

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

Cored By: MADRID ENGINEERING GROUP

Coring Completion Date: 1/11/2023

Typical Section: **2. 14571000**

W.P.I. No.:	Name: SR 54	Lanes: 6
Fin. Proj. ID: 447954-1	From: MARATHON ROAD	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 14571000	To: E OF GUNN HIGHWAY
County: Pasco	SR No.: 54	Beg MP: 0.000
		End MP: 0.177
		Length: 0.177
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): Y	Paved: Y
		Lawn: Y
		Other: No CTL
		Inside: Lawn
		Outside: Paved
		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
					FC5	FC9.5	FC12.5	SP9.5	SP12.5								LR					DEPTH (IN.)	TYPE	CLASS		
28	0.006	SS	NA	N			1.6		2.0						3.6	15.5				0.0				F	GUNN HWY NB	
29	0.099	ML	R3	N	0.9				4.1						5.0	11.0				2.9	C	III	S	P		
30	0.167	ML	L3	N	0.8				4.2						5.0	12.0				3.3	C	III	S	P		
31	0.118	SS	NA	Y		0.8		4.1							4.9	18.0				0.0				F	CATTLE GAP TRL	
32	0.027	TL	LR	Y	0.6				4.9						5.5	18.0				0.0				F		
33	0.006	SS	NA	Y		1.2		4.3							5.5	18.0				0.0				F	GUNN HWY NB	
53	0.099	ML	R2	N	0.8				3.9						4.7	11.5				3.3	C	III	S	P		
54	0.118	ML	L2	Y	0.7				3.4						4.1	11.0				16.0	4.3	C	III	S	P	
72	0.099	ML	R1	Y	1.0				4.2						5.2	12.0				18.0	3.2	C	II	M	P	
73	0.139	ML	L1	Y	0.9				3.7						4.6	13.0				17.0	3.1	C	II	M	P	
74	0.049	TL	LL	Y	1.7				3.8						5.5	13.0								F	LLTL (1ST/U-TURN)	
75	0.031	TL	LL	Y	0.5				4.1						4.6	11.0								F	LLTL (2ND).	
AVERAGE					0.88	1.00	1.60	4.20	3.83					4.85	13.67				7.29	3.35						
MAX					1.70	1.20	1.60	4.30	4.90					5.50	18.00				18.00	4.30						
MIN					0.50	0.80	1.60	4.10	2.00					3.60	11.00				0.00	2.90						
LAYER COEF.					0.00	0.25	0.25	0.25	0.25						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> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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