



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS

Coring Completion Date: 2/3/2025

Typical Section: 1

W.P.I. No.:		Name:	SR 55 (US 19)				Lanes:	6 Lanes				
Fin. Proj. ID:	456054-1-52-01		From:				49th St N Bridge		Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	15150000		To:			Hammock Pine Blvd		Inside:	Paved Shoulder	
County:	Pinellas	SR No.:	55		Beg MP:	9.800	End MP:	33.000	Length:	23.200	Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):		Y	Paved	Lawn	Other:	Curb & Gutter (Y/N):	Yes

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	S	WC	S														DEPTH (IN.)	TYPE		
56	21.603	ML	R1	Y	1.1	2.0	3.7								6.8									F		
58	21.995	ML	R2	N	0.7	2.4	10.4								13.5									F		
61	22.486	ML	R1	Y	0.7	1.8	2.9								5.4									F		
63	22.771	ML	R3	Y	0.9	1.5	3.3								5.7									F		
65	22.856	ML	R2	N	1.2	2.3	2.8								6.3									F		
66	23.021	ML	L1	Y	0.9	2.1	2.8								5.8									F		
67	23.021	ML	L1	N	1.2		1.8								3.0									F	New traffic pattern due to const.. Old shoulder within travel lane.	
68	22.779	ML	L2	Y	1.0	1.9	2.8								5.7									F		
69	22.612	ML	L3	Y	0.6	2.4	2.6								5.6									F		
71	22.347	ML	L1	Y	0.9	2.1	3.6								6.6									F		
73	21.984	ML	L3	Y	1.2	2.5	10.4								14.1									F		
75	21.742	ML	L2	Y	0.8	2.5	1.4								4.7									F		
76	21.437	ML	L1	Y	1.0	2.2	3.4								6.6									F		
AVERAGE					0.94	2.27	3.28	2.55							6.48						3.27					
MAX					1.30	3.50	10.40	4.90							14.10						3.70					
MIN					0.50	1.50	1.40	0.20							3.00						2.60					
LAYER COEF.					0.00	0.25	0.25	UNKW	0.25											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

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County:	Pinellas		SR No.:	55		Beg MP:	9.800		End MP:	33.000		Length:	23.200		Outside:	Paved Shoulder
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y		Paved	Lawn	Other:	Curb & Gutter (Y/N):			Yes

Shoulder and Turn Lane Cores (S/TL)

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	S	WC	S												DEPTH (IN.)	TYPE	CLASS	EXTENT		
2	11.262	S	IR	N	0.9	2.0	3.1								6.0						2.9	C	III	S	P	
5	11.674	S	OR	N	1.2	2.8									4.0										F	
7	11.946	S	IR	N	1.0	2.9									3.9										F	
10	12.253	S	OR	N	1.4	1.8	2.3								5.5										F	
12	12.118	S	OL	N	1.1	2.5	2.9								6.5						3.1	C	II	M	P	
15	12.036	S	IL	N	1.1	1.5									2.6										F	
17	11.700	S	OL	N	1.0	2.3									3.3										F	
20	11.320	S	IL	N	0.8	2.3	3.3								6.4						3.6	C	III	S	P	
22	15.919	S	IR	N		2.6									2.6										F	
25	16.630	S	OR	N		2.7	2.1								4.8										F	
27	17.037	S	IR	N	1.1	3.4									4.5										F	
30	17.799	S	OR	N		2.6	0.7								3.3										F	
32	18.067	S	IR	N	1.2	2.8									4.0										F	
35	18.707	S	OR	N	1.3	2.0									3.3										F	
38	20.678	S	OL	N	0.7		2.7								3.4						2.8	C	III	S	P	
40	18.186	S	IL	N	1.2	2.4									3.6										F	
42	17.857	S	OL	N		2.7	1.8								4.5						4.5	C	III	S	P	
45	17.158	S	IL	N	1.0	2.7									3.7										F	
47	16.516	S	OL	N		1.6									1.6										F	
50	15.857	S	IL	N		1.7	1.0								2.7										F	
52	20.512	S	IR	N	1.3	2.1									3.4										F	
55	21.368	S	OR	N	1.0	2.3	1.3								4.6										F	
57	21.603	S	IR	N	0.9	2.2									3.1										F	
59	22.100	TL	RR	N	1.0	2.0	2.0								5.0										F	
60	22.100	S	OR	N	1.2	2.3									3.5										F	
62	22.486	S	IR	N	1.3		0.7								2.0										F	
64	22.771	S	OR	N	0.8	2.0	3.0								5.8										F	
70	22.612	S	OL	N	1.0	1.1									2.1										F	
72	22.347	S	IL	N	1.6		1.7								3.3										F	
74	21.984	S	OL	N	1.2	2.3	10.8								14.3										F	
77	21.437	S	IL	N	1.0	2.4									3.4										F	
AVERAGE					1.09	2.29	2.63								4.22						3.38					
MAX					1.60	3.40	10.80								14.30						4.50					

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					FC5	SP12.5	S	WC	S														DEPTH (IN.)	TYPE		
MIN					0.70	1.10	0.70								1.60						2.80					
LAYER COEF.					0.00	0.25	0.25	UNKW	0.25											0.08						

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LL/LR - Left/Right Turn Lane		RL/RR - Left/Right Turn Lane		CO - Crossover		BR - Bridge Approach/Departure		C - Combination		S - Severe		P - Poor	