

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

Cored By: H2R CORP

Date: 5/26-5/27/2020

Typical Section: 1

W.P.I. No.: CA685		Name: SR 54 from US 41 to E of Knights Road Pavement Coring				Lanes: 6	
Fin. Proj. ID: 441658-1		From: US 41 Land O Lakes Blvd				Shoulder Type and Condition: CURBED WITH SIDEWALK, GOOD	
F.A. Project No.:		To: E of Knights Rd				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		

All Cores																				
CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)				TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	S					LR	CONC	ABC		SAHM	DEPTH (IN.)	TYPE	CLASS		
1	0.0457	ML	R1	N	1.3	4.0			5.3			6.4		13.25					F	DMO SELECT, RESURF, BASE APPEARS TO BE ABC
2	0.1785	TL/CO	R1	N	1.5	2.9			4.4	13									F	LEFT TURN TO RADEN DR
3	0.2756	TL/CO	R1	N	1.5	2.2			3.7	12.3									F	LEFT TURN TO VILLAGE LKS SHOPPING CTR
4	0.4294	ML	R1	Y	1.4	2.2			3.6	17.4					3.6	A	III	L	F	
5	0.5791	TL/CO	R1	Y	1.5	2.7			4.2	10.75				11.0					F	CROSSOVER AT OSPREY LN
6	0.7210	ML	R1	Y	1.9	2.9			4.8	14.2									F	
7	0.6722	ML	L1	Y	1.5	2.6			4.1	16.75				13.0	0.5	A	IB	L	F	
8	0.5052	TL/CO	L1	Y	1.5	2.5			4.0	15.0									F	LEFT TURN TO TRAILER PARK
9	0.4385	ML	L1	Y	1.5	2.6			4.1	20.4					1.6	A	III	M	F	
10	0.4017	TL/CO	L1	Y	1.3	3.1			4.4			6.7							F	LEFT TURN AT LOWES
11	0.2301	ML	L1	Y	1.3	3.1			4.4	11.6					4.4	A	II	L	F	
12	0.0710	TL/CO	L1	Y	1.7	2.0			3.7	10.3									F	OUTSIDE LEFT TURN ONTO US 41 SOUTHBOUND
13	0.0473	ML	R3	Y	1.4	2.3			3.7	10.0									F	DMO SELECT, NEAR PREVIOUS CORE, DEPRESSION
14	0.1157	ML	R3	N	1.5	1.8			3.3	9.7									F	
15	0.2047	TL/CO	R3	Y	1.3	3.7			5.0			9.0							F	RIGHT TURN LANE, FULL DEPTH, STILL ABC
16	0.2520	TL/CO	R3	N	1.7	3.9			5.6	11.4									F	RIGHT TURN TO LOWES
17	0.3599	ML	R3	Y	1.5	2.8			4.3	15.7					3.0	C	III	S	P	
18	0.4374	ML	R3	Y	1.3	2.7			4.0	16.0					1.5	A	III	M	P	
19	0.6402	S	OR	N	1.4	3.5			4.9	13.1					4.9	C	III	S	P	
20	0.7124	ML	L2	N	1.5	3.3			4.8						3.0	C	III	S	P	
21	0.1424	ML	R2	N	1.3	3.2			4.5										F	
22	0.3665	ML	R2	N	1.3	3.0			4.3	11.25				4.25	4.3	C	III	S	P	
23	0.3910	ML	R3	N	1.3	2.6			3.9	12.1					3.9	A	III	S	P	CONSTRUCTION JOINT R2/R3
24	0.4844	S	OR	N	1.8	2.9			4.7	18.8									F	SHOULDER IN FRONT OF TRAILER PARK
25	0.5330	ML	R2	Y	1.3	3.1			4.4	16.10					3.4	C	III	S	P	

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CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)					TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	S					LR	CONC	ABC	SAHM		DEPTH (IN.)	TYPE	CLASS	EXTENT		
26	0.5641	ML	R2	N	1.3	3.0				4.3	13.7				4.3	C	III	S	P		
27	0.6450	ML	R3	Y	1.6	3.1				4.7					4.7	A	III	S	P		
28	0.6849	S	OL	N	1.3	3.5				4.8	10.2								F		
29	0.6339	ML	L2	N	1.6	2.9				4.5					2.2	C	III	S	P		
30	0.5935	ML	L3	Y	1.3	3.0				4.3	13.2				4.3	C	III	S	P		
31	0.5407	ML	L2	N	1.7	2.7				4.4	14.6				3.1	C	III	S	P		
32	0.4689	ML	L3	Y	1.8	3.1				4.9					2.5	C	III	S	P		
33	0.4348	S	OL	N	2.0	2.3				4.3									F	SHOULDER IN FRONT OF VILLAGE LKS SHOPPING CTR	
34	0.3714	ML	L2	Y	1.7	2.8				4.5					4.5	C	III	S	P		
35	0.3515	ML	L2	N	1.5	3.1				4.6					2.0	A	III	S	P		
36	0.2585	S	OL	N	1.9	2.7				4.6									F		
37	0.2282	S	OL	N	2.0	3.4				5.4									F		
38	0.1650	ML	L2	Y	1.4	2.8				4.2					4.2	A	III	S	P		
39	0.1037	ML	L2	N	1.0	3.4				4.4									F		
40	0.0408	ML	L3	Y	0.9	3.1				4.0									F	RIGHT TURN ONTO US 41 NORTHBOUND	
41	0.060	ML	R1	N	1.2	3.5				4.7			7.7	14.0					F		
<b>AVERAGE</b>					<b>1.48</b>	<b>2.93</b>				<b>4.4</b>	<b>13.63</b>				<b>11.10</b>	<b>3.3</b>					
<b>MAX</b>					<b>2.00</b>	<b>4.00</b>				<b>5.6</b>	<b>20.40</b>				<b>14.00</b>	<b>4.9</b>					
<b>MIN</b>					<b>0.90</b>	<b>1.80</b>				<b>3.3</b>	<b>9.70</b>				<b>4.25</b>	<b>0.5</b>					

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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	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	
		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	