

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: District Materials Office

Coring Completion Date: 9/16/2024

Typical Section: 1

| | | | | | | | | | | | |
|---|----------|-------------|----------|---------|-------------------------------|---------|-------|---------|------------------------------|----------------------|----|
| W.P.I. No.: | | | | Name: | CR 39 (E WITHLACOOCHEE TRAIL) | | | | Lanes: | 2 | |
| Fin. Proj. ID: | 454461-1 | | | From: | SR 45 (US 41) | | | | Shoulder Type and Condition: | | |
| F.A. Project No.: | | Roadway ID: | 02500000 | To: | W OF E TASHA COURT | | | | Inside: | NA | |
| County: | CITRUS | SR No.: | NA | Beg MP: | 0.000 | End MP: | 4.500 | Length: | 4.500 | Outside: | NA |
| Overall Pavement Condition (from DMO field review): | | | | Fair | Median Curbed (Y/N): | N | Paved | | | Curb & Gutter (Y/N): | N |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|------------------------|-----------|------|----------|----------------------|--------|------|------|--|--|--|--|--|--|-------------------------------|-------|--|--|--|----------------------------------|-------------|------|-------|--------|--------------------|--|
| 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 |
| | | | | | FC3 | FC12.5 | SP2F | S | | | | | | | | LR | | | | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |
| 1 | 0.030 | ML | R1 | N | | 2.1 | | 2.9 | | | | | | | 5.0 | 6.5 | | | | 12.0 | | | | | F | PAVEMENT CHANGE, OFF SYSTEM |
| 2 | 0.369 | ML | R1 | Y | 1.1 | | | 2.1 | | | | | | | 3.2 | 9.5 | | | | 12.0 | 3.2 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 3 | 0.782 | ML | R1 | N | 0.7 | | | 0.8 | | | | | | | 1.5 | 6.5 | | | | 12.0 | 1.5 | C | IB | S | P | ALLIGATOR RWP,BASE CRACK,CORE SEPERATED,OFF SYSTEM |
| 4 | 1.077 | ML | R1 | Y | 1.3 | | | 1.2 | | | | | | | 2.5 | 7.0 | | | | 12.0 | 2.5 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 5 | 1.426 | ML | R1 | Y | 1.2 | | | 2.0 | | | | | | | 3.2 | 8.5 | | | | 12.0 | 3.2 | A | IB | S | P | ALLIGATOR CRACK, BASE CRACK, OFF SYSTEM |
| 6 | 1.661 | ML | R1 | Y | 1.1 | | | 2.3 | | | | | | | 3.4 | 8.0 | | | | 12.0 | 3.4 | A | IB | S | P | BASE CRACK, OFF SYSTEM |
| 7 | 2.164 | ML | R1 | N | 1.0 | | | 1.4 | | | | | | | 2.4 | 7.5 | | | | 12.0 | 2.4 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 8 | 2.544 | ML | R1 | Y | 1.1 | | | 1.8 | | | | | | | 2.9 | 8.5 | | | | 12.0 | 2.9 | B | IB | S | P | BASE CRACK, OFF SYSTEM |
| 9 | 2.909 | ML | R1 | Y | 0.9 | | | 1.5 | | | | | | | 2.4 | 6.0 | | | | 12.0 | 2.4 | A | IB | S | P | BASE CRACK, ALLIGATOR, OFF SYSTEM |
| 10 | 3.264 | ML | R1 | N | 0.6 | | | 2.0 | | | | | | | 2.6 | 6.5 | | | | 12.0 | | | | | F | OFF SYSTEM |
| 11 | 3.647 | ML | R1 | Y | 1.1 | | | 1.5 | | | | | | | 2.6 | 6.0 | | | | 12.0 | 2.6 | C | IB | S | F | BASE CRACK, OFF SYSTEM |
| 12 | 3.871 | ML | R1 | N | 0.8 | | | 1.7 | | | | | | | 2.5 | 6.5 | | | | 12.0 | 2.5 | A | IB | S | P | BASE CRACK, ALLIGATOR CRACKING, OFF SYSTEM |
| 13 | 4.308 | ML | R1 | N | 0.6 | | | 1.7 | | | | | | | 2.3 | 6.5 | | | | 12.0 | 2.3 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 14 | 3.846 | ML | L1 | N | 1.0 | | | 1.3 | | | | | | | 2.3 | 8.5 | | | | 12.0 | 2.3 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 15 | 3.689 | ML | L1 | Y | 1.2 | | | 1.4 | | | | | | | 2.6 | 6.0 | | | | 12.0 | 2.6 | C | IB | S | P | OFF SYSTEM |
| 16 | 3.275 | ML | L1 | N | 1.1 | | | 1.7 | | | | | | | 2.8 | 7.0 | | | | 12.0 | 2.8 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 17 | 2.955 | ML | L1 | Y | 0.8 | | | 1.6 | | | | | | | 2.4 | 7.5 | | | | 12.0 | 2.4 | C | IB | S | P | OFF SYSTEM |
| 18 | 2.771 | ML | L1 | N | 1.0 | | | 1.6 | | | | | | | 2.6 | 7.0 | | | | 12.0 | 2.6 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 19 | 2.377 | ML | L1 | Y | 0.7 | | | 1.8 | | | | | | | 2.5 | 6.5 | | | | 12.0 | 2.5 | B | IB | S | P | BASE CRACK, OFF SYSTEM |
| 20 | 1.951 | ML | L1 | N | 0.9 | | | 1.8 | | | | | | | 2.7 | 8.0 | | | | 12.0 | 2.7 | C | IB | S | P | BASE CRACK, ALLIGATOR RWP, OFF SYSTEM |
| 21 | 1.739 | ML | L1 | Y | 1.0 | | | 2.3 | | | | | | | 3.3 | 8.5 | | | | 12.0 | 3.3 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 22 | 1.340 | ML | L1 | N | 1.2 | | | 1.9 | | | | | | | 3.1 | 8.5 | | | | 12.0 | 3.1 | C | IB | S | P | DELAM. LWP, BASE CRACK, OFF SYSTEM |
| 23 | 0.898 | ML | L1 | Y | 1.1 | | | 2.4 | | | | | | | 3.5 | 7.0 | | | | 12.0 | 3.5 | C | IB | S | P | BASE CRACK, OFF SYSTEM |
| 24 | 0.485 | ML | L1 | Y | 1.0 | | | 1.7 | | | | | | | 2.7 | 8.0 | | | | 12.0 | 2.7 | A | IB | S | P | ALLIGATOR,CORE SEPERATED, BASE CRACK,OFF SYSTEM |
| 25 | 0.045 | ML | L1 | N | 1.2 | | | 3.3 | | | | | | | 4.5 | 7.0 | | | | 12.0 | 4.5 | C | IB | S | P | POSS. JOINT,CORE SEPERATED,OFF SYSTEM |
| 26 | 0.020 | S | OL | N | | 1.5 | 2.2 | | | | | | | | 3.7 | 15.0 | | | | 12.0 | | | | | F | PAVEMENT CHANGE, OFF SYSTEM |
| AVERAGE | | | | | 0.99 | 1.80 | 2.20 | 1.83 | | | | | | | 2.89 | 7.62 | | | | 12.00 | 2.78 | | | | | |
| MAX | | | | | 1.30 | 2.10 | 2.20 | 3.30 | | | | | | | 5.00 | 15.00 | | | | 12.00 | 4.50 | | | | | |
| MIN | | | | | 0.60 | 1.50 | 2.20 | 0.80 | | | | | | | 1.50 | 6.00 | | | | 12.00 | 1.50 | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.25 | | | | | | | | 0.18 | | | | 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.

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Typical Section: 1

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|---|----------|--|--|-------------|----------|-------------------------------|---------|--------------------|---------|------------------------------|---------|----------------------|----------|----|
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| County: | CITRUS | | | SR No.: | NA | | Beg MP: | 0.000 | End MP: | 4.500 | Length: | 4.500 | Outside: | NA |
| Overall Pavement Condition (from DMO field review): | | | | | Fair | Median Curbed (Y/N): | N | Paved | | | | Curb & Gutter (Y/N): | N | |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------------|-----------|------|---|----------------------|--------|------|--|--|--|--|---|-------------------------------|--|--|--|----------------------------------|---|-------------|--|-------|--------------------|----------|
| 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 |
| | | | | | FC3 | FC12.5 | SP2F | S | | | | | | LR | | | | | DEPTH (IN.) | TYPE | CLASS | | |
| Lane Designations - Decreasing MP OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane | | | | Lane Designations - Increasing MP OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane | | | | Lane Type ML - Mainline TL - Turn Lane CO - Crossover | | | | Crack Type A - Alligator B - Block C - Combination | | Crack Rating Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch | | | | Extent L - Light M - Moderate S - Severe | | Pavement Condition G - Good F - Fair P - Poor | | | |