



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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **10/25/2023**

Typical Section: **1**

W.P.I. No.:		Name: SR 56		Lanes: 4 to 6 Lane Urban Principal Arterial Roadway	
Fin. Proj. ID: 449169-1		From: Bruce B Downs Blvd.		Shoulder Type and Condition:	
F.A. Project No.:		To: Meadow Point Blvd.		Inside: Paved	
County: PASCO	Roadway ID: 56	Beg MP: 3.698	End MP: 7.512	Length: 3.814	Outside: Paved
SR No.: 14091000		Median Curbed (Y/N): Y	Paved	Lawn: Y	Other:
Overall Pavement Condition (from DMO field review): Fair		Curb & Gutter (Y/N): Y			

**Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	SP12.5												ABC-2	LR				DEPTH (IN.)	TYPE			CLASS
106	7.078	ML	L1	N	1.0	3.7									4.7		13.1									F	
109	7.191	ML	R2	Y	1.0	3.9									4.9		14.9									F	
113	7.372	ML	L2	Y	0.8	3.7									4.5	6.5										F	
115	7.442	ML	L1	Y	0.7	3.3									4.0	7.0					3.3	C	III	M	F		
116	7.448	ML	R1	N	0.7	4.2									4.9	7.1										F	
117	7.461	ML	R2	Y	0.7	3.3									4.0	6.4										F	
120	6.734	ML	R2	N		4.4									4.4		12.1									F	PATCH
<b>AVERAGE</b>					<b>0.87</b>	<b>3.93</b>									<b>4.75</b>	<b>7.04</b>	<b>12.50</b>			<b>15.00</b>	<b>3.04</b>						
<b>MAX</b>					<b>1.20</b>	<b>5.80</b>									<b>6.50</b>	<b>8.80</b>	<b>16.40</b>			<b>19.50</b>	<b>5.00</b>						
<b>MIN</b>					<b>0.60</b>	<b>2.70</b>									<b>3.50</b>	<b>6.20</b>	<b>5.90</b>			<b>11.00</b>	<b>0.60</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>									<b>0.16</b>	<b>0.18</b>				<b>0.08</b>							

Notes:

- 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.
- Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
- Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
- The cross slope is approximate and measured in the center of the lane.
- A blank cell indicates measurement was not recorded.
- A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u> OL/L - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/R - 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	<u>Lane Type</u> 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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County: PASCO		SR No.: 14091000		Outside: Paved	
Overall Pavement Condition (from DMO field review): Fair		Beg MP: 3.698		End MP: 7.512	
		Median Curbed (Y/N): Y		Length: 3.814	
		Paved		Lawn: Y	
				Other:	
				Curb & Gutter (Y/N): Y	

**Turn Lane Cores (TL)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	SP12.5												ABC-2	LR			STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)			TYPE
3	3.778	TL	LL	Y		4.0									4.0	7.4			18.6	4.0	A	IB	M	P	LLTL (3rd), Ravelling, missing FC, base crack.	
6	3.804	TL	LL	Y		3.5									3.5	7.3								P	LLTL (2nd), Ravelling, missing FC	
7	3.840	TL	RR	Y	1.3	8.4									9.7	7.1								F		
14	3.992	TL	RL	N	0.9	4.2									5.1	10.4								F		
17	4.067	TL	LR	Y	0.6	4.1									4.7	9.8				3.4	B	II	L	F		
26	4.465	TL	RL	N	1.2	3.9									5.1	11.7								F		
27	4.471	TL	LR	N	0.9	4.6									5.5	11.5			13.0	4.5	B	III	M	F		
43	4.917	TL	RL	Y	1.0	4.0									5.0	7.9				3.5	A	III	M	F		
44	4.947	TL	LR	N	0.5	11.1									11.6	2.4								F		
54	5.133	TL	LL	N	1.0	3.3									4.3	7.0								F		
56	5.195	TL	RR	Y	0.8	4.9									5.7	7.1				3.4	B	III	M	F		
63	5.383	TL	RL	Y	1.4	3.6									5.0	11.5								F	Separation in SP layer.	
64	5.454	TL	LL	Y	0.8	3.9									4.7	9.1								F		
72	5.668	TL	LR	Y	0.7	4.3									5.0	7.2				3.3	A	III	M	F		
82	6.105	TL	RL	Y	0.8	4.2									5.0	6.7				4.2	B	III	M	F		
86	6.204	TL	RR	N	0.4	4.2									4.6	7.7								F		
88	6.276	TL	LL	Y	0.7	3.8									4.5	10.3								F		
94	6.579	TL	RR	N	1.2	3.7									4.9	19.1			50.0					F		
105	7.004	TL	LL	Y	0.9	3.8									4.7	11.3				2.7	B	III	M	F		
107	7.127	TL	RL	Y	1.0	3.8									4.8	14.0								F		
121	3.805	TL	LL	Y	0.5	3.5									4.0	7.4				3.0	C	IB	L	P	LLTL (2nd), Ravelling	
<b>AVERAGE</b>					<b>0.87</b>	<b>4.51</b>								<b>5.30</b>	<b>7.33</b>	<b>10.38</b>		<b>24.03</b>	<b>3.56</b>							
<b>MAX</b>					<b>1.40</b>	<b>11.10</b>								<b>11.60</b>	<b>7.90</b>	<b>19.10</b>		<b>50.00</b>	<b>4.50</b>							
<b>MIN</b>					<b>0.40</b>	<b>3.30</b>								<b>3.50</b>	<b>6.70</b>	<b>2.40</b>		<b>13.00</b>	<b>2.70</b>							
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>								<b>0.16</b>	<b>0.18</b>			<b>0.08</b>								

Notes:

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F.A. Project No.:		To: Meadow Point Blvd.		Inside: Paved	
County: PASCO	Roadway ID: 56	Beg MP: 3.698	End MP: 7.512	Length: 3.814	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair		SR No.: 14091000	Median Curbed (Y/N): Y	Paved	Lawn: Y
				Other:	Curb & Gutter (Y/N): Y

**Shoulder Cores (S)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				CRACK				PAVEMENT CONDITION	COMMENTS		
					FC5	SP12.5												ABC-2	LR			STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)			TYPE	CLASS
4	3.797	S	OL	N	1.2	2.7									3.9		6.4								F		
5	3.803	S	OR	N	1.3	10.7									12.0		5.0								P	BIKE	
11	3.928	S	OL	N	0.8	3.9									4.7		14.8								F	BIKE	
12	3.951	S	IR	N	1.0	4.0									5.0		11.5								F		
16	4.067	S	IL	N	1.2	3.8									5.0		12.0		13.0						F		
19	4.159	S	OR	N	1.5	1.3									2.8		6.7		14.5						F		
28	4.566	S	OL	N	0.7	1.4									2.1		8.9								F		
30	4.605	S	OR	N	0.6	1.9									2.5		9.3								F		
32	4.665	S	IL	N	1.6	3.2									4.8	7.7									F		
35	4.751	S	OL	N	1.2	3.6									4.8		6.7								F	BIKE	
36	4.761	S	IR	N	0.8	3.7									4.5	7.3									F		
41	4.873	S	IR	N	1.4	3.6									5.0	8.1									F		
46	4.976	S	OL	N	1.0	2.4									3.4		6.1								F		
47	5.011	S	OR	N	0.8	1.4									2.2		10.8								F		
49	5.050	S	IL	N	1.2	3.3									4.5	8.0			2.5	B	IB	L			F		
53	5.117	S	OL	N	0.8	3.8									4.6	7.9									F	BIKE	
60	5.305	S	OR	N	0.9	4.3									5.2		8.8								F	BIKE	
61	5.344	S	IL	N	1.0	5.9									6.9		9.6								F		
65	5.467	S	IR	N	1.2	4.2									5.4		12.6		12.0						F		
68	5.557	S	OL	N	0.9	1.9									2.8		6.7								F		
71	5.647	S	IL	N	1.3	1.2									2.5		7.3			2.5	B	III	M			F	
73	5.682	S	OR	N	0.9	1.8									2.7		7.8								F		
74	5.737	S	OL	N	1.4	4.1									5.5	7.9			11.6	3.7	C	III	M		P	BIKE. 1/2&1/2: Delamination/Non-delamination.	
77	5.894	S	OR	N	1.1	3.8									4.9		6.4								F	BIKE	
79	6.015	S	OL	N	1.0	1.9									2.9		6.9								F		
81	6.086	S	OR	N	0.8	1.4									2.2		8.1								F		
84	6.178	S	IL	N	1.2	1.7									2.9		8.1								F		
89	6.278	S	OL	N	1.0	1.5									2.5		8.5								F		
92	6.533	S	IR	N	0.8	1.5									2.3		8.0								F		
98	6.713	S	OR	N	0.8	2.2									3.0		9.5								F		
99	6.737	S	IR	N	0.7	1.7									2.4		7.9			2.4	B	III	M		F		
100	6.805	S	OL	N	1.1	2.0									3.1		6.9								F		
108	7.150	S	OR	N	1.1	4.2									5.3		11.7		19.0						F	BIKE	
111	7.274	S	OR	N	1.1	1.7									2.8		9.7								F		
112	7.337	S	OL	N	0.9	1.4									2.3		7.7		14.0						F		
118	7.467	S	OR	N	0.8	1.3									2.1		8.2								F		
119	6.922	S	IR	N	1.1	1.3									2.4		9.1								F		
<b>AVERAGE</b>					<b>1.03</b>	<b>2.86</b>									<b>3.89</b>	<b>7.82</b>	<b>8.62</b>		<b>14.02</b>	<b>2.78</b>							
<b>MAX</b>					<b>1.60</b>	<b>10.70</b>									<b>12.00</b>	<b>8.10</b>	<b>14.80</b>		<b>19.00</b>	<b>3.70</b>							
<b>MIN</b>					<b>0.60</b>	<b>1.20</b>									<b>2.10</b>	<b>7.30</b>	<b>5.00</b>		<b>11.60</b>	<b>2.40</b>							
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>									<b>0.16</b>	<b>0.18</b>			<b>0.08</b>								

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County: PASCO	Roadway ID: 56	Beg MP: 3.698	End MP: 7.512	Length: 3.814	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair		SR No.: 14091000	Median Curbed (Y/N): Y	Paved	Lawn: Y
				Other:	Curb & Gutter (Y/N): Y

**Crossover and GORE Cores (CO/GO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				CRACK				PAVEMENT CONDITION	COMMENTS	
					FC5	SP12.5												ABC-2	LR			STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)			TYPE
13	3.973	GO	GO	N	0.8	4.2									5.0		16.5							F	LL/L1-Gore	
29	4.572	GO	GO	N	0.9	4.3									5.2		13.8							F	LL/L1-Gore	
34	4.729	GO	GO	N	0.9	4.1									5.0	7.0								F	RL/R1-Gore	
38	4.811	CO	CO	N		5.5									5.5	6.0								F		
52	5.095	CO	CO	N		4.0									4.0	7.2								F		
55	5.152	GO	GO	N	1.4	1.8									3.2		6.3		18.5					F	IR-Gore	
58	5.236	GO	GO	N	1.0	4.1									5.1		9.2							F	OR-Gore	
87	6.231	CO	CO	N		4.7									4.7	7.2			15.1					F		
95	6.633	GO	GO	N	0.7	3.2									3.9		13.1							F	LL/L1-Gore	
104	6.973	CO	CO	N		4.4									4.4		13.1							F		
110	7.240	GO	GO	N	1.0	3.8									4.8		12.7							F	LL/L1-Gore	
114	7.437	GO	GO	N	0.6	3.7									4.3	7.9								F	RL/R1-Gore	
<b>AVERAGE</b>					<b>0.91</b>	<b>3.98</b>									<b>4.59</b>	<b>7.06</b>	<b>12.09</b>		<b>16.80</b>	<b>4.00</b>						
<b>MAX</b>					<b>1.40</b>	<b>5.50</b>									<b>5.50</b>	<b>7.90</b>	<b>16.50</b>		<b>18.50</b>	<b>4.00</b>						
<b>MIN</b>					<b>0.60</b>	<b>1.80</b>									<b>3.20</b>	<b>6.00</b>	<b>6.30</b>		<b>15.10</b>	<b>4.00</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>									<b>0.16</b>	<b>0.18</b>			<b>0.08</b>							

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