STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TIERRA, INC. | Coring Completion Date: 4/28/2022 | Typical Section:

W.P.I. No.:				Name:	SR 43 (US 301)					Lanes:	2 lanes (0.000 - 5.450), 4 lanes (5.450 -5.665)
Fin. Proj. ID:	439833-1			From:	MANATEE COUNTY LINE					Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10010000	To:	SOUTH OF SR 674/SUN CITY CENTER BLVD					Inside:	
County:	HILLSBOROUGH	SR No.:	43	Beg MP:	0.000	End MP:	5.665	Length:	5.665	Outside:	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	

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	FC9.5	SP9.5	S	S2	T1	WC	BIND			LR	CONC	ABC-2	SAHM	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.004	S	OR	N		1.5		1.0							2.5	4.0										P	
2	0.007	ML	R1	Y		1.1		1.2			1.4				3.7		7.6					3.7	A	IB	L	P	BASE CRACK FULL
3	0.426	ML	R1	Y		1.1		1.3		1.4	1.3				5.1		7.1					5.1	B	II	M	P	BASE CRACK FULL
4	0.521	ML	L1	Y		1.5		2.0		1.3	0.8				5.6			9.4								P	
5	0.521	S	OL	N		1.7		2.2							3.9	4.0										F	
6	0.534	SS	R1	Y		1.8									1.8			1.5								P	SS SUNORA
7	0.640	SS	R1	Y		1.3									1.3			0.5			12.0					F	SS RAMBO
8	0.727	SS	L1	Y		1.7					0.9				2.6					3.3						F	SS SUNDANCE
9	1.020	S	OR	N		1.6		1.5							3.1	4.3										P	
10	1.020	ML	R1	Y		1.7		2.0		1.0	2.1				6.8		7.7					6.8	A	II	L	P	BASE CRACK FULL
11	1.097	SS	R1	N		1.5									1.5			4.0					A	IB	L	F	SS LENFRED
12	1.165	SS	L1	Y		1.5			0.5						2.0	6.3					12.0	2.0	A	II	M	F	SS LIGHTFOOT
13	1.341	ML	L1	N		1.5		1.4		1.1	3.5				7.5		9.0					7.5	B	II	M	P	BASE: 1/2 ABC, 1/2 CONC
14	1.434	SS	R1	N		1.8			0.5						2.3					3.5						F	SS RIVER
15	1.529	ML	L1	N		1.5		1.9		1.2	2.1				6.7		9.4					6.7	B	II	M	P	WIDENING CRACK, BASE: 1/2 ABC, 1/2 CONC, ABC-2 THICKNESS OF 9.4"
16	1.529	S	OL	N		1.6		1.8							3.4	4.0										F	
17	1.794	ML	R1	Y		1.5		1.5		1.3	1.5				5.8		7.1					5.1	B	II	M	P	
18	1.901	ML	L1	Y	1.2			2.4							3.6	4.5						3.6	B	II	M	P	
19	1.980	SS	R1	Y			1.6	0.6				0.6			2.8					8.0						P	SS WILLOW
20	1.960	ML	L1	Y	0.8			2.7							3.5	10.4					12.0					P	SEVERE RAVELLING, NO CRACK IN CORE
21	2.037	S	OR	N		1.6		1.1		2.7					5.4			3.5								P	
22	2.037	ML	R1	Y		1.3		1.9		1.0	2.2				6.4		7.5									P	
23	2.535	ML	L1	Y		1.2		1.5	1.5	2.0					6.2	10.8					12.0					F	
24	2.535	S	OL	N		1.4		1.6							3.0	5.0					12.0					F	
25	2.621	BR	R1	N		1.4			0.9						2.3		UNK					2.3	A	II	M	P	APPROACH SLAB: MEASURED RETURNED SAMPLE ONLY
26	2.671	BR	L1	N		1.5			0.8						2.3		UNK					2.3	B	II	M	P	APPROACH SLAB: MEASURED RETURNED SAMPLE ONLY
27	2.675	BR	L1	Y		1.3		1.9		3.3					6.5		4.0					6.5	B	II	M	P	APPROACH SLAB JOINT; BASE: CONC, S-2, LR
28	2.932	TL	RR	Y		1.0		1.8		2.0					4.8	10.3										F	
29	2.951	SS	R1	Y		1.4				2.6					4.0	12.8										F	SS SAFFOLD
30	3.027	S	OR	N				3.3							3.3	11.3										G	
31	3.027	ML	R1	Y				4.0							4.0	12.0										G	
32	3.254	TL	RR	Y		1.8		1.3		2.8					5.9				5.2			3.4	B	IB	M	F	
33	3.306	SS	R1	Y		1.8									1.8				7.2							F	SS BONITA
34	3.528	S	OL	N		1.4		2.1							3.5	4.5										F	
35	3.528	ML	L1	Y		1.2		1.9		2.0					5.1			10.6								F	
36	3.594	SS	R1	N			0.8			1.3					2.1				7.9							F	SS JANES - BASE FELL APART
37	3.831	SS	R1	Y			1.2								1.2			1.5								F	SS RUTH MORRIS
38	4.026	S	OR	N		1.5		1.7							3.2	3.9										F	
39	4.028	ML	R1	Y		1.5		1.6		1.9	2.1				7.1		7.1									F	

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County:	HILLSBOROUGH	SR No.:	43	Beg MP:	0.000	End MP:	5.665	Length:	5.665	Outside:	
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	

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	FC9.5	SP9.5	S	S2	T1	WC	BIND			LR	CONC	ABC-2	SAHM	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		
40	4.095	SS	R1	Y			0.8			0.7		0.4			1.9				2.1							F	SS BISHOP
41	4.528	S	OL	N			1.0	2.1							3.1	3.5										P	
42	4.528	ML	L1	Y			1.2	1.5		1.1					3.8			13.2								P	
43	4.701	TL	LL	N	1.0			1.5			2.7				5.2		7.6					3.0	B	II	M	F	
44	4.902	SS	R1	N			1.7	1.0							2.7			1.5								F	SS BRODY
45	4.916	ML	R1	N		1.6		1.7		1.1	1.1				5.5		7.6					5.5	B	II	M	P	CONCRETE CRACKED
46	5.000	S	OR	N		1.5		1.2							2.7	3.8										F	
47	5.000	ML	R1	Y		1.4		1.5		1.3	1.7				5.9		7.8					5.9	B	II	L	F	CONCRETE CRACKED
48	5.167	ML	L1	Y	1.1			1.5		1.7					4.3			10.4				4.3	B	II	M	P	
49	5.256	TL	LL	Y	0.6			2.5		0.9	1.5				5.5		7.3									F	CONCRETE CRACKED
50	5.474	ML	R1	Y		1.4		2.1		0.9			2.2		6.6	10.3						5.5	B	II	M	P	
51	5.549	S	OL	N		1.5		2.5	1.9						5.9	6.0					12.0					F	
52	5.549	ML	L2	Y		1.5		2.2		1.7					5.4		7.5				12.0					F	
53	5.555	CO	CO	N		1.4		1.5		2.1			2.0		7.0	11.0					12.0					F	
54	5.577	TL	LR	N		1.5		2.5							4.0			8.3								G	
55	5.581	TL	RL	N	2.0			1.6							3.6			8.3								G	
57	5.610	TL	LR	Y		1.2		1.1		1.1			2.3		5.7	10.3					12.0	3.6	A	II	M	P	
58	5.612	ML	L1	Y		1.3		2.5		2.0					5.8		7.2					3.6	B	II	M	P	CONCRETE CRACKED
59	5.644	TL	RL	Y	1.5			1.7							3.2			8.6								G	
61	5.644	TL	LR	Y			1.1	8.8							9.9	5.8										F	
62	5.647	S	OL	N			1.0	7.2							8.2				6.5							F	
63	5.642	ML	L2	Y		1.4		2.3		1.5					5.2		7.8					5.2	B	II	M	P	CONCRETE CRACKED
64	5.646	TL	RR	N		1.5				2.3			2.5		6.3	9.8						2.8	A	II	M	P	
AVERAGE					***1.17***	***1.46***	***1.16***	***2.08***	***1.02***	***1.63***	***1.78***	***0.50***	***2.25***		***4.37***	***7.30***	***7.46***	***6.25***	***5.78***	***4.92***	***12.00***	***4.50***					
MAX					***2.00***	***1.80***	***1.70***	***8.80***	***1.90***	***3.30***	***3.50***	***0.60***	***2.50***		***9.90***	***12.75***	***9.40***	***13.20***	***7.90***	***8.00***	***12.00***	***7.50***					
MIN					***0.60***	***1.00***	***0.80***	***0.60***	***0.50***	***0.70***	***0.80***	***0.40***	***2.00***		***1.20***	***3.50***	***4.00***	***0.50***	***2.10***	***3.25***	***12.00***	***2.00***					
LAYER COEF.					***0.00***	***0.25***	***0.25***	***0.25***	***0.25***	***0.25***	***0.23***	***UNKW***	***0.20***			***0.18***	***UNKW***	***0.16***	***0.11***	***0.18***	***0.08***						

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

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	FC9.5	SP9.5	S	S2	T1	WC	BIND			LR	CONC	ABC-2	SAHM	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT		

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.
7. Pavement Cores 56 and 60 were not completed due to an alignment shift.

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