

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

Cored By: Shannon Davidson, Justin West, Dave Teslicko, Wyatt Liptak

Date: 11/17-23/20

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 44			Lanes:	8				
Fin. Proj. ID:	432582-1	From:	E of W Norvell Bryant Hwy			Shoulder Type and Condition:					
F.A. Project No.:		To:	Avalon Way			Inside:	-				
County:	Citrus	SR No.:	44	Beg MP:	2.461	End MP:	4.711	Length:	2.250	Outside:	-
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N):	Y	Paved	Lawn	Other:		Curb & Gutter (Y/N):	Y

**All Cores**

CORE NO.	MILE POST <sup>1</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)						TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>2</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC9.5	FC5	FC3	SP9.5	S				LR	RAP			DEPTH (IN.)	TYPE	CLASS			EXTENT
1	2.449	ML	L1	N	1.1			1.8	2.1			5.0	18.0			12.0					F	
2	2.583	ML	L1	Y	0.7			2.0				2.7	12.0			-	2.7	B	III	S	P	Left Wheel Path on Patch, Base Crack
3	3.242	ML	L1	N	0.9			2.5				3.4	12.5			-					F	
4	3.750	ML	L1	N	0.5			3.0				3.5	12.0			-	3.5	C	III	S	P	Longitudinal Crack, Base Crack
5	4.161	ML	L1	N	0.7			2.8				3.5	12.5			-					F	Raveling
6	4.562	ML	L1	N	0.6			2.2				2.8	13.3			-					F	
7	2.456	ML	L2	N	1.0			2.4	0.7			4.1	18.0			-					P	Core After Joint
8	2.456	ML	L2	N	0.7			2.8				3.5	18.0			-					P	Core Before Joint
9	3.660	ML	L2	N	0.8			3.3				4.1	9.0			-	4.1	C	III	S	P	
10	3.895	ML	L2	N	0.7			3.1				3.8	12.0			12.0					P	Right Wheel Path, Transverse Crack
11	3.895	ML	L2	Y	0.7			2.8				3.5	10.5			-	3.5	B	III	S	P	Left Wheel Path, Base Crack
12	4.230	ML	L2	Y	1.5			2.8				4.3	11.0			-	4.3	C	III	S	P	Left Wheel Path on Patch
13	4.410	ML	L2	Y		1.1		2.8				3.9	11.0			-					P	Right Wheel Path on Patch
14	4.490	ML	L2	Y	0.7			3.1				3.8	12.0			-	3.8	B	III	S	P	Base Crack
15	4.580	ML	L2	Y		0.8		2.5				3.3	12.5			-					P	Left Wheel Path on Patch
16	2.442	TL/CO	L2	N	1.4			1.4	2.3			5.1	18.0			-					P	LRTL
17	3.252	TL/CO	L2	N	1.3			3.2				4.5	12.0			-					F	LRTL
18	2.434	TL/CO	L1	N	1.1			1.7	1.2			4.0	18.0			-					F	LLTL
19	2.563	TL/CO	L1	N	0.9			2.6				3.5	13.0			-					P	DTL, Raveling
20	2.602	TL/CO	L1	N	0.7			3.4				4.1	12.5			-					F	DTL
21	2.653	TL/CO	L1	N	0.7			3.0				3.7	10.0			-					F	DTL
22	2.915	TL/CO	L1	N	0.8			3.4				4.2	12.0			-					P	DTL
23	3.005	TL/CO	L1	N	0.6			4.6				5.2	11.0			12.0					F	DTL
24	3.093	TL/CO	R1	N	0.8			3.9				4.7	11.3			-					F	RLTL
25	3.168	TL/CO	L1	N	0.5			3.1				3.6	11.0			-					F	LLTL
26	3.220	TL/CO	L1	N	0.7			2.4				3.1	12.0			-					F	DTL
27	3.313	TL/CO	L1	N	0.7			2.7				3.4	12.5			-					P	DTL
28	3.463	TL/CO	L1	N	0.8			3.5				4.3	12.0			-					F	LLTL
29	3.533	TL/CO	L1	N	0.8			3.4				4.2	11.0			-					F	DTL

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					FC9.5	FC5	FC3	SP9.5	S		LR	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT			
30	3.630	TL/CO	L1	N	0.5			2.8		3.3	12.0		12.0					F	DTL	
31	3.820	TL/CO	L1	N	0.6			3.2		3.8	12.0		-					P	DTL	
32	3.926	TL/CO	L1	N	1.0			3.1		4.1	12.0		-					F	DTL	
33	3.986	TL/CO	L1	N	0.8			3.2		4.0	16.0		-					F	DTL	
34	4.053	TL/CO	L1	N	0.7			3.1		3.8	14.0		-					F	DTL	
35	4.121	TL/CO	L1	N	0.5			3.2		3.7	11.0		-					F	DTL	
36	4.189	TL/CO	L1	N	0.6			2.3		2.9	12.0		-					F	DTL	
37	4.256	TL/CO	L1	N	0.9			3.9		4.8	10.0		-					F	DTL	
38	4.422	TL/CO	L1	N	0.6			4.0		4.6	12.0		-					F	DTL	
39	4.482	TL/CO	L1	N	1.1			2.0		3.1	15.0		-					P	DTL, Raveling	
40	4.542	TL/CO	L1	N	1.3			2.1		3.4	12.0		12.0					F	DTL	
41	4.569	TL/CO	L1	N	0.6			3.6		4.2	11.0		-					F	DTL	
42	4.589	TL/CO	L1	N	1.4			4.1		5.5	10.0		-					P	DTL, Raveling	
43	2.493	ML	R1	N	0.7			3.2		3.9	12.5		-	3.9	C	III	S	P	Traverse Crack	
44	2.612	ML	R1	N	0.6			3.2		3.8	12.5		-	3.8	C	III	S	P	Raveling, Base Crack	
45	2.720	ML	R1	N	0.9			2.3		3.2	13.5		-	3.2	C	III	S	P	Base Crack	
46	3.830	ML	R1	N	1.0			2.7		3.7	12.0		-	3.7	C	III	S	P	Base Crack	
47	4.256	ML	R1	Y		0.9		2.6		3.5	12.0		-	3.5	C	III	S	P	On Patch, Base Crack	
48	4.550	ML	R1	Y	0.9			2.7		3.6	10.0		-					P	Left of Joint	
49	4.550	ML	R1	Y	1.7			2.6		4.3	10.0		-					P	Right of Joint	
50	2.459	ML	R2	Y	0.5			3.2		3.7	9.0		12.0					P	Left Wheel Path on Patch	
51	2.563	ML	R2	Y	0.4			3.1		3.5	8.0		-	3.5	B	III	S	P	Fatigue Crack	
52	2.680	ML	R2	Y	0.5			2.7		3.2	11.0		-	3.2	B	III	S	P	Left Wheel Path 1-inch Pot Hole, Base Crack	
53	2.810	ML	R2	Y	0.5			2.9		3.4	11.0		-					P	On Patch	
54	2.935	ML	R2	Y	0.5			2.8		3.3	11.0		-	3.3	B	II	M	P	Left Wheel Path Crack	
55	3.140	ML	R2	Y	0.7			2.5		3.2	11.0		-	3.2	B	III	S	P	Left Wheel Path on Crack, Base Crack	
56	3.231	ML	R2	Y	1.2			4.1		5.3	14.0		-					P	Right Wheel Path on Patch	
57	3.232	ML	R2	Y	1.0			3.0		4.0	11.0		-	4.0	C	I	L	P	Left Wheel Path	
58	3.270	ML	R2	Y	1.1			3.7		4.8	11.0		-					P	Cores 30' Apart on Left Wheel Path	

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**All Cores**

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					FC9.5	FC5	FC3	SP9.5	S		LR	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT			
59	3.270	ML	R2	Y		0.9		3.2		4.1	11.0		-				P	Cores 30' Apart on Left Wheel Path		
60	3.580	ML	R2	N	0.9			2.9		3.8	12.0		12.0				F	DCP		
61	3.580	ML	R2	Y		1.0		2.7		3.7	12.0		12.0	1.3	C	I	L	P	DCP Left Wheel Path	
62	3.580	ML	R2	Y		0.7		2.8		3.5	12.0		12.0				P	DCP Right Wheel Path		
63	3.920	ML	R2	N	0.9			2.6		3.5	9.5		-	3.5	C	III	S	P	Center Crack, Base Crack	
64	4.380	ML	R2	Y	0.9			3.0		3.9	9.0		-	3.9	C	III	S	P	Transverse Crack	
65	4.380	ML	R2	Y	0.7			2.8		3.5	11.3		-	3.5	C	III	S	P	Left Wheel Path, Base Crack	
66	4.550	ML	R2	Y	0.8			2.7		3.5	9.0		-	3.5	C	III	S	P	Left Edge Crack, Base Crack	
67	2.563	SS	L2	Y	0.7			1.7		2.4	9.5		-	2.4	C	III	S	P	W Curlew St, Base Crack	
68	2.563	SS	R2	N	1.4					1.4	14.0		-				F	W Curlew St		
69	2.602	SS	L2	Y	0.7			2.7		3.4	11.5		-				P	W Yates Pl, Raveling		
70	2.653	SS	L2	N	0.9			2.8		3.7	6.0		12.0				P	W Gannet Pl, Raveling		
71	3.005	SS	R2	Y	0.5			1.9		2.4	14.0		-				P	N Gulf Ave Rave, Raveling		
72	3.123	SS	L2	N	0.8			2.6		3.4	9.0		-				P	N Meadow Crest Blvd		
73	3.220	SS	L2	N	0.9			2.6		3.5	13.0		12.0				P			
74	3.312	SS	L2	N	0.8			1.7		2.5	10.0		-				P	N Meeting Tree Blvd, Raveling		
75	3.443	SS	R2	N	0.6			2.9		3.5	12.0		-				P	N Rock Crusher Rd, Raveling		
76	3.630	SS	L2	Y	1.1			1.6		2.7	9.0		-				P	W Corporate Oak Dr, Raveling		
77	3.630	SS	R2	N	1.7			1.9		3.6	13.0		-				P	W Corporate Oak Dr, Raveling		
78	3.712	SS	L2	Y	1.4			1.4		2.8	3.0		-				P	N Henry Pt, Raveling		
79	3.820	SS	R2	Y	0.3			1.7		2.0	12.0		-				P	W Fox Ln, Raveling		
80	3.986	SS	L2	Y				3.5		3.5	9.3		12.0				F	N Haggerty Pt		
81	3.880	SS	R2	Y			0.8		1.0	1.8		1.6	-	1.8	C	III	S	P	N La Cartam Pt, Severe Raveling	
82	3.999	SS	R2	Y	0.8					0.8	4.0		-	0.8	B	III	S	F	N Eire Pt	
83	4.053	SS	L2	Y	0.8			4.0		4.8	6.0		-				P	N Merlin Terrace, Raveling		
84	4.121	SS	R2	Y	1.0			2.6		3.6	12.0		-				P	N Conant Ave, Raveling		
85	4.121	SS	L2	N	0.6			3.0		3.6	9.3		-				P	N Conant Ave		
86	4.189	SS	R2	N	1.4			2.1		3.5	10.0		-				P	N Lyle Ave, Raveling		
87	4.189	SS	L2	N				1.0	2.0	3.0	10.0		-				F	N Lyle Ave, Raveling		

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					FC9.5	FC5	FC3	SP9.5	S		LR	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT			
88	4.256	SS	L2	N	0.6			3.2		3.8	8.0		-				P	N Van Nortwick Rd, Raveling		
89	4.481	SS	L2	Y	0.4			1.9		2.3	5.5		-	2.3	C	III	S	P	N Commerce Ter, Base Crack	
90	3.220	SS	L2	N	0.8			2.1		2.9	12.0		-				P	Raveling		
91	3.986	SS	L2	N				2.5		2.5	8.0		-				F	N Haggerty Pt		
<b>AVERAGE</b>					<b>0.83</b>	<b>0.90</b>	<b>0.80</b>	<b>2.78</b>	<b>1.55</b>	<b>3.60</b>	<b>11.39</b>	<b>1.60</b>	<b>12.00</b>	<b>3.21</b>						
<b>MAX</b>					<b>1.70</b>	<b>1.10</b>	<b>0.80</b>	<b>4.60</b>	<b>2.30</b>	<b>5.50</b>	<b>18.00</b>	<b>1.60</b>	<b>12.00</b>	<b>4.30</b>						
<b>MIN</b>					<b>0.30</b>	<b>0.70</b>	<b>0.80</b>	<b>1.00</b>	<b>0.70</b>	<b>0.80</b>	<b>3.00</b>	<b>1.60</b>	<b>12.00</b>	<b>0.80</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.00</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>		<b>0.18</b>	<b>UNKW</b>	<b>0.08</b>							

- Notes:
1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
  2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
  3. The cross slope is measured in the center of the lane.
  4. A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>
OL - Outside Left Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	S - Shoulder
L1 - 1st Lane Left of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	SS - Side Street
OR - Outside Right Shoulder	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	
R1 - 1st Lane Right of Centerline					