

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

Cored By: H2R CORP

Date: 04/22 - 04/24/2020

Typical Section: _____

W.P.I. No.: 443783-1		Name: SR54 from US 19 to West of Virginia City Drive			Lanes: 6	
Fin. Proj. ID: CA685 TWO 1 Task 4		From: US 19			Shoulder Type and Condition: CURBED SIDEWALK, GOOD	
F.A. Project No.:		To: Virginia City Drive			Inside:	
County: Pasco	SR No.: 54	Beg MP: 0	End MP: 1.653	Length: 1.653	Outside:	
Median Curbed (Y/N): Y		Paved	Lawn X	Other:	Curb & Gutter (Y/N): Y	

Mainline																								
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)				TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH (IN.) ³	CROSS SLOPE - LMP (%)	CROSS SLOPE - RMP (%)	COMMENTS	
					FC9.5	S				LR	CONC	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT						
23	0.031	ML	L1	Y	1.1	3.7			4.8	13.5				22.5					G		2.44	1.05		
20	0.389	ML	L1	Y	1.0	4.1			5.1	10.5				15.8					F		3.32	2.27		
46	0.009	ML	L2	N	1.4	3.2			4.6	11.0				15.0					G		1.92	1.92		
43	0.255	ML	L2	Y	1.0	3.5			4.5	12.0				15.0	3.0	A	III	S	P		1.92	1.05		
42	0.667	ML	L2	Y	1.3	3.3			4.6	14.5				21.8	4.6	A	III	S	P	0.3	2.27	1.40	BASE CRACK	
39	1.226	ML	L2	Y	1.4	3.9			5.3	13.0				11.5	3.1	A	II	M	F		2.97	1.92		
45	0.047	ML	L3	Y	1.2	2.6			3.8	21.0				9.0	3.8	A	III	S	P		2.97	2.09	BASE CRACK	
44	0.096	ML	L3	Y	1.2	3.5			4.7	17.0				9.0	4.7	A	III	S	P		2.27	1.05	BASE CRACK	
41	0.844	ML	L3	Y	1.1	4.6			5.7	15.0				17.0	2.5	A	III	M	F		2.44	1.22		
2	0.257	ML	R1	Y	1.2	3.1			4.3	11.5				11.5	3.0	A	II	M	F		1.92	2.09		
4	0.576	ML	R1	Y	1.4	3.4			4.8	8.0				16.5		A	1B	L	F	0.5	2.79	2.44		
8	1.055	ML	R1	Y	1.4	3.6			5.0	10.0				14.8	1.8	A	III	M	F		4.37	2.62		
10	1.190	ML	R1	Y	1.2	3.0			4.2	13.5				15.5	1.9	A	II	M	F		1.57	1.75		
29	0.730	ML	R2	Y	1.2	3.2			4.4	13.8				10.0	2.2	A	III	S	P		2.09	1.75	JOINT - LEFT SIDE	
32	0.932	ML	R2	N	1.2	3.3			4.5	10.5				12.8							3.32	2.97	CENTER OF PATCH	
35	1.610	ML	R2	Y	1.4	1.8			3.2	9.5				20.0	3.2	A	III	S	P		2.09	1.40	BASE CRACK	
24	0.053	ML	R3	Y	1.3	3.3			4.6	12.5				19.5	1.2	A	II	M	F		3.32	2.44		
26	0.354	ML	R3	Y	1.1	3.8			4.9	11.8				19.0	3.0	A	III	S	P	0.3	3.14	1.75	JOINT - RIGHT SIDE	
27	0.363	ML	R3	N	1.3	3.5			4.8	13.0				13.8	3.0	A	III	S	P	0.3	3.32	1.75	JOINT - RIGHT SIDE	
28	0.392	ML	R3	Y	1.4	3.1			4.5	11.5				16.0	3.8	A	III	S	P		3.49	2.09	ON JOINT - SEPARATED AT SP LAYER	
30	0.842	ML	R3	Y	1.5	2.6			4.1	13.0				11.0	3.2	A	III	S	P	0.8	2.79	2.09	RUT, IN WP	
31	0.855	ML	R3	N	1.3	3.2			4.5	14.0				11.3	4.5	A	III	S	P	1.0	3.84	2.97	RUT, LEFT OF WP - BASE CRACK	
34	1.395	ML	R3	Y	1.1	3.7			4.8	11.5				20.0	2.8	A	III	M	F		2.44	1.92		
AVERAGE					1.25	3.35			4.60	12.67				15.13	3.07						0.50	2.74	1.91	
MAX					1.50	4.60			5.70	21.00				22.50	4.70						1.00	4.37	2.97	
MIN					1.00	1.80			3.20	8.00				9.00	1.20						0.25	1.57	1.05	

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. During the field operation 10% of the cores were checked for stabilization thickness. For pavement design assume 12 inches of thickness for stabilization.
3. The rut measurement is the greater of two measurements from each wheelpath.
4. A blank cell indicates measurement was not recorded.

Lane Designations		Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type	
OL - Outside Left Shoulder	OR - Outside Right Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline	S - Shoulder
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane	
		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	

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PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: H2R CORP

Date: 04/22 - 04/24/2020

Typical Section: _____

W.P.I. No.:	443783-1	Name:	SR54 from US 19 to West of Virginia City Drive			Lanes:	6	
Fin. Proj. ID:	CA685 TWO 1 Task 4	From:	US 19			Shoulder Type and Condition:	CURBED SIDEWALK, GOOD	
F.A. Project No.:		To:	Virginia City Drive			Inside:		
County:	Pasco	SR No.:	54	Beg MP:	0	End MP:	1.653	
				Length:	1.653		Outside:	
Median Curbed (Y/N):	Y	Paved		Lawn	X	Other:		
						Curb & Gutter (Y/N):	Y	

Shoulders																							
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)				TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH (IN.) ³	CROSS SLOPE - LMP (%)	CROSS SLOPE - RMP (%)	COMMENTS
					FC9.5	S				LR	CONC	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT					
25	0.089	S	OR	N	1.1	4.2			5.3	9.0			21.0	2.8	A	III	S	P		2.97			
33	1.230	S	OR	N	1.2	4.2			5.4	13.0			5.5	2.6	A	III	S	P		3.32	2.09	CORE SEPARATED AT SP LAYER	
36	1.605	S	OL	N	1.3	2.6			3.9	12.0			18.0	3.9	A	III	M	P		2.97	0.00	BASE CRACK	
AVERAGE					1.20	3.67			4.87	11.33			14.83	3.10						3.08	1.05		
MAX					1.30	4.20			5.40	13.00			21.00	3.90						3.32	2.09		
MIN					1.10	2.60			3.90	9.00			5.50	2.60						2.97	0.00		

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. During the field operation 10% of the cores were checked for stabilization thickness. For pavement design assume 12 inches of thickness for stabilization.
3. The rut measurement is the greater of two measurements from each wheelpath.
4. A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>
OL - Outside Left Shoulder	OR - Outside Right 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	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
					ML - Mainline
					S - Shoulder
					TL - Turn Lane
					CO - Crossover

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Cored By: H2R CORP

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Typical Section: _____

W.P.I. No.: 443783-1		Name: SR54 from US 19 to West of Virginia City Drive			Lanes: 6	
Fin. Proj. ID: CA685 TWO 1 Task 4		From: US 19			Shoulder Type and Condition: CURBED SIDEWALK, GOOD	
F.A. Project No.:		To: Virginia City Drive			Inside:	
County: Pasco	SR No.: 54	Beg MP: 0	End MP: 1.653	Length: 1.653	Outside:	
Median Curbed (Y/N): Y		Paved	Lawn X	Other:	Curb & Gutter (Y/N): Y	

Turn Lanes/Crossovers/Side Streets																							
CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)				TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH (IN.) ³	CROSS SLOPE - LMP (%)	CROSS SLOPE - RMP (%)	COMMENTS
					FC9.5	S				LR	CONC	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT					
47	0.004	TL/CO	L3	N	0.9	3.9			4.8	21.5			7.0					G		1.75	0.70	RIGHT TURN ONTO US19 NB	
22	0.151	TL/CO	L1	Y	1.2	2.9			4.1	12.0			14.3					G		2.09	2.09	LEFT TURN LANE	
1	0.175	TL/CO	R1	N	1.2	2.8			4.0	10.5			19.5					G		2.09	1.75	LEFT TURN ONTO FLAMINGO	
21	0.347	TL/CO	L1	N	1.4	2.4			3.8	12.0			12.5					G		1.92	1.92	LEFT TURN LANE	
3	0.506	TL/CO	R1	N	1.0	3.9			4.9	7.0			18.8					G		2.79	2.44	LEFT TURN ONTO HIGHLAND	
19	0.528	TL/CO	L1	Y	1.3	3.4			4.7	10.0			14.5					G		3.14	2.27	LEFT TURN ONTO PENSDALE DR	
5	0.656	TL/CO	R1	N	1.3	3.5			4.8	13.0			15.3					G		1.75	1.22	LEFT TURN ONTO GRAND NB	
18	0.722	TL/CO	L1	N	1.3	3.4			4.7									F		2.62	2.44	LEFT TURN LANE	
6	0.865	TL/CO	R1	N	0.9	3.0			3.9	14.3			15.8					G		2.97	1.75	LEFT TURN LANE	
48	0.895	SS	L1	N	1.5	8.9			10.4	18.0			16.0					G		0.70	0.87	GRAND SB LEFT TURN ONTO SR54	
49	0.895	SS	L1	N	1.0	10.5			11.5	18.0			16.0					G	0.5	4.19	3.14	GRAND SB STRAIGHT / RT ONTO SR54	
50	0.895	SS	R1	N	1.2	11.0			12.2	12.0			9.0	2.0	A	II	M	F	0.3	0.87	1.92	GRAND NB LEFT TURN ONTO SR54	
51	0.895	SS	R1	N	1.6	10.3			11.9	5.0			4.0					G		2.09	2.62	GRAND NB STRAIGHT / RT ONTO SR54	
40	0.910	TL/CO	L3	N	1.2	4.0			5.2	14.5			17.8					G		2.09	2.44	RIGHT TURN ONTO GRAND NB	
17	0.917	TL/CO	L1	Y	1.5	3.6			5.1	17.0			8.0	3.0	A	III	M	F		3.49	2.09	LEFT TURN ONTO GRAND SB	
7	1.002	TL/CO	R1	N	1.4	3.0			4.4	19.3								G		2.62	1.75	LEFT TURN LANE	
16	1.024	TL/CO	L1	N	1.0	4.0			5.0	17.3			7.8	3.7	A	IB	L	F	0.5	1.22	0.52	LEFT TURN LANE	
9	1.107	TL/CO	R1	Y	1.4	3.2			4.6	25.5			18.5					G		1.40	1.22	LEFT TURN LANE	
15	1.124	TL/CO	L1	Y	1.4	3.2			4.6	20.5			8.5					G		2.79	1.75	LEFT TURN ONTO COLONIAL PKWY	
38	1.298	TL/CO	L3	N	1.0	2.7			3.7	21.0			10.5					G		3.49	0.35	RIGHT TURN LANE	
11	1.298	TL/CO	R1	Y	1.7	2.1			3.8	11.0			19.3					G		0.70	0.52	LEFT TURN ONTO MADISON NB	
52	1.348	SS	R1	N	1.5	9.6			11.1	8.8			10.0					G		0.70	2.09	MADISON NB LEFT TURN ONTO SR54	
53	1.348	SS	R1	N	1.9	10.0			11.9	6.0			10.5					G		1.92	2.09	MADISON NB STRAIGHT / RT ONTO SR54	
54	1.348	SS	L1	N	1.7	3.0			4.7	12.5			15.0					G		5.42	5.42	MADISON SB RIGHT TURN ONTO SR54	
55	1.348	SS	L1	N	1.5	2.5			4.0	12.3			12.0					G		2.62	2.27	MADISON SB STRAIGHT / LT ONTO SR54	
37	1.376	TL/CO	L3	N	1.0	3.4			4.4	14.0			12.0	2.4	A	IB	L	G	0.3	2.44	2.97	RIGHT TURN ONTO MADISON NB	
14	1.377	TL/CO	L1	N	1.2	3.0			4.2	12.0			11.0	1.5	A	II	L	G	0.8	1.22	1.22	LEFT TURN ONTO MADISON SB	
12	1.502	TL/CO	R1	Y	1.2	3.7			4.9	11.8			13.8	2.5	A	III	M	F		1.22	0.52	LEFT TURN LANE	
13	1.531	TL/CO	L1	N	1.3	1.5			2.8	12.3			10.3					G		1.75	1.40	LEFT TURN LANE	
AVERAGE					1.30	4.57			5.87	13.88			12.86	2.52					0.45	2.21	1.85		
MAX					1.90	11.00			12.20	25.50			19.50	3.70					0.75	5.42	5.42		
MIN					0.90	1.50			2.80	5.00			4.00	1.50					0.25	0.70	0.35		

Notes:

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OR - Outside Right Shoulder	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover
R1 - 1st Lane Right of Centerline					S - Shoulder

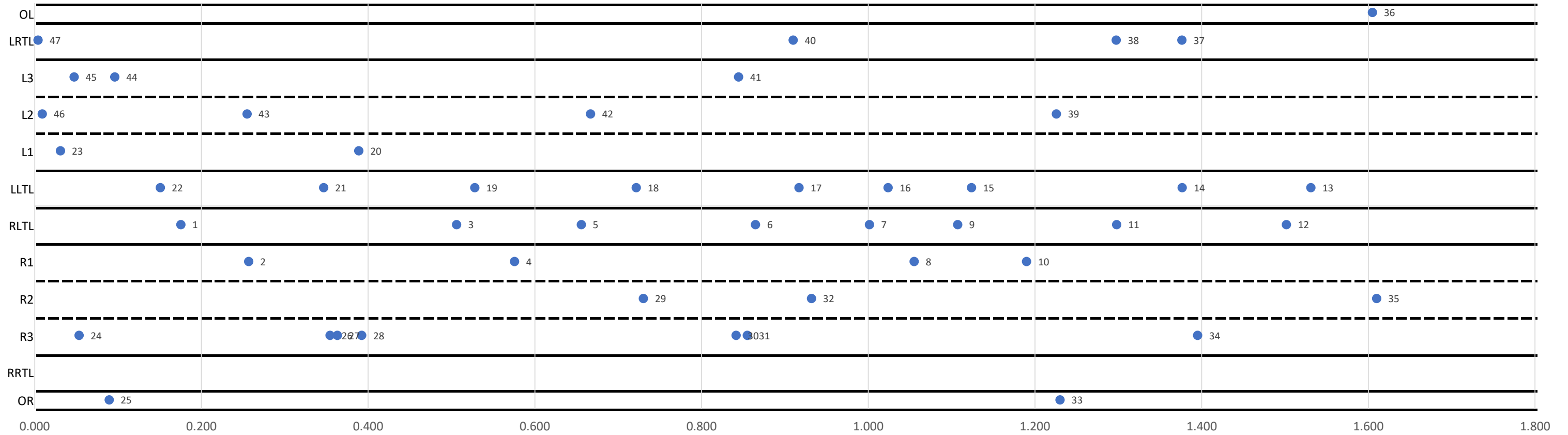
PAVEMENT EVALUATION CORING LAYOUT

Cored By: H2R CORP

Date: 04/22 - 04/24/2020

Typical Section: _____

W.P.I. No.:	CA685	Name:	SR-54 from US 19 to West of Virginia City Drive			Lanes:	6
Fin. Proj. ID:	443783-1	From:	US 19			Shoulder Type and Condition:	CURBED SIDEWALK, GOOD
F.A. Project No.:		To:	Virginia City Drive			Inside:	
County:	Pasco	SR No.:	54	Beg MP:	0	End MP:	0.765
				Length:	0.765	Outside:	
	Median Curbed (Y/N):	Y	Paved	Lawn	X	Other:	
						Curb & Gutter (Y/N):	y



NOTES

1. Mile Posts are approximate
2. Core locations are not to scale
3. Cores 48 through 55 were taken on side streets and are not shown on this layout.