

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: AREHNA

Coring Completion Date: 8/7/2024

Typical Section: 1

W.P.I. No.:				Name:	SR 43 (US 301/41)					Lanes:	4-6 Lanes	
Fin. Proj. ID:	425501-1			From:	South of SR 574 (MLK Blvd)					Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	10010000	To:	North of Hampton Oaks Pkwy					Inside:		
County:	Hillsborough	SR No.:	43	Beg MP:	24.750	End MP:	26.253	Length:	1.503	Outside:		
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):		Y	Paved	Lawn Y	Other:	Curb & Gutter (Y/N):		N	

10010000 - Mainline and Crossover Cores (ML/CO)

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	FC12.5	SP12.5	SP9.5	S	S2	T1	BIND				LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	24.752	ML	L3	N		1.9		1.2							3.1	12.8									F	
5	24.776	ML	R3	N		2.0		5.5	1.1	0.5		2.2			11.3	12.0									F	
6	24.844	ML	R1	N		1.8	1.5		2.0			0.6			5.9	12.0									F	
12	24.932	ML	L2	Y	0.9		2.3	1.5							4.7		7.5			0.0					P	Raveling
14	24.961	ML	R2	N	1.1		2.0	1.5				0.8			5.4	11.5									F	Rim Mark
15	24.979	CO	CO	N			3.0	2.5	1.6						7.1	12.0									F	
18	25.063	ML	L1	Y	0.6		2.0	3.3							5.9	13.5					3.0	C	II	L	P	
19	25.111	ML	R2	Y	1.0		2.3								3.3	11.3				12.0					F	
21	25.190	ML	L2	Y	1.0		1.9	0.8							3.7	12.5									F	Rim Marks
24	25.326	ML	L2	Y	0.6		2.3					2.6			5.5	13.5					5.5	C	III	M	P	Possible Joint Crack
25	25.325	ML	R2	Y	0.8		2.0	0.4							3.2	13.3									F	Raveling. Rim Marks
26	25.326	ML	R1	Y	0.9		2.0	1.3	1.1						5.3	11.3									P	Rim Marks
27	25.371	ML	L1	N	0.8		1.7	1.0	1.0						4.5	10.0									P	
28	25.424	CO	CO	N	0.5		1.9	1.6							4.0	9.0									P	
31	25.516	ML	L1	Y	0.8		1.8	2.6							5.2	12.5					3.7	A	II	L	P	
32	25.535	ML	R1	Y	1.1		1.4		3.1						5.6			5.8							F	Bottom-up Crack
33	25.625	ML	R2	Y	0.8		2.8								3.6	13.4					3.6	B	II	M	P	Base Crack
34	25.626	ML	L2	Y	1.4		1.9	0.8							4.1	10.8					4.1	B	II	M	P	Base Crack
35	25.634	ML	L1	Y	0.9		1.7	2.4							5.0	12.0					4.0	B	II	M	P	
36	25.635	ML	R1	N	1.2		3.1								4.3	11.3									F	
37	25.679	ML	L2	Y	1.0		1.7	1.6							4.3	15.3					4.3	B	II	M	P	
38	25.679	ML	R2	Y	0.8		1.5	1.1							3.4	10.0					3.4	A	II	M	P	
40	25.702	ML	L1	Y	0.3			2.4							2.7	7.8					2.7	B	II	M	P	Joint Crack, Raveling
41	25.761	ML	R1	Y	1.0			1.6							2.6	12.0					2.6	A	II	L	P	Before Approach Slab, Joint Crack
42	25.761	ML	L3	Y	0.2		1.8	1.5							3.5	12.0					3.5	B	IB	L	P	Base Crack, Raveling
43	25.845	ML	R3	N	0.7		1.5	2.2							4.4	13.5									F	Raveling
44	25.845	ML	L1	N		1.6	1.5	1.5							4.6	11.8									F	Before Approach Slab

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: AREHNA

Coring Completion Date: 8/7/2024

Typical Section: 1

W.P.I. No.:				Name:	SR 43 (US 301/41)				Lanes:	4-6 Lanes		
Fin. Proj. ID:	425501-1			From:	South of SR 574 (MLK Blvd)				Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	10010000		To:	North of Hampton Oaks Pkwy				Inside:		
County:	Hillsborough	SR No.:	43		Beg MP:	24.750	End MP:	26.253	Length:	1.503	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved	Lawn Y	Other:		Curb & Gutter (Y/N):	N	

10010000 - Mainline and Crossover Cores (ML/CO)																										
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	FC12.5	SP12.5	SP9.5	S	S2	T1	BIND				LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
45	25.929	ML	R2	Y		1.4	1.4	1.6							4.4	10.0									F	
46	25.931	ML	L1	N		1.3	1.1	1.3							3.7	12.0									F	
47	25.957	ML	R1	N		1.2	2.3	1.3							4.8	14.5				12.0					F	
49	26.035	ML	L2	Y		1.3	1.2	0.9							3.4	12.0									F	
50	26.092	ML	R2	Y		1.6	1.3	1.1							4.0	10.0									F	
52	26.160	ML	L1	N		1.5	0.9	1.4							3.8	11.5				12.0					F	
70	25.327	ML	R1	Y	0.7		2.2	1.9	1.1						5.9	11.8					5.9	A	IB	L	P	Base Crack
AVERAGE					0.83	1.56	1.87	1.71	1.57	0.50		1.55			4.59	11.84	7.50	5.80		9.00	3.86					
MAX					1.40	2.00	3.10	5.50	3.10	0.50		2.60			11.30	15.30	7.50	5.80		12.00	5.90					
MIN					0.20	1.20	0.90	0.40	1.00	0.50		0.60			2.60	7.80	7.50	5.80		0.00	2.60					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.23	0.20				0.18	0.16	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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: AREHNA

Coring Completion Date: 8/7/2024

Typical Section: 1

W.P.I. No.:				Name:	SR 43 (US 301/41)					Lanes:	4-6 Lanes					
Fin. Proj. ID:	425501-1			From:	South of SR 574 (MLK Blvd)					Shoulder Type and Condition:						
F.A. Project No.:		Roadway ID:	10010000		To:	North of Hampton Oaks Pkwy					Inside:					
County:	Hillsborough	SR No.:	43		Beg MP:	24.750		End MP:	26.253		Length:	1.503		Outside:		
Overall Pavement Condition (from DMO field review):		Fair			Median Curbed (Y/N):	Y		Paved	Lawn Y		Other:			Curb & Gutter (Y/N):	N	

10010000 - Shoulder Cores (S)																											
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	FC12.5	SP12.5	SP9.5	S	S2	T1	BIND				LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT			
2	24.753	S	OL	N		1.5									1.5		1.7			0.0					F	Bike Lane	
11	24.929	S	OR	N	0.7		2.1		2.5						5.3	19.5					5.3	A	II	M	P	Joint Crack, Bike Lane	
13	24.948	S	OR	N	0.9		2.0	1.8							4.7	8.0									F	Bike Lane	
16	25.004	S	OL	N	0.8		1.6	1.6							4.0	15.3									F	Bike Lane	
20	25.112	S	OR	N	1.0			1.2	1.8						4.0	10.3									F	Bike Lane	
23	25.316	S	OL	N	0.8		1.6	1.1							3.5	15.3									F	Bike Lane	
39	25.670	S	OR	N	0.9		1.2	2.0							4.1	7.3				12.0					P		
48	26.034	S	OL	N				1.1							1.1	9.5				12.0					F		
51	26.093	S	OR	N		1.5		0.7							2.2	9.8									F		
55	26.227	S	OR	N		1.8	1.2	1.2							4.2	12.0									F	Bike Lane, Core Sep under SP12.5 Layer	
AVERAGE					0.85	1.60	1.62	1.34	2.15						3.46	11.88	1.70			8.00	5.30						
MAX					1.00	1.80	2.10	2.00	2.50						5.30	19.50	1.70			12.00	5.30						
MIN					0.70	1.50	1.20	0.70	1.80						1.10	7.30	1.70			0.00	5.30						
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.23	0.20				0.18	0.16	UNKW		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 10% of the 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.

Lane Designations - Decreasing MP		Lane Designations - Increasing MP		Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: AREHNA

Coring Completion Date: 8/7/2024

Typical Section: 1

W.P.I. No.:				Name:	SR 43 (US 301/41)				Lanes:	4-6 Lanes		
Fin. Proj. ID:	425501-1			From:	South of SR 574 (MLK Blvd)				Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	10010000		To:	North of Hampton Oaks Pkwy				Inside:		
County:	Hillsborough	SR No.:	43		Beg MP:	24.750	End MP:	26.253	Length:	1.503	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved	Lawn Y	Other:		Curb & Gutter (Y/N):	N	

10010000 - Turn Lane Cores (TL)																										
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	FC12.5	SP12.5	SP9.5	S	S2	T1	BIND					LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS		
3	24.770	TL	RL	N	0.7		2.4	4.2			0.8				8.1	12.0								P	RLTL2	
4	24.773	TL	RL	Y	0.7		3.2								3.9	12.0								P	RLTL1	
7	24.864	TL	RR	Y	1.0		1.7		2.6						5.3	12.3					5.3	A	II	M	P	Joint Crack
8	24.883	TL	LL	N	0.9		4.0								4.9	9.8								F	LLTL1	
9	24.888	TL	LL	N	0.7		3.8								4.5	9.8					4.5	A	IB	L	F	LLTL2
10	24.895	TL	LL	N	0.8		3.9	3.7			0.9				9.3	9.8								F	LLTL3	
17	25.056	TL	LL	N	0.8		2.2	1.3	1.0						5.3	26.0				12.0					F	GWT 37"
22	25.279	TL	RL	N	0.8		1.9	1.6							4.3	9.8								F		
29	25.441	TL	LR	N	0.8		1.5	1.0							3.3	14.0								F	LLTL2	
30	25.442	TL	LR	Y	0.8		1.8	1.5							4.1	14.3								F	LLTL1	
53	26.194	TL	RL	Y		1.6	1.2	1.1							3.9	12.0								F	RLTL1	
54	26.205	TL	RL	Y		1.9	1.1	1.8							4.8	15.3				12.0					F	RLTL2
AVERAGE					0.80	1.75	2.39	2.03	1.80		0.85				5.14	13.08				12.00	4.90					
MAX					1.00	1.90	4.00	4.20	2.60		0.90				9.30	26.00				12.00	5.30					
MIN					0.70	1.60	1.10	1.00	1.00		0.80				3.30	9.75				12.00	4.50					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.23	0.20				0.18	0.16	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.

Lane Designations - Decreasing MP		Lane Designations - Increasing MP		Lane Type		Crack Type	Crack Rating		Extent	Pavement Condition	
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	

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: AREHNA

Coring Completion Date: 8/7/2024

Typical Section: 2

W.P.I. No.:				Name:	SR 43 (US 301/41)				Lanes:	4-6 Lanes	
Fin. Proj. ID:	425501-1			From:	South of SR 574 (MLK Blvd)				Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	10260000	To:	North of Hampton Oaks Pkwy				Inside:		
County:	Hillsborough	SR No.:	43	Beg MP:	0.478	End MP:	0.764	Length:	0.286	Outside:	
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved	Lawn Y	Other:		Curb & Gutter (Y/N):	N

10260000 - 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	FC12.5	SP12.5	SP9.5	S	S2	T1	BIND				LR						DEPTH (IN.)	TYPE	CLASS			EXTENT
56	0.507	TL	LR	N		1.4	2.0	0.9							4.3	12.0								F			
57	0.511	S	OL	N		1.4	1.4	1.9							4.7	14.0								F	Bike Lane		
58	0.513	ML	L2	N		1.7	1.5	1.8							5.0	12.0								F			
59	0.563	ML	R1	N		1.5	1.6	1.4							4.5	12.0								F			
60	0.572	TL	RL	N		1.5	1.3	1.0							3.8	12.0								F			
61	0.664	ML	R1	N		1.7	1.9	0.7							4.3	12.0								F			
62	0.695	ML	R2	Y		1.8	1.5	1.1							4.4	12.0								F			
63	0.699	ML	L1	Y		1.6	1.3	0.8							3.7	12.0								F			
64	0.702	S	OR	N		1.6	1.4	0.9							3.9	12.0								F	Bike Lane		
65	0.704	TL	LL	N		1.6	1.6	1.0							4.2	12.0								F			
66	0.711	TL	RR	N		1.5	1.2	0.9							3.6	12.0								F			
67	0.731	CO	CO	N		1.1		2.4							3.5	11.3								F			
68	0.755	S	OL	N		1.7		0.6							2.3	11.0								F			
69	0.756	ML	L2	Y		1.5		1.5							3.0	10.5					12.0			F			
AVERAGE						1.54	1.52	1.21							3.94	11.91					12.00						
MAX						1.80	2.00	2.40							5.00	14.00					12.00						
MIN						1.10	1.20	0.60							2.30	10.50					12.00						
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.23	0.20				0.18					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 10% of the 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.

Lane Designations - Decreasing MP		Lane Designations - Increasing MP		Lane Type		Crack Type		Crack Rating		Extent		Pavement Condition	
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									