L2	Y	0.8		2.1	0.6		0.9	1.3	1.1			6.8	7.0						F			
42	3.299	ML	R2	N	0.9		2.5			1.6					5.0	9.8						F			
43	3.298	ML	R3	Y	0.8		2.5	2.3							5.6	7.3			5.6	B	IB	M	F		
45	3.385	ML	L1	N	1.1		1.6	1.4			5.3	2.5			11.9	6.9		29.0				F			
50	3.395	ML	R1	N	0.9		2.5	1.5							4.9	10.0		27.0				F			
55	3.649	ML	L2	N	0.8		1.5	1.8		0.9	3.0	2.0			10.0	7.0		25.0				F			
56	3.654	ML	L3	Y			2.1				2.0	1.5			5.6	7.5			5.6	B	III	M	F	Measured delivered core FC is missing.	
58	3.688	ML	R3	Y	0.9		2.4	1.4		0.8					5.5	7.5			3.4	C	II	M	P		
59	3.690	ML	R2	Y	0.6		2.3	2.3							5.2	9.0			5.2	B	II	M	F	Base Crack	
62	3.740	ML	R1	Y	0.7		2.4	3.0							6.1	9.0			6.1	B	II	M	F	Base Crack	
65	3.829	ML	L1	Y	1.0		2.0	3.0		1.5					7.5	8.5			7.5	B	III	M	P	0.4 LR in S2-Layer	
72	4.180	ML	L1	Y	0.6		1.4	1.8	1.2						5.0	10.3			5.0	C	III	S	P		

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Coring Completion Date: 12/13/2022

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W.P.I. No.:		Name:	SR 582 (Fowler Avenue)			Lanes:	OL, LR, L2, L1, LL, CO, RL, R1, R2, RR, and OR						
Fin. Proj. ID:	446270 1 32 01	From:	Bruce B. Downs Boulevard			Shoulder Type and Condition:							
F.A. Project No.:	D722 045 B	Roadway ID:	10290000			To:	Riverhills Drive						
County:	Hillsborough	SR No.:	582			Beg MP:	1.904	End MP:	5.668	Length:	3.764	Inside:	
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	N				

**Mainline Cores (ML)**

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		
					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI		LR	ABC-1	SHEL		DEPTH (IN.)	TYPE	CLASS			EXTENT	
74	4.234	ML	R1	Y	0.6		2.3	0.8							3.7	10.5				2.9	B	II	M	F	
78	4.395	ML	L1	Y	0.8		1.4	2.1							4.3		8.9							F	
79	4.417	ML	R2	Y	0.8		2.0	1.2							4.0	10.0				4.0	C	III	M	P	
80	4.419	ML	R3	Y	0.7		1.6	1.3							3.6	10.0				3.6	A	III	S	P	
84	4.525	ML	L2	N	0.7		2.0	2.0		2.0		1.3			8.0	7.0				3.1	B	III	M	F	
85	4.524	ML	L3	Y	1.0		1.8	3.0		2.5		1.4			9.7	7.0								F	
87	4.691	ML	R2	Y	0.6		1.5	1.9							4.0	10.0		28.0		4.0	B	II	M	P	
88	4.692	ML	R3	Y	0.8		2.4	1.0							4.2	10.0				4.2	C	III	S	P	
90	4.764	ML	R1	Y	1.0		3.0								4.0	9.0		29.0						F	
93	4.840	ML	L1	Y	0.8		1.4	3.0	6.0						11.2	8.0				2.4	B	IB	L	F	
95	4.945	ML	L2	Y	1.1		2.0	2.0				1.8			6.9	6.0								F	Bottom up crack
96	4.945	ML	L3	Y	0.8		2.0	1.3				1.1			5.2	6.5		24.0		4.3	B	IB	L	F	
100	5.161	ML	L1	Y	1.2		4.3								5.5	18.5								F	
101	5.182	ML	R3	Y	1.3		2.5	0.7							4.5	10.5				2.7	C	II	M	F	
103	5.302	ML	R1	N	0.9		2.9								3.8	9.3								F	
106	5.455	ML	R2	N	0.9		3.0	3.1							7.0	10.0		25.0		7.0	B	III	M	F	
107	5.441	ML	R3	N	1.1			6.4							7.5	9.5								F	
109	5.659	ML	L3	Y	0.8			4.0	2.5			2.0			9.3	8.5								F	
110	5.658	ML	L1	N	1.2			5.0	2.0						8.2	10.0								F	
111	5.668	ML	L2	Y	1.0			5.5	1.5	1.5					9.5	8.3				2.4	B	II	L	F	
113	4.158	ML	R3	Y	0.7			3.2							3.9	12.0		26.0		3.9	B	II	M	P	
<b>AVERAGE</b>					<b>0.88</b>	<b>1.46</b>	<b>1.93</b>	<b>2.29</b>	<b>2.53</b>	<b>1.29</b>	<b>2.65</b>	<b>1.74</b>	<b>0.50</b>		<b>6.13</b>	<b>9.24</b>	<b>8.90</b>	<b>27.22</b>	<b>4.54</b>						
<b>MAX</b>					<b>1.30</b>	<b>1.70</b>	<b>4.30</b>	<b>6.40</b>	<b>6.00</b>	<b>2.50</b>	<b>5.30</b>	<b>2.50</b>	<b>0.50</b>		<b>11.90</b>	<b>18.50</b>	<b>8.90</b>	<b>32.00</b>	<b>7.50</b>						
<b>MIN</b>					<b>0.60</b>	<b>1.10</b>	<b>0.80</b>	<b>0.50</b>	<b>1.20</b>	<b>0.80</b>	<b>1.30</b>	<b>1.10</b>	<b>0.50</b>		<b>3.60</b>	<b>6.00</b>	<b>8.90</b>	<b>24.00</b>	<b>1.40</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.18</b>	<b>0.14</b>	<b>0.18</b>	<b>0.08</b>							

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.

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County:	Hillsborough	SR No.:	582			Beg MP:	1.904	End MP:	5.668	Length:	3.764	Outside:	
Overall Pavement Condition (from DMO field review):	Fair		Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	N			

**Mainline Cores (ML)**

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
					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI	LR		ABC-1	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT			
<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                      S - Shoulder TL - Turn Lane                      SS - Side Street CO - Crossover                      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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**Turn Lane Cores (TL)**

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					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI	LR		ABC-1	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT			
6	1.931	TL	RL	Y		1.4		3.2	7.6						12.2				5.5				F		
10	1.970	TL	RR	Y		1.7		2.7							4.4	9.5							F		
11	2.116	TL	LL	Y		2.0	2.3	3.1	7.1						14.5	17.3				2.3	B	II	L	P	
17	2.195	TL	LR	N	0.8		1.2	4.8							6.8	9.0							F		
22	2.504	TL	RR	N	0.6		1.6	2.9							5.1	9.0				5.1	B	III	L	F	
23	2.537	TL	RL	Y	0.8		1.5	2.0							4.3	15.0				3.9	B	III	M	F	
24	2.708	TL	LL	Y	1.0		1.3	2.9							5.2	8.5				1.5	C	III	M	P	
27	2.753	TL	LR	Y	1.0		1.5	2.7							5.2	8.5				3.5	B	II	L	F	
28	2.756	TL	RL	Y	0.7		1.7	4.0							6.4	6.5				3.0	C	II	M	P	
29	2.880	TL	LR	N	0.6		1.7	1.8							4.1	11.3				2.8	B	II	L	F	
30	2.915	TL	RR	Y	0.9		0.7	4.1							5.7	9.3				3.7	C	II	M	P	
35	3.077	TL	LL	Y	0.5		1.5	3.0							5.0	7.8				3.1	B	II	M	P	
38	3.237	TL	LR	Y	0.8		1.2	2.1							4.1	11.0							F		
41	3.282	TL	RL	N	1.4		1.5	2.6							5.5	22.0				5.5	B	II	M	P	Widening crack; Base 1/2 LR 1/2 ABC
44	3.299	TL	RR	Y	1.2		2.0	2.8							6.0	11.8				2.6	B	III	L	F	
46	3.385	TL	LL	N	1.3		1.3	4.4							7.0	11.8				2.9	B	III	M	F	
48	3.385	TL	LR	Y	0.9		1.2	1.8							3.9	10.0				2.6	B	II	L	F	
49	3.395	TL	RL	Y	0.7		4.7								5.4		11.5						F		
51	3.451	TL	RR	N	0.9		2.0	2.4							5.3	10.5				3.3	C	III	M	P	
52	3.568	TL	LL	Y	0.9		1.6	2.3							4.8	16.0							F		
53	3.601	TL	RL	N	0.6		2.5	1.9							5.0	16.0				2.5	B	IB	L	F	
54	3.607	TL	LR	Y	0.8		1.3	1.4							3.5	14.3				3.5	B	III	M	F	
57	3.655	TL	LR	Y		1.0	2.7								3.7	9.0							F		
60	3.688	TL	RR	Y	1.0		1.3	4.1							6.4	6.0				2.8	C	II	M	P	
61	3.699	TL	LL	N	0.8		1.7	2.5							5.0	17.3				2.7	B	III	M	P	
63	3.741	TL	RL	Y	0.8		1.7	1.9							4.4	16.5			26.0	2.9	B	III	M	F	
64	3.823	TL	LL	Y	0.6		1.2	1.9							3.7	15.8				3.6	B	III	M	P	Base Crack
66	3.857	TL	RL	Y	0.9		1.5	1.4							3.8	15.0				3.8	C	III	M	P	
67	3.940	TL	LL	Y	0.8		1.3	2.3							4.4	14.5				2.7	B	III	M	P	
68	3.953	TL	RR	N	0.3		1.4	1.5							3.2	15.0				3.2	B	III	M	P	
69	3.960	TL	RL	N	0.8		1.5	1.4							3.7	15.8				3.6	B	III	M	P	

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F.A. Project No.:	D722 045 B	Roadway ID:	10290000			To:	Riverhills Drive						
County:	Hillsborough	SR No.:	582			Beg MP:	1.904	End MP:	5.668	Length:	3.764	Inside:	
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**Turn Lane Cores (TL)**

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					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI	LR		ABC-1	SHEL	DEPTH (IN.)		TYPE	CLASS	EXTENT			
70	4.130	TL	LL	Y		1.5	2.6	3.0	1.3						8.4	10.5				7.1	B	III	L	F	
71	4.166	TL	LR	N	1.2		1.5	1.8							4.5	17.5				3.5	C	III	S	P	
73	4.199	TL	LL	N	0.7		1.9	2.8							5.4	10.5				2.8	B	II	M	P	
76	4.309	TL	LL	N	0.8		3.0		13.5				2.3		19.6	10.0				3.1	B	II	M	F	
82	4.436	TL	RL	N	1.1		1.3	2.3							4.7		9.0			3.2	C	III	M	P	
83	4.526	TL	LR	Y	1.0		2.0	3.5							6.5	10.3				3.0	B	III	M	P	
86	4.570	TL	LL	Y	0.9		1.8	2.0							4.7	10.5				4.7	C	II	M	F	
91	4.763	TL	RL	N	0.5		1.9	1.6							4.0	10.0				3.2	C	II	S	P	
94	4.843	TL	LL	Y	0.6		3.5	4.5	7.8						16.4	6.0				3.7	B	II	L	F	
98	5.058	TL	LL	Y	0.9		1.6	2.2							4.7	10.3				3.1	C	II	M	F	
102	5.301	TL	RL	Y	1.1		1.5	1.5							4.1	10.3				3.1	B	III	M	F	
105	5.441	TL	RR	N	1.2		3.5								6.2		9.3							F	
108	5.493	TL	RL	N	1.1			5.7							6.8	9.3								F	
112	5.664	TL	LR	Y	1.0		3.1								4.1		10.7			1.2	B	II	L	F	
<b>AVERAGE</b>					<b>0.86</b>	<b>1.52</b>	<b>1.85</b>	<b>2.67</b>	<b>7.46</b>				<b>2.30</b>		<b>5.95</b>	<b>11.88</b>	<b>10.13</b>		<b>15.75</b>	<b>3.30</b>					
<b>MAX</b>					<b>1.40</b>	<b>2.00</b>	<b>4.70</b>	<b>5.70</b>	<b>13.50</b>				<b>2.30</b>		<b>19.60</b>	<b>22.00</b>	<b>11.50</b>		<b>26.00</b>	<b>7.10</b>					
<b>MIN</b>					<b>0.30</b>	<b>1.00</b>	<b>0.70</b>	<b>1.40</b>	<b>1.30</b>				<b>2.30</b>		<b>3.20</b>	<b>6.00</b>	<b>9.00</b>		<b>5.50</b>	<b>1.20</b>					
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>			<b>0.18</b>	<b>0.14</b>	<b>0.18</b>	<b>0.08</b>						

Notes:

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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> 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	<u>Lane Type</u> 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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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: Tierra, Inc.

Coring Completion Date: 12/13/2022

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 582 (Fowler Avenue)			Lanes:	OL, LR, L2, L1, LL, CO, RL, R1, R2, RR, and OR						
Fin. Proj. ID:	446270 1 32 01	From:	Bruce B. Downs Boulevard			Shoulder Type and Condition:							
F.A. Project No.:	D722 045 B	Roadway ID:	10290000			To:	Riverhills Drive			Inside:			
County:	Hillsborough	SR No.:	582			Beg MP:	1.904	End MP:	5.668	Length:	3.764	Outside:	
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):		Paved	Lawn	Other:					Curb & Gutter (Y/N):	N	

**Shoulder Cores (S)**

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			
					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI		LR	ABC-1	SHEL		DEPTH (IN.)	TYPE	CLASS			EXTENT		
1	1.904	S	OL	N		1.8	3.1								4.9	10.0				1.8	B	II	L	F		
12	2.156	S	OR	N	1.0			4.3							5.3	9.5								F		
15	2.244	S	OL	N	1.0			4.5							5.5	10.3								F		
36	3.126	S	OR	Y	0.9			4.1							5.0	11.5								F		
47	3.435	S	OL	N	0.9			1.7							2.6	9.5				2.6	B	III	L	F		
81	4.418	S	OR	N	0.6		1.0		3.0						4.6	10.0				4.6	A	III	S	P	Measured delivered core; Core fell apart.	
89	4.692	S	OR	N	0.9			1.6							2.5	4.0								F		
97	4.944	S	OL	N	1.5		1.2								2.7	3.0								F		
<b>AVERAGE</b>					<b>0.97</b>	<b>1.80</b>	<b>1.77</b>	<b>3.24</b>	<b>3.00</b>						<b>4.14</b>	<b>8.48</b>				<b>3.00</b>						
<b>MAX</b>					<b>1.50</b>	<b>1.80</b>	<b>3.10</b>	<b>4.50</b>	<b>3.00</b>						<b>5.50</b>	<b>11.50</b>				<b>4.60</b>						
<b>MIN</b>					<b>0.60</b>	<b>1.80</b>	<b>1.00</b>	<b>1.60</b>	<b>3.00</b>						<b>2.50</b>	<b>3.00</b>				<b>1.80</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.18</b>	<b>0.14</b>	<b>0.18</b>	<b>0.08</b>								

Notes:

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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> 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	<u>Lane Type</u> 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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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: Tierra, Inc.

Coring Completion Date: 12/13/2022

Typical Section: \_\_\_\_\_

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Fin. Proj. ID:	446270 1 32 01	From:	Bruce B. Downs Boulevard			Shoulder Type and Condition:							
F.A. Project No.:	D722 045 B	Roadway ID:	10290000			To:	Riverhills Drive			Inside:			
County:	Hillsborough	SR No.:	582			Beg MP:	1.904	End MP:	5.668	Length:	3.764	Outside:	
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):		Paved	Lawn	Other:					Curb & Gutter (Y/N):	N	

**Crossover Cores (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		
					FC5	FC12.5	SP12.5	SP9.5	S1	S2	T1	BIND	ARMI		LR	ABC-1	SHEL		DEPTH (IN.)	TYPE	CLASS			EXTENT	
19	2.332	CO	CO	Y	1.5		1.3	1.9							4.7	12.3							F		
37	3.185	CO	CO	Y	1.4		1.1	3.3							5.8	9.5				2.7	B	II	L	F	
75	4.269	CO	CO	Y	0.7		2.7								3.4	9.8								F	
77	4.363	CO	CO	Y	1.0		2.0	1.1							4.1	10.0								F	
92	4.795	CO	CO	Y	1.4		2.1								3.5	9.8								F	
99	5.125	CO	CO	Y	1.2		1.5	1.3							4.0	10.3								F	
104	5.316	CO	CO	N	0.7		2.0	1.0							3.7	11.8								F	
<b>AVERAGE</b>					<b>1.13</b>		<b>1.81</b>	<b>1.72</b>							<b>4.17</b>	<b>10.50</b>				<b>2.70</b>					
<b>MAX</b>					<b>1.50</b>		<b>2.70</b>	<b>3.30</b>							<b>5.80</b>	<b>12.30</b>				<b>2.70</b>					
<b>MIN</b>					<b>0.70</b>		<b>1.10</b>	<b>1.00</b>							<b>3.40</b>	<b>9.50</b>				<b>2.70</b>					
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.18</b>	<b>0.14</b>	<b>0.18</b>	<b>0.08</b>							

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<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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				