

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 5/13/2025

Typical Section: 1

W.P.I. No.:				Name:	SR 50 / Cortez Blvd.				Lanes:	4 Lane Urban Principal Arterial Roadway		
Fin. Proj. ID:	451046-1			From:	Wiscon Rd.				Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	08040000	To:	Cobb Rd.				Inside:	PAVED		
County:	HERNANDO	SR No.:	50	Beg MP:	6.017	End MP:	9.851	Length:	3.834	Outside:	PAVED	
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	Y	Paved	Lawn: Y	Other:	Curb & Gutter (Y/N):	N	

Mainline and Gore Cores (ML/GO)																										
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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
4	6.063	ML	R1	N	1.3			1.5	2.0						4.8		12.2								F	
5	6.065	ML	L1	N	1.6			1.4	4.8		1.6				9.4		8.6								F	
6	6.065	ML	R1	N	1.2		1.6		2.2						5.0		14.0								F	
7	6.067	ML	L1	N	1.3			1.3	4.9		1.5				9.0		12.0								F	
8	6.077	ML	L2	Y	0.6			2.8	1.9		1.4				6.7		6.3				3.8	C	II	M	F	
9	6.081	ML	R2	Y	0.9			1.4	2.2						4.5		3.0			16.5	4.5	A	III	M	F	Base crack.
12	6.165	ML	L2	N	0.9			3.0	0.2		1.4				5.5		10.5								F	
15	6.197	ML	R1	Y	0.8			1.4	2.7						4.9		15.1			12.0	4.9	B	III	S	F	Base crack.
18	6.293	ML	R2	Y	0.8			1.5	2.4						4.7		14.3				4.7	A	III	M	F	Base crack.
20	6.335	ML	L1	Y	1.0			1.5	1.9		1.5				5.9		8.1				5.9	B	IB	M	F	Bottom of core fell apart. Base crack.
22	6.442	ML	R1	Y	0.9			1.6	2.5						5.0		11.0				1.9	B	IB	L	F	
25	6.559	ML	L2	Y	0.9			2.0		1.0					3.9		9.6				3.9	C	III	S	P	Base crack.
26	6.614	ML	L1	N	1.0			1.5		0.8					3.3		6.7			11.0	3.2	C	III	S	P	Base crack.
27	6.679	ML	R2	Y	0.8			1.6	2.4						4.8		11.2			12.0	3.2	B	II	L	F	
31	6.829	ML	R1	Y	0.8			1.4	2.5						4.7		10.8				2.5	B	II	L	F	
34	6.870	ML	R2	N			1.9	0.5	2.3						4.7		12.3								F	Patch.
36	6.974	ML	L2	Y	0.7			2.9	0.4	1.4					5.4		7.8				3.6	A	III	M	F	
37	7.001	ML	L1	Y	0.8			1.9	1.9	0.8					5.4		13.1				5.4	C	II	M	P	Base crack.
41	7.146	ML	R2	Y	0.7			1.5	2.5						4.7		14.8				4.7	B	III	S	F	Base crack.
42	7.150	ML	R1	Y	0.7			1.6	2.9						5.2		16.6				5.2	B	III	S	F	Base crack.
47	7.229	ML	L2	Y	1.0			3.7							4.7		9.3				2.7	A	IB	L	F	
50	7.367	GO	GO	N	1.5				3.4						4.9		7.1			18.0	3.8	C	III	M	P	
52	7.397	ML	L1	Y	0.8			1.6	1.8	1.3					5.5		11.5				5.5	B	III	M	F	Base crack.
55	7.476	GO	GO	N	1.7				3.3						5.0		15.0				4.0	B	IB	M	P	Raveling.
56	7.490	ML	R1	Y	0.7			1.4	1.4						3.5		8.5			16.0	2.5	A	IB	L	F	
57	7.601	ML	L2	Y	0.8			2.8							3.6		13.4				3.6	B	III	M	F	Base crack.
58	7.641	ML	R2	Y	0.6			2.0	1.7						4.3		13.2				2.6	A	II	M	F	
59	7.651	ML	L1	Y	0.8			1.5	1.3						3.6		11.4				3.6	B	IB	L	F	Base crack.
62	7.839	ML	R1	N	0.6			1.4	1.8						3.8		12.7				3.8	C	II	S	P	Base crack.
63	7.878	ML	L1	Y	0.8			1.2	1.7						3.7		11.3				3.7	B	III	M	F	Base crack.

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 5/13/2025

Typical Section: 1

W.P.I. No.:				Name:	SR 50 / Cortez Blvd.				Lanes:	4 Lane Urban Principal Arterial Roadway				
Fin. Proj. ID:	451046-1			From:	Wiscon Rd.				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	08040000		To:	Cobb Rd.				Inside:	PAVED			
County:	HERNANDO		SR No.:	50		Beg MP:	6.017	End MP:	9.851	Length:	3.834	Outside:	PAVED	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y	Paved	Lawn: Y	Other:		Curb & Gutter (Y/N):	N	

Mainline and Gore Cores (ML/GO)

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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
64	7.927	ML	L2	Y	0.9			2.3						3.2		16.3			8.0	3.2	B	III	S	F	Joint crack.	
65	7.928	ML	R2	N	0.6			1.5	1.7					3.8		10.0				2.8	B	III	M	F		
72	8.114	ML	L2	Y	0.9			3.0						3.9		14.1								F	Culvert.	
75	8.178	ML	R2	Y	0.7			1.5	1.4					3.6		10.0				2.5	B	IB	L	F		
76	8.233	ML	L1	Y	0.9			1.5	1.7					4.1		9.9				4.1	A	III	M	F	Base crack.	
78	8.258	ML	R1	Y	0.9			1.1	1.5					3.5		12.0				3.0	A	II	L	F		
83	8.367	ML	L2	Y	0.5			1.1	1.4					3.0		11.0			16.7	3.0	B	II	M	P	Widening crack.	
84	8.473	ML	R2	Y	0.9			1.3	1.8					4.0		11.0				2.7	A	III	M	F		
86	8.490	ML	L2	Y	0.5			3.0						3.5		9.0								P	Raveling.	
90	8.734	ML	R1	Y	0.9			1.8	1.4					4.1		14.4				2.9	B	III	M	F		
91	8.740	ML	L1	N	0.8			1.1	1.4					3.3		11.7				3.3	B	III	S	P	Base crack.	
92	8.791	ML	R2	Y	1.1			1.5	1.7					4.3		14.0				3.0	B	III	M	F		
97	8.962	ML	L1	Y	1.0			3.6						4.6		11.4				2.8	A	II	M	F		
98	9.038	ML	R1	Y	0.6			1.2	1.9					3.7		13.1				3.7	B	III	L	F	Base crack.	
99	9.066	ML	L2	Y	0.5			2.9						3.4		9.1				3.4	A	II	M	P	Base crack.	
100	9.123	ML	R2	Y	0.8			1.5	1.5					3.8		7.7				3.8	A	II	M	F	Base crack.	
101	9.162	ML	L2	N	1.1			3.5						4.6		12.4								P	Raveling.	
105	9.387	ML	R1	N	0.8			1.6	1.1					3.5		14.5				3.5	B	IB	L	F	Base crack.	
106	9.393	ML	L1	Y	1.1			3.6						4.7		14.3				4.7	B	III	M	F	Base crack.	
108	9.437	ML	R1	Y	0.8			1.5	1.7					4.0		12.8				3.5	A	II	M	F	Culvert.	
109	9.457	ML	R2	Y	1.1			1.4	0.8					3.3		13.0				3.3	B	IB	L	F	Base crack.	
113	9.597	ML	L1	N	0.7			1.4	1.8					3.9		11.6			15.5	3.9	B	III	M	F	Base crack.	
115	9.723	ML	R1	Y	0.9			1.4	1.5					3.8		9.0								F		
116	9.736	ML	L2	Y	0.7			1.6	2.1					4.4		15.1				4.4	A	IB	M	P	Base crack.	
117	9.774	ML	R1	Y	1.1			1.5	1.9					4.5		14.5				4.5	A	III	M	P	Base is half LR and half ABC-2. Base crack.	
118	9.779	ML	L1	Y	0.7			1.8	1.5					4.0		15.3				3.4	C	III	M	P	Raveling.	
119	9.787	ML	R1	N		1.0		3.9						4.9	7.1									F	Patch.	
121	9.838	ML	L1	N		2.9								2.9			UNK							F	Patch.	
122	9.776	ML	R1	Y	1.2			1.4	2.0					4.6		11.0								P		
123	9.772	ML	R1	Y	1.3			1.3	1.8					4.4		11.9								P		

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 5/13/2025

Typical Section: 1

W.P.I. No.:				Name:	SR 50 / Cortez Blvd.				Lanes:	4 Lane Urban Principal Arterial Roadway							
Fin. Proj. ID:	451046-1			From:	Wiscon Rd.				Shoulder Type and Condition:								
F.A. Project No.:			Roadway ID:	08040000		To:	Cobb Rd.			Inside:	PAVED						
County:	HERNANDO		SR No.:	50		Beg MP:	6.017		End MP:	9.851		Length:	3.834		Outside:	PAVED	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y		Paved	Lawn: Y	Other:	Curb & Gutter (Y/N): N					

Mainline and Gore Cores (ML/GO)																										
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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
124	9.819	ML	L1	Y				1.3	1.7						3.0		13.5				3.0	B	III	S	P	Joint. Delam. FC5 missing. Base crk.
125	9.835	ML	R1	N	1.0			1.1	2.6						4.7		13.6								P	
AVERAGE					0.90	1.95	1.75	1.83	1.98	1.06	1.48				4.44	7.10	11.64			13.97	3.65					
MAX					1.70	2.90	1.90	3.90	4.90	1.40	1.60				9.40	7.10	16.55			18.00	5.90					
MIN					0.50	1.00	1.60	0.50	0.20	0.80	1.40				2.90	7.10	3.00			8.00	1.90					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.23	0.20					0.16	0.18	0.20		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.

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

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: **5/13/2025**

Typical Section: 1

W.P.I. No.:				Name:	SR 50 / Cortez Blvd.				Lanes:	4 Lane Urban Principal Arterial Roadway	
Fin. Proj. ID:	451046-1			From:	Wiscon Rd.				Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	08040000	To:	Cobb Rd.				Inside:	PAVED	
County:	HERNANDO	SR No.:	50	Beg MP:	6.017	End MP:	9.851	Length:	3.834	Outside:	PAVED
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	Y	Paved	Lawn: Y	Other:	Curb & Gutter (Y/N):	N

Shoulder Cores (S)

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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	6.018	S	IR	N	1.1			1.0							2.1		9.9			8.0	2.1	B	II	L	F	Possible widening crack.
2	6.036	S	OL	N	2.0				1.6						3.6		6.1							F	Bike. FC5 separation.	
3	6.048	S	IL	N	2.0										2.0		3.5				2.0	B	II	M	F	Poss. widening crk. Half of core has SP below FC.
10	6.096	S	OR	N	0.6			1.5	2.1						4.2		17.9				4.2	B	III	M	F	Possible widening crack.
11	6.135	S	IL	N	0.5			1.9	5.1		1.2				8.7		11.3				4.0	B	III	M	F	
16	6.272	S	IR	N	1.0				1.0						2.0		8.5							F		
19	6.322	S	OL	N	1.0				4.1						5.1		13.9			13.0	5.1	B	III	S	P	Bike. Possible widening crack.
21	6.352	S	OR	N	0.4				1.4						1.8		14.7				1.8	B	III	M	F	Possible widening crack.
23	6.499	S	OL	N	1.0				0.9						1.9		10.1				1.9	B	III	S	P	Base crack.
24	6.553	S	OR	N	0.5			1.5							2.0		18.0							F	Widening area.	
28	6.699	S	IR	N	1.3				4.0						5.3		15.7				1.3	B	IB	L	F	
29	6.751	S	IL	N	0.5				1.7						2.2		13.8							F	FC5 varies from 0.5-0.9".	
32	6.829	S	OL	N	0.5				1.5						2.0		18.0				2.0	C	III	S	P	Bike. Core fell apart. Poss. widening crk. Base crk.
33	6.861	S	IL	N	0.8				1.4						2.2		3.8				2.2	B	III	M	F	Base crack.
35	6.942	S	OR	N	1.3				4.2						5.5		15.3				2.8	B	II	M	F	Bike.
39	7.051	S	IR	N	1.1			2.0	2.2						5.3		16.2							F		
43	7.161	S	OL	N	1.3				4.2						5.5		16.5				5.5	A	II	L	F	Bike. Base crack.
44	7.172	S	OR	N	1.5				4.2						5.7		8.3			15.0	4.0	A	III	L	F	Bike.
46	7.221	S	IL	N	1.2				3.8						5.0		17.0				1.7	B	IB	L	F	Widening area. Bottom-up crack.
48	7.265	S	IR	N	0.7			4.3							5.0		15.8							F		
53	7.448	S	OR	N	1.0				1.5						2.5		2.0				2.5	B	II	M	F	Base crack.
54	7.464	S	OL	N	1.1				1.5						2.6		3.4							F		
67	8.013	S	OL	N	1.0				0.6						1.6		12.9				1.6	B	III	L	F	Base crack.
69	8.029	S	IR	N	1.5				3.1						4.6		15.2							P	Raveling.	
70	8.050	S	IL	N	1.5				2.7						4.2		12.8			15.0				F		
71	8.065	S	OR	N	1.3				1.1						2.4		13.1				2.4	B	III	M	F	Core fell apart. Measured hole. Poss. widening crk.
77	8.253	S	OL	N	0.6			0.8							1.4		11.6							F		
80	8.315	S	OR	N	1.6				0.6						2.2		8.8				2.2	B	III	L	F	Widening crack.
85	8.488	S	OR	N	1.5				1.2						2.7		4.3			20.0	2.7	B	III	M	F	Widening crack.
87	8.563	S	OL	N	0.7			1.0							1.7		12.8							F		

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 5/13/2025

Typical Section: 1

W.P.I. No.:				Name: SR 50 / Cortez Blvd.				Lanes: 4 Lane Urban Principal Arterial Roadway				
Fin. Proj. ID: 451046-1				From: Wiscon Rd.				Shoulder Type and Condition:				
F.A. Project No.:			Roadway ID: 08040000			To: Cobb Rd.				Inside: PAVED		
County: HERNANDO			SR No.: 50			Beg MP: 6.017		End MP: 9.851	Length: 3.834	Outside: PAVED		
Overall Pavement Condition (from DMO field review): Fair						Median Curbed (Y/N): Y		Paved	Lawn: Y	Other:	Curb & Gutter (Y/N): N	

Shoulder Cores (S)																										
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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
88	8.582	S	IR	N	1.1				1.3						2.4		11.6						F			
94	8.871	S	OL	N	0.6			0.8							1.4		12.3				0.6	B	IB	L	F	
95	8.873	S	OR	N	1.3				1.0						2.3		6.5						F	Bottom-up crack.		
96	8.952	S	IR	N	0.9				1.5						2.4		4.6				2.4	B	II	L	F	Base crack.
102	9.177	S	OR	N	1.1				1.5						2.6		4.9				2.6	B	II	L	F	Base crack.
103	9.260	S	OL	N	1.1			1.1							2.2		15.3			13.5					F	
111	9.506	S	OR	N	0.8				0.6						1.4		8.9				1.4	B	IB	L	F	Widening crack.
112	9.543	S	IL	N	0.5			1.9							2.4		3.6				2.4	C	III	M	P	Possible widening crack. Base crack.
114	9.664	S	OL	N	1.1				1.2						2.3		6.2				2.3	A	II	M	F	Base crack.
120	9.801	S	OL	N	0.9			2.0	1.6						4.5		15.0								F	
AVERAGE					1.04			1.65	2.08		1.20				3.17		11.00			14.08	2.55					
MAX					2.00			4.30	5.10		1.20				8.70		18.00			20.00	5.50					
MIN					0.40			0.80	0.60		1.20				1.40		2.00			8.00	0.60					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.23	0.20					0.16	0.18	0.20		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	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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.				Coring Completion Date: 5/13/2025				Typical Section: 1															
W.P.I. No.:				Name:		SR 50 / Cortez Blvd.		Lanes:		4 Lane Urban Principal Arterial Roadway													
Fin. Proj. ID:		451046-1		From:		Wiscon Rd.		Shoulder Type and Condition:															
F.A. Project No.:				Roadway ID:		08040000		To:		Cobb Rd.													
County:		HERNANDO		SR No.:		50		Beg MP:		6.017		End MP:		9.851		Length:		3.834		Inside:		PAVED	
																				Outside:		PAVED	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y		Paved		Lawn: Y		Other:				Curb & Gutter (Y/N):		N			

Turn Lane and Crossover Cores (TL/CO)																										
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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
13	6.166	TL	RL	N	0.7			4.5							5.2		11.8				3.3	C	III	M	F	
14	6.193	TL	RR	N	1.1			4.3							5.4		14.6								F	
17	6.289	TL	LL	N	0.3			4.6							4.9		18.1				4.9	B	III	S	P	Possible joint. Base crack.
30	6.793	TL	LR	N			1.2		3.6						4.8		16.2								F	
38	7.015	TL	RR	N	1.3				4.5						5.8		14.2				3.7	A	III	M	F	
40	7.111	TL	LR	Y	0.8				4.9						5.7		13.3			12.5	4.6	B	III	L	F	
45	7.212	TL	RR	N	1.3				4.2						5.5		16.0				3.9	B	IB	L	F	
49	7.296	TL	LL	Y	1.0				4.1						5.1		15.4				5.1	B	III	S	P	Base crack.
51	7.380	TL	RR	N			1.3		2.6						3.9		15.1								F	
60	7.691	TL	RR	Y	1.3				3.3						4.6		12.7				3.8	A	II	L	F	
61	7.757	CO	CO	N				1.4	3.1						4.5		12.0								F	
66	7.968	TL	RL	N	1.7				3.2						4.9		11.4								F	
68	8.019	TL	RR	Y	1.2				2.6						3.8		14.7				3.8	C	III	S	F	Base crack.
73	8.127	TL	LL	Y	0.5				3.3						3.8		16.7				3.8	B	III	M	P	Base crack.
74	8.164	TL	RR	Y	0.8			1.4							2.2		15.3				2.2	B	III	M	P	Widening crack. Base crack.
79	8.283	CO	CO	N				1.6	1.8						3.4		10.1								F	
81	8.325	TL	LL	N	0.5				2.8						3.3		13.2				3.3	C	III	S	P	Base crack.
82	8.365	TL	RR	N	1.1			2.9							4.0		13.8				3.2	B	III	M	F	
89	8.675	TL	RL	N	0.5				3.9						4.4		10.6			18.0	3.1	B	III	S	P	Separation in S-layer.
93	8.827	TL	LL	Y	0.5			3.3							3.8		15.2			6.0	3.8	A	III	M	P	Separation in S-layer.
104	9.319	TL	RR	Y	0.9				2.6						3.5		11.5			15.0	1.9	B	III	L	F	Separation in S-layer.
107	9.421	CO	CO	N	0.9				2.4						3.3		9.7			12.0					F	
110	9.494	TL	LL	Y	0.7			3.1							3.8		10.7				3.8	B	III	S	F	Base crack.
AVERAGE					0.90		1.25	3.01	3.31						4.33		13.57			12.70	3.64					
MAX					1.70		1.30	4.60	4.90						5.80		18.10			18.00	5.10					
MIN					0.30		1.20	1.40	1.80						2.20		9.70			6.00	1.90					
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.23	0.20					0.16	0.18	0.20		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. The cross slope is approximate and measured in the center of the lane. Stabilization thickness was checked on 10% of the coring locations.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.				Coring Completion Date: 5/13/2025				Typical Section: 1			
W.P.I. No.:				Name:		SR 50 / Cortez Blvd.		Lanes:		4 Lane Urban Principal Arterial Roadway	
Fin. Proj. ID:		451046-1		From:		Wiscon Rd.		Shoulder Type and Condition:			
F.A. Project No.:				Roadway ID:		08040000		To:		Cobb Rd.	
County:		HERNANDO		SR No.:		50		Beg MP:		6.017	
								End MP:		9.851	
								Length:		3.834	
								Outside:		PAVED	
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y		Paved	
								Lawn: Y		Other:	
										Curb & Gutter (Y/N):	
										N	

Turn Lane and Crossover Cores (TL/CO)																										
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	SP12.5	SP9.5	S	T1	BIND					ABC-2	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		

3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization. A blank cell indicates measurement was not recorded. 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		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	