

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

|                              |                                   |  |                               |
|------------------------------|-----------------------------------|--|-------------------------------|
| <b>Project No.:</b> 242626-2 | <b>Cored By:</b> Chris Arcand-UES | <b>Date:</b> 8/20/2006                   | <b>Page No.:</b> 1 of 6       |
| <b>County:</b> Sumter        | <b>Highway Sect. No.:</b> 18130   | <b>From:</b> Hernando-Sumter County Line | <b>To:</b> SR 470 Interchange |
| <b>Road No.:</b> I 75/SR 93  | <b>Begin M.P.:</b> 0.000          | <b>End M.P.:</b> 14.475                  | <b>Length:</b> 14.475         |

| 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-2                 | Type S | ARMI | Type I | Type II | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent |            |                |                 |                          |
| 119      | 13.691 | 9                                    | L1   |            | 0.6                  | 6.3    | 0.1  | 1.8    | 0.9     | 2.3    | 12.0             | LR   | 10.25           |            |      |       |        | F          |                |                 | N28°44'53.5"W082°6'23"   |
| 120      | 12.691 | 8                                    | L1   | X          | 0.6                  | 5.0    | 0.2  | 2.2    | 0.8     | 2.2    | 11.0             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°43'54.2"W082°6'45.5" |
| 121      | 11.697 | 8.5                                  | L1   | X          | 0.7                  | 1.1    | 0.4  | 4.6    | 1.0     | 2.1    | 9.9              | LR   | 10.5            |            |      |       |        | F          |                |                 | N28°43'14"W082°7'0.4"    |
| 122      | 10.798 | 9                                    | L1   |            | 0.5                  | 4.7    | 0.2  | 2.0    | 0.9     | 1.9    | 10.2             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°42'29"W082°7'18"     |
| 123      | 9.744  | 9.5                                  | L1   |            | 0.7                  | 5.3    | 0.1  | 1.7    | 1.0     | 1.7    | 10.5             | LR   | 11.75           |            |      |       |        | F          |                |                 | N28°41'41.1"W082°7'43.2" |
| 124      | 8.900  | 9                                    | L1   |            | 0.6                  | 5.5    | 0.2  | 1.8    | 0.8     | 2.0    | 10.9             | LR   | 11.25           |            |      |       |        | F          |                |                 | N28°40'58.5"W082°8'5.5"  |
| 125      | 8.002  | 8.5                                  | L1   | X          | 0.9                  | 5.0    | 0.1  | 1.8    | 0.9     | 2.3    | 11.0             | LR   | 10.25           |            |      |       |        | F          |                |                 | N28°40'15.8"W082°8'28.7" |
| 126      | 7.000  | 9                                    | L1   |            | 0.4                  | 5.6    | 0.1  | 2.0    | 0.9     | 2.1    | 11.1             | LR   | 10.5            |            |      |       |        | F          |                |                 | N28°39'30.9"W082°8'59.5" |
| 127      | 6.200  | 9                                    | L1   |            | 0.5                  | 5.3    | 0.2  | 1.9    | 0.8     | 2.0    | 10.7             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°38'54.9"W082°9'24.1" |
| 128      | 5.299  | 9.5                                  | L1   |            | 0.8                  | 5.4    | 0.2  | 1.5    | 0.7     | 2.5    | 11.1             | LR   | 11.5            |            |      |       |        | F          |                |                 | N28°38'14.3"W082°9'51.8" |
| 129      | 4.396  | 8                                    | L1   | X          | 0.6                  | 6.6    | 0.2  | 1.4    | 0.7     | 2.3    | 11.8             | LR   | 11              |            |      |       |        | F          |                |                 | N28°37'39.4"W082°10'28"  |
| 130      | 3.702  | 9                                    | L1   |            | 0.5                  | 7.0    | 0.2  | 2.2    | 0.9     | 1.9    | 12.7             | LR   | 10              |            |      |       |        | F          |                |                 | N28°37'15"W082°10'58.7"  |
| 131      | 3.317  | 7.5                                  | L1   | X          | 0.4                  | 6.0    | 0.2  | 2.2    | 0.8     | 2.0    | 11.6             | LR   | 11.25           |            |      |       |        | F          |                |                 | N28°37'1.5"W082°11'15.7" |
| 133      | 2.149  | 9                                    | L1   |            | 0.5                  | 4.3    | 0.1  | 2.3    | 0.8     | 1.9    | 9.9              | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°36'18.9"W082°12'5.7" |
| 134      | 1.286  | 10                                   | L1   |            | 0.5                  | 4.2    | 0.2  | 2.0    | 1.0     | 2.1    | 10.0             | LR   | 9               |            |      |       |        | F          |                |                 | N28°35'37.4"W082°12'26"  |
| 135      | 0.250  | 7.5                                  | L1   | X          | 0.4                  | 5.1    | 0.2  | 1.2    | 0.8     | 2.0    | 9.7              | LR   | 10.25           |            |      |       |        | F          |                |                 | N28°34'52"W082°12'59.4"  |

Remarks: A=Alligator BL=Block BR=Branch Cracking OGFC= Open-Graded FC Stress Cracks SL=Single Longitudinal Crack L=Light Cracking  
M=Moderate Cracking S=Severe Cracking G=Good F=Fair P=Poor ST=Single Transverse Crack LR=Limerock  
ABC = Asphalt Base Course SC= Soil Cement SE = Super-Elevated

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PAVEMENT EVALUATION AND CONDITION DATA SHEET**

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| <b>Project No.:</b> 242626-2 | <b>Cored By:</b> Chris Arcand-UES | <b>Date:</b> 8/20/2006                   | <b>Page No.:</b> 2 of 6       |
| <b>County:</b> Sumter        | <b>Highway Sect. No:</b> 18130    | <b>From:</b> Hernando-Sumter County Line | <b>To:</b> SR 470 Interchange |
| <b>Road No.:</b> I 75/SR 93  | <b>Begin M.P.:</b> 0.000          | <b>End M.P.:</b> 14.475                  | <b>Length:</b> 14.475         |

| 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-2                 | Type S | ARMI | Type I | Type II | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent |            |                |                 |                           |
| 84       | 13.700 | 7                                    | L2   | X          | 0.2                  | 3.3    | 0.1  | 5.7    |         | 1.5    | 10.8             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°45'12.9"W082°5'55.7"  |
| 86       | 12.704 | 7                                    | L2   | X          | 0.7                  | 4.1    | 0.1  | 1.9    | 1.0     | 2.0    | 9.8              | LR   | 11              |            |      |       |        | F          |                |                 | N28°44'3.8"W082°6'42"     |
| 87       | 11.700 | 8                                    | L2   | X          | 0.7                  | 5.3    | 0.2  |        | 1.0     | 2.2    | 9.4              | LR   | 10.5            |            |      |       |        | F          |                |                 | N28°43'13.6"W082°7'0.7"   |
| 89       | 10.803 | 6.5                                  | L2   |            | 0.6                  | 4.1    | 0.2  | 1.7    | 0.7     | 2.2    | 9.5              | LR   | 11.25           |            |      |       |        | F          |                |                 | N28°42'29"W082°7'18.1"    |
| 90       | 9.800  | 8                                    | L2   | X          | 0.4                  | 4.9    | 0.2  | 1.8    | 0.8     | 1.8    | 9.9              | LR   | 11.75           |            |      |       |        | F          |                |                 | N28°41'41.2"W082°7'43.3"  |
| 92       | 8.888  | 8                                    | L2   | X          | 0.7                  | 6.0    | 0.1  | 1.7    |         | 2.2    | 10.7             | LR   | 11              |            |      |       |        | F          |                |                 | N28°40'57.7"W082°8'6.2"   |
| 93       | 7.997  | 6.5                                  | L2   |            | 0.6                  | 4.9    | 0.2  | 1.8    | 0.9     | 2.1    | 10.5             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°40'15.4"W082°8'29.1"  |
| 96       | 7.006  | 8                                    | L2   | X          | 0.4                  | 5.4    | 0.2  | 1.2    |         | 2.4    | 9.6              | LR   | 10.25           |            |      |       |        | F          |                |                 | N28°39'30.8"W082°8'59.6"  |
| 97       | 6.197  | 7.5                                  | L2   | X          | 0.5                  | 6.0    | 0.1  | 1.7    |         | 1.8    | 10.1             | LR   | 11              |            |      |       |        | F          |                |                 | N28°38'54.3"W082°9'24.6"  |
| 98       | 5.305  | 7                                    | L2   |            | 0.5                  | 4.0    | 0.1  | 1.9    | 0.9     | 1.8    | 9.2              | LR   | 11.5            | .25        | SL   | 1     | L      | F          |                |                 | N28°38'14.5"W082°9'52.1"  |
| 100      | 4.398  | 8                                    | L2   | X          | 0.5                  | 4.8    | 0.2  | 2.4    |         | 3.8    | 11.7             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°37'39"W082°10'28.5"   |
| 102      | 3.648  | 8.5                                  | L2   | X          | 0.5                  | 3.9    | 0.1  | 3.2    | 0.9     | 2.3    | 10.9             | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°37'14.8"W082°10'59.3" |
| 104      | 2.194  | 8                                    | L2   | X          | 0.5                  | 6.0    | 0.2  |        | 0.8     | 2.2    | 9.7              | LR   | 10.25           |            |      |       |        | F          |                |                 | N28°36'20.8"W082°12'4.6"  |
| 106      | 1.151  | 7                                    | L2   |            | 0.5                  | 3.3    | 0.2  |        |         | 2.3    | 6.3              | LR   | 9.75            |            |      |       |        | F          |                |                 | N28°35'30.6"W082°12'29.3" |
| 109      | 0.236  | 7.5                                  | L2   | X          | 0.2                  | 3.4    | 0.1  | 1.0    |         | 2.8    | 7.5              | LR   | 10.25           |            |      |       |        | F          |                |                 | N28°34'51.2"W082°13'0.3"  |
| 132      | 3.256  | 8.5                                  | L2   | X          | 0.6                  | 5.3    | 0.2  |        | 0.8     | 2.8    | 9.7              | LR   | 11              |            |      |       |        | F          |                |                 | N28°36'59.4"W082°11'18.5" |

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| <b>County:</b> Sumter        | <b>Highway Sect. No:</b> 18130    | <b>From:</b> Hernando-Sumter County Line | <b>To:</b> SR 470 Interchange |
| <b>Road No.:</b> I 75/SR 93  | <b>Begin M.P.:</b> 0.000          | <b>End M.P.:</b> 14.475                  | <b>Length:</b> 14.475         |

| 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-2                 | Type S | ARMI | Type I | Type II | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent |            |                |                 |                           |
| 85       | 13.297 | 4                                    | OL   |            | 0.2                  | 1.2    |      | 4.4    |         | 0.9    | 6.7              | LR   | 7.5             |            |      |       |        | F          |                |                 | N28°44'32.9"W082°6'31.1"  |
| 88       | 11.305 | 5                                    | OL   |            | 0.3                  | 1.5    |      | 4.0    |         | 0.8    | 6.6              | LR   | 8               |            |      |       |        | F          |                |                 | N28°42'53.8"W082°7'8.2"   |
| 91       | 9.299  | 3.5                                  | OL   |            |                      | 1.5    |      | 4.4    |         | 1.0    | 6.9              | LR   | 8.75            |            |      |       |        | F          |                |                 | N28°41'17.1"W082°7'56"    |
| 95       | 7.298  | 3                                    | OL   |            |                      | 0.8    |      | 4.2    |         | 1.4    | 6.4              | LR   | 8.5             |            |      |       |        | F          |                |                 | N28°39'44"W082°8'50.8"    |
| 99       | 5.298  | 4                                    | OL   |            | 0.8                  |        |      | 4.5    |         | 1.0    | 6.3              | LR   | 8.25            |            |      |       |        | F          |                |                 | N28°38'14.1"W082°9'52.4"  |
| 103      | 3.304  | 3.5                                  | OL   |            |                      | 1.3    |      | 3.2    |         | 1.0    | 5.5              | LR   | 7               |            |      |       |        | F          |                |                 | N28°37'14.7"W082°10'59.2" |
| 107      | 1.140  | 3                                    | OL   |            |                      | 3.1    |      |        |         | 1.1    | 4.2              | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°35'29.9"W082°12'29.7" |
| 4        | 1.286  | 4                                    | OR   |            |                      | 5.0    |      | 2.8    |         | 0.6    | 8.4              | LR   | 9               |            |      |       |        | F          |                |                 | N28°36'13.1"W082°12'7.8"  |
| 8        | 3.403  | 4                                    | OR   |            | 0.1                  | 1.8    |      | 4.2    |         | 0.8    | 6.9              | LR   | 8.5             |            |      |       |        | F          |                |                 | N28°37'12"W082°11'0.7"    |
| 12       | 5.511  | 5.5                                  | OR   |            | 0.2                  | 1.8    |      | 4.3    |         | 1.1    | 7.4              | LR   | 6.5             |            |      |       |        | F          |                |                 | N28°38'39.2"W082°9'33.5"  |
| 17       | 7.355  | 4                                    | OR   |            |                      | 3.4    |      | 1.8    |         | 1.3    | 6.5              | LR   | 10              |            |      |       |        | F          |                |                 | N28°40'2.6"W082°8'36.5"   |
| 21       | 9.305  | 4.5                                  | OR   |            | 0.1                  | 1.0    |      | 4.0    |         | 1.0    | 6.1              | LR   | 8               |            |      |       |        | F          |                |                 | N28°41'35.8"W082°7'45.1"  |
| 24       | 11.304 | 5                                    | OR   |            |                      | 1.0    |      | 6.2    |         | 0.3    | 7.5              | LR   | 7.5             |            |      |       |        | F          |                |                 | N28°43'10.7"W082°7'0.6"   |
| 27       | 13.303 | 4                                    | OR   |            | 0.3                  | 0.9    |      | 5.4    |         | 0.9    | 7.5              | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°44'48.5"W082°6'24"    |
| 30       | 0.200  | 10                                   | R1   |            | 0.5                  | 4.8    | 0.2  | 2.0    |         | 2.9    | 10.4             | LR   | 9.75            |            |      |       |        | F          |                |                 | N28°34'56.7"W082°12'53.8" |
| 31       | 1.316  | 8.5                                  | R1   | X          | 0.5                  | 5.8    | 0.4  | 1.9    |         | 2.2    | 10.8             | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°35'47"W082°12'20.7"   |

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| <b>County:</b> Sumter        | <b>Highway Sect. No:</b> 18130    | <b>From:</b> Hernando-Sumter County Line | <b>To:</b> SR 470 Interchange |
| <b>Road No.:</b> I 75/SR 93  | <b>Begin M.P.:</b> 0.000          | <b>End M.P.:</b> 14.475                  | <b>Length:</b> 14.475         |

| 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-2                 | Type S | ARMI | Type I | Type II | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent |            |                |                 |   |
| 32       | 2.205  | 11                                   | R1   |            | 0.5                  | 4.4    | 0.1  | 3.0    |         | 2.5    | 10.5             | LR   | 13.5            |            |      |       |        | F          |                |                 | N28°36'27.6"W082°11'55.6"                               |
| 33       | 3.305  | 8.5                                  | R1   | X          | 0.4                  | 4.1    | 0.2  | 4.2    |         | 2.3    | 11.2             | LR   | 12.5            |            |      |       |        | F          |                |                 | N28°37'6.9"W082°11'7.6"                                 |
| 34       | 4.131  | 6.5                                  | R1   |            |                      |        |      |        |         |        | 4.0              | N/A  |                 |            |      |       |        | F          |                |                 | N28°37'35.7"W082°10'31.4"<br>(Bridge Approach, no core) |
| 35       | 4.403  | 8.5                                  | R1   | X          | 0.4                  | 5.9    | 0.1  | 2.8    |         | 2.3    | 11.5             | LR   | 12.75           |            |      |       |        | F          |                |                 | N28°38'1.4"W082°10'1.5"                                 |
| 36       | 5.419  | 8.5                                  | R1   | X          | 0.4                  | 6.4    | 0.2  | 2.9    |         | 2.2    | 12.1             | LR   | 12.25           |            |      |       |        | F          |                |                 | N28°38'34"W082°9'37.4"                                  |
| 37       | 5.950  | 8                                    | R1   | X          | 0.7                  | 7.1    | 0.2  | 1.9    |         | 2.0    | 11.9             | LR   | 11.75           |            |      |       |        | F          |                |                 | N28°38'59.1"W082°9'20.2"                                |
| 38       | 6.262  | 8                                    | R1   | X          | 0.5                  | 6.0    | 0.2  | 2.9    |         | 2.1    | 11.7             | LR   | 12              |            |      |       |        | F          |                |                 | N28°39'13.1"W082°9'10.6"                                |
| 39       | 6.648  | 10                                   | R1   |            | 0.6                  | 3.3    | 0.1  | 5.0    |         | 2.1    | 11.1             | LR   | 12              |            |      |       |        | F          |                |                 | N28°39'30.7"W082°8'58.5"                                |
| 40       | 7.250  | 8.5                                  | R1   | X          | 0.5                  | 3.4    | 0.2  | 5.5    |         | 2.0    | 11.6             | LR   | 12              |            |      |       |        | F          |                |                 | N28°39'57.8"W082°8'39.9"                                |
| 41       | 8.255  | 10                                   | R1   |            | 0.5                  | 6.2    | 0.2  | 2.8    |         | 2.0    | 11.7             | LR   | 11.25           |            |      |       |        | F          |                |                 | N28°40'44.5"W082°8'12..0"                               |
| 42       | 8.905  | 8                                    | R1   | X          | 0.4                  | 6.3    | 0.1  | 1.2    |         | 2.7    | 10.7             | LR   | 11.75           |            |      |       |        | F          |                |                 | N28°40'27.1"W082°7'49.7"                                |
| 43       | 9.809  | 9                                    | R1   |            | 0.4                  | 3.4    | 0.2  |        |         | 3.5    | 7.5              | LR   | 11              |            |      |       |        | F          |                |                 | N28°45'14.2"W082°5'57.9"                                |
| 44       | 11.087 | 9                                    | R1   |            | 0.3                  | 5.8    | 0.2  | 1.9    |         | 2.0    | 10.2             | LR   | 11.5            |            |      |       |        | F          |                |                 | N28°43'0.3"W082°7'4.9"                                  |
| 45       | 11.980 | 9                                    | R1   |            | 0.3                  | 4.8    | 0.2  | 3.0    |         | 2.0    | 10.3             | LR   | 11.75           |            |      |       |        | F          |                |                 | N28°43'44.7"W082°6'48.2"                                |
| 46       | 13.000 | 9.5                                  | R1   |            | 0.4                  | 5.6    | 0.2  | 2.9    |         | 2.0    | 11.1             | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°44'35.4"W082°6'29"                                  |
| 47       | 13.970 | 8.5                                  | R1   | X          | 0.6                  | 3.4    | 0.3  |        |         | 3.7    | 8.0              | LR   | 11.5            |            |      |       |        | F          |                |                 | N28°45'19.8"W082°6'1.4"                                 |

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ABC = Asphalt Base Course SC= Soil Cement SE = Super-Elevated

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

|                              |                                   |  |                               |
|------------------------------|-----------------------------------|--|-------------------------------|
| <b>Project No.:</b> 242626-2 | <b>Cored By:</b> Chris Arcand-UES | <b>Date:</b> 8/20/2006                   | <b>Page No.:</b> 5 of 6       |
| <b>County:</b> Sumter        | <b>Highway Sect. No.:</b> 18130   | <b>From:</b> Hernando-Sumter County Line | <b>To:</b> SR 470 Interchange |
| <b>Road No.:</b> I 75/SR 93  | <b>Begin M.P.:</b> 0.000          | <b>End M.P.:</b> 14.475                  | <b>Length:</b> 14.475         |

| 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-2                 | Type S | ARMI | Type I | Type II | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent |            |                |                 |  |
| 1        | 0.211  | 8                                    | R2   | X          | 0.4                  | 4.8    |      | 2.8    |         | 2.2    | 10.2             | LR   | 10.5            |            |      |       |        | F          |                |                 | N28°35'0.6"W082°12'50.5"                         |
| 3        | 1.286  | 6.5                                  | R2   |            | 0.4                  | 7.8    |      |        |         | 2.1    | 10.3             | LR   | 11              |            |      |       |        | F          |                |                 | N28°35'45.7"W082°12'21.1"                        |
| 6        | 2.183  | 5.5                                  | R2   |            | 0.5                  | 5.1    | 0.2  | 2.8    |         | 2.1    | 10.7             | LR   | 10              |            |      |       |        | F          |                |                 | N28°37'10.1"W082°11'3.4"                         |
| 7        | 3.401  | 8                                    | R2   |            | 0.4                  | 4.2    | 0.3  |        | 1.7     | 2.6    | 9.2              | LR   | 12              |            |      |       |        | F          |                |                 | N28°37'12"W082°11'0.7"                           |
| 9        | 4.100  | 5                                    | R2   |            |                      |        |      |        |         |        | 9.8              | N/A  | N/A             |            |      |       |        | F          |                |                 | N28°37'9.9"W082°11'3.2"<br>(Bridge App; No Core) |
| 10       | 4.640  | 6                                    | R2   |            | 0.4                  | 4.9    | 0.1  | 2.4    |         | 2.0    | 9.8              | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°37'9.9"W082°11'3.2"                          |
| 11       | 5.325  | 3.5                                  | R2   | X          | 0.5                  | 4.8    | 0.1  | 2.8    |         | 2.2    | 10.4             | LR   | 11              |            |      |       |        | F          |                |                 | N28°38'30.7"W082°9'39.3"                         |
| 13       | 5.707  | 8.5                                  | R2   | X          | 0.5                  | 3.7    | 0.1  | 4.3    |         | 2.0    | 10.6             | LR   | 11.5            | 0.5        | A    | I     | M      | F          |                |                 | N28°38'48.2"W082°9'27.4"                         |
| 14       | 6.198  | 9.5                                  | R2   | X          | 0.4                  | 3.5    | 0.1  | 4.3    |         | 2.0    | 10.3             | LR   | 10              | 0.5        | A    | I     | M      | F          |                |                 | N28°39'10"W082°9'12.4"                           |
| 15       | 6.583  | 8                                    | R2   | X          | 0.4                  | 9.0    | 0.1  |        |         |        | 9.5              | LR   | 10              |            |      |       |        | F          |                |                 | N28°39'27.9"W082°9'0.3"                          |
| 16       | 7.150  | 8                                    | R2   | X          | 0.8                  | 3.1    | 0.2  | 4.0    |         | 2.0    | 10.1             | LR   | 10.5            |            |      |       |        | F          |                |                 | N28°39'53.4"W082°8'42.8"                         |
| 19       | 8.050  | 6                                    | R2   |            | 0.7                  | 4.5    | 0.2  | 2.6    |         | 2.2    | 10.2             | LR   | 9.75            |            |      |       |        | F          |                |                 | N28°40'34.5"W082°8'17.1"                         |
| 20       | 8.900  | 6                                    | R2   |            | 0.5                  | 3.9    | 0.1  | 3.5    |         | 1.9    | 9.9              | LR   | 11              |            |      |       |        | F          |                |                 | N28°40'34.9"W082°8'17"                           |
| 22       | 9.808  | 2.5                                  | R2   | X          | 0.5                  | 3.6    | 0.1  | 3.9    |         | 2.1    | 10.2             | LR   | 10              |            |      |       |        | F          |                |                 | N28°41'58.6"W082°7'33.1"                         |
| 23       | 10.799 | 7                                    | R2   |            | 0.6                  | 3.8    | 0.1  | 4.5    |         | 2.0    | 11.0             | LR   | 10              |            |      |       |        | F          |                |                 | N28°42'46.2"W082°7'4.9"                          |
| 25       | 11.693 | 6                                    | R2   |            | 0.5                  | 3.9    | 0.1  | 3.1    |         | 2.0    | 9.6              | LR   | 10.75           |            |      |       |        | F          |                |                 | N28°43'29.6"W082°6'53.6"                         |

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**PAVEMENT EVALUATION AND CONDITION DATA SHEET**

|                              |                                   |  |                               |
|------------------------------|-----------------------------------|--|-------------------------------|
| <b>Project No.:</b> 242626-2 | <b>Cored By:</b> Chris Arcand-UES | <b>Date:</b> 8/20/2006                   | <b>Page No.:</b> 6 of 6       |
| <b>County:</b> Sumter        | <b>Highway Sect. No:</b> 18130    | <b>From:</b> Hernando-Sumter County Line | <b>To:</b> SR 470 Interchange |
| <b>Road No.:</b> I 75/SR 93  | <b>Begin M.P.:</b> 0.000          | <b>End M.P.:</b> 14.475                  | <b>Length:</b> 14.475         |

| 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-2                 | Type S | ARMI | Type I | Type II | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent |            |                |                 |                           |  |
| 26       | 12.702 | 3.5                                  | R2   | X          | 0.7                  | 3.5    | 0.2  | 2.1    |         | 1.9    | 8.4              | LR   | 10.5            |            |      |       |        | F          |                |                 | N28°44'18.8"W082°6'35.2"  |  |
| 28       | 13.699 | 4.5                                  | R2   |            | 0.7                  | 3.4    | 0.1  | 3.6    |         | 2.0    | 9.8              | LR   | 9.25            |            |      |       |        | F          |                |                 | N28°45'6"W082°6'13"       |  |
| 2        | 0.620  | 7                                    | Ramp |            | 0.5                  | 7.1    |      |        | 0.2     | 2.2    | 10.0             | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°35'14.4"W082°12'37.4" |  |
| 5        | 1.858  | 4.5                                  | Ramp | X          | 0.5                  | 5.0    |      | 3.4    | 0.8     |        | 9.7              | LR   | 11              |            |      |       |        | F          |                |                 | N28°36'26.4"W082°11'56.4" |  |
| 18       | 7.725  | 10                                   | Ramp |            | 1.0                  | 6.4    |      | 2.8    |         | 2.1    | 12.3             | LR   | 12              |            |      |       |        | F          |                |                 | N28°40'19.5"W082°8'24.9"  |  |
| 29       | 14.258 | 10                                   | Ramp |            | 2.2                  | 1.2    |      |        |         | 0.8    | 4.2              | LR   | 11.75           |            |      |       |        | F          |                |                 | N28°45'28.1"W082°5'54.1"  |  |
| 94       | 7.593  | 7                                    | Ramp |            | 0.8                  | 9.0    |      |        |         |        | 9.8              | ABC  | 10              |            |      |       |        | F          |                |                 | N28°39'57.3"W082°8'41.7"  |  |
| 101      | 13.975 | 8                                    | Ramp | X          | 0.5                  | 4.1    |      | 6.2    | 10.4    |        | 21.2             | ABC  | 10              |            |      |       |        | F          |                |                 | N28°45'5.7"W082°6'15"     |  |
| 105      | 1.665  | 9.5                                  | Ramp |            | 0.9                  | 6.2    |      | 3.3    | 0.5     |        | 10.9             | LR   | 9.5             |            |      |       |        | F          |                |                 | N28°35'55.5"W082°12'18"   |  |
| 108      | 0.508  | 8                                    | Ramp | X          | 0.6                  | 3.5    |      | 4.7    |         |        | 8.8              | LR   | 9.25            |            |      |       |        | F          |                |                 | N28°35'2.3"W082°12'50.4"  |  |
|          |        |                                      |      |            |                      |        |      |        |         |        |                  |      |                 |            |      |       |        |            |                |                 |                           |  |
|          |        |                                      |      |            |                      |        |      |        |         |        |                  |      |                 |            |      |       |        |            |                |                 |                           |  |
|          |        |                                      |      |            |                      |        |      |        |         |        |                  |      |                 |            |      |       |        |            |                |                 |                           |  |
|          |        |                                      |      |            |                      |        |      |        |         |        |                  |      |                 |            |      |       |        |            |                |                 |                           |  |
|          |        |                                      |      |            |                      |        |      |        |         |        |                  |      |                 |            |      |       |        |            |                |                 |                           |  |
|          |        |                                      |      |            |                      |        |      |        |         |        |                  |      |                 |            |      |       |        |            |                |                 |                           |  |

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