

**TABLE 1**  
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

675-030-09  
Materials  
3/13

Cored by: E. PUCKETT, ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC. (EGS) Date: 9/26/2023 Page: 1 of 7 Typical Section No.: 1

|                               |                       |   |
|-------------------------------|-----------------------|---|
| Roadway Section: 26260000     | Name: SR 93 (I-75)    | Lanes: 6                                |
| Fin. Proj. ID: 423071-5-52-01 | From: SOUTH OF CR 234 | Shoulder Type and Condition:            |
| F. A. Proj. No.:              | To: SOUTH OF SR 121   | Inside: PAVED                           |
| County: ALACHUA               | SR No.: SR 93 (I-75)  | Beg MP: 0.000 End MP: 6.035 Lgth: 6.035 |
| Median Curbed (Y/N): N        | Paved (X) Lawn        | Other:                                  |
|                               |                       | Curb & Gutter (Y/N): N                  |

| Core No. | Milepost | Lane | Wheel Path | Pavement Layer (in.) |        |     |      |     |     |      |      | Core Lgth. (in.) | Base (in.) <sup>1</sup> |      | Crack |        |   |  | Pvmt Cond | Rut Depth (in.) | Cross Slope (%) | Cross Slope Direct.                          | PROJECT COMMENTS |
|----------|----------|------|------------|----------------------|--------|-----|------|-----|-----|------|------|------------------|-------------------------|------|-------|--------|---|--|-----------|-----------------|-----------------|--|------------------|
|          |          |      |            | Top                  | SP12.5 | S   | ARMI | S   | T1  | BIND | LR   |                  | Depth (in.)             | Type | Class | Extent |   |  |           |                 |                 |  |                  |
| 1        | 0.200    | R1   | I          | 0.9                  | 2.1    | 8.3 |      |     |     |      | 11.3 | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 2        | 0.700    | R1   | O          | 0.8                  | 1.5    | 6.2 |      |     |     |      | 8.5  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 3        | 1.014    | R1   | O          |                      | 2.1    | 4.3 |      |     |     |      | 6.4  | --               |                         |      |       |        | P |  |           |                 |                 | (+/-) RAVELED TO STRUCTURAL, SEVERE RAVELING |                  |
| 4        | 1.200    | R1   | N          | 0.9                  | 1.5    | 6.4 |      |     |     |      | 8.8  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 5        | 1.700    | R1   | O          | 0.9                  | 1.4    | 4.4 |      |     |     |      | 6.7  | 14.7             |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 6        | 2.200    | R1   | N          | 1.0                  | 1.4    | 5.5 |      |     |     |      | 7.9  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 7        | 2.710    | R1   | O          | 1.0                  | 1.3    | 6.0 |      |     |     |      | 8.3  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 8        | 3.200    | R1   | I          | 1.3                  | 1.3    | 5.6 |      |     |     |      | 8.2  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 9        | 3.700    | R1   | O          | 0.8                  | 1.5    | 6.2 |      |     |     |      | 8.5  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 10       | 4.200    | R1   | I          | 0.9                  | 1.3    | 5.4 |      |     |     |      | 7.6  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 11       | 4.700    | R1   | O          | 1.0                  | 1.2    | 5.0 |      |     |     |      | 7.2  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 12       | 5.200    | R1   | N          | 1.0                  | 1.3    | 5.0 |      |     |     |      | 7.3  | 14.0             |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 13       | 5.700    | R1   | O          | 0.9                  | 1.6    | 4.8 |      |     |     |      | 7.3  | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 14       | 0.000    | R3   | O          | 1.1                  | 4.0    |     | 0.5  |     |     | 2.4  | 2.4  | 10.4             | --                      |      |       |        | G |  |           |                 |                 |  |                  |
| 15       | 0.500    | R3   | I          | 0.9                  | 2.5    |     | 0.5  | 4.5 | 1.2 | 2.6  | 12.2 | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 16       | 0.980    | R3   | O          | 0.8                  | 6.9    |     |      |     |     |      | 7.7  | --               |                         |      |       |        | G |  |           |                 |                 | (+/-)  |                  |
| 17       | 1.515    | R3   | I          | 0.8                  | 3.1    |     | 0.5  | 4.7 | 1.5 | 2.2  | 12.8 | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |
| 18       | 2.000    | R3   | O          | 0.8                  | 4.0    |     | 0.5  | 3.9 | 1.5 | 2.5  | 13.2 | --               |                         |      |       |        | G |  |           |                 |                 |  |                  |

**NOTES:** 1. DASHES INDICATE BASE WAS ENCOUNTERED BUT THICKNESS WAS NOT MEASURED. +/- = Asphalt core off edge of App/Leave slab.

**TABLE 1**  
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

675-030-09  
Materials  
3/13

Cored by: E. PUCKETT, ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC. (EGS) Date: 9/26/2023 Page: 2 of 7 Typical Section No.: 1

|                               |                       |   |
|-------------------------------|-----------------------|---|
| Roadway Section: 26260000     | Name: SR 93 (I-75)    | Lanes: 6                                |
| Fin. Proj. ID: 423071-5-52-01 | From: SOUTH OF CR 234 | Shoulder Type and Condition:            |
| F. A. Proj. No.:              | To: SOUTH OF SR 121   | Inside: PAVED                           |
| County: ALACHUA               | SR No.: SR 93 (I-75)  | Beg MP: 0.000 End MP: 6.035 Lgth: 6.035 |
| Median Curbed (Y/N): N        | Paved                 | (X) Lawn                                |
|                               | Other:                | Curb & Gutter (Y/N): N                  |

| Core No. | Milepost | Lane | Wheel Path | Pavement Layer (in.) |        |     |      |     |     |      |      | Core Lgth. (in.) | Base (in.) <sup>1</sup> |      | Crack |        |   |  | Pvmt Cond | Rut Depth (in.) | Cross Slope (%) | Cross Slope Direct. | PROJECT COMMENTS |
|----------|----------|------|------------|----------------------|--------|-----|------|-----|-----|------|------|------------------|-------------------------|------|-------|--------|---|--|-----------|-----------------|-----------------|---------------------|------------------|
|          |          |      |            | Top FC5              | SP12.5 | S   | ARMI | S   | T1  | BIND | LR   |                  | Depth (in.)             | Type | Class | Extent |   |  |           |                 |                 |                     |                  |
| 19       | 2.500    | R3   | I          | 0.8                  | 2.2    |     | 0.5  | 3.0 | 1.5 | 2.6  | 10.6 | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 20       | 3.000    | R3   | O          | 0.8                  | 2.3    |     | 0.5  | 3.7 |     |      | 7.3  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 21       | 3.500    | R3   | I          | 0.9                  | 3.4    |     | 0.5  | 5.0 | 1.3 | 2.3  | 13.4 | 10.4             |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 22       | 4.000    | R3   | O          | 0.8                  | 3.5    |     | 0.5  | 3.2 | 1.5 | 2.9  | 12.4 | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 23       | 4.500    | R3   | I          | 0.9                  | 3.3    |     | 0.5  | 4.7 | 1.8 | 2.1  | 13.3 | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 24       | 5.000    | R3   | O          | 0.7                  | 3.7    |     | 0.5  | 2.9 | 1.2 | 2.4  | 11.4 | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 25       | 5.500    | R3   | I          | 1.0                  | 3.2    |     | 0.5  | 4.3 | 1.5 | 2.5  | 13.0 | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 26       | 6.000    | R3   | O          | 0.9                  | 3.5    |     | 0.5  | 3.0 | 1.4 | 2.5  | 11.8 | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 27       | 0.000    | L1   | O          | 0.8                  | 1.9    | 5.4 |      |     |     |      | 8.1  | 14.4             |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 28       | 0.500    | L1   | N          | 1.0                  | 1.5    | 5.8 |      |     |     |      | 8.3  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 29       | 1.015    | L1   | O          | 0.9                  | 1.4    | 4.5 |      |     |     |      | 6.8  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 30       | 1.500    | L1   | N          | 1.0                  | 1.4    | 5.5 |      |     |     |      | 7.9  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 31       | 2.000    | L1   | O          | 0.9                  | 1.5    | 4.8 |      |     |     |      | 7.2  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 32       | 2.495    | L1   | I          | 0.8                  | 1.4    | 5.3 |      |     |     |      | 7.5  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 33       | 3.000    | L1   | O          | 0.8                  | 1.4    | 4.5 |      |     |     |      | 6.7  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 34       | 3.500    | L1   | N          | 0.9                  | 1.7    | 6.1 |      |     |     |      | 8.7  | 13.8             |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 35       | 4.000    | L1   | O          | 0.9                  | 1.5    | 5.6 |      |     |     |      | 8.0  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |
| 36       | 4.500    | L1   | I          | 0.9                  | 1.3    | 6.0 |      |     |     |      | 8.2  | --               |                         |      |       |        | G |  |           |                 |                 |                     |                  |

NOTES: 1. DASHES INDICATE BASE WAS ENCOUNTERED BUT THICKNESS WAS NOT MEASURED. +/- = Asphalt core off edge of App/Leave slab.

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|                               |                       |   |
|-------------------------------|-----------------------|---|
| Roadway Section: 26260000     | Name: SR 93 (I-75)    | Lanes: 6                                |
| Fin. Proj. ID: 423071-5-52-01 | From: SOUTH OF CR 234 | Shoulder Type and Condition:            |
| F. A. Proj. No.:              | To: SOUTH OF SR 121   | Inside: PAVED                           |
| County: ALACHUA               | SR No.: SR 93 (I-75)  | Beg MP: 0.000 End MP: 6.035 Lgth: 6.035 |
| Median Curbed (Y / N): N      | Paved (X) Lawn        | Other:                                  |
|                               |                       | Curb & Gutter (Y / N): N                |

| Core No. | Milepost | Lane | Wheel Path | Pavement Layer (in.) |     |        |        |     |      |     |     | Core Lgth. (in.) | Base (in.) <sup>1</sup> | Crack |    |             |      | Pvmt Cond | Rut Depth (in.) | Cross Slope (%) | Cross Slope Direct. | PROJECT COMMENTS |
|----------|----------|------|------------|----------------------|-----|--------|--------|-----|------|-----|-----|------------------|-------------------------|-------|----|-------------|------|-----------|-----------------|-----------------|---------------------|------------------|
|          |          |      |            | Top                  | FC5 | FC12.5 | SP12.5 | S   | ARMI | S   | T1  |                  |                         | BIND  | LR | Depth (in.) | Type |           |                 |                 |                     |                  |
| 37       | 5.000    | L1   | O          | 1.1                  |     | 1.5    | 3.2    |     |      |     |     | 5.8              | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 38       | 5.500    | L1   | I          | 0.9                  |     | 1.5    | 4.8    |     |      |     |     | 7.2              | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 39       | 5.990    | L1   | O          | 0.7                  |     | 1.5    | 4.6    |     |      |     |     | 6.8              | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 40       | 0.200    | L3   | O          | 0.8                  |     | 3.5    |        | 0.5 | 5.1  | 2.4 | 2.3 | 14.6             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 41       | 0.725    | L3   | O          | 0.8                  |     | 3.7    |        | 0.5 | 2.5  | 1.3 | 2.5 | 11.3             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 42       | 0.976    | L3   | O          | 0.9                  |     | 6.9    |        |     |      |     |     | 8.3              | --                      |       |    |             |      | G         |                 |                 |                     | (+/-)            |
| 43       | 1.340    | L3   | I          | 0.8                  |     | 3.5    |        | 0.5 | 4.9  | 1.4 | 2.1 | 13.2             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 44       | 1.700    | L3   | O          | 0.7                  |     | 3.0    |        | 0.5 | 3.0  | 2.0 | 2.5 | 11.7             | 11.8                    |       |    |             |      | G         |                 |                 |                     |                  |
| 45       | 2.200    | L3   | I          | 1.0                  |     | 3.0    |        | 0.5 | 5.4  | 1.3 | 2.2 | 13.4             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 46       | 2.700    | L3   | O          | 0.7                  |     | 3.3    | 1.0    | 0.5 | 2.9  | 1.9 | 2.2 | 12.5             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 47       | 3.200    | L3   | N          | 1.0                  |     | 3.6    |        | 0.5 | 4.0  | 2.7 | 2.7 | 14.5             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 48       | 3.700    | L3   | O          | 0.7                  |     | 3.6    |        | 0.5 | 3.0  | 1.7 | 2.4 | 11.9             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 49       | 4.200    | L3   | I          | 0.8                  |     | 3.5    | 3.7    | 0.5 |      | 0.9 | 2.5 | 11.9             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 50       | 4.700    | L3   | O          | 0.8                  |     | 3.5    |        | 0.5 | 5.5  | 1.4 | 2.6 | 14.3             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 51       | 5.200    | L3   | I          | 0.9                  |     | 3.5    | 1.0    | 0.5 | 3.0  | 1.3 | 2.6 | 12.8             | 13.8                    |       |    |             |      | G         |                 |                 |                     |                  |
| 52       | 5.700    | L3   | O          | 0.7                  |     | 3.6    | 1.0    | 0.5 | 5.3  | 1.6 | 2.3 | 15.0             | --                      |       |    |             |      | G         |                 |                 |                     |                  |
| 53       | 0.700    | IR   | N          |                      |     | 1.3    | 3.8    |     |      |     |     | 5.1              | 9.4                     |       |    |             |      | G         |                 |                 |                     |                  |
| 54       | 1.700    | IR   | N          |                      |     | 1.5    | 1.3    |     |      |     |     | 2.8              | --                      |       |    |             |      | G         |                 |                 |                     |                  |

**NOTES:** 1. DASHES INDICATE BASE WAS ENCOUNTERED BUT THICKNESS WAS NOT MEASURED. +/- = Asphalt core off edge of App/Leave slab.

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675-030-09  
Materials  
3/13

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|                               |                       |   |
|-------------------------------|-----------------------|---|
| Roadway Section: 26260000     | Name: SR 93 (I-75)    | Lanes: 6                                |
| Fin. Proj. ID: 423071-5-52-01 | From: SOUTH OF CR 234 | Shoulder Type and Condition:            |
| F. A. Proj. No.:              | To: SOUTH OF SR 121   | Inside: PAVED                           |
| County: ALACHUA               | SR No.: SR 93 (I-75)  | Beg MP: 0.000 End MP: 6.035 Lgth: 6.035 |
| Median Curbed (Y / N): N      | Paved (X) Lawn        | Other:                                  |
|                               |                       | Curb & Gutter (Y / N): N                |

| Core No. | Milepost | Lane | Wheel Path | Pavement Layer (in.) |     |     |      | Core Lgth. (in.) | Base (in.) <sup>1</sup> |             | Crack |       |        | Pvmt Cond | Rut Depth (in.) | Cross Slope (%) | Cross Slope Direct. | PROJECT COMMENTS                  |
|----------|----------|------|------------|----------------------|-----|-----|------|------------------|-------------------------|-------------|-------|-------|--------|-----------|-----------------|-----------------|---------------------|-----------------------------------|
|          |          |      |            | Top SP12.5           | S   | T1  | BIND |                  | LR                      | Depth (in.) | Type  | Class | Extent |           |                 |                 |                     |                                   |
| 55       | 2.700    | IR   | N          | 1.2                  | 2.4 |     |      | 3.6              | --                      | 3.60        | B     | IB    | L      | F         |                 |                 |                     | 42 in. FROM Y/L, TRANSVERSE CRACK |
| 56       | 3.700    | IR   | N          | 1.6                  | 2.3 |     |      | 3.9              | --                      |             |       |       |        | G         |                 |                 |                     | 101 in. FROM Y/L                  |
| 57       | 4.700    | IR   | N          | 1.7                  | 1.8 |     |      | 3.5              | 9.8                     |             |       |       |        | G         |                 |                 |                     | 19.5 in. FROM Y/L                 |
| 58       | 5.700    | IR   | N          | 1.8                  | 2.0 |     |      | 3.8              | --                      |             |       |       |        | G         |                 |                 |                     | 104 in. FROM Y/L                  |
| 59       | 0.000    | OR   | N          | 1.4                  | 2.6 | 1.6 | 1.2  | 6.8              | --                      |             |       |       |        | G         |                 |                 |                     | 34 in. FROM W/L                   |
| 60       | 0.982    | OR   | N          | 2.0                  |     |     |      | 2.0              | --                      |             |       |       |        | G         |                 |                 |                     | 40 in. FROM W/L                   |
| 61       | 2.000    | OR   | N          | 1.3                  | 7.5 |     | 1.1  | 9.9              | 5.6                     | 3.50        | B     | IB    | L      | F         |                 |                 |                     | 74 in. FROM W/L, TRANSVERSE CRACK |
| 62       | 3.000    | OR   | N          | 1.4                  |     |     |      | 1.4              | --                      |             |       |       |        | G         |                 |                 |                     |                                   |
| 63       | 4.000    | OR   | N          | 1.7                  | 5.2 |     | 0.9  | 7.8              | --                      |             |       |       |        | G         |                 |                 |                     |                                   |
| 64       | 5.000    | OR   | N          | 1.7                  | 4.4 |     | 0.7  | 6.8              | --                      |             |       |       |        | G         |                 |                 |                     | 57 in. FROM W/L                   |
| 65       | 6.000    | OR   | N          | 1.5                  | 4.3 |     | 0.7  | 6.5              | 7.1                     |             |       |       |        | G         |                 |                 |                     | 54 in. FROM W/L                   |
| 66       | 0.000    | IL   | N          | 1.5                  | 2.4 |     |      | 3.9              | --                      |             |       |       |        | G         |                 |                 |                     |                                   |
| 67       | 1.015    | IL   | N          | 1.4                  | 2.7 |     |      | 4.1              | --                      |             |       |       |        | G         |                 |                 |                     | 39 in. FROM Y/L                   |
| 68       | 2.000    | IL   | N          | 1.3                  |     |     |      | 1.3              | 9.4                     |             |       |       |        | G         |                 |                 |                     | 109 in. FROM Y/L                  |
| 69       | 3.000    | IL   | N          | 1.5                  | 1.6 |     |      | 3.1              | --                      |             |       |       |        | G         |                 |                 |                     | 48 in. FROM Y/L                   |
| 70       | 4.000    | IL   | N          | 1.4                  | 3.0 |     |      | 4.4              | --                      |             |       |       |        | G         |                 |                 |                     | 40 in. FROM Y/L                   |
| 71       | 5.000    | IL   | N          | 1.5                  | 2.5 |     |      | 4.0              | --                      |             |       |       |        | G         |                 |                 |                     | 93 in. FROM Y/L                   |
| 72       | 6.000    | IL   | N          | 1.5                  | 2.1 |     |      | 3.6              | 5.4                     |             |       |       |        | G         |                 |                 |                     |                                   |

**NOTES:** 1. DASHES INDICATE BASE WAS ENCOUNTERED BUT THICKNESS WAS NOT MEASURED.

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|                        |                |         |                 |                              |       |
|------------------------|----------------|---------|-----------------|------------------------------|-------|
| Roadway Section:       | 26260000       | Name:   | SR 93 (I-75)    | Lanes:                       | 6     |
| Fin. Proj. ID:         | 423071-5-52-01 | From:   | SOUTH OF CR 234 | Shoulder Type and Condition: |       |
| F. A. Proj. No.:       |                | To:     | SOUTH OF SR 121 | Inside:                      | PAVED |
| County:                | ALACHUA        | SR No.: | SR 93 (I-75)    | Beg MP:                      | 0.000 |
|                        |                |         |                 | End MP:                      | 6.035 |
|                        |                |         |                 | Lgth:                        | 6.035 |
| Median Curbed (Y / N): | N              | Paved   | (X) Lawn        | Other:                       |       |
|                        |                |         |                 | Curb & Gutter (Y / N):       | N     |

| Core No.   | Milepost         | Lane | Wheel Path | Pavement Layer (in.) |     |        |        |      |     |     |      | Base (in.) <sup>1</sup> |      | Crack |             |      |       | Pvmt Cond | Rut Depth (in.) | Cross Slope (%) | Cross Slope Direct. | PROJECT COMMENTS |   |
|--|------------------|------|------------|----------------------|-----|--------|--------|------|-----|-----|------|-------------------------|------|-------|-------------|------|-------|-----------|-----------------|-----------------|---------------------|------------------|---|
|  |                  |      |            | Top                  | FC5 | FC12.5 | SP12.5 | ARMI | S   | T1  | BIND | Core Lgth. (in.)        | LR   | SSG   | Depth (in.) | Type | Class |           |                 |                 |                     |                  | Extent                                  |
| 73   | 0.200            | OL   | N          |                      |     | 1.6    |        | 7.1  |     | 0.9 | 9.6  | 8.4                     |      |       |             |      |       |           | G               |                 |                     |                  | 44 in. FROM W/L                         |
| 74   | 1.700            | OL   | N          |                      |     | 1.6    |        | 5.5  |     | 0.9 | 8.0  | --                      |      |       |             |      |       |           | G               |                 |                     |                  | 110 in. FROM W/L                        |
| 75   | 2.700            | OL   | N          |                      |     | 1.5    |        | 5.1  |     | 0.8 | 7.4  | --                      |      |       |             |      |       |           | G               |                 |                     |                  | 52 in. FROM W/L                         |
| 76   | 3.700            | OL   | N          |                      |     | 1.3    |        | 4.9  |     | 0.7 | 6.9  | 8.1                     |      |       |             |      |       |           | G               |                 |                     |                  | 21 in. FROM W/L                         |
| 77   | 4.700            | OL   | N          |                      |     | 1.7    |        | 5.9  |     | 0.8 | 8.4  | --                      |      |       |             |      |       |           | G               |                 |                     |                  | 45 in. FROM W/L                         |
| 78   | 5.700            | OL   | N          |                      |     | 2.0    |        | 5.6  | 1.7 | 1.0 | 10.3 | --                      |      |       |             |      |       |           | G               |                 |                     |                  | 100 in. FROM W/L, SEPARATION AT 2.0 in. |
| <b>SR 93 (I-75) SB ON RAMP FROM CR 234 (RP # 26260010)</b> |                  |      |            |                      |     |        |        |      |     |     |      |                         |      |       |             |      |       |           |                 |                 |                     |                  |   |
| 79   | 150 <sup>3</sup> | RP   | I          |                      | 1.1 | 2.0    |        |      |     | 1.2 | 2.3  | 6.6                     | --   |       |             |      |       |           | G               |                 |                     |                  |   |
| 80   | 150 <sup>3</sup> | IL   | N          |                      | 1.1 |        |        |      |     | 3.0 | 2.5  | 6.6                     | --   |       |             |      |       |           | G               |                 |                     |                  | SEPARATION AT 3.3 in.                   |
| 81   | 0.700            | ACC  | O          | 1.2                  |     | 4.5    | 0.5    |      |     |     |      | 6.2                     | --   |       |             |      |       |           | G               |                 |                     |                  |   |
| 82   | 0.700            | OL   | N          |                      | 1.6 |        |        |      |     |     |      | 1.6                     | 19.6 |       |             |      |       |           | G               |                 |                     |                  |   |
| <b>SR 93 (I-75) NB OFF RAMP TO CR 234 (RP # 26260011)</b>  |                  |      |            |                      |     |        |        |      |     |     |      |                         |      |       |             |      |       |           |                 |                 |                     |                  |   |
| 83   | 0.795            | DEC  | N          | 0.7                  |     | 3.0    | 0.5    | 2.2  | 1.2 | 2.6 | 10.2 | --                      |      |       |             |      |       |           | G               |                 |                     |                  |   |
| 84   | 0.795            | OR   | N          |                      | 1.6 |        |        | 3.3  | 1.3 | 0.7 | 6.9  | --                      |      |       |             |      |       |           | G               |                 |                     |                  |   |
| 85   | 475 <sup>3</sup> | RP   | O          |                      | 1.0 | 1.9    |        | 1.5  | 1.5 | 2.5 | 8.4  | 10.6                    |      |       |             |      |       |           | G               |                 |                     |                  |   |
| 86   | 475 <sup>3</sup> | IR   | N          |                      |     | 2.4    |        | 4.1  |     |     | 6.5  | --                      |      |       |             |      |       |           | G               |                 |                     |                  |   |
| <b>SR 93 (I-75) SB OFF RAMP TO CR 234 (RP # 26260012)</b>  |                  |      |            |                      |     |        |        |      |     |     |      |                         |      |       |             |      |       |           |                 |                 |                     |                  |   |
| 87   | 1.265            | DEC  | O          | 0.8                  |     | 3.4    | 0.5    | 0.4  | 1.5 | 0.9 | 7.5  | --                      |      |       |             |      |       |           | G               |                 |                     |                  |   |

**NOTES:** 1. DASHES INDICATE BASE WAS ENCOUNTERED BUT THICKNESS WAS NOT MEASURED. 2. MILEPOST IS IN REFERENCE TO SLD #26260000 UNLESS OTHERWISE INDICATED. 3. DISTANCE MEASURED EQUALS FEET FROM BULLNOSE.

**TABLE 1**  
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

675-030-09  
Materials  
3/13

Cored by: E. PUCKETT, ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC. (EGS) Date: 9/26/2023 Page: 6 of 7 Typical Section No.: 1

|                               |                       |                              |
|-------------------------------|-----------------------|------------------------------|
| Roadway Section: 26260000     | Name: SR 93 (I-75)    | Lanes: 6                     |
| Fin. Proj. ID: 423071-5-52-01 | From: SOUTH OF CR 234 | Shoulder Type and Condition: |
| F. A. Proj. No.:              | To: SOUTH OF SR 121   | Inside: PAVED                |
| County: ALACHUA               | SR No.: SR 93 (I-75)  | Beg MP: 0.000                |
|                               |                       | End MP: 6.035                |
|                               |                       | Lgth: 6.035                  |
| Median Curbed (Y / N): N      | Paved                 | (X) Lawn                     |
|                               |                       | Other:                       |
|                               |                       | Curb & Gutter (Y / N): N     |

| Core No.  | Milepost         | Lane | Wheel Path | Pavement Layer (in.) |        |        |     |      |     |     |      | Base (in.) <sup>1</sup> |      | Crack |             |      |       | Pvmt Cond | Rut Depth (in.) | Cross Slope (%) | Cross Slope Direct. | PROJECT COMMENTS |
|---|------------------|------|------------|----------------------|--------|--------|-----|------|-----|-----|------|-------------------------|------|-------|-------------|------|-------|-----------|-----------------|-----------------|---------------------|------------------|
|   |                  |      |            | Top                  | FC12.5 | SP12.5 | S   | ARMI | S   | T1  | BIND | Core Lgth. (in.)        | LR   | SSG   | Depth (in.) | Type | Class |           |                 |                 |                     |                  |
| <b>SR 93 (I-75) SB OFF RAMP TO CR 234 (RP # 26260012) - CONTINUED</b> |                  |      |            |                      |        |        |     |      |     |     |      |                         |      |       |             |      |       |           |                 |                 |                     |                  |
| 88  | 1.265            | OL   | N          | 1.3                  |        | 2.9    | 0.5 | 1.2  |     | 0.7 | 6.6  | --                      |      |       |             |      |       | G         |                 |                 |                     |                  |
| 89  | 750 <sup>3</sup> | RP   | O          | 1.5                  | 2.0    | 2.3    |     |      |     | 2.8 | 8.6  | 12.6                    |      |       |             |      |       | G         |                 |                 |                     |                  |
| 90  | 750 <sup>3</sup> | IL   | N          | 1.3                  | 1.5    | 2.8    |     |      |     |     | 5.6  | --                      |      |       |             |      |       | G         |                 |                 |                     |                  |
| <b>SR 93 (I-75) NB ON RAMP FROM CR 234 (RP # 26260013)</b>            |                  |      |            |                      |        |        |     |      |     |     |      |                         |      |       |             |      |       |           |                 |                 |                     |                  |
| 91  | 515 <sup>3</sup> | RP   | O          | 1.4                  | 1.5    |        |     | 2.0  | 1.5 | 2.6 | 9.0  | --                      |      |       |             |      |       | G         |                 |                 |                     |                  |
| 92  | 515 <sup>3</sup> | IR   | N          | 1.3                  |        | 4.5    |     |      |     |     | 5.8  | --                      |      |       |             |      |       | G         |                 |                 |                     |                  |
| 93  | 1.380            | ACC  | O          | 1.1                  | 3.8    |        |     |      |     |     | 4.9  | --                      |      |       |             |      |       | G         |                 |                 |                     |                  |
| 94  | 1.380            | OR   | N          |                      | 1.1    |        |     |      |     |     | 1.1  | 16.4                    |      |       |             |      |       | G         |                 |                 |                     |                  |
| <b>CR 234<sup>4</sup></b>   |                  |      |            |                      |        |        |     |      |     |     |      |                         |      |       |             |      |       |           |                 |                 |                     |                  |
| 95  | 220' W           | L1   | N          | 1.9                  | 2.3    |        |     |      |     |     | 4.2  | --                      |      | 1.10  | B           | IB   | L     | F         |                 |                 |                     |                  |
| 96  | 90' W            | OR   | N          | 1.2                  | 3.2    |        |     |      |     |     | 4.4  | --                      |      |       |             |      |       | G         |                 |                 |                     |                  |
| 97  | 52' W            | R1   | N          | 1.5                  | 2.0    |        | 0.5 |      |     |     | 4.0  | 7.6                     |      |       |             |      |       | G         |                 |                 |                     |                  |
| 98  | 230' E           | R1   | O          | 1.5                  | 1.9    |        | 0.5 |      |     |     | 3.9  | --                      |      |       |             |      |       | F         |                 |                 |                     | LIGHT RAVELING   |
| 99  | 95' E            | OL   | N          | 2.4                  |        |        |     | 2.3  | 3.4 |     | 8.1  |                         | 20.0 |       |             |      |       | G         |                 |                 |                     |                  |
| 100   | 45' E            | L1   | O          | 1.5                  | 1.8    |        |     |      |     | 0.7 | 4.0  | 7.0                     |      |       |             |      |       | G         |                 |                 |                     |                  |

**NOTES:** 1. DASHES INDICATE BASE WAS ENCOUNTERED BUT THICKNESS WAS NOT MEASURED. 2. MILEPOST IS IN REFERENCE TO SLD #26260000 UNLESS OTHERWISE INDICATED. 3. DISTANCE MEASURED EQUALS FEET FROM BULLNOSE. 4. DISTANCE MEASURED EQUALS FEET FROM CENTER OF BRIDGE #260078

**TABLE 2**  
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**BRIDGE APPROACH SLAB SUBSURFACE CONDITION**

Cored by: E. PUCKETT, ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC. (EGS) Date: 09/26/23 Page: 7 of 7 Typical Section No.: 1

|                               |                       |                              |
|-------------------------------|-----------------------|------------------------------|
| Roadway Section: 26260000     | Name: SR 93 (I-75)    | Lanes: 6                     |
| Fin. Proj. ID: 423071-5-52-01 | From: SOUTH OF CR 234 | Shoulder Type and Condition: |
| F. A. Proj. No.:              | To: SOUTH OF SR 121   | Inside: PAVED                |
| County: ALACHUA               | SR No.: SR 93 (I-75)  | Begin MP: 0.000              |
|                               | End MP: 6.035         | Length: 6.035                |
|                               |                       | Outside: PAVED               |

| Core Number | Milepost | Lane | Bridge Number | Slab Location | Thickness of Slab <sup>1</sup><br>(in.) | Depth of Void <sup>1</sup><br>Encountered<br>(in.) | Subsoil Conditions <sup>1</sup> | Thickness of<br>Asphalt Overlay<br>(in.) | Comments   |
|-------------|----------|------|---------------|---------------|---|--|---------------------------------|--|--|
| 1           | 0.981    | R1   | 260078        | APPROACH      |   |  |                                 | 4.7                                      | No ARMI  |
| 2           | 1.010    | R3   | 260078        | LEAVE         |   |  |                                 | 4.3                                      | No ARMI  |
| 3           | 0.976    | L1   | 260061        | LEAVE         |   |  |                                 | 7.5                                      | (+/-) NO OVERLAY IN L1, FC5= 0.7, SP12.5= 1.1, S = 5.7,<br>CROSS SLOPE = 1.5 O, RUT DEPTH = 0.09 |
| 4           | 1.010    | L3   | 260061        | APPROACH      |   |  |                                 | 4.2                                      | No ARMI, MODERATE RAVELING, SPALLING, 1.7 in CRACK   |

**NOTES:** 1. CORED TO TOP OF CONCRETE PER FDOT.