

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

Project No.:		FPN 433651-1		Cored By:		Elipsis Engineering and Consulting		Date:		July 14, 2014		Page No.:		MASTER							
County:		Marion		Highway Sect.:		N/A		From:		SW 20th Ave		To:		CR 475A							
Road No.:		CR 484 / I-75 Ramps @ CR 484		Begin MP:		N/A		End MP:		N/A		Length:		N/A							
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	FC-5	Type SP	Type S			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
1	400' FROM GORE	12.000	Ramp	X	1.9		2.4	2.0			6.3	LR	10.9	B	Br	I	M	F			Ramp 6, I-75 NB to CR 484 EB/WB
2	400' FROM GORE	2.000	Shoulder		1.0		2.0				3.0	LR	7.0					F			Ramp 6, I-75 NB to CR 484 EB/WB
3	642' FROM GORE	19.000	Ramp	X	1.6		1.6				3.2	ABC	8.4					F			Ramp 6, I-75 NB to CR 484 EB/WB Widening
4	642' FROM GORE	3.000	Shoulder		0.4		1.9				2.3	ABC	3.8					F			Ramp 6, I-75 NB to CR 484 EB/WB
5	9.355	9.000	R2	X	1.1		1.4				2.5	ABC	9.5					F			
6	9.355	2.000	OR		1.8		1.1				2.9	ABC	9.7					F			
7	9.354	9.000	L2	X	1.9		1.7				3.6	ABC	7.8	1.8	SL	II	M	F			
8	9.354	2.500	OL		1.8		2.1				3.9	ABC	8.3					F			
9	9.175	2.000	L2	X	1.3		1.6				2.9	ABC	7.4	2.2	ST	I	L	F			Moved MP because of a Loop and Trailer was in intersection
10	9.030	9.000	L2	X	1.5		1.1				2.6	ABC	10.2					F			
11	9.030	2.000	OL		1.5		1.1				2.6	ABC	10.9					F			
12	9.054	2.000	R2	X	1.8		1.8				3.6	ABC	7.7					F			
13	9.054	2.000	OR		1.9		1.7				3.6	ABC	9.8	3.0	SL	II	S	F			
14	9.156	8.000	R2	X	2.1		1.9				4.0	ABC	8.2					F			
15	9.479	3.000	L1	X	1.5		1.4				2.9	ABC	9.0					F			
16	9.352	8.000	LLTL		1.3		1.5				2.8	ABC	8.4					F			To Sleep Inn
17	9.174	2.000	L1	X	1.7		1.4				3.1	ABC	7.0					F			Moved MP because of a Loop and Trailer was in intersection
18	9.033	9.000	LLTL	X	1.5		2.4				3.9	ABC	7.3					F			Severe IWP Rutting; To Pilot Gas Station
19	9.079	1.500	RLTL		1.6		4.6	5.1			11.3	LR	7.7					F			To NB I-75 (Ramp 8)

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20	9.154	2.000	R1	X	1.4		2.6				3.0	ABC	7.7					F			
21	9.379	9.000	RLTL	X	1.1		2.5				3.6	ABC	8.8					F			To NB CR 475A
22	9.479	9.000	R1	X		1.1	4.9				6.0	ABC	6.4					F			Core broke during extraction
23	300' FROM GORE	17.500	Ramp	X	1.3		2.7				4.0	ABC	7.0					F			Ramp 8, CR 484 WB to I-75 NB Widening
24	300' FROM GORE	2.000	Shoulder				1.3				1.3	ABC	7.5					F			Ramp 8, CR 484 WB to I-75 NB
25	1000' FROM GORE	11.000	Ramp	X	1.5		6.5				8.0	LR	10.0	2.0	SL	I	S	F			Ramp 8, CR 484 WB to I-75 NB
26	1000' FROM GORE	2.500	Shoulder		1.8		3.5				5.3	LR	7.7					F			Ramp 8, CR 484 WB to I-75 NB
27	320' FROM GORE	12.000	Ramp	X	1.8		2.3	2.0			6.1	LR	11.9	4.3	ST	I	L	F			Ramp 7, I-75 SB to CR 484 EB/WB ; Moved Core back to Accommodate Cores
28	320' FROM GORE	2.000	Shoulder		1.6		1.9				3.5	LR	7.0					F			Ramp 7, I-75 SB to CR 484 EB/WB ; Moved Core back to Accommodate Cores
29	580' FROM GORE	22.000	Ramp	X	1.3		2.6				3.9	ABC	6.0					F			Ramp 7, I-75 SB to CR 484 EB/WB Widening
30	580' FROM GORE	5.000	Shoulder		1.3		2.0				3.3	ABC	3.0					F			Ramp 7, I-75 SB to CR 484 EB/WB
31	300' FROM GORE	16.000	Ramp	X	1.6		1.6				3.2	ABC	7.8					F			Ramp 9, CR 484 RB to I-75 SB Widening
32	300' FROM GORE	2.500	Shoulder		1.3		2.1				3.4	ABC	4.7					F			Ramp 9, CR 484 RB to I-75 SB
33	800' FROM GORE	13.0	Ramp	X	1.7		3.0	1.9			6.6	LR	12.4	B	ST	I	M	F			Ramp 9, CR 484 RB to I-75 SB ; Core broke during Extraction
34	800' FROM GORE	2.0	Shoulder		1.7		2.2				3.9	LR	8.6					F			Ramp 9, CR 484 RB to I-75 SB