STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid Engineering Group | Coring Completion Date: 2/23/2022 | Typical Section:

W.P.I. No.:				Name:	US 98/ SR 50/ SR 700					Lanes:	4				
Fin. Proj. ID:	443805-1			From:	Mondon Hill RD/ Spring Lake HWY					Shoulder Type and Condition: Paved					
F.A. Project No.:		Roadway ID:	08070000	To:	Lockhart RD					Inside:	None				
County:	Hernando	SR No.:	50/700	Beg MP:	0.123	End MP:	3.031	Length:	2.908	Outside:	Paved				
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved	Lawn	Other: Vegetation		Curb & Gutter (Y/N):	N				

All Cores

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC5	SP9.5	ARMI	S							TOTAL ASPHALT THICKNESS (IN.)	BASE LR				STABILIZED SUBGRADE [3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	0.121	ML	R2	Y	0.7	1.2	0.5	1.8							4.2	12.0					4.2	C	III	S	P	Base crack
2	0.123	S	OR	N	0.7	2.0									2.7	7.0									F	
3	0.480	TL	RR	Y	0.9	2.1		1.8							4.8	12.0									F	
4	1.022	ML	R2	Y	0.9	1.8	0.5	0.7							3.9	12.0					2.8	C	II	M	P	
5	1.023	S	OR	N	0.7	1.7									2.4	8.0									F	
6	2.072	ML	R2	Y	0.9	1.6	0.6	1.5							4.6	14.0					4.6	C	III	S	P	Base crack
7	2.074	S	OR	N	1.0	1.7		0.7							3.4	14.0									F	
8	2.620	TL	RR	N	1.3			4.1							5.4	12.0									F	
9	2.908	ML	R2	N	0.7	3.4	0.6	0.7							5.4	12.0									G	
10	2.908	S	OR	N	1.1	3.7									4.8	2.0									G	
11	3.007	TL	RR	Y	0.8	1.8	0.7	0.8							4.1	12.0									G	
12	2.944	ML	L2	Y	0.8	2.3	0.5	0.9							4.5	12.0									G	
13	2.942	S	OL	N	0.9	1.8									2.7	12.0									G	
14	2.369	ML	L2	Y	0.7	1.4	0.6	1.8							4.5	13.0									F	
15	2.368	S	OL	N	1.0	2.0									3.0	6.0									F	
16	2.026	TL	LR	N	0.9	1.5		2.6							5.0	12.0									G	
17	1.597	ML	L2	N	0.8	1.1	0.5	1.8							4.2	12.0					4.2	C	III	S	P	Base crack
18	1.595	S	OL	N	0.9	1.1		1.0							3.0	7.0									F	
19	0.919	TL	LR	Y	0.8	1.8		2.9							5.5	12.0									G	
20	0.499	ML	L2	Y	0.7	1.2	0.5	1.8							4.2	11.0					4.2	C	III	S	F	Base crack
21	0.498	S	OL	N	0.7	1.3									2.0	12.0									F	

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22	0.313	TL	RL	N	0.5	1.3		2.3							4.1	11.5									F	
23	0.677	ML	R1	Y	1.0	0.9	0.7	1.9							4.5	12.0									F	
24	0.849	TL	RL	N	0.9	1.3		2.9							5.1	13.0									F	
25	1.310	ML	R1	Y	0.8	1.3	0.5	1.8							4.4	12.0									F	
26	1.473	TL	RL	N	1.6	1.3		2.0							4.9	13.0									P	
27	1.876	TL	RL	N	1.4	1.4		2.4							5.2	12.0									F	
28	2.038	ML	R1	N	0.9	1.2	0.6	2.2							4.9	15.0									F	
29	2.379	TL	RL	Y	0.9	1.5		2.0							4.4	14.0									F	
30	2.505	ML	R1	Y	0.8	1.3	0.5	1.5							4.1	13.0									G	
31	2.686	ML	R1	Y	1.8	1.3	0.8	2.2							6.1	12.0									G	
32	2.995	TL	RL	N	1.0	2.9		0.8							4.7	13.0									G	
33	2.788	ML	L1	N	0.8	1.6	0.5	1.4							4.3	13.0									F	
34	2.687	TL	LL	Y	1.0	2.1		2.6							5.7	12.0									F	
35	2.198	TL	LL	N	0.9	1.6		2.0							4.5	12.0									F	
36	1.817	ML	L1	Y	1.0	1.2	0.6	1.8							4.6	12.0									G	
37	1.688	TL	LL	N	1.4	1.2		2.5							5.1	12.0									F	
38	1.192	TL	LL	Y	1.1	1.5		2.6							5.2	12.0									F	
39	1.045	ML	L1	N	0.9	1.3	0.5	1.8							4.5	13.0									F	
40	0.540	TL	LL	Y	0.7	1.4		2.7							4.8	12.5									F	
41	0.200	ML	L1	Y	1.3	0.9	0.6	2.2							5.0	12.0									G	

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AVERAGE					*0.94*	*1.63*	*0.57*	*1.90*							*4.40*	*11.63*					*4.00*					
MAX					*1.80*	*3.70*	*0.80*	*4.10*							*6.10*	*15.00*					*4.60*					
MIN					*0.50*	*0.90*	*0.50*	*0.70*							*2.00*	*2.00*					*2.80*					
LAYER COEF.					*0.00*	*0.25*	*0.00*	*0.25*								*0.18*										

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