

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: District Materials Office

Coring Completion Date: 2/13/2025

Typical Section: 2

W.P.I. No.:					Name:	SR 56				Lanes:	4				
Fin. Proj. ID:	449169-1				From:	Bruce B Downs Blvd				Shoulder Type and Condition:					
F.A. Project No.:					To:	Meadow Pointe Blvd				Inside:					
County:	Pasco		SR No.:	56		Beg MP:	3.698	End MP:	7.512	Length:	3.814	Outside:	1 - FAIR		
Overall Pavement Condition (from DMO field review):					Fair	Median Curbed Y					N	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	SP2F									LR	ABC-2				DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	7.523	GO	GO	N	1.0		2.7							3.7	11.0				12.0					F	WB	
2	7.463	GO	GO	N	0.9		3.4							4.3		7.7			12.0					F	EB	
3	7.493	SS	NA	Y		1.1	3.6							4.7	11.5				12.0	4.7	C	III	S	P	NB, MEADOW POINTE BLVD, BASE CRACK	
4	7.493	SS	NA	N		1.0	2.8							3.8	15.5				12.0					F	NB, 12' SHOULDER, MEADOW POINTE BLVD, BASE CRACK	
5	7.493	SS	NA	N		1.0	2.7							3.7	12.5				12.0					F	NB, MEADOW POINTE BLVD	
6	7.493	SS	NA	Y		1.2	2.9							4.1	11.0				12.0					F	NB, MEADOW POINTE BLVD	
AVERAGE					0.95	1.08	3.02							4.05	12.30	7.70			12.00	4.70						
MAX					1.00	1.20	3.60							4.70	15.50	7.70			12.00	4.70						
MIN					0.90	1.00	2.70							3.70	11.00	7.70			12.00	4.70						
LAYER COEF.					0.00	0.25	0.25								0.18	0.16			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