

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

Cored By: TIERRA, INC.

Coring Completion Date: 11/18/2022

Typical Section: **2: ADDITIONAL CORES**

W.P.I. No.:		Name:	SR 43 (US 301)			Lanes:	2	
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	
County:	HILLSBOROUGH	SR No.:	43			Beg MP:	0.000	
			End MP:	5.665	Length:	5.665	Outside:	Paved
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:	
						Curb & Gutter (Y/N):	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	SP12.5		LR	CONC	ABC-2	SAHM	SHEL		DEPTH (IN.)	TYPE	CLASS	EXTENT			
65	3.077	TL	RR	Y	2.4									3.0	5.4	9.3					12.0					G		
66	3.099	CO	CO	N	0.9									3.1	4.0	12.0					12.0					G		
67	1.165	SS	L1	Y		1.8							0.7	2.5	8.0						12.0					F	SS LIGHTFOOT	
68	1.164	SS	R1	Y			0.9						1.4	2.3	9.5						12.0					F	SS LIGHTFOOT	
69	4.601	TL	RR	N	0.8									2.3	3.1			7.9			12.0	1.3	A	IB	L	F		
70	5.154	TL	RR	N	1.0									2.2	3.2			7.4			12.0					F		
AVERAGE					1.28	1.80	0.90							1.05	2.65	3.42	9.69			7.65		12.00	1.30					
MAX					2.40	1.80	0.90							1.40	3.10	5.40	12.00			7.90		12.00	1.30					
MIN					0.80	1.80	0.90							0.70	2.20	2.30	8.00			7.40		12.00	1.30					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.25	0.23	UNKW	0.20	0.25				0.18	UNKW	0.16	0.11	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.
7. Pavement Cores 56 and 60 were not completed due to an alignment shift.

<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				