

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

Cored By: H2R CORP

Coring Completion Date: 7/2/2021

Typical Section: _____

W.P.I. No.:		Name:	SR-50 / Cortez Blvd			Lanes:	4
Fin. Proj. ID:	416735-1	From:	W of Buck Hope Rd			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	W of Jefferson St			Inside:	
County:	Hernando	SR No.:	50	Beg MP:	1.279	End MP:	3.840
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	Paved	Lawn	X
				Length:	2.561	Other:	
						Curb & Gutter (Y/N):	Y

All Cores																								
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ₃	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	SP9.5	S						LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
39	1.318	ML	R2	Y	0.6		3.9					4.5	17.5									F		
40	1.309	S	OR	N		1.0	3.8					4.8	17.0				16.0					G		
41	1.425	ML	R2	Y		1.3	3.3					4.6	17.0					2.5	A	IB	M	P		
42	3.678	ML	R2	Y	0.6		3.4					4.0	18.0									G		
43	3.050	ML	L2	Y	0.8		2.9					3.7	18.0					3.7	B	IB	L	G		
44	2.763	ML	L2	Y	0.8		2.8					3.6	18.5									F		
45	1.826	ML	L2	Y		1.3	2.9					4.2	18.0					4.2	A	II	S	P		
46	1.507	ML	L2	Y		1.0	3.1					4.1	18.0					2.6	A	II	S	P		
47	1.488	TL	RL	N		1.6	3.2					4.8	17.0									G	LT onto Broad St, Gore	
48	1.512	TL	RL	Y		1.2	4.1					5.3	16.5									G	LT onto Broad St	
49	1.655	ML	R1	N		1.4	3.5					4.9	17.0									F		
50	1.712	TL	RL	N		1.4	3.4					4.8	17.0				4.0					G	LT into Ihop Restaurant	
51	1.734	TL	RL	N		1.5	3.9					5.4	16.5									G	LT into Ihop Restaurant, Gore	
52	1.880	ML	R1	Y		1.3	3.6					4.9	17.5					1.7	A	II	L	P		
53	1.898	TL	RL	N		1.3	4.0					5.3	16.5									G	LT onto Arnold Av, Gore	
54	1.906	TL	RL	N		1.7	3.6					5.3	16.5									G	LT onto Arnold Av	
55	1.935	CO	R1	N		1.5	3.4					4.9	17.0									G	CO from Arnold Av	
56	2.036	CO	R1	N		1.0	4.6					5.6	16.5									G	CO from Ray Browning Rd	
57	2.156	TL	RL	N		1.7		3.4				5.1	17.0									G	LT onto Hale Ave, Gore	
58	2.185	TL	RL	N	0.8			3.7				4.5	17.5									G	LT onto Hale Ave	
59	2.323	ML	R1	N	1.0			3.2				4.2	17.8									G		
60	3.228	TL	RL	N	1.2			3.0				4.2	17.5				6.0					G	LT onto Emerson Rd, Gore	
61	3.249	TL	RL	N	1.0			3.5				4.5	17.0									G	LT onto Emerson Rd	
62	3.713	ML	L1	N	0.6		3.3					3.9	18.0									G		
63	3.652	TL	LL	N	0.8		3.9					4.7	17.0									G	Gore	
64	3.637	TL	LL	N	1.2		3.2					4.4	17.5									G		
65	3.460	ML	L1	N	0.8		3.4					4.2	18.0									G		
66	3.029	TL	LL	N	0.8		3.4					4.2	18.0									G	LT onto Twigg St, Gore	
67	3.011	TL	LL	N	1.0		2.9					3.9	18.0									G	LT onto Twigg St	
68	2.733	ML	R2	N	0.9		1.4	1.6				3.9	18.0									G		
69	3.074	ML	R1	Y	0.6		1.7	1.4				3.7	18.0					1.9	A	II	S	P		
70	2.171	ML	L1	N	0.8		3.3					4.1	12.0				14.0	2.6	C	II	M	P	Ravelling	
71	2.095	TL	LL	N		1.0	3.8					4.8	17.0									G	LT onto Ray Browning Rd, Gore	
72	2.078	TL	LL	N		1.4	3.3					4.7	17.5									G	LT onto Ray Browning Rd	
73	1.950	ML	L1	N		1.1	4.3					5.4	16.0					3.5	A	IB	M	P		
74	1.601	TL	LL	N		1.2	4.0					5.2	17.0									F	LT onto Broad St	
75	1.416	TL	LL	N		1.2	3.4					4.6	17.0									G	LT onto Buck Hope Rd, Gore	
76	1.389	TL	LL	N		1.1	3.9					5.0	17.0				10.0					F	LT onto Buck Hope Rd	

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Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y		Paved	
		Lawn X		Other:	
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All Cores																						
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE ³	CRACK			PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	SP9.5	S								LR				DEPTH (IN.)		
77	3.802	ML	L1	Y	0.7		3.5						4.2	17.5			15.0				G	
AVERAGE					0.98	1.32	3.42	2.72					4.61	16.11			12.44	2.55				
MAX					1.60	1.90	9.90	4.40					10.80	21.00			18.00	4.20				
MIN					0.60	0.60	0.50	1.40					2.10	6.50			4.00	0.60				
LAYER COEF.					0.00	0.25	0.25	0.25						0.18			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.

<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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				