

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

Project No.: 442875-1	Cored By: Elipsis Engineering and Consulting	Date: 11/4, 11/5, 11/6/19	Page No.: 1 of 8
County: Sumter	Highway Sect. No: 18070	From: SR 35	To: Lake County Line
Road No.: SR 44	Begin MP: 11.973	End MP: 17.957	Length: 5.984

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-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
1	17.799	5.0	L2		0.7		3.3						4.0	LR	9.5	2.1	Br	II	S	P				Old Pavement
2	17.799	11.0	L2		0.6		3.1						3.7	LR	10.5	1.8	ST	II	L	P				Widening Strip
3	17.299	3.5	L2	X	0.8		2.3	0.5		1.9	0.5		6.0	LR	6.0	B	Br	I	L	P				Old Pavement
4	17.299	11.0	L2		0.8		5.0						5.8	LR	11.1	2.2	Br	III	S	P				Widening Strip
5	17.290	9.0	LRTL	X	0.6		4.0						4.6	LR	11.4	—	—	—	—	F				WB Right Turn Lane to Vivienne Dr
6	17.157	8.0	L2		0.7		2.6						3.3	LR	12.0	B	Br	III	S	P				
7	17.157	3.0	OL		1.0		2.5						3.5	LR	6.0	—	—	—	—	F				
8	17.044	6.0	L2		0.9		3.9	0.3		0.5	0.6		6.2	LR	5.8	2.5	Br	II	S	P				Old Pavement
9	17.044	11.0	L2		1.0		7.5						8.5	LR	8.5	—	—	—	—	P				Widening Strip
10	16.980	3.0	L2	X	0.9		2.5						3.4	LR	12.6	B	Br	III	S	P				
11	16.751	3.0	L2	X	1.0		2.5	0.4		1.5	0.4		5.8	LR	6.2	2.9	Br	II	S	P				Old Pavement, 1.3" Crack from bottom
12	16.751	11.0	L2		0.8		5.1						5.9	LR	8.6	—	—	—	—	P				Widening Strip
13	16.751	6.0	LRTL		1.4		2.6						4.0	LR	17.0	—	—	—	—	F				WB Right Turn Lane to Morse Blvd
14	16.751	3.5	OL		0.8		2.7						3.5	LR	17.9	—	—	—	—	F				
15	16.251	2.5	L2	X	0.9		2.1	0.4	1.7				5.1	LR	—	2.8	Br	II	S	P				Old Pavement
16	16.251	11.0	L2		0.7		4.6						5.3	LR	—	—	—	—	—	P				Widening Strip

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 **Crack Types:** A= Alligator; Bl= Block; Br= Branch
 SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack
Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

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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-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
17	15.750	9.0	L2	X	0.4		3.1						3.5	LR	11.9	B	A	II	S	P				LR Pumping, Core separated during extraction
18	15.750	3.5	OL		0.8		2.2						3.0	LR	5.2	—	—	—	—	F				
19	15.402	2.5	L2	X	0.9		2.4	0.5		0.6	0.9		5.3	LR	5.7	2.8	Br	III	S	P				Old Pavement
20	15.402	11.0	L2		0.8		5.0						5.8	LR	6.5	—	—	—	—	P				Widening Strip
21	15.141	10.0	LRTL	X	1.2		4.6						5.8	LR	11.5	—	—	—	—	F				WB Right Turn Lane to CR 165
22	15.040	9.0	L2	X	0.7		2.7						3.4	LR	13.1	B	A	II	S	P				LR Pumping
23	15.040	3.0	OL		0.8		2.3						3.1	LR	8.4	—	—	—	—	F				
24	14.550	6.0	L2		0.8		2.3	0.4		0.7	0.6		4.8	LR	6.7	2.4	Br	III	S	P				Old Pavement
25	14.550	11.0	L2		0.7		6.3						7.0	LR	10.5	—	—	—	—	P				Widening Strip
26	14.550	3.0	OL		0.9		1.8						2.7	LR	5.8	—	—	—	—	F				
27	14.176	3.0	L2	X	0.8		2.9	0.4			0.3		4.4	LR	—	2.4	Br	III	S	P				Old Pavement
28	14.176	11.0	L2		0.8		3.6						4.4	LR	—	—	—	—	—	P				Widening Strip
29	13.849	8.0	L2		1.1		2.4						3.5	LR	12.5	1.9	Br	II	S	P				
30	13.849	3.0	OL		1.2		1.7						2.9	LR	6.4	—	—	—	—	F				
31	13.791	6.0	LRTL		1.0		3.0						4.0	LR	17.4	—	—	—	—	F				WB Right Turn Lane to Buena Vista Rd
32	13.340	8.0	L2		0.7		2.5						3.2	LR	—	B	A	II	S	P				Moved MP away from busy Meggison intersection

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					FC-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
33	12.875	6.0	LRTL		1.3		3.2						4.5	LR	14.8	—	—	—	—	F			WB Right Turn Lane to Brownwood Blvd, Core separated during extraction
34	12.851	8.0	L2		1.0		2.6						3.6	LR	13.3	B	Br	II	S	P			
35	12.851	2.5	OL		1.0		3.6						4.6	LR	12.6	—	—	—	—	F			Core separated during extraction
36	12.500	2.0	L2	X	1.0		2.9						3.9	LR	12.9	1.8	SL	II	S	P			
37	12.400	10.0	L2	X		1.8			3.9				5.7	LR	—	—	—	—	—	F			
38	12.000	6.5	L2			1.5			3.4				4.9	LR	11.5	—	—	—	—	F			
39	12.047	10.0	R2	X		1.3			3.2				4.5	LR	10.5	B	Br	I	S	P			
40	12.570	6.0	RRTL		1.0		3.6						4.6	LR	14.6	—	—	—	—	F			EB Right Turn Lane to George Nahas Chevrolet
41	12.570	3.0	OR		1.0		3.3						4.3	LR	19.2	—	—	—	—	F			
42	12.665	4.0	R2		1.0		2.8						3.8	LR	13.7	2.4	A	II	S	P			
43	12.665	3.0	OR		0.8		1.6						2.4	LR	6.6	—	—	—	—	F			
44	12.830	3.0	R2	X	0.7		2.9	0.4		0.9	0.6		5.5	LR	5.6	2.7	Br	III	S	P			Old Pavement
45	12.830	11.0	R2		0.8		5.2						6.0	LR	11.5	—	—	—	—	P			Widening Strip
46	12.830	3.5	OR		0.9		1.9						2.8	LR	7.2	—	—	—	—	F			
47	12.994	9.0	R2	X	0.7		2.8						3.5	LR	12.4	B	A	II	S	P			LR Pumping
48	12.994	3.0	OR		0.9		2.1						3.0	LR	6.5	—	—	—	—	F			

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					FC-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	13.229	3.0	R2	X	0.9		3.2					4.1	LR	—	B	A	II	S	P			Old Pavement, LR Pumping
50	13.229	11.0	R2		0.8		4.4					5.2	LR	—	B	A	II	S	P			Widening Strip, LR Pumping
51	13.461	3.0	R2	X	1.0		2.5	0.4		1.2	0.5	5.6	LR	6.3	2.7	Br	III	S	P			Old Pavement
52	13.461	11.0	R2		0.8		3.1		1.2	1.1	0.8	7.0	LR	5.9	—	—	—	—	P			Widening Strip
53	13.461	3.0	OR		1.0		1.4					2.4	LR	13.6	—	—	—	—	F			
54	13.730	2.5	R2	X	0.9		2.9					3.8	LR	12.2	1.5	Br	II	S	P			
55	13.950	9.5	R2	X	0.7		2.5					3.2	LR	—	B	A	II	S	P			LR Pumping
56	14.155	2.5	RRTL	X	0.9		2.6					3.5	LR	11.5	—	—	—	—	G			EB Right Turn Lane to Citrus Cardiology, LWP
57	14.155	9.5	RRTL	X	0.6		2.9					3.5	LR	12.3	—	—	—	—	G			EB Right Turn Lane to Citrus Cardiology, RWP
58	14.451	8.0	R2		0.9		2.9					3.8	LR	12.2	B	ST	II	S	P			
59	14.451	3.0	OR		0.8		1.8					2.6	LR	8.6	—	—	—	—	F			
60	14.949	8.0	R2		0.8		2.8					3.6	LR	—	1.3	Br	II	S	P			
61	14.972	7.0	RRTL		1.2		3.0					4.2	LR	11.3	2.8	SL	III	S	P			EB Right Turn Lane to CR 169
62	14.972	2.5	OR		0.6		2.7					3.3	LR	6.3	—	—	—	—	F			EB Right Turn Lane to CR 169
63	15.032	2.5	RRTL	X	1.4		2.8					4.2	LR	11.7	2.5	ST	II	L	P			EB Right Turn Lane to CR 167
64	15.032	2.5	OR		0.8		2.5					3.3	LR	6.8	—	—	—	—	P			EB Right Turn Lane to CR 167

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					FC-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
65	15.496	9.0	R2	X	1.1		2.2					3.3	LR	13.4	B	A	II	S	P				
66	15.496	3.0	OR		1.2		1.6					2.8	LR	9.1	—	—	—	—	F				
67	15.867	4.0	RRTL		1.2		2.7					3.9	LR	12.7	2.6	SL	III	S	P				EB Right Turn Lane to Continental Country Club
68	15.867	1.5	OR		0.9		1.8					2.7	LR	12.8	B	ST	II	S	P				EB Right Turn Lane to Continental Country Club
69	15.946	3.5	R2	X	0.8		2.6					3.4	LR	—	B	Br	II	S	P				
70	16.451	3.0	R2	X	0.8		2.4					3.2	LR	12.8	B	Br	II	S	P				
71	16.451	2.5	OR		0.6		1.6					2.2	LR	7.3	—	—	—	—	F				
72	16.627	3.5	RRTL	X	0.9		3.2					4.1	LR	11.7	2.0	ST	II	M	P				EB Right Turn Lane to Morse Blvd / CR 468
73	16.627	3.0	OR		1.2		2.4					3.6	LR	6.1	—	—	—	—	F				
74	16.951	10.0	R2	X	0.7		2.8					3.5	LR	—	B	A	II	S	P				LR Pumping
75	17.421	2.0	R2	X	0.9		2.6					3.5	LR	12.6	B	Br	III	S	P				
76	17.421	2.5	OR		1.0		1.6					2.6	LR	6.6	—	—	—	—	F				
77	17.537	9.0	R2	X	0.8		2.8					3.6	LR	12.7	B	A	III	S	P				LR Pumping
78	17.801	3.0	OR		1.0		2.1					3.1	LR	6.7	—	—	—	—	F				
79	17.901	8.0	R2		0.8		2.9					3.7	LR	11.3	2.7	Br	II	S	P				
80	17.554	0.5	L1		0.7		3.7	0.4		2.5	0.4	7.7	LR	5.3	—	—	—	—	P				Widening Strip, 2.9" Crack from bottom, Bottom layers broke during coring

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					FC-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
81	17.554	3.0	L1	X	0.8		3.1	0.4		1.8	0.5		6.6	LR	6.0	2.8	SL	III	S	P				Old Pavement, 1.8" Crack from bottom
82	17.156	2.0	L1	X	0.8		2.9						3.7	LR	11.3	1.5	ST	II	L	P				
83A	17.040	0.5	L1		0.8		4.7						5.5	LR	8.5	—	—	—	—	P				Widening Strip
83B	17.040	0.5	L1		0.8		3.3			3.1	0.5		7.7	LR	6.3	—	—	—	—	P				Widening Strip
84	17.040	7.0	L1		0.7		3.1	0.5		1.7	0.5		6.5	LR	5.7	2.2	SL	III	S	P				Old Pavement, 2.1" Crack from bottom
85	16.984	2.5	L1	X	0.9		3.1						4.0	LR	11.5	2.2	SL	II	M	P				
86	16.785	3.0	LLTL	X	0.6		4.8						5.4	LR	10.6	2.3	SL	II	M	P				WB Left Turn Lane to Morse Blvd / CR 468
87	16.650	0.5	L1		1.0		4.5						5.5	LR	18.3	2.3	ST	II	L	P				Widening Strip
88	16.650	8.0	L1		1.2		3.3	0.5	2.0				7.0	LR	18.8	2.5	SL	II	L	P				Old Pavement
89A	16.152	0.5	L1		0.8		14.3*						15.1	LR	3.7	—	—	—	—	F				* There is 5.7" LR wedge in middle of core. IL Side of Core, Widening Strip
89B	16.152	0.5	L1		0.8		13.6						14.4	LR	4.4	—	—	—	—	F				L2 Side of Core, Widening Strip
90	16.152	8.0	L1		1.0		2.9	0.5	5.2		0.6		10.2	LR	5.3	1.0	ST	I	L	F				Old Pavement
91	16.001	6.0	LLTL		0.9		5.0						5.9	LR	11.1	—	—	—	—	F				WB Left Turn Lane to Continental Country Club
92	15.750	8.0	L1		0.6		3.5						4.1	LR	11.9	2.0	ST	II	L	P				
93	15.701	6.0	LLTL		1.0		1.9						2.9	LR	16.7	—	—	—	—	F				WB Left Turn Lane to CR 149
94A	15.311	0.5	L1		1.1		4.9						6.0	LR	9.8	—	—	—	—	P				Widening Strip, IL Side of Core, Moved MP away from patch to get cracks

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					FC-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
94B	15.311	0.5	L1		1.1		2.7	0.5	3.1	1.4	0.6		9.4	LR	6.4	—	—	—	—	P			Widening Strip, L2 Side of Core, Moved MP away from patch to get cracks
95	15.311	8.5	L1	X	0.9		2.4	0.5	1.4	1.2	1.0		7.4	LR	5.2	2.3	SL	III	S	P			
96	15.041	7.5	L1		0.8		2.8						3.6	LR	12.4	2.0	SL	II	L	P			
97	14.299	0.5	L1		0.7		3.6		2.0		0.5		6.8	LR	5.4	—	—	—	—	P			Widening Strip
98	14.299	8.0	L1		0.8		2.5	0.5	0.7		0.3		4.8	LR	5.8	2.1	SL	III	S	P			Old Pavement
99	13.554	1.0	IL		0.8		2.3						3.1	LR	6.4	—	—	—	—	F			
100	13.554	9.0	L1	X	0.8		2.7						3.5	LR	12.3	1.7	Br	III	S	P			
101	13.170	6.0	LLTL		1.1		4.4						5.5	LR	12.9	—	—	—	—	F			WB Left Turn Lane to Signature Rd
102	12.800	9.5	L1	X	1.1		2.7						3.8	LR	—	1.6	Br	I	S	P			0.5" Crack from bottom
103	12.390	3.0	LLTL	X		1.3	1.0		2.8				5.1	LR	13.5	—	—	—	—	F			WB Left Turn Lane to Village Dr
104	12.100	2.5	L1	X		1.3			3.9				5.2	LR	11.6	—	—	—	—	F			
105	12.565	3.0	R1	X	1.0		2.8						3.8	LR	12.7	B	ST	II	M	P			
106	12.830	0.5	R1		1.1		5.6						6.7	LR	2.1	—	—	—	—	P			Widening Strip
107	12.830	8.5	R1	X	1.1		2.5	0.5		1.2	0.5		5.8	LR	5.7	2.5	SL	III	S	P			Old Pavement
108	12.993	2.5	R1	X	0.7		2.9						3.6	LR	—	1.5	ST	II	L	P			
109	13.040	6.0	RLTL		1.1		4.1						5.2	LR	12.7	—	—	—	—	F			EB Left Turn Lane to Powell Rd

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement * = Refer to Aerial Coring Plan for a more accurate location
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
Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

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

Project No.: 442875-1	Cored By: Elipsis Engineering and Consulting	Date: 11/4, 11/5, 11/6/19	Page No.: 8 of 8
County: Sumter	Highway Sect. No: 18070	From: SR 35	To: Lake County Line
Road No.: SR 44	Begin MP: 11.973	End MP: 17.957	Length: 5.984

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-5	FC-12.5	Type SP	ARMI	Type S	Type I	Binder / Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
110	13.304	6.0	RLTL		0.9		3.6						4.5	LR	16.9	—	—	—	—	F			EB Left Turn Lane to Meggison Rd	
111	13.373	0.5	R1		0.8		4.8						5.6	LR	10.4	—	—	—	—	F			Widening Strip	
112	13.373	8.0	R1		0.9		3.2						4.1	LR	6.3	2.5	SL	II	S	P			Old Pavement	
113	13.729	6.5	RLTL		1.1		3.3						4.4	LR	16.5	—	—	—	—	F			Striped out (future dual left turn lane) to Buena Vista Blvd.	
114	13.730	2.5	R1	X	0.9		3.0						3.9	LR	11.1	2.3	Br	III	S	P				
115	14.201	10.0	R1	X	1.0		2.7						3.7	LR	—	2.3	SL	II	M	P				
116	14.948	5.0	R1		0.6		2.8						3.4	LR	11.6	1.8	ST	II	M	P				
117	15.701	2.5	IR	X	0.9		2.8						3.7	LR	9.8	—	—	—	—	F				
118	15.701	3.0	R1	X	0.8		2.8						3.6	LR	13.4	B	Br	I	M	P				
119	16.448	2.5	R1	X	0.9		2.7						3.6	LR	—	—	—	—	—	F				
120	16.626	6.0	RLTL		1.6		2.8						4.4	LR	18.3	—	—	—	—	F			EB Left Turn Lane to Morse Blvd	
121	17.200	1.0	IR		1.0		2.1						3.1	LR	13.4	—	—	—	—	F				
122	17.200	9.0	R1	X	1.0		2.7						3.7	LR	13.1	1.4	Br	I	L	F				

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