

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 1/13/2025

Typical Section: 1

W.P.I. No.:		Name:	SR 574 / SR 35 / SR 700 / US 301 / US 98				Lanes:	4 Lanes						
Fin. Proj. ID:	455145-1		From:	S. of Wire Rd. / TLC Ln.				Shoulder Type and Condition:						
F.A. Project No.:		Roadway ID:	14050000		To:	N. of Wire Rd. / TLC Ln.				Inside:	NONE			
County:	PASCO		SR No.:	574		Beg MP:	9.003	End MP:	9.203	Length:	0.200	Outside:	PAVED	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	N	Paved	Lawn: Y	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	SP12.5	S	BIND							LR						DEPTH (IN.)	TYPE	CLASS		
1	9.058	ML	R1	N	1.0		2.3	2.1	1.4						6.8	UNK								F		
2	9.078	ML	R2	Y	0.9		2.0	1.3	1.3						5.5	UNK					2.1	A	II	L	F	
3	9.102	SS	NA	Y	1.1		1.3		1.9						4.3	UNK								F	Wire Rd. Raveling.	
4	9.116	ML	L1	Y	1.0		2.1	2.1	1.1						6.3	UNK								F	Raveling.	
5	9.127	ML	L2	Y	1.0		1.6	2.8							5.4	UNK								F		
6	9.150	TL	LL	Y		1.9		2.8	1.3						6.0	UNK					2.3	B	II	L	F	Separation between FC12.5-layer and S-layer.
AVERAGE					1.00	1.90	1.86	2.22	1.40						5.72						2.20					
MAX					1.10	1.90	2.30	2.80	1.90						6.80						2.30					
MIN					0.90	1.90	1.30	1.30	1.10						4.30						2.10					
LAYER COEF.					0.00	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.

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