

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

Cored By: Test Lab, Inc.

Coring Completion Date: 8/11/2022

Typical Section: 1: 13130000

W.P.I. No.:		Name:	SR 55 (US 301/US 41)			Lanes:	4 to 7
Fin. Proj. ID:	447379-1	From:	23rd Ave. W.			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	13130000			To:	39 St. E.
County:	Manatee	SR No.:	55			Beg MP:	1.126
			End MP:	6.013		Length:	4.887
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved	Lawn
			Other:			Curb & Gutter (Y/N):	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	
					FC3	FC5	FC12.5	FC9.5	SP9.5	S	T1	S2	WC	BIND		SHEL	LR	ABC-2	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT			
38	2.414	ML	L1	Y			1.5		0.8	1.4				1.4	5.1		11.4					2.2	B	II	M	P	Base Crack; Bottom Up Crack
39	2.450	TL	RL	N			1.4			1.3					2.7		6.6					2.7	B	III	S	F	Base Crack
40	2.483	ML	L2	N			1.4		1.5					1.9	4.8		9.2					4.8	B	III	S	F	Base Crack
41	2.510	ML	L2	Y			1.4		0.9	1.5				1.4	5.2		9.3					5.2	A	II	M	F	
42	2.520	ML	R1	Y			1.5		0.8					1.6	3.9		15.9					3.9	A	II	M	P	
44	2.573	ML	L1	N			1.5		0.8	0.4				1.7	4.4		11.9					4.4	B	II	M	P	Base Crack
46	2.612	BR	L1	Y			1.5		1.7	0.9				1.6	5.7					UNK		2.3	B	III	M	P	Departure Slab
47	2.780	BR	R2	N				0.4							0.4					UNK						F	FC is actually High Friction; Bridge Overlay
48	2.787	BR	L2	N				0.4							0.4					UNK		0.4	A	III	S	P	FC is actually High Friction; Bridge Overlay
49	2.815	BR	R2	N				0.3							0.3					UNK		0.3	A	III	S	F	FC is actually High Friction; Bridge Overlay
50	2.845	BR	L2	N				0.2							0.2					UNK		0.2	B	III	S	P	FC is actually High Friction; Bridge Overlay
51	3.041	BR	L1	N		0.9				2.3					3.2					UNK		3.2	A	II	S	P	Approach Slab
52	3.041	BR	R1	N			0.3			2.1				1.0	3.4					UNK						P	Departure Slab
53	3.078	ML	R2	Y				0.6		3.9					4.5			9.1				4.5	B	III	M	P	
54	3.106	S	IR	N				1.0		2.0				1.5	4.5		10.3									F	
55	3.109	S	OR	N				1.0		1.7					2.7			3.8								F	
56	3.120	S	OL	N				1.0		2.6	7.9				11.5	1.5										F	
57	3.149	ML	L1	Y			1.0			4.9				1.4	7.3		10.2									F	
58	3.155	ML	R1	Y				1.0		3.2				1.7	5.9	9.1						5.9	B	II	S	P	Base Crack
59	3.198	ML	L1	Y				0.7		2.8	1.5			2.3	7.3		9.5					3.8	B	III	M	P	
60	3.195	S	OL	N				1.0	1.8						2.8			3.3								F	
61	3.280	ML	L2	Y				1.0		3.5					4.5			12.2								F	
62	3.310	TL	LL	Y				1.4		10.1					11.5	9.5										F	
63	3.334	ML	R2	Y				0.8		3.2					4.0			11.5				4.0	A	III	M	P	Bottom 5 in. broke off; unable to extract
64	3.394	S	OR	N				1.2		5.3					6.5	11.5					19.0					F	
65	3.473	TL	RR	Y				0.7	2.4						3.1	11.2						3.1	B	III	S	P	Base Crack

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County:	Manatee	SR No.:	55		Beg MP:	1.126	End MP:	6.013	Length:	4.887	Outside:	F	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y	Paved	Lawn	Other:		Curb & Gutter (Y/N):	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	
					FC3	FC5	FC12.5	FC9.5	SP9.5	S	T1	S2	WC	BIND		SHEL	LR	ABC-2	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT			
66	3.544	ML	R1	Y				1.0	4.3						5.3		8.7					5.3	B	IB	M	P	Base Crack
67	3.607	ML	R1	Y				1.1	3.6					1.7	6.4		7.7				12.2	6.4	A	II	S	P	
68	3.619	TL	LL	N				1.1	2.4						3.5			12.9				0.5	A	IB	L	F	
69	3.629	ML	L2	Y				1.1	3.9					1.6	6.6		10.4			20.0	6.6	B	II	S	F	Base Crack	
70	3.725	ML	L3	N				1.0	1.5					1.7	4.2		8.1				4.2	A	III	S	P	Base Crack	
71	3.733	TL	RR	N				1.2	2.6						3.8			7.7								F	
72	3.774	GO	GO	N				1.3	4.1						5.4			6.5								F	
73	3.829	ML	R2	Y				0.9	3.5					1.5	5.9	10.1					5.9	B	III	S	F	Base Crack	
74	3.866	TL	LL	N			0.8		4.2						5.0			8.8								G	
77	3.923	ML	L1	Y				1.1		2.1	2.1			0.9	6.2		9.8									G	
92	4.025	BR	R2	Y						23.3					24.0											F	10 in. of core unable to extract; Approach Slab
93	4.023	BR	L1	Y				1.0		1.3					2.3											F	Departure Slab
94	4.043	BR	L2	Y				1.2		1.1					2.3											F	Bridge Overlay
95	4.051	BR	R2	N				0.8		1.2					2.0											F	Bridge Overlay
96	4.053	BR	R1	N				1.0		1.4					2.4											F	Bridge Overlay
97	4.058	BR	L1	Y				1.8		1.0					2.8											F	Bridge Overlay
98	4.065	BR	R1	Y				0.9		1.7					2.6											F	Bridge Overlay
99	4.064	BR	L2	Y				1.0		1.6					2.6											F	Bridge Overlay
110	4.148	ML	R2	Y				1.0	4.0						5.0		9.3									F	
112	4.160	ML	L1	N				1.1	4.2	0.9					6.2		6.1					0.7	A	II	M	F	
115	4.255	BR	L2	Y				1.0	1.7					1.5	4.2											G	Departure Slab
116	4.257	BR	R1	N				1.0	1.8	0.6					3.4											G	Approach Slab
117	4.294	BR	L1	N				0.8	1.9	1.0					3.7											F	Approach Slab
118	4.297	BR	R2	N				1.0	1.7						4.0											F	Departure Slab
119	4.351	S	OL	N				1.2	1.3						2.5		6.5									F	
120	4.370	ML	R1	Y				1.0	3.3					0.7	5.0		9.0					3.5	B	IB	M	F	

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Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved	Lawn	Other:
					Curb & Gutter (Y/N): Y

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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
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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	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				