

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

| | | | |
|---------------------------------|---|-------------------------------|-------------------------|
| Project No.: 437339-1 | Cored By: Elipsis Engineering and Consulting | Date: 2/15-2/17/17 | Page No.: 1 of 7 |
| County: Marion | Highway Sect. No: 36070 | From: Levy County Line | To: CR 326 |
| Road No.: SR 500 (US 27) | Begin MP: 0.000 | End MP: 6.683 | Length: 6.683 |

| 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 | Type S/SP | Type II | Type III | Surface Treatment | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | |
| 1 | 0.161 | 2.0 | R2 | X | 0.6 | 3.8 | | | | | 4.4 | LR | 9.1 | 2.8 | SL | II | S | P | | | Take core on Inside Wheelpath, Moved MP to align with OR EXT |
| 2 | 0.161 | 3.0 | OR | | 0.3 | 4.8 | | | | | 5.1 | LR | 7.9 | 1.4 | SL | I | M | P | | | Moved MP to align with OR EXT |
| 3 | 0.161 | 14.0 | OR EXT | | | 3.6 | | | | | 3.6 | LR | 5.4 | — | — | — | — | P | | | Informational Core, Moved MP to OR EXT |
| 4 | 0.966 | 8.5 | R2 | X | 0.6 | 2.9 | | | | | 3.5 | LR | — | B | A | I | S | P | | | LR Pumping, Crack propogating from bottom of core |
| 5 | 1.083 | 1.5 | R2 | | 0.7 | 3.0 | | | | | 3.7 | LR | 8.3 | B | A | II | S | P | | | Take core on Inside Wheelpath, Alligator Cracking LR Pumping in OWP |
| 6 | 1.276 | 9.0 | R2 | X | 0.7 | 3.0 | | | | | 3.7 | LR | — | 1.7 | SL | I | S | P | | | |
| 7 | 1.276 | 3.0 | OR | | 0.7 | 2.0 | | | | | 2.7 | LR | 5.6 | — | — | — | — | F | | | |
| 8 | 1.527 | 9.5 | RRTL | X | 0.7 | 4.5 | | | | | 5.2 | LR | 9.3 | 2.6 | ST | III | M | P | | | To unsigned right turn lane at MP 1.590 |
| 9 | 1.527 | 3.0 | OR | | 1.1 | 4.2 | | | | | 5.3 | LR | 9.8 | — | — | — | — | P | | | |
| 10 | 1.540 | 2.5 | R2 | X | 0.6 | 2.6 | | | | | 3.2 | LR | 9.8 | B | A | II | S | P | | | Take core on Inside Wheelpath, Alligator Cracking |
| 11 | 1.625 | 2.5 | OR | | 0.9 | 3.3 | | | | | 4.2 | LR | 4.1 | — | — | — | — | F | | | Targeted Core |
| 12 | 2.130 | 2.0 | R2 | X | 0.6 | 3.1 | | | | | 3.7 | LR | 10.3 | 2.4 | Br | II | S | P | | | |
| 13 | 2.130 | 2.0 | OR | | 0.7 | 2.5 | | | | | 3.2 | LR | 4.8 | — | — | — | — | F | | | |
| 14 | 2.726 | 2.0 | R2 | X | 2.2 | 4.2 | | | | | 6.4 | LR | 20.6 | 1.6 | SL | II | S | P | | | Targeted Core |
| 15 | 3.161 | 9.0 | R2 | X | 0.7 | 3.4 | | | | | 4.1 | LR | 11.7 | — | — | — | — | P | | | Take core on Outside Wheelpath, Flushing in OWP |
| 16 | 3.161 | 3.0 | OR | | 1.0 | 2.5 | | | | | 3.5 | LR | 5.8 | — | — | — | — | 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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| | | | |
|---------------------------------|---|-------------------------------|-------------------------|
| Project No.: 437339-1 | Cored By: Elipsis Engineering and Consulting | Date: 2/15-2/17/17 | Page No.: 2 of 7 |
| County: Marion | Highway Sect. No.: 36070 | From: Levy County Line | To: CR 326 |
| Road No.: SR 500 (US 27) | Begin MP: 0.000 | End MP: 6.683 | Length: 6.683 |

| 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 | Type S/SP | Type II | Type III | Surface Treatment | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | |
| 17 | 3.555 | 9.0 | R2 | X | 0.7 | 2.9 | | | | | 3.6 | LR | 10.9 | 2.7 | A | I | S | P | | | Take core on Inside Wheelpath, Alligator Cracking |
| 18 | 4.143 | 2.5 | R2 | X | 1.0 | 3.5 | | | | | 4.5 | LR | 10.5 | 2.9 | SL | I | M | P | | | Take core on Inside Wheelpath |
| 19 | 4.143 | 2.0 | OR | | 0.9 | 2.7 | | | | | 3.6 | LR | 7.4 | — | — | — | — | F | | | |
| 20 | 4.799 | 2.0 | R2 | X | 0.7 | 2.8 | | | | | 3.5 | LR | — | B | Br | II | S | P | | | Take core on Inside Wheelpath |
| 21 | 5.323 | 9.0 | R2 | X | 0.6 | 4.3 | | | | | 4.9 | LR | 10.6 | 1.4 | SL | I | S | P | | | Take core on Outside Wheelpath |
| 22 | 5.549 | 2.0 | R2 | X | 1.1 | 2.6 | 1.5 | 1.1 | 0.3 | | 6.6 | LR | — | 3.6 | SL | II | S | P | | | Take core on Inside Wheelpath |
| 23 | 5.549 | 3.0 | OR | | 1.0 | 2.9 | | | | | 3.9 | LR | 7.1 | — | — | — | — | F | | | |
| 24 | 5.710 | 3.5 | R2 | X | 1.0 | 2.4 | 0.8 | 1.0 | 0.6 | | 5.8 | LR | 8.5 | 3.3 | Br | III | S | P | | | Targeted Core |
| 25 | 6.085 | 4.0 | R2 | X | 0.6 | 3.4 | 1.1 | 1.3 | 0.4 | | 6.8 | LR | — | 1.9 | Br | II | M | P | | | |
| 26 | 6.576 | 4.5 | R2 | | 0.7 | 4.1 | | 0.5 | 0.4 | | 5.7 | LR | 15.6 | 1.9 | Br | III | S | P | | | |
| 27 | 6.576 | 3.5 | OR | | 0.5 | 2.2 | | | | | 2.7 | LR | 4.3 | — | — | — | — | F | | | |
| 28 | 6.060 | 2.5 | L2 | X | 0.8 | 3.7 | | | | | 4.5 | LR | — | B | Br | III | S | P | | | |
| 29 | 6.060 | 3.0 | OL | | 0.9 | 2.8 | | | | | 3.7 | LR | 6.8 | — | — | — | — | F | | | |
| 30 | 5.302 | 9.5 | L2 | X | 0.8 | 3.1 | | | | | 3.9 | LR | 12.1 | 2.7 | Br | III | S | P | | | Limerock Pumping Location |
| 31 | 5.302 | 2.0 | OL | | 0.8 | 1.7 | | | | | 2.5 | LR | 6.0 | — | — | — | — | F | | | |
| 32 | 4.671 | 9.0 | L2 | X | 0.5 | 3.2 | | | | | 3.7 | LR | 10.8 | 1.9 | Br | II | S | P | | | Take core on Outside Wheelpath, LR Pumping, Moved MP to LR Pumping |

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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| Project No.: 437339-1 | | | | | Cored By: Elipsis Engineering and Consulting | | | | | Date: 2/15-2/17/17 | | | | | Page No.: 3 of 7 | | | | | | |
|---------------------------------|-------|--------------------------------------|------|------------|---|-----------|---------|----------|-------------------|-------------------------------|------------------|------|-----------------|------------|-------------------------|-------|------------|----------------|-----------------|----------|--|
| County: Marion | | | | | Highway Sect. No.: 36070 | | | | | From: Levy County Line | | | | | To: CR 326 | | | | | | |
| Road No.: SR 500 (US 27) | | | | | Begin MP: 0.000 | | | | | End MP: 6.683 | | | | | Length: 6.683 | | | | | | |
| 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 | Type S/SP | Type II | Type III | Surface Treatment | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | | | | | Extent |
| 33 | 4.276 | 2.5 | L2 | X | 0.7 | 3.5 | | | | | 4.2 | LR | — | 2.9 | Br | III | S | P | | | |
| 34 | 4.276 | 3.0 | OL | | 0.6 | 1.5 | | | | | 2.1 | LR | 8.2 | — | — | — | — | F | | | |
| 35 | 3.550 | 6.5 | L2 | | 0.8 | 4.3 | | 0.7 | 0.9 | | 6.7 | LR | 5.8 | 1.8 | ST | I | L | F | | | |
| 36 | 3.151 | 2.5 | L2 | X | 0.9 | 4.1 | 0.1 | 0.9 | 0.5 | | 6.5 | LR | — | 2.8 | Br | II | S | P | | | |
| 37 | 3.151 | 2.5 | OL | | 1.2 | 1.9 | | | | | 3.1 | LR | 6.4 | — | — | — | — | F | | | |
| 38 | 2.784 | 2.5 | L2 | X | 0.6 | 4.3 | | 0.6 | 0.5 | | 6.0 | LR | 5.5 | 3.0 | Br | II | S | P | | | Take core on Inside Wheelpath |
| 39 | 2.061 | 5.0 | L2 | | 0.7 | 4.5 | | 0.7 | 0.4 | | 6.3 | LR | — | 2.1 | Br | III | S | P | | | |
| 40 | 2.061 | 3.0 | OL | | 0.9 | 4.0 | | | | | 4.9 | LR | 14.1 | — | — | — | — | F | | | |
| 41 | 1.875 | 4.5 | L2 | | 0.9 | 2.7 | | | | | 3.6 | LR | — | 2.1 | Br | II | S | P | | | |
| 42 | 1.576 | 2.5 | L2 | X | 0.7 | 3.4 | 0.3 | 0.5 | 0.9 | | 5.8 | LR | 7.0 | — | — | — | — | P | | | Take core on Inside Wheelpath |
| 43 | 1.050 | 2.5 | L2 | X | 0.7 | 3.2 | 0.7 | 0.7 | 0.5 | | 5.8 | LR | — | 4.1 | Br | III | M | P | | | |
| 44 | 1.050 | 2.5 | OL | | 0.7 | 2.2 | | | | | 2.9 | LR | 5.1 | — | — | — | — | F | | | |
| 45 | 0.846 | 9.0 | L2 | X | 0.8 | 2.7 | | | | | 3.5 | LR | 9.5 | — | — | — | — | P | | | Take Core on Flushing. Move MP if required., Branch crack in IWP |
| 46 | 0.281 | 2.5 | L2 | X | 0.7 | 3.5 | 0.8 | 0.9 | 0.6 | | 6.5 | LR | 7.5 | 2.2 | Br | II | L | P | | | |
| 47 | 0.281 | 3.0 | OL | | 1.1 | 2.0 | | | | | 3.1 | LR | 6.7 | — | — | — | — | P | | | |
| 48 | 0.100 | 3.0 | RLTL | X | 0.9 | 4.2 | | | | | 5.1 | LR | 10.9 | 3.5 | SL | II | S | P | | | To CR 316 |

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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| | | | |
|---------------------------------|---|-------------------------------|-------------------------|
| Project No.: 437339-1 | Cored By: Elipsis Engineering and Consulting | Date: 2/15-2/17/17 | Page No.: 4 of 7 |
| County: Marion | Highway Sect. No: 36070 | From: Levy County Line | To: CR 326 |
| Road No.: SR 500 (US 27) | Begin MP: 0.000 | End MP: 6.683 | Length: 6.683 |

| 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 | Type S/SP | Type II | Type III | Surface Treatment | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | | |
| 49 | 0.100 | 9.0 | R1 | X | 0.8 | 3.3 | | | | | 4.1 | LR | — | 2.5 | SL | III | S | P | | | | |
| 50 | 0.225 | 1.5 | IR | | 1.0 | 1.4 | | | | | 2.4 | LR | 6.9 | — | — | — | — | F | | | | |
| 51 | 0.694 | 8.0 | R1 | X | 0.9 | 3.0 | | | | | 3.9 | LR | 9.6 | 1.9 | Br | III | S | P | | | | |
| 52 | 1.083 | 1.5 | IR | | 0.8 | 1.6 | | | | | 2.4 | LR | 5.6 | — | — | — | — | F | | | | |
| 53 | 1.083 | 5.5 | R1 | | 0.7 | 2.7 | | | | | 3.4 | LR | — | B | ST | III | S | P | | | | |
| 54 | 1.149 | 6.5 | RLTL | | 0.8 | 2.8 | | | | | 3.6 | LR | 11.4 | B | SL | I | S | P | | | | |
| 55 | 1.700 | 1.5 | IR | | 1.3 | 2.5 | | | | | 3.8 | LR | 8.5 | — | — | — | — | F | | | | |
| 56 | 1.700 | 3.0 | R1 | X | 0.8 | 3.3 | | | | | 4.1 | LR | 15.4 | 2.1 | SL | III | S | P | | | | |
| 57 | 2.236 | 9.0 | R1 | X | 0.5 | 3.4 | | | | | 3.9 | LR | — | 2.4 | Br | III | S | P | | | | Take core on Outside Wheelpath |
| 58 | 2.625 | 7.0 | RLTL | | 0.9 | 4.1 | | | | | 5.0 | LR | 9.0 | 3.0 | SL | II | M | P | | | | |
| 59 | 2.730 | 1.5 | IR | | 1.5 | 9.5 | | | | | 11.0 | LR | — | — | — | — | — | P | | | | Limerock seen 3.0 inches down from surface of core. |
| 60 | 2.730 | 9.0 | R1 | X | 1.2 | 9.2 | | | | | 10.4 | LR | 5.6 | 2.5 | ST | III | S | P | | | | Take core on Outside Wheelpath |
| 61 | 3.175 | 4.5 | RLTL | | 0.4 | 4.2 | | | | | 4.6 | LR | 10.4 | 2.5 | ST | III | S | P | | | | Core Split During Extraction |
| 62 | 3.248 | 4.5 | R1 | | 1.0 | 3.8 | | | | | 4.8 | LR | — | 2.8 | ST | II | L | P | | | | |
| 63 | 3.708 | 1.5 | IR | | 0.7 | 1.7 | | | | | 2.4 | LR | 6.9 | — | — | — | — | F | | | | |
| 64 | 3.708 | 4.5 | R1 | | 0.4 | 3.4 | | | | | 3.8 | LR | 11.1 | 2.6 | Br | III | S | P | | | | |

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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| | | | |
|---------------------------------|---|-------------------------------|-------------------------|
| Project No.: 437339-1 | Cored By: Elipsis Engineering and Consulting | Date: 2/15-2/17/17 | Page No.: 5 of 7 |
| County: Marion | Highway Sect. No.: 36070 | From: Levy County Line | To: CR 326 |
| Road No.: SR 500 (US 27) | Begin MP: 0.000 | End MP: 6.683 | Length: 6.683 |

| 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 | Type S/SP | Type II | Type III | Surface Treatment | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 65 | 4.175 | 3.0 | RLTL | X | 0.7 | 4.1 | | | | | 4.8 | LR | 11.3 | — | — | — | — | P | | | Pavement Raveling |
| 66 | 4.175 | 3.0 | R1 | X | 0.7 | 3.5 | | | | | 4.2 | LR | — | 2.4 | SL | III | S | P | | | |
| 67 | 4.718 | 1.0 | IR | | 1.5 | 1.1 | | | | | 2.6 | LR | 8.5 | — | — | — | — | F | | | |
| 68 | 4.718 | 9.0 | R1 | X | 1.0 | 5.5 | 1.5 | 0.6 | 0.3 | | 8.9 | LR | 7.1 | 2.5 | Br | II | S | P | | | |
| 69 | 5.160 | 1.0 | IR | | 0.9 | 2.4 | | | | | 3.3 | LR | 6.7 | — | — | — | — | F | | | |
| 70 | 5.160 | 3.0 | R1 | X | 0.7 | 8.5 | 1.1 | 0.4 | 0.5 | | 11.2 | LR | — | 1.9 | Br | III | S | P | | | |
| 71 | 5.249 | 5.0 | RLTL | | 0.8 | 4.0 | | | | | 4.8 | LR | 10.2 | — | — | — | — | P | | | Pavement Raveling |
| 72 | 5.595 | 2.5 | R1 | X | 0.8 | 7.1 | 1.1 | 0.7 | 0.5 | | 10.2 | LR | — | 2.5 | Br | III | S | P | | | Targeted Core |
| 73 | 5.649 | 1.0 | IR | | 0.6 | 2.5 | | | | | 3.1 | LR | 5.9 | — | — | — | — | F | | | |
| 74 | 6.098 | 5.0 | RLTL | | 0.7 | 4.0 | | | | | 4.7 | LR | 11.6 | 2.1 | SL | I | M | P | | | |
| 75A | 6.199 | 1.5 | IR | | 0.6 | 2.7 | | | | | 3.3 | ABC | 8.0 | — | — | — | — | F | | | R1 Side = 0.7 inches LR above 8" of Asphalt Base Course |
| 75B | 6.199 | 1.5 | IR | | 0.6 | 2.7 | | | | | 3.3 | LR | 5.5 | — | — | — | — | F | | | Median Side = 5.5" of LR above 1.7" of Asphalt |
| 76 | 6.199 | 8.5 | R1 | X | 0.6 | 5.1 | 1.0 | 0.8 | 0.5 | | 8.0 | LR | 7.0 | 2.1 | Br | II | S | P | | | |
| 77 | 6.528 | 8.5 | R1 | X | 0.6 | 6.9 | 0.1 | 0.7 | 0.8 | | 9.1 | LR | — | 2.0 | Br | III | S | P | | | |
| 78 | 6.575 | 2.5 | L1 | X | 0.6 | 3.1 | | | | | 3.7 | LR | 11.6 | 2.2 | SL | III | S | P | | | |
| 79 | 6.225 | 5.5 | LLTL | | 0.5 | 4.4 | | | | | 4.9 | LR | 9.1 | — | — | — | — | F | | | To Unsigned |

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; BI= 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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| | | | |
|---------------------------------|---|-------------------------------|-------------------------|
| Project No.: 437339-1 | Cored By: Elipsis Engineering and Consulting | Date: 2/15-2/17/17 | Page No.: 6 of 7 |
| County: Marion | Highway Sect. No.: 36070 | From: Levy County Line | To: CR 326 |
| Road No.: SR 500 (US 27) | Begin MP: 0.000 | End MP: 6.683 | Length: 6.683 |

| 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 | Type S/SP | Type II | Type III | Surface Treatment | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | | |
| 80 | 6.225 | 7.5 | L1 | | 0.6 | 3.9 | | | | | 4.5 | LR | — | 2.7 | SL | II | M | P | | | | |
| 81 | 6.075 | 1.0 | IL | | 0.7 | 2.6 | | | | | 3.3 | LR | 6.6 | — | — | — | — | F | | | | |
| 82 | 5.226 | 1.0 | IL | | 0.5 | 2.0 | | | | | 2.5 | LR | 7.3 | — | — | — | — | F | | | | |
| 83 | 5.226 | 2.0 | L1 | X | 0.6 | 3.3 | | | | | 3.9 | LR | 11.1 | B | Br | II | S | P | | | | |
| 84 | 5.100 | 5.0 | LLTL | | 0.5 | 4.3 | | | | | 4.8 | LR | 8.2 | — | — | — | — | F | | | | |
| 85 | 4.831 | 1.5 | IL | | 0.7 | 3.0 | | | | | 3.7 | LR | 5.5 | — | — | — | — | F | | | | |
| 86 | 4.831 | 6.5 | L1 | | 0.7 | 3.5 | | | | | 4.2 | LR | 10.9 | 1.9 | SL | II | L | P | | | | |
| 87 | 4.700 | 5.0 | LLTL | | 0.4 | 4.4 | | | | | 4.8 | LR | 10.5 | — | — | — | — | P | | | | Pavement Rippling |
| 88 | 4.180 | 6.0 | L1 | | 0.7 | 3.5 | | | | | 4.2 | LR | — | 2.4 | Br | III | S | P | | | | |
| 89 | 3.676 | 1.0 | IL | | 0.7 | 2.0 | | | | | 2.7 | LR | 11.3 | — | — | — | — | F | | | | LR Depths have been confirmed in the field |
| 90 | 3.676 | 9.0 | L1 | X | 1.0 | 4.9 | 0.4 | 0.8 | 0.5 | | 7.6 | LR | 5.5 | — | — | — | — | F | | | | LR Depths have been confirmed in the field |
| 91 | 3.325 | 3.5 | LLTL | X | 0.5 | 3.7 | | | | | 4.2 | LR | 11.6 | 1.5 | SL | I | L | F | | | | |
| 92 | 3.100 | 8.0 | L1 | X | 0.8 | 5.5 | 0.8 | 0.8 | 0.5 | | 8.4 | LR | — | 1.1 | SL | I | L | P | | | | |
| 93 | 2.808 | 5.5 | LLTL | | 0.4 | 3.3 | | | | | 3.7 | LR | 11.6 | 2.8 | SL | I | S | P | | | | |
| 94 | 2.808 | 2.0 | L1 | X | 0.7 | 7.5 | 0.8 | 0.7 | 0.6 | | 10.3 | LR | 4.7 | — | — | — | — | P | | | | |
| 95 | 1.871 | 3.5 | L1 | X | 0.7 | 3.0 | | | | | 3.7 | LR | — | 1.3 | ST | I | L | P | | | | |

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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| | | | |
|---------------------------------|---|-------------------------------|-------------------------|
| Project No.: 437339-1 | Cored By: Elipsis Engineering and Consulting | Date: 2/15-2/17/17 | Page No.: 7 of 7 |
| County: Marion | Highway Sect. No.: 36070 | From: Levy County Line | To: CR 326 |
| Road No.: SR 500 (US 27) | Begin MP: 0.000 | End MP: 6.683 | Length: 6.683 |

| 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 | Type S/SP | Type II | Type III | Surface Treatment | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | | | | | Extent | | |
| 96 | 1.571 | 1.0 | IL | | 1.1 | 1.4 | | | | | 2.5 | LR | 10.5 | - | - | - | - | F | | | | | |
| 97 | 1.299 | 2.5 | LLTL | X | 0.6 | 4.6 | | | | | 5.2 | LR | 11.3 | 1.3 | SL | I | M | P | | | | | |
| 98 | 1.299 | 2.5 | L1 | X | 0.8 | 9.5 | | 0.6 | 0.7 | | 11.6 | LR | 7.4 | - | - | - | - | P | | | | | |
| 99 | 0.675 | 1.0 | IL | | 1.3 | 2.0 | | | | | 3.3 | LR | 7.0 | - | - | - | - | F | | | | | |
| 100 | 0.675 | 9.0 | L1 | X | 1.1 | 4.4 | 0.8 | 0.5 | 0.6 | | 7.4 | LR | - | - | - | - | - | F | | | | | |
| 101 | 0.473 | 5.0 | LLTL | | 0.9 | 3.4 | | | | | 4.3 | LR | 11.7 | 2.4 | SL | I | M | P | | | | | |
| 102 | 0.275 | 2.0 | L1 | X | 0.7 | 10.0 | | 0.3 | 0.4 | | 11.4 | LR | 16.9 | - | - | - | - | F | | | | | |
| 103 | 2.726 | 8.0 | R2 | X | 0.7 | 5.1 | | | | | 5.8 | LR | 21.7 | - | - | - | - | P | | | Extra Core in Flushing Area | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

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; B= 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; SAHM= Sand Asphalt Hot Mix; NB= No Base

Supplemental Data to PECD

(GPS Coordinates for Each Locations Cored)

SR 500 (US 27)

FPN 437339-1

County: Marion

| Core # | GPS Coordinates |
|--------|-----------------------------|
| 1 | 29.359244 ° -82.403828 ° |
| 2 | 29.359245 ° -82.40383 ° |
| 3 | 29.359245 ° -82.403827 ° |
| 4 | 29.349941 ° -82.395768 ° |
| 5 | 29.348589 ° -82.39458 ° |
| 6 | 29.346335 ° -82.39266 ° |
| 7 | 29.346338 ° -82.392657 ° |
| 8 | 29.343425 ° -82.390173 ° |
| 9 | 29.343425 ° -82.390173 ° |
| 10 | 29.343274 ° -82.390031 ° |
| 11 | 29.342286 ° -82.389154 ° |
| 12 | 29.336511 ° -82.384135 ° |
| 13 | 29.336511 ° -82.384135 ° |
| 14 | 29.32959 ° -82.378169 ° |
| 15 | 29.324558 ° -82.3738 ° |
| 16 | 29.324557 ° -82.373799 ° |
| 17 | 29.319984 ° -82.369847 ° |
| 18 | 29.313279 ° -82.363817 ° |
| 19 | 29.313279 ° -82.363817 ° |
| 20 | 29.305666 ° -82.357254 ° |

| Core # | GPS Coordinates |
|--------|-----------------------------|
| 21 | 29.299605 ° -82.352002 ° |
| 22 | 29.296989 ° -82.349756 ° |
| 23 | 29.29699 ° -82.349758 ° |
| 24 | 29.295237 ° -82.348236 ° |
| 25 | 29.290886 ° -82.344488 ° |
| 26 | 29.285194 ° -82.339584 ° |
| 27 | 29.2852 ° -82.339583 ° |
| 28 | 29.291263 ° -82.344519 ° |
| 29 | 29.291263 ° -82.344519 ° |
| 30 | 29.300054 ° -82.352119 ° |
| 31 | 29.300054 ° -82.352117 ° |
| 32 | 29.307356 ° -82.358419 ° |
| 33 | 29.312018 ° -82.362432 ° |
| 34 | 29.312018 ° -82.362432 ° |
| 35 | 29.320308 ° -82.369881 ° |
| 36 | 29.324915 ° -82.37387 ° |
| 37 | 29.324917 ° -82.373871 ° |
| 38 | 29.329177 ° -82.377535 ° |
| 39 | 29.337561 ° -82.384785 ° |
| 40 | 29.337561 ° -82.384786 ° |

Supplemental Data to PECD

(GPS Coordinates for Each Locations Cored)

SR 500 (US 27)

FPN 437339-1

County: Marion

| Core # | GPS Coordinates |
|--------|-----------------------------|
| 41 | 29.339723 ° -82.386644 ° |
| 42 | 29.343241 ° -82.389709 ° |
| 43 | 29.349339 ° -82.394965 ° |
| 44 | 29.349338 ° -82.394963 ° |
| 45 | 29.351702 ° -82.397016 ° |
| 46 | 29.358239 ° -82.402694 ° |
| 47 | 29.358237 ° -82.402692 ° |
| 48 | 29.359962 ° -82.404416 ° |
| 49 | 29.359962 ° -82.404416 ° |
| 50 | 29.358519 ° -82.403147 ° |
| 51 | 29.353077 ° -82.398461 ° |
| 52 | 29.34858 ° -82.394558 ° |
| 53 | 29.348577 ° -82.394562 ° |
| 54 | 29.347824 ° -82.393879 ° |
| 55 | 29.341529 ° -82.388465 ° |
| 56 | 29.341529 ° -82.388465 ° |
| 57 | 29.335307 ° -82.383055 ° |
| 58 | 29.330823 ° -82.37917 ° |
| 59 | 29.329543 ° -82.37808 ° |
| 60 | 29.329543 ° -82.37808 ° |

| Core # | GPS Coordinates |
|--------|-----------------------------|
| 61 | 29.32441 ° -82.373623 ° |
| 62 | 29.323543 ° -82.37289 ° |
| 63 | 29.318224 ° -82.368291 ° |
| 64 | 29.318224 ° -82.368291 ° |
| 65 | 29.312913 ° -82.363472 ° |
| 66 | 29.312911 ° -82.36347 ° |
| 67 | 29.306628 ° -82.358027 ° |
| 68 | 29.306628 ° -82.358027 ° |
| 69 | 29.301513 ° -82.353596 ° |
| 70 | 29.301513 ° -82.353596 ° |
| 71 | 29.300483 ° -82.352727 ° |
| 72 | 29.296605 ° -82.349362 ° |
| 73 | 29.295974 ° -82.348827 ° |
| 74 | 29.290779 ° -82.344328 ° |
| 75 | 29.289604 ° -82.34332 ° |
| 76 | 29.289601 ° -82.343319 ° |
| 77 | 29.285655 ° -82.339888 ° |
| 78 | 29.285313 ° -82.339396 ° |
| 79 | 29.289348 ° -82.342929 ° |
| 80 | 29.289349 ° -82.342927 ° |

