

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

Cored By: TEST LAB INC

Coring Completion Date: 5/24/2023

Typical Section: 08050000

|                                                          |  |                      |  |                              |  |                |  |                              |  |                         |  |                        |  |
|----------------------------------------------------------|--|----------------------|--|------------------------------|--|----------------|--|------------------------------|--|-------------------------|--|------------------------|--|
| W.P.I. No.:                                              |  |                      |  | Name: US 98 / SR 50 / SR 700 |  |                |  | Lanes: 4                     |  |                         |  |                        |  |
| Fin. Proj. ID: 447948-1                                  |  |                      |  | From: Mondon Hill Road       |  |                |  | Shoulder Type and Condition: |  |                         |  |                        |  |
| F.A. Project No.:                                        |  | Roadway ID: 08050000 |  | To: S of Jasmine Dr          |  |                |  | Inside: VEG GOOD             |  |                         |  |                        |  |
| County: Hernando                                         |  | SR No.: 50           |  | Beg MP: 6.117                |  | End MP: 10.128 |  | Length: 4.011                |  | Outside: PVD & VEG GOOD |  |                        |  |
| Overall Pavement Condition (from DMO field review): Fair |  |                      |  | Median Curbed (Y/N): Y       |  | Paved          |  | Lawn X                       |  | Other:                  |  | Curb & Gutter (Y/N): N |  |

**Mainline Cores (ML)**

| 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                  | SP12.5      | ARMI        | SP9.5       | S           | SP12.5      |  |  |  |             |                               | LR          | ABC-2 |              |             |                                  | DEPTH (IN.) | TYPE | CLASS | EXTENT          |                         |          |
| 1                  | 6.240                  | ML        | R2   | N        | 1.0                  | 1.2         | 0.6         | 0.9         |             |             |  |  |  |             | 3.7                           | 11.2        |       |              |             |                                  |             |      | F     | BOTTOM UP CRACK |                         |          |
| 3                  | 6.995                  | ML        | R2   | Y        | 0.8                  | 2.1         |             | 1.4         |             |             |  |  |  |             | 4.3                           | 14.7        |       |              | 21.0        | 4.3                              | B           | III  | S     | P               | Base crack              |          |
| 5                  | 7.118                  | ML        | R2   | Y        | 1.0                  | 1.1         | 0.6         | 1.1         |             |             |  |  |  |             | 3.8                           | 11.0        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 8                  | 8.125                  | ML        | R2   | N        | 0.9                  | 2.3         |             | 1.0         |             |             |  |  |  |             | 4.2                           | 11.7        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 11                 | 8.391                  | ML        | R2   | Y        | 0.8                  | 1.3         |             | 1.2         |             |             |  |  |  |             | 3.3                           | 9.2         |       |              |             | 3.3                              | A           | II   | S     | P               |                         |          |
| 12                 | 9.293                  | ML        | R2   | N        | 0.7                  | 2.0         | 0.5         | 0.8         |             |             |  |  |  |             | 4.0                           | 11.0        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 15                 | 10.157                 | ML        | R2   | Y        | 0.6                  | 1.1         |             | 2.6         | 1.1         |             |  |  |  |             | 5.4                           | 8.3         |       |              |             |                                  |             |      | F     |                 |                         |          |
| 16                 | 10.133                 | ML        | L2   | Y        | 0.9                  | 0.8         |             | 2.4         | 0.9         |             |  |  |  |             | 5.0                           | 5.9         |       |              |             |                                  |             |      | F     |                 |                         |          |
| 17                 | 9.988                  | ML        | L2   | N        | 1.0                  | 1.6         | 1.0         |             |             | 1.4         |  |  |  |             | 5.0                           |             | 8.9   |              |             |                                  |             |      | F     |                 |                         |          |
| 19                 | 9.422                  | ML        | L2   | N        | 0.8                  | 1.5         | 0.4         | 1.2         |             |             |  |  |  |             | 3.9                           | 12.0        |       |              | 11.0        | 3.9                              | C           | II   | M     | P               | Base crack              |          |
| 21                 | 8.810                  | ML        | L2   | Y        | 0.7                  | 1.6         | 0.5         | 1.2         |             |             |  |  |  |             | 4.0                           | 12.5        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 23                 | 8.621                  | ML        | L2   | Y        | 0.7                  | 1.5         | 0.6         | 1.0         |             |             |  |  |  |             | 3.8                           | 13.2        |       |              |             | 3.8                              | C           | III  | M     | P               | Base crack              |          |
| 25                 | 8.283                  | ML        | L2   | N        | 1.0                  | 1.6         | 0.5         | 0.9         |             |             |  |  |  |             | 4.0                           | 11.8        |       |              |             | 4.0                              | B           | III  | S     | P               | Widening crack          |          |
| 26                 | 7.662                  | ML        | L2   | Y        | 0.9                  | 1.3         | 0.5         | 1.6         |             |             |  |  |  |             | 4.3                           | 13.2        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 29                 | 6.705                  | ML        | L2   | Y        | 0.8                  | 1.6         | 0.4         | 1.2         |             |             |  |  |  |             | 4.0                           | 12.0        |       |              |             | 4.0                              | B           | II   | S     | P               |                         |          |
| 31                 | 6.557                  | ML        | R1   | Y        | 0.9                  | 1.2         | 0.6         | 1.1         |             |             |  |  |  |             | 3.8                           | 13.7        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 33                 | 7.575                  | ML        | R1   | N        | 0.9                  | 1.4         | 0.4         | 1.3         |             |             |  |  |  |             | 4.0                           | 11.5        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 36                 | 8.553                  | ML        | R1   | N        | 1.0                  | 1.6         | 0.6         | 2.1         |             |             |  |  |  |             | 5.3                           | 12.2        |       |              |             | 5.3                              | B           | II   | M     | F               | BOX CULVERT, base crack |          |
| 37                 | 8.577                  | ML        | R1   | Y        | 0.9                  | 1.5         | 0.5         | 1.9         |             |             |  |  |  |             | 4.8                           | 14.0        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 39                 | 9.009                  | ML        | R1   | Y        | 0.9                  | 1.3         | 0.5         | 1.8         |             |             |  |  |  |             | 4.5                           | 11.2        |       |              |             | 4.5                              | C           | II   | M     | F               |                         |          |
| 41                 | 10.005                 | ML        | R1   | Y        | 1.2                  | 1.4         | 0.5         | 1.7         |             |             |  |  |  |             | 4.8                           | 11.5        |       |              | 9.5         | 4.8                              | C           | IB   | L     | F               |                         |          |
| 42                 | 10.178                 | ML        | L1   | Y        | 1.2                  | 1.2         |             | 3.2         | 1.2         |             |  |  |  |             | 6.8                           | 11.0        |       |              |             |                                  |             |      | F     | BASE FELL APART |                         |          |
| 43                 | 10.081                 | ML        | L1   | Y        | 0.9                  | 2.0         | 0.5         | 1.9         |             |             |  |  |  |             | 5.3                           | 16.1        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 46                 | 8.959                  | ML        | L1   | Y        | 0.8                  | 1.5         | 0.4         | 1.4         |             |             |  |  |  |             | 4.1                           | 15.8        |       |              |             |                                  |             |      | F     |                 |                         |          |
| 48                 | 7.811                  | ML        | L1   | Y        | 0.9                  | 0.8         | 0.4         | 1.3         |             |             |  |  |  |             | 3.4                           | 10.3        |       |              |             | 3.4                              | C           | II   | M     | P               |                         |          |
| 50                 | 6.615                  | ML        | L1   | N        | 0.9                  | 1.7         | 0.5         | 2.1         |             |             |  |  |  |             | 5.2                           | 10.8        |       |              | 18.0        | 3.2                              | B           | II   | M     | F               |                         |          |
| 51                 | 6.498                  | ML        | L1   | N        | 1.1                  | 2.2         | 0.5         | 0.6         |             |             |  |  |  |             | 4.4                           | 13.1        |       |              |             | 2.5                              | B           | IB   | L     | F               |                         |          |
| <b>AVERAGE</b>     |                        |           |      |          | <b>0.90</b>          | <b>1.50</b> | <b>0.52</b> | <b>1.50</b> | <b>1.07</b> | <b>1.40</b> |  |  |  | <b>4.41</b> | <b>11.87</b>                  | <b>8.90</b> |       | <b>14.88</b> | <b>3.92</b> |                                  |             |      |       |                 |                         |          |
| <b>MAX</b>         |                        |           |      |          | <b>1.20</b>          | <b>2.30</b> | <b>1.00</b> | <b>3.20</b> | <b>1.20</b> | <b>1.40</b> |  |  |  | <b>6.80</b> | <b>16.10</b>                  | <b>8.90</b> |       | <b>21.00</b> | <b>5.30</b> |                                  |             |      |       |                 |                         |          |
| <b>MIN</b>         |                        |           |      |          | <b>0.60</b>          | <b>0.80</b> | <b>0.40</b> | <b>0.60</b> | <b>0.90</b> | <b>1.40</b> |  |  |  | <b>3.30</b> | <b>5.90</b>                   | <b>8.90</b> |       | <b>9.50</b>  | <b>2.50</b> |                                  |             |      |       |                 |                         |          |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.00</b>          | <b>0.25</b> | <b>0.00</b> | <b>0.25</b> | <b>0.25</b> | <b>0.25</b> |  |  |  |             | <b>0.18</b>                   | <b>0.16</b> |       | <b>0.08</b>  |             |                                  |             |      |       |                 |                         |          |



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Typical Section: 08050000

|                                                          |  |                              |  |                              |  |
|----------------------------------------------------------|--|------------------------------|--|------------------------------|--|
| W.P.I. No.:                                              |  | Name: US 98 / SR 50 / SR 700 |  | Lanes: 4                     |  |
| Fin. Proj. ID: 447948-1                                  |  | From: Mondon Hill Road       |  | Shoulder Type and Condition: |  |
| F.A. Project No.:                                        |  | Roadway ID: 08050000         |  | To: S of Jasmine Dr          |  |
| County: Hernando                                         |  | SR No.: 50                   |  | Beg MP: 6.117                |  |
| Overall Pavement Condition (from DMO field review): Fair |  | End MP: 10.128               |  | Length: 4.011                |  |
|                                                          |  | Median Curbed (Y/N): Y       |  | Paved                        |  |
|                                                          |  | Lawn X                       |  | Other:                       |  |
|                                                          |  |                              |  | Curb & Gutter (Y/N): N       |  |
|                                                          |  |                              |  | Inside: VEG GOOD             |  |
|                                                          |  |                              |  | Outside: PVD & VEG GOOD      |  |

**Turn Lane and Crossover Cores (TL / CO)**

| 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                  | SP12.5      | ARMI        | SP9.5       | S           | SP12.5      |  |  |  |             |                               | LR          | ABC-2 |              |                                  | DEPTH (IN.) | TYPE | CLASS | EXTENT      |                    |            |
| 4                  | 7.014                  | TL        | RR   | N        | 1.0                  | 1.6         | 0.5         | 0.7         |             |             |  |  |  |             | 3.8                           | 11.5        |       |              |                                  |             |      | F     | WPA RD RRTL |                    |            |
| 7                  | 7.564                  | TL        | RR   | N        | 0.9                  | 0.9         | 0.5         | 0.9         |             |             |  |  |  |             | 3.2                           | 11.1        |       |              |                                  | 3.2         | B    | III   | M           | F                  | Base crack |
| 10                 | 8.211                  | TL        | RR   | N        | 0.9                  | 2.1         | 0.5         | 0.9         |             |             |  |  |  |             | 4.4                           | 7.0         |       |              |                                  |             |      |       | F           |                    |            |
| 14                 | 9.658                  | TL        | RR   | N        | 0.9                  | 1.8         | 0.5         | 1.1         |             |             |  |  |  |             | 4.3                           | 16.7        |       |              |                                  |             |      |       | F           |                    |            |
| 20                 | 8.924                  | TL        | LR   | Y        | 1.3                  | 1.1         | 0.5         |             |             | 3.1         |  |  |  |             | 6.0                           |             | 9.7   |              |                                  |             |      |       | F           |                    |            |
| 24                 | 8.489                  | TL        | LR   | N        | 1.0                  | 1.7         | 0.5         | 1.6         |             |             |  |  |  |             | 4.8                           | 12.2        |       |              |                                  |             |      |       | F           |                    |            |
| 28                 | 7.405                  | TL        | LR   | N        | 0.9                  | 1.2         | 0.4         |             |             |             |  |  |  |             | 2.5                           | 12.2        |       | 15.0         |                                  |             |      |       | F           |                    |            |
| 32                 | 7.326                  | TL        | RL   | N        | 1.0                  | 2.0         |             | 1.4         |             |             |  |  |  |             | 4.4                           | 12.5        |       |              |                                  |             |      |       | F           |                    |            |
| 34                 | 7.709                  | TL        | RL   | Y        | 0.8                  | 1.5         | 0.5         | 1.2         |             |             |  |  |  |             | 4.0                           | 13.0        |       |              |                                  |             |      |       | F           |                    |            |
| 35                 | 7.770                  | CO        | CO   | N        | 1.1                  | 2.8         |             | 1.4         |             |             |  |  |  |             | 5.3                           | 18.5        |       | 14.5         |                                  |             |      |       | F           |                    |            |
| 38                 | 8.619                  | TL        | RL   | N        | 0.9                  | 1.2         | 0.7         | 1.6         |             |             |  |  |  |             | 4.4                           | 13.6        |       |              |                                  |             |      |       | F           |                    |            |
| 40                 | 9.169                  | TL        | RL   | N        | 0.8                  | 1.5         | 0.5         | 1.8         |             |             |  |  |  |             | 4.6                           | 12.3        |       | 8.0          | 3.0                              | B           | III  | M     | F           |                    |            |
| 44                 | 10.041                 | TL        | LL   | N        | 0.7                  | 2.0         | 0.5         | 1.1         |             |             |  |  |  |             | 4.3                           | 13.6        |       |              |                                  |             |      |       | F           |                    |            |
| 45                 | 9.306                  | TL        | LL   | N        | 0.8                  | 1.5         | 0.5         | 2.2         |             |             |  |  |  |             | 5.0                           | 10.0        |       | 19.0         | 2.9                              | C           | IB   | L     | F           |                    |            |
| 47                 | 8.312                  | TL        | LL   | N        | 1.1                  | 3.2         |             |             |             |             |  |  |  |             | 4.3                           |             | 9.2   |              |                                  |             |      |       | F           |                    |            |
| 49                 | 6.718                  | TL        | LL   | N        | 0.7                  | 1.5         | 0.6         | 0.3         |             |             |  |  |  |             | 3.1                           | 13.8        |       |              |                                  |             |      |       | F           |                    |            |
| <b>AVERAGE</b>     |                        |           |      |          | <b>0.93</b>          | <b>1.73</b> | <b>0.52</b> | <b>1.25</b> |             | <b>3.10</b> |  |  |  | <b>4.28</b> | <b>12.71</b>                  | <b>9.45</b> |       | <b>14.13</b> | <b>3.03</b>                      |             |      |       |             |                    |            |
| <b>MAX</b>         |                        |           |      |          | <b>1.30</b>          | <b>3.20</b> | <b>0.70</b> | <b>2.20</b> |             | <b>3.10</b> |  |  |  | <b>6.00</b> | <b>18.50</b>                  | <b>9.70</b> |       | <b>19.00</b> | <b>3.20</b>                      |             |      |       |             |                    |            |
| <b>MIN</b>         |                        |           |      |          | <b>0.70</b>          | <b>0.90</b> | <b>0.40</b> | <b>0.30</b> |             | <b>3.10</b> |  |  |  | <b>2.50</b> | <b>7.00</b>                   | <b>9.20</b> |       | <b>8.00</b>  | <b>2.90</b>                      |             |      |       |             |                    |            |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.00</b>          | <b>0.25</b> | <b>0.00</b> | <b>0.25</b> | <b>0.25</b> | <b>0.25</b> |  |  |  |             | <b>0.18</b>                   | <b>0.16</b> |       | <b>0.08</b>  |                                  |             |      |       |             |                    |            |

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><br>OL/IL - Outside/Inside Shoulder<br>L1 - 1st Lane Left of Centerline<br>LL/LR - Left/Right Turn Lane | <u>Lane Designations - Increasing MP</u><br>OR/IR - Outside/Inside Shoulder<br>R1 - 1st Lane Right of Centerline<br>RL/RR - Left/Right Turn Lane | <u>Lane Type</u><br>ML - Mainline<br>TL - Turn Lane<br>CO - Crossover | <u>Lane Type</u><br>S - Shoulder<br>SS - Side Street<br>BR - Bridge Approach/Departure | <u>Crack Type</u><br>A - Alligator<br>B - Block<br>C - Combination | <u>Crack Rating</u><br>Class IB - Hairline cracks that are ≤ 1/8 inch wide<br>Class II - Cracks > than 1/8 inch and ≤ 1/4 inch<br>Class III - Cracks > 1/4 inch | <u>Extent</u><br>L - Light<br>M - Moderate<br>S - Severe | <u>Pavement Condition</u><br>G - Good<br>F - Fair<br>P - Poor |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------|

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|----------------------------------------------------------|--|----------------------|--|------------------------------|--|----------------|--|------------------------------|--|-------------------------|--|------------------------|--|
| W.P.I. No.:                                              |  |                      |  | Name: US 98 / SR 50 / SR 700 |  |                |  | Lanes: 4                     |  |                         |  |                        |  |
| Fin. Proj. ID: 447948-1                                  |  |                      |  | From: Mondon Hill Road       |  |                |  | Shoulder Type and Condition: |  |                         |  |                        |  |
| F.A. Project No.:                                        |  | Roadway ID: 08050000 |  | To: S of Jasmine Dr          |  |                |  | Inside: VEG GOOD             |  |                         |  |                        |  |
| County: Hernando                                         |  | SR No.: 50           |  | Beg MP: 6.117                |  | End MP: 10.128 |  | Length: 4.011                |  | Outside: PVD & VEG GOOD |  |                        |  |
| Overall Pavement Condition (from DMO field review): Fair |  |                      |  | Median Curbed (Y/N): Y       |  | Paved          |  | Lawn X                       |  | Other:                  |  | Curb & Gutter (Y/N): N |  |

| Shoulder Cores (S) |                        |           |      |          |                      |             |             |       |             |             |             |  |  |  |                               |              |             |     |                                  |       |              |             |      |                    |          |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------|-------------|-------------|-------------|--|--|--|-------------------------------|--------------|-------------|-----|----------------------------------|-------|--------------|-------------|------|--------------------|----------|
| 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                  | SP12.5      | ARMI        | SP9.5 | S           | SP12.5      |             |  |  |  |                               |              |             | LR  |                                  | ABC-2 |              | DEPTH (IN.) | TYPE |                    |          |
| 2                  | 6.242                  | S         | OR   | N        | 1.3                  |             |             |       | 1.0         |             |             |  |  |  |                               | 2.3          | 5.9         |     |                                  |       |              | F           |      |                    |          |
| 6                  | 7.120                  | S         | OR   | N        | 0.7                  |             |             |       | 2.2         |             |             |  |  |  |                               | 2.9          | 5.9         |     |                                  |       |              | F           |      |                    |          |
| 9                  | 8.126                  | S         | OR   | N        | 1.2                  | 2.8         |             |       |             |             |             |  |  |  |                               | 4.0          |             | 8.3 |                                  |       | 29.7         | F           |      |                    |          |
| 13                 | 9.293                  | S         | OR   | N        | 0.9                  |             |             |       | 1.6         |             |             |  |  |  |                               | 2.5          | 10.3        |     |                                  |       |              | F           |      |                    |          |
| 18                 | 9.987                  | S         | OL   | N        | 1.3                  | 2.7         |             |       |             |             |             |  |  |  |                               | 4.0          |             | 4.7 |                                  |       |              | P           |      |                    |          |
| 22                 | 8.810                  | S         | OL   | N        | 1.0                  |             |             |       | 3.0         |             |             |  |  |  |                               | 4.0          | 7.5         |     |                                  |       |              | F           |      |                    |          |
| 27                 | 7.661                  | S         | OL   | N        | 1.2                  |             |             |       | 1.4         |             |             |  |  |  |                               | 2.6          | 6.4         |     |                                  |       |              | F           |      |                    |          |
| 30                 | 6.702                  | S         | OL   | N        | 0.9                  |             |             |       | 2.0         |             |             |  |  |  |                               | 2.9          | 7.8         |     |                                  |       |              | F           |      |                    |          |
| <b>AVERAGE</b>     |                        |           |      |          | <b>1.06</b>          | <b>2.75</b> |             |       | <b>1.87</b> |             |             |  |  |  | <b>3.15</b>                   | <b>7.29</b>  | <b>6.50</b> |     |                                  |       | <b>29.70</b> |             |      |                    |          |
| <b>MAX</b>         |                        |           |      |          | <b>1.30</b>          | <b>2.80</b> |             |       | <b>3.00</b> |             |             |  |  |  | <b>4.00</b>                   | <b>10.30</b> | <b>8.30</b> |     |                                  |       | <b>29.70</b> |             |      |                    |          |
| <b>MIN</b>         |                        |           |      |          | <b>0.70</b>          | <b>2.70</b> |             |       | <b>1.00</b> |             |             |  |  |  | <b>2.30</b>                   | <b>5.85</b>  | <b>4.70</b> |     |                                  |       | <b>29.70</b> |             |      |                    |          |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.00</b>          | <b>0.25</b> | <b>0.00</b> |       | <b>0.25</b> | <b>0.25</b> | <b>0.25</b> |  |  |  |                               | <b>0.18</b>  | <b>0.16</b> |     |                                  |       | <b>0.08</b>  |             |      |                    |          |

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><br>OL/IL - Outside/Inside Shoulder<br>L1 - 1st Lane Left of Centerline<br>LL/LR - Left/Right Turn Lane | <u>Lane Designations - Increasing MP</u><br>OR/IR - Outside/Inside Shoulder<br>R1 - 1st Lane Right of Centerline<br>RL/RR - Left/Right Turn Lane | <u>Lane Type</u><br>ML - Mainline<br>TL - Turn Lane<br>CO - Crossover<br>S - Shoulder<br>SS - Side Street<br>BR - Bridge Approach/Departure | <u>Crack Type</u><br>A - Alligator<br>B - Block<br>C - Combination | <u>Crack Rating</u><br>Class IB - Hairline cracks that are ≤ 1/8 inch wide<br>Class II - Cracks > than 1/8 inch and ≤ 1/4 inch<br>Class III - Cracks > 1/4 inch | <u>Extent</u><br>L - Light<br>M - Moderate<br>S - Severe | <u>Pavement Condition</u><br>G - Good<br>F - Fair<br>P - Poor |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------|