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**State of Florida Department of Transportation
PAVEMENT EVALUATION AND CONDITION DATA SHEET**

Project No.: 240420-1-52-01	Cored By: PSI (D. Crumley & M. Arten)	Date: 5/8/1998	Page No.: 1 of 4
Project No.: 435859-4	Cored By: Elipsis Engineering Consulting	Date: 5/21/2019	
County: Sumter	Highway Sect. No: 18020	From: SR 471	To: Lake County Line
Road No.: SR 50	Begin MP: 0.000	End MP: 6.425	Length: 6.425 miles

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments			
					FC-6	Type S	Type SP	Type I	Type II	ST	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent		
41	0.027	6	LLTL		1.5	2.0	--	--	1.1	0.5	5.0	LR	9.6									WB Left TL to SR 471 SB	
19	0.060	9	LI	X	1.5	3.5	--	--	--	--	5.0	LR	--										
40	0.060	3	LRTL	X	1.5	2.9	--	--	--	--	4.4	LR	9.8										WB Right TL to SR 471 NB
20	0.292	3	R1	X	1.5	0.7	--	--	0.4	0.4	3.1	LR	--										
18	0.576	6	LI		1.5	0.7	--	--	--	0.8	2.9	LR	9.1										
21	0.666	9	R1	X	1.5	0.7	--	--	0.7	0.6	3.5	LR	--										
17	0.953	3	LI	X	1.5	0.4	--	--	0.4	0.5	2.8	LR	--										
22	0.992	6	R1		1.5	0.9	--	--	0.8	0.6	3.7	LR	9.8										
23	1.182	9	R1	X	1.5	0.4	--	--	0.9	0.4	3.1	LR	--										
16	1.251	3	LI	X	1.5	0.7	--	--	0.6	0.4	3.1	LR	--										
15	1.502	6	LI		1.5	0.6	--	--	0.2	0.5	2.8	LR	9.1										
24	1.602	3	R1	X	1.5	--	--	--	0.6	0.5	2.6	LR	--										
14	1.884	9	LI	X	1.5	0.3	--	--	0.9	0.4	3.2	LR	--										
25	1.958	6	R1		1.5	0.5	--	--	1.1	0.4	3.5	LR	9.3										
13	2.161	9	LI	X	1.5	0.5	--	--	0.6	0.5	3.1	LR	--										
26	2.291	9	R1	X	1.5	0.5	--	--	1.1	0.4	3.5	LR	--										

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement
Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor
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Road No.: SR 50	Begin MP: 0.000	End MP: 6.425	Length: 6.425 miles

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments				
					FC-6	Type S	Type SP	Type I	Type II	ST	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent			
12	2.547	6	LI		1.5	0.8	--	--	--	0.6	2.9	LR	8.9											
27	2.610	3	R1	X	1.5	0.3	--	--	0.4	0.5	2.8	LR	9.1											
11	2.894	3	LI	X	1.5	0.7	--	--	0.6	0.6	3.5	LR	--											
28	2.942	6	R1		1.5	0.7	--	--	0.3	0.5	2.9	LR	10.2											
15	3.058	8.5	L1	X	1.0	1.0	--	--	1.0	0.5	3.5	LR	7.5	B	AI	I	S	P					LR Pumping, Severe Rutting	
10	3.112	9	LI	X	1.5	0.7	--	--	0.6	0.6	3.3	LR	--											
29	3.282	9	R1	X	1.5	0.1	--	--	--	0.6	2.2	LR	--											
16	3.442	2.5	R1	X	1.1	1.1	--	--	0.5	0.4	3.1	LR	7.9	B	SL	III	S	P						
17	3.442	2.0	OR		1.6	--	--	--	--	--	1.6	LR	8.9	--	--	--	--	F						Excessive Buildup of Turf Adjacent to Shoulder
9	3.536	6	LI		1.5	0.9	--	--	0.2	0.6	3.1	LR	8.5											
30	3.727	3	R1	X	1.5	0.4	--	--	0.6	0.4	2.9	LR	--											
8	3.858	3	LI	X	1.5	0.3	--	--	0.6	0.8	3.2	LR	--											
31	3.936	6	R1		1.5	0.6	--	--	0.5	0.5	3.0	LR	7.9											
7	4.047	6	LI		1.5	0.4	--	--	0.5	0.5	2.9	LR	--											
32	4.135	9	R1	X	1.5	0.3	--	--	0.8	0.6	3.1	LR	--											
14	4.174	2.5	L1	X	1.4	0.5	--	--	1.0	0.3	3.2	LR	7.8	B	SL	II	S	P						

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County: Sumter					Highway Sect. No.: 18020								From: SR 471				To: Lake County Line					
Road No.: SR 50					Begin MP: 0.000								End MP: 6.425				Length: 6.425 miles					
Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments		
					FC-6	Type S	Type SP	Type I	Type II	ST	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent	
12	4.310	2.0	LRTL	X	1.4	1.3	--	--	--	--	2.7	LR	10.2	B	ST	III	M	P				To Mid-Coast Aggregates (Mazak Mine)
13	4.310	1.0	OL		2.3	--	--	--	--	--	2.3	LR	6.3	--	--	--	--	F				Excessive Buildup of Turf Adjacent to Shoulder
6	4.418	9	L1	X	1.5	0.3	--	--	1.1	0.5	3.4	LR	9.1									
10	4.465	3.0	L1	X	1.3	--	--	--	1.0	0.7	3.0	LR	8.0	B	Al	I	S	P				LR Pumping
11	4.465	2.0	OL		1.6	--	--	--	--	--	1.6	LR	8.4	--	--	--	--	F				Excessive Buildup of Turf Adjacent to Shoulder
33	4.520	3	R1	X	1.5	0.9	--	--	0.8	0.4	3.5	LR	--									
34	4.644	6	R1		1.5	1.1	--	0.5	1.2	0.4	4.7	LR	8.5									
5	4.657	3	L1	X	1.5	0.4	--	0.4	0.8	0.8	3.9	LR	--									
9	4.860	2.5	WB MERGE	X	1.8	--	2.2	--	--	--	4.0	LR	14.0	B	ST	II	M	P				WB Merge Lane
8	4.893	9.0	L1	X	1.3	--	1.7	--	--	--	3.0	LR	13.0	B	Al	I	S	P				LR Pumping, Severe Rutting Core Fractured During Extraction
7	5.061	6.0	LRTL		1.7	--	2.2	--	--	--	3.9	LR	12.1	--	--	--	--	G				To Dead End
6	5.093	2.5	L1	X	1.4	--	2.0	--	--	--	3.4	LR	14.6	2.1	Br	I	S	P				LR Pumping, Core Fractured During Extraction
5	5.208	2.5	OL		2.0	--		--	--	--	2.0	LR	11.9	--	--	--	--	F				
4	5.208	8.0	L1		1.4	--	2.4	--	--	--	3.8	LR	11.2	1.4	Br	I	S	P				LR Pumping, Core Separation 1.4" Down from Top
4	5.341	9	L1	X	1.5	1.2	--	--	0.3	0.4	3.4	LR	--									
35	5.382	9	R1	X	1.5	0.5	--	--	0.7	0.6	3.3	LR	--									

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement Red color font indicative of reconstructed pavement with bridge demolition work. It has the FC-12.5 friction course.

Crack Extent: L= Light; M= Moderate; S= Severe **Pavement Condition:** G= Good; F= Fair; P= Poor

Crack Types: A= Alligator; Bl= Block; Br= Branch; SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack

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					FC-6	Type S	Type SP	Type I	Type II	ST	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent	
42	5.382	7	OR		1.5	--	--	--	--	--	1.5	LR	7.2									
3	5.427	7.5	L1		1.7	--	--	1.1	0.9	0.5	4.2	LR	7.3	B	Br	II	S	P				LR Pumping, Severe Rutting
3	5.589	6	L1		1.5	0.7	--		0.8	0.4	3.3	LR	--									
18	5.714	9.0	R1	X	1.4	--	--	--	0.5	0.7	2.6	LR	7.4	B	Al	I	S	P				
19	5.714	2.5	OR		1.5	--	--	--	--	--	1.5	LR	8.5	--	--	--	--	F				Excessive Buildup of Turf Adjacent to Shoulder
36	5.749	6	R1		1.5	0.7	--	--	0.5	0.6	3.3	LR	9.3									
2	5.910	3	L1	X	1.5	0.9	--	0.4	1.0	0.6	4.3	LR	8.5									
1	5.912	6.0	L1		1.2	0.8	--	--	1.0	0.7	3.7	LR	7.9	B	ST	II	S	P				LR Pumping, Severe Rutting
2	5.912	2.5	OL		1.7	--	--	--	--	--	1.7	LR	7.7	--	--	--	--	F				
37	5.949	3	R1	X	1.5	0.5	--	0.6	0.8	0.6	3.9	LR	--									
38	6.162	9	R1	X	1.5	0.4	--	--	1.1	0.5	3.4	LR	9.3									
39	6.298	6	R1		1.5	0.9	--	--	0.8	0.5	3.6	LR	--									
1	6.314	9	L1	X	1.5	0.3	--	0.4	1.1	0.5	3.8	LR	--									

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