### STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab, Inc.

Coring Completion Date: 3/21/2022

Typical Section:

W.P.I. No.:				Name:	Missing Crosswalk	(S	Lanes:					
Fin. Proj. ID:	452412-1			From:					Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	08040000 & 10330000	To:					Inside:			
County:	Hernando & Hillsborough	SR No.:	50 & 583	Beg MP:	N/A	End MP:	N/A	Length: N/A	Outside:			
Overal	Pavement Condition (from DMO field	review): Fair		Median Curbed (Y/N):	Pav	ved	Lawn	Other:	Curb & Gut	tter (Y/N):		

														All Core	S									
					PAVEMENT LAYER (IN.)									BAS	SE			CRA	<b>ICK</b>					
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5	s	T1	BIND				TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2		STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	0.453	S	OL	N	1.4		3.1							4.5	13.3								F	08040000. SR 50 @ Deltona Blvd.
2	0.453	ML	L1	Υ	0.9		1.9	4.8	1.2					8.8	8.5								F	08040000. SR 50 @ Deltona Blvd.
3	0.453	ML	R1	N	1.1		1.8	1.6						4.5	14.0								F	08040000. SR 50 @ Deltona Blvd.
4	0.453	TL	RR	N	0.6		1.8	1.7						4.1	10.2								F	08040000. SR 50 @ Deltona Blvd.
5	2.488	ML	L3	N	1.1		3.1							4.2	22.8								F	08040000. SR 50 @ Oak Hill Hospital.
6	2.488	TL	LL	N	1.4		1.0	0.6						3.0	23.8			0.0					F	08040000. SR 50 @ Oak Hill Hospital.
7	2.488	ML	R3	N	0.9		1.9	1.5						4.3	13.7								F	08040000. SR 50 @ Oak Hill Hospital.
8	2.488	S	OR	N	1.4		1.7							3.1	6.2								F	08040000. SR 50 @ Oak Hill Hospital.
9	4.918	ML	L2	N	1.0		2.0	2.9						5.9	6.1			13.0					F	10330000. 56th St. @ Temple Heights Rd.
10	4.918	TL	LL	N		1.3	1.5							2.8	9.2								F	10330000. 56th St. @ Temple Heights Rd.
11	4.918	ML	R1	N		1.4	1.0			1.1				3.5	12.5								F	10330000. 56th St. @ Temple Heights Rd.
12	1.762	S	OL	N		1.3								1.3		2.0							F	10330000. 56th St. @ East Lake Mall.
13	1.762	TL	LL	Υ		1.5	2.0							3.5		7.8							F	10330000. 56th St. @ East Lake Mall.
14	1.762	ML	R2	N		1.3	0.9			1.8				4.0	8.0				3.0	В	IB	L	F	10330000. 56th St. @ East Lake Mall.
15	1.737	TL	RR	N		1.5								1.5		1.5							F	10330000. 56th St. @ East Lake Mall.
16	1.737	ML	L2	N		1.5	1.1			1.3				3.9	10.6								F	10330000. 56th St. @ East Lake Mall.
17	1.737	S	OR	N		1.3	1.7							3.0		4.9							F	10330000. 56th St. @ East Lake Mall.
AVERAGE					1.09	1.39	1.77	2.18	1.20	1.40				3.88	12.22	4.05		6.50	3.00					
MAX					1.40	1.50	3.10	4.80	1.20	1.80				8.80	23.80	7.80		13.00	3.00					
MIN					0.60	1.30	0.90	0.60	1.20	1.10				1.30	6.10	1.50		0.00	3.00					
LAYER COEF.					0.00	0.25	0.25	0.25	0.23	0.20		İ			0.18	0.16		0.08						

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Overa	Il Pavement Condition (from DMO field	review): Fair		Median Curbed (Y/N):	Pave	ed	Lawn	Other:	Curb & Gut	ter (Y/N):	

	All Cores																							
								P/	VEMENT	LAYER (IN	.)					BAS	SE			CRA	ACK			
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5	S	T1	BIND				TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2		STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)	ЭАЛ	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS

#### 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	<u>Extent</u>	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