

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

Cored By: D1 & D7 DMO PERSONNEL

Coring Completion Date: 11/8/2022

Typical Section: **4: SR 45 / US 41 / 50th St. S / (10060000)**

W.P.I. No.:		Name:	US 41 / S 50TH			Lanes:	6
Fin. Proj. ID:	440749-1	From:	S OF DENVER ST			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10060000			Inside:	1
County:	HILLSBOROUGH	SR No.:	45			Outside:	1
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	GRASS - 08	Curb & Gutter (Y/N): Y	
		Beg MP:	22.580	End MP:	22.775	Length:	0.195

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	SP2F	SP1F	S2	BIND						LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
46	22.599	ML	R1	Y	0.6		1.1	0.9	1.3	1.5					5.4	9.0				12.0					F	BOTTOM UP CRACK, BASE CRACK
47	22.725	ML	L1	Y		1.8	1.5							3.3	9.0				12.0	3.3	A	III	S	P		
48	22.723	ML	R3	Y		1.5	1.3			1.5				4.3	9.0				12.0	4.3	A	III	S	P	BASE CRACK	
49	22.639	ML	L3	Y		1.5	1.3			1.6				4.4	9.5				12.0	4.4	A	III	S	P	BASE CRACK	
50	22.599	TL	RL	N	0.7		1.2	0.5	1.0	1.5				4.9	8.5				12.0					F	RLTL	
51	22.612	CO	CO	N		1.5	1.0		1.2	1.5				5.2	9.0				12.0					F		
52	22.720	TL	RL	Y		1.5	2.4							3.9	15.0				12.0					F	RLTL	
53	22.772	CO	CO	N		1.3	1.2							2.5	8.5				12.0	2.5	C	II	S	F	RAVELING, BASE CRACK	
54	22.720	ML	R1	Y		2.0	1.0			0.9				3.9	8.5				12.0	3.9	A	III	S	P	BASE CRACK	
55	22.619	TL	LL	N		1.2	1.5							2.7	9.0				12.0					F	LLTL	
AVERAGE					0.65	1.54	1.35	0.70	1.17	1.42				4.05	9.50				12.00	3.68						
MAX					0.70	2.00	2.40	0.90	1.30	1.60				5.40	15.00				12.00	4.40						
MIN					0.60	1.20	1.00	0.50	1.00	0.90				2.50	8.50				12.00	2.50						
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.20					0.18				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	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				