

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

Cored By: MADRID ENGINEERING GROUP

Coring Completion Date: 1/11/2023

Typical Section: 1. 14572000

W.P.I. No.:				Name: SR 54				Lanes: 6					
Fin. Proj. ID: 447954-1				From: MARATHON ROAD				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 14572000		To: E OF GUNN HIGHWAY				Inside: Lawn					
County: Pasco		SR No.: 54		Beg MP: 0.000		End MP: 1.774		Length: 1.774		Outside: Paved			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): Y		Paved: Y		Lawn: Y		Other: No CTL		Curb & Gutter (Y/N): Y	

All Cores																												
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	FC9.5	FC12.5	SP9.5	SP12.5								ABC-2	LR				DEPTH (IN.)	TYPE	CLASS			EXTENT	
1	0.102	ML	R3	N	0.8					3.8					4.6		12.0						3.0	A	II	M	P	
2	0.117	TL	RR	N	0.9					5.5					6.4		18.0										F	
3	0.140	SS	NA	Y			1.5			3.3					4.8		21.0									P	TRINITY LAKES CROSSING	
4	0.236	TL	RR	N	0.7					4.8					5.5		16.0									F		
5	0.258	SS	NA	Y			1.4			3.3					4.7		18.0									F	WAWA ENTR	
6	0.394	TL	RR	N	1.2					4.8					6.0		16.0									F		
7	0.415	SS	NA	Y	0.5					4.3					4.8		12.0									F	TRINITY BLVD SB	
8	0.415	SS	NA	Y			1.8			3.8					5.6		19.0									F	TRINITY BLVD NB	
9	0.457	ML	R3	Y	0.8					4.0					4.8		11.0									P	RAVELING	
10	0.565	TL	RR	Y	0.5					13.0					13.5		8.0									F		
11	0.588	SS	NA	Y			1.5			11.3					12.8		12.0									F	TRIUNE DR	
12	0.606	ML	R3	N	0.6					4.0					4.6		13.0					2.7	B	II	M	F		
13	0.609	S	OR	N	0.8					4.2					5.0		11.0									F		
14	0.691	TL	RR	N	0.8					5.1					5.9		17.0									F		
15	0.718	SS	NA	Y	1.1					4.2					5.3		13.0									F	SHOPPES AT TRINITY LAKES ENTR	
16	0.810	TL	RR	N	0.8					3.6					4.4		18.0									F		
17	0.839	SS	NA	N	1.0					3.3					4.3		18.5									F	COMMUNITY DR SB	
18	0.850	SS	NA	N		1.2		4.0							5.2		18.0									F	COMMUNITY DR NB	
19	0.891	S	OR	N	1.0					4.0					5.0		11.0									P		
20	1.102	S	OR	N	1.0					4.4					5.4		11.3									F		
21	1.352	SS	NA	Y	1.0					4.5					5.5		15.3									F	WEB DIRECT WAY	
22	1.489	TL	RR	N	1.0					2.2					3.2		16.0					0.0				F		
23	1.577	SS	NA	Y	1.2					3.0					4.2		16.0					0.0				F	MONMOUTH DR	
24	1.617	S	OR	N	0.8					4.0					4.8		11.0									F		
25	1.644	SS	NA	Y	1.2					3.9					5.1		15.5					0.0				F	OLD GUNN HWY	
26	1.747	TL	RR	Y	1.2					3.5					4.7		12.0									P		
27	1.770	SS	NA	N			1.5			4.2					5.7		16.0					0.0				F	GUNN HWY SB	
34	1.728	ML	L4	N	1.0					4.1					5.1		12.0									F	AUXILIARY LANE: BUS STOP.	
35	1.642	ML	L3	Y	0.9					4.3					5.2		11.0					4.4	C	II	M	P		
36	1.595	TL	LR	N	0.8					3.7					4.5		12.0									F		
37	1.577	SS	NA	Y			1.5								1.5		13.0					11.0				F	FENCEPOST DR	

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All Cores																											
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	FC9.5	FC12.5	SP9.5	SP12.5								ABC-2	LR				DEPTH (IN.)	TYPE	CLASS			EXTENT
38	1.484	S	OL	N	1.2					3.9						5.1		11.0			14.0					F	
39	1.156	ML	L3	Y	0.6					4.0						4.6		12.0				4.6	A	II	M	P	
40	1.134	ML	L4	N	1.0					3.5						4.5	11.5								F	AUXILIARY LANE: PULL-OFF.	
41	0.618	TL	LR	Y	2.0					3.9						5.9		19.0			0.0				F		
42	0.459	ML	L3	Y			1.4			3.0						4.4		11.0							F		
43	0.450	S	OL	N						5.0						5.0		11.0							F		
44	0.442	TL	LR	Y			1.6			4.2						5.8		11.0							F		
45	0.408	SS	NA	Y			1.7			4.0						5.7		21.0			0.0				F	HEART PINE AVE SB	
46	0.363	TL	LR	N	1.3					3.8						5.1		12.0							F		
47	0.198	TL	LR	N	0.6					4.5						5.1		16.0							F		
48	0.136	S	OL	N	1.1					4.0						5.1		12.0							P		
49	0.000	SS	NA	Y	0.7					3.5						4.2		13.0							P	MARATHON ROAD	
50	0.028	ML	R2	Y	1.2					3.7						4.9		11.0			3.7	B	III	S	P		
51	1.074	ML	R2	N	0.7					3.8						4.5		11.5			3.5	C	III	S	P		
52	1.414	ML	R2	Y	0.8					4.2						5.0		11.5			3.2	C	II	S	P		
55	1.486	ML	L2	N	0.7			3.9								4.6		11.3			2.8	C	III	S	P		
56	1.268	ML	L2	N	0.7					3.6						4.3		11.5			2.5	C	III	S	P		
57	0.832	ML	L2	Y	0.8					3.7						4.5		11.0							P	POSSIBLE JOINT. RAVELING.	
58	0.149	ML	L2	N	0.5					4.4						4.9		11.5							P		
59	0.142	TL	RL	N	0.9					4.2						5.1		12.0							F		
60	0.387	TL	RL	N	1.2					3.4						4.6		12.0							F		
61	0.454	ML	R1	Y	1.0					4.4						5.4		11.0			17.0	3.2	C	II	M	P	
62	0.767	ML	R1	N	0.7					3.9						4.6		12.0			2.7	C	II	M	P		
63	0.816	TL	RL	N			1.7			2.5						4.2		11.0							F	RLTL U-TURN	
64	0.887	ML	R1	N	1.0					4.0						5.0		11.0							F		
65	1.117	TL	RL	N	1.1					3.9						5.0		11.0							F	RLTL U-TURN	
66	1.307	TL	RL	N	1.2					4.1						5.3		12.0							F	RLTL U-TURN	
67	1.327	ML	R1	N	0.8					4.0						4.8		12.0			3.1	C	II	M	P		
68	1.548	TL	RL	Y	1.2					3.8						5.0		12.0							F		
69	1.620	ML	R1	N	1.0					4.0						5.0		11.0							F		
70	1.714	TL	RL	N	1.0					3.8						4.8		11.0							F	RLTL (2ND)	

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All Cores																										
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	FC9.5	FC12.5	SP9.5	SP12.5								ABC-2	LR				DEPTH (IN.)	TYPE	CLASS		
71	1.742	TL	RL	Y	0.8					4.4						5.2		12.0							F	RLTL (1ST)
76	1.608	TL	LL	Y	1.2					3.4						4.6		13.0							F	
77	1.567	ML	L1	Y	1.0					3.8						4.8		12.0			3.3	C	II	M	P	
78	1.375	TL	LL	Y	1.0					3.9						4.9		11.0							F	
79	1.356	CO	CO	N	0.8					4.1						4.9		11.0							F	
80	1.153	CO	CO	N	1.1					4.2						5.3		12.0							P	
81	1.071	ML	L1	Y	1.0					4.1						5.1		11.0			3.1	C	II	M	P	
82	0.873	TL	LL	N	1.0					4.1						5.1		10.0			16.0				F	
83	0.529	TL	LL	N				1.7		3.4						5.1		12.0							F	
84	0.318	ML	L1	N	1.0					4.0						5.0		11.0			3.0	C	IB	L	P	
85	0.178	CO	CO	N	1.0					4.1						5.1		12.0							P	
86	0.034	TL	LL	Y	0.9					3.8						4.7		11.0							F	
87	0.003	ML	L1	Y	0.9					3.8						4.7		11.0			1.6	C	IB	L	P	
<b>AVERAGE</b>					<b>0.94</b>	<b>1.20</b>	<b>1.57</b>	<b>3.95</b>	<b>4.17</b>						<b>5.13</b>	<b>11.50</b>	<b>12.96</b>			<b>3.31</b>	<b>3.15</b>					
<b>MAX</b>					<b>2.00</b>	<b>1.20</b>	<b>1.80</b>	<b>4.00</b>	<b>13.00</b>						<b>13.50</b>	<b>11.50</b>	<b>21.00</b>			<b>17.00</b>	<b>4.60</b>					
<b>MIN</b>					<b>0.50</b>	<b>1.20</b>	<b>1.40</b>	<b>3.90</b>	<b>2.20</b>						<b>1.50</b>	<b>11.50</b>	<b>8.00</b>			<b>0.00</b>	<b>1.60</b>					
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>							<b>0.16</b>	<b>0.18</b>			<b>0.08</b>						

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Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	Paved:	Y	Lawn:	Y	Other:	No CTL	Curb & Gutter (Y/N):	Y

All Cores																								
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	FC9.5	FC12.5	SP9.5	SP12.5								ABC-2		LR			DEPTH (IN.)		

- Notes:
- 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.
  - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
  - The cross slope is approximate and measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.
  - 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	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