

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

| Project No.: 445190-1 | | | | | Cored By: Elipsis Engineering and Consulting | | | | | Date: September 9 & 10, 2020 | | | | | Page No.: 1 of 3 | | | | | | | |
|------------------------------|--------|--------------------------------------|------|------------|---|---------|---------|--------|--------|-------------------------------------|--------------|--------|------------------|------|---------------------------|------------|------|-------|--------|------------|-------------------------------|--|
| County: Sumter | | | | | Highway Sect. No.: 18010 | | | | | From: South of CR 521 | | | | | To: South of SR 44 | | | | | | | |
| Road No.: SR 35 | | | | | Begin MP: 19.432 | | | | | End MP: 22.328 | | | | | Length: 2.896 | | | | | | | |
| Core No. | MP | Distance from left edge of lane (ft) | Lane | Wheel Path | Pavement Layer (in.) | | | | | | | | | Base | | Crack | | | | Pavt Cond. | Comments | |
| | | | | | FC-6 | FC-12.5 | Type SP | Type S | Type I | Type II | Surf. Trtmt. | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | |
| 1A | 19.462 | 10.5 | R1 | | 1.2 | | 1.4 | | 3.1* | 3.3 | | | | 9.0 | LR | 3.2 | B | A | II | S | P | Rutting, Alligator & Branch Cracking, LWP, Near CR 521, L1 Side, LR Pump, *0.4" LR |
| 1B | 19.462 | 10.5 | R1 | | 1.2 | | 1.0 | | 1.3 | | | | | 3.5 | LR | 11.1 | B | A | II | S | P | Rutting, Alligator & Branch Cracking, LWP, Near CR 521 |
| 2 | 19.462 | 2.0 | OR | | 1.4 | | | 1.9 | | | | | | 3.3 | LR | 5.2 | - | - | - | - | P | Crack appears to be a joint |
| 3A | 19.770 | 6.5 | R1 | | 1.4 | | 3.7 | | 1.3 | 2.5 | | | | 8.9 | LR | 8.1 | B | A | III | S | P | Rutting, Branch LWP, Alligator RWP. Moved MP to Cracks |
| 3B | 19.770 | 6.5 | R1 | | 1.0 | | 3.3 | | 0.7 | | | | | 5.0 | LR | 11.5 | B | A | III | S | P | Rutting, Branch LWP, Alligator RWP. Moved MP to Cracks |
| 4 | 19.853 | 4.0 | RLTL | | | 1.4 | 0.9 | 1.4 | | 1.1 | 0.6 | | | 5.4 | LR | 7.6 | 1.2 | SL | I | L | P | Left Turn @ NE 37th Pl |
| 5 | 19.884 | 4.0 | R1 | | | 1.7 | 1.9 | | | | | | | 3.6 | LR | 9.7 | B | A | III | S | P | (Newer Pavement) Alligator & Branch Cracking LWP |
| 6 | 19.968 | 3.5 | R1 | X | | 1.3 | 1.5 | | | 1.5 | 0.3 | | | 4.6 | LR | 9.2 | B | A | II | S | P | Alligator Cracking RWP Limerock pumping |
| 7 | 20.410 | 4.0 | R1 | | 1.2 | | 2.0 | 1.2 | | | 0.3 | | | 4.7 | LR | 7.4 | B | Br | II | S | P | Branch Cracking & Rutting LWP |
| 8 | 20.410 | 2.0 | OR | | 1.8 | | | 1.5 | | | | | | 3.3 | LR | 6.3 | - | - | - | - | F | |
| 9 | 20.944 | 9.0 | R1 | X | 1.5 | | 1.8 | | 0.9 | 2.5 | 0.3 | | | 7.0 | LR | 8.0 | B | Br | III | S | P | Severe Alligator, Branch Cracking, & Rutting |
| 10 | 21.519 | 9.0 | R1 | X | | 2.6 | | 0.9 | | | | | | 3.5 | LR | 10.5 | B | Br | I | S | P | Newer Pavement Change - Branch Cracking & LR Pump, RWP |
| 11 | 21.519 | 2.5 | OR | | | 2.3 | | 1.4 | | | | | | 3.7 | LR | 5.3 | - | - | - | - | F | |
| 12 | 21.686 | 2.5 | RLTL | X | | 2.1 | | 1.9 | | | | | | 4.0 | LR | 11.1 | - | - | - | - | F | Left Turn @ SR 91 NB On Ramp |
| 13 | 21.840 | 8.5 | LRTL | X | | 2.5 | | | | | 1.0 | 3.5 | LR | 13.0 | 0.9 | SL | I | L | L | P | Right Turn @ SR 91 NB On Ramp | |
| 14 | 21.840 | 7.0 | OL | | | 2.3 | | 0.7 | | | 0.6 | 3.6 | LR | 11.7 | - | - | - | - | - | F | | |

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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| County: Sumter | | | | | Highway Sect. No.: 18010 | | | | | From: South of CR 521 | | | | | To: South of SR 44 | | | | | | | |
| Road No.: SR 35 | | | | | Begin MP: 19.432 | | | | | End MP: 22.328 | | | | | Length: 2.896 | | | | | | | |
| Core No. | MP | Distance from left edge of lane (ft) | Lane | Wheel Path | Pavement Layer (in.) | | | | | | | | | Base | | Crack | | | | Pavt Cond. | Comments | |
| | | | | | FC-6 | FC-12.5 | Type SP | Type S | Type I | Type II | Surf. Trtmt. | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | |
| 15 | 21.801 | 2.5 | L1 | X | | 2.2 | | 1.0 | | | | | 1.6 | 4.8 | LR | - | B | A | I | S | P | LR Pump |
| 16 | 21.682 | 2.0 | LLTL | X | | 2.7 | | 2.1 | | | | | 1.8 | 6.6 | LR | 7.9 | - | - | - | - | F | Left Turn @ SR 91 SB On Ramp |
| 17 | 21.522 | 9.5 | L1 | X | | 1.2 | 0.8 | 1.2 | 0.9 | 1.9 | | | 0.8 | 6.8 | LR | 10.0 | B | Br | I | S | P | Branch Cracking & LR Pump |
| 18 | 21.310 | 9.0 | L1 | X | | 1.3 | 1.1 | | | 1.6 | 0.6 | | | 4.6 | LR | 7.8 | B | A | III | S | P | Severe Delamination, Alligator & Longitudinal Cracking, RWP, LR Pump |
| 19 | 20.964 | 9.0 | L1 | X | 1.5 | | 1.5 | | 0.9 | 1.4 | 0.5 | | | 5.8 | LR | 8.5 | 1.6 | Br | III | S | P | Branch Cracking, RWP, LR Pump, Moved MP to Cracks |
| 19A | 20.964 | 9.0 | L1 | X | 1.4 | | 1.5 | | 0.8 | 1.5 | 0.5 | | | 5.7 | LR | 8.6 | B | A | III | S | P | RWP, LR Pump. Extra Core obtained to find full depth crack, Moved MP to Cracks |
| 20 | 20.964 | 2.0 | OL | | 1.6 | | | 1.3 | | | | | | 2.9 | LR | 8.0 | - | - | - | - | F | Moved MP to Cracks |
| 21 | 20.492 | 8.0 | L1 | | 1.5 | | 1.6 | | | 1.7 | 0.4 | | | 5.2 | LR | 7.8 | B | Br | III | S | P | Transverse Cracking, Branch Cracking, LWP, LR Pump |
| 22 | 19.924 | 8.0 | L1 | | | 2.0 | 2.5 | | | | | | | 4.5 | LR | 5.8 | B | A | II | S | P | Alligator & Branch Cracking RWP @ NE 37th Pl |
| 23 | 19.789 | 4.5 | L1 | | | 1.5 | 0.9 | | | 0.6 | 0.4 | | | 3.4 | LR | 7.6 | B | A | II | S | P | Alligator Cracking & LR Pump, RWP, LR & SG Samples Taken |
| 24 | 19.490 | 8.0 | L1 | | 1.1 | | 0.9 | | 0.6 | 1.4 | 0.4 | | | 4.4 | LR | 8.0 | B | A | II | S | P | Alligator Cracking, RWP near CR 521, Moved MP to Cracks |
| 25 | 19.490 | 2.5 | OL | | 1.4 | | | 2.0 | | | | | | 3.4 | LR | 5.1 | 2.1 | ST | II | M | P | Moved MP to Cracks |
| 26 | 22.323 | 4.0 | L2 | | | 1.5 | | | 1.2 | | | | 1.3 | 4.0 | LR | - | B | Br | III | S | P | Near entrance to Shell Gas Station |
| 27 | 22.323 | 2.0 | OL | | | 1.3 | | | | | | | 2.3 | 3.6 | LR | 10.2 | B | ST | II | S | P | |
| 28 | 22.224 | 5.0 | LRTL | | | 2.2 | | 0.7 | | | | | | 2.9 | LR | 11.4 | - | - | - | - | F | Right Turn @ SR 91 NB On Ramp |
| 29 | 21.937 | 3.5 | R2 | X | | 2.0 | | 0.5 | | | | | 0.9 | 3.4 | LR | - | 1.7 | SL | I | M | P | |

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

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| Core No. | MP | Distance from left edge of lane (ft) | Lane | Wheel Path | Pavement Layer (in.) | | | | | | | | | Base | | Crack | | | | Pavt Cond. | Comments | | |
| | | | | | FC-6 | FC-12.5 | Type SP | Type S | Type I | Type II | Surf. Trtmt. | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 30 | 22.162 | 5.0 | RRTL | | | 1.8 | | 0.5 | | | | | | 2.3 | LR | 10.3 | - | - | - | - | F | Right Turn @ Spring Lake Rd | |
| 31 | 22.324 | 7.0 | R2 | | | 1.3 | | 0.7 | 0.9 | | | | 1.9 | 4.8 | LR | 9.2 | 1.8 | ST | II | M | P | Near entrance to Pat's Treasures | |
| 32 | 22.324 | 2.5 | OR | | | 1.3 | | | 0.6 | | | | 2.2 | 4.1 | LR | 8.2 | B | ST | II | S | P | | |
| 33 | 22.326 | 2.0 | L1 | X | | 1.0 | | | 0.8 | | | | 2.5 | 4.3 | LR | 10.1 | B | A | II | S | P | Branch cracking, near entrance of Shell Gas Station | |
| 34 | 22.230 | 5.5 | LLTL | | | 2.7 | | 0.8 | | | | | | 3.5 | LR | 9.1 | - | - | - | - | F | Left Turn @ Spring Lake Rd | |
| 35 | 22.193 | 10.5 | MXO | | | 1.6 | | 0.7 | | | | | | 2.3 | LR | 11.2 | - | - | - | - | F | Median Crossover @ Spring Lake Rd, Crown: Top Value Slopes to R1, Bottom | |
| 36 | 21.877 | 14.0 | MXO | | | 1.5 | | | | | | | 1.5 | 3.0 | LR | 10.0 | 1.2 | SL | I | M | P | Median Crossover @ Clay Drain Rd, Crown: Top Value Slopes to R1, Bottom Value | |
| 37 | 21.900 | 3.0 | R1 | X | | 2.2 | | 0.8 | | | | | 1.0 | 4.0 | LR | 9.0 | - | - | - | - | F | Near Wildwood Auto -- lanes change from 2-lane to 4-lane | |
| 38 | 22.169 | 6.0 | RLTL | | | 2.2 | | | 3.3 | | | | | 5.5 | LR | 12.0 | - | - | - | - | F | Left Turn @ entrance of shopping center (across from Spring Lake Rd) | |
| 39 | 22.300 | 8.0 | R1 | | | 2.3 | | | | | | | | 2.3 | LR | - | - | - | - | - | F | | |
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