

State of Florida Department of Transportation																						
PAVEMENT EVALUATION AND CONDITION DATA SHEET																						
Project No.: 450637-1					Cored By: Ardaman & Associates							Date: 4/29/24-4/30/24					Page No.: 1 of 7					
County: Marion County					Highway Sect. No: 36220							From: Sumter County Line					To: US 301					
Road No.: SR 500 (US27/US441)					Begin MP: 0.000							End MP: 8.760					Length: 8.760					
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	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
1	0.644	2.5	OR		0.6		0.9	1.0			2.5	LR	9.0					F				
2	1.950	3.0	RRTL	X	0.4		1.8	0.4		1.3	3.9	LR	9.3	0.5	SL	II	M	P			NB Right TL to SE HWY 42	
3	1.951	0.5	OR		0.7		1.4				6.5	RAP	4.4					F			No base	
4	1.958	9.5	R2	X	0.6		1.5	1.9		1.3	5.3	LR	- -					P			Ravelling	
5	2.412	2.0	R2	X	1.2		1.8	1.2		1.3	5.5	LR	15.5	0.3	SL	II	M	P			Severe ravelling	
6	3.923	3.5	R2	X	0.7		1.6	1.4		1.2	4.9	LR	11.1					P			Tire gouging	
7	4.697	4.5	RRTL		0.9		3.4				4.3	LR	16.9					F			NB Right TL to HCA Florida Emergency (Newly constructed lane)	
8	4.711	9.0	R2		0.5		1.5			1.2	3.2	LR	- -	B	BR	II	M	P				
9A	4.765	0.5	OR		0.6		3.9				4.5	LR	5.1	B	SL	I	L	P			Split Core Thicker Pavement Noted to the Left (R2)	
9B	4.765	0.5	OR				2.3				2.3	LR	7.3	B	SL	I	L	P			Split Core Thinner Pavement Noted to the Right (OR)	
10	5.620	3.0	R2	X	1.3		1.8			1.1	4.2	LR	9.8					F			Tire gouging	
11	6.056	2.5	R2	X	0.6		1.1	1.2		1.4	4.3	LR	- -	1.6	BR	II	M	P				
12	6.152	3.5	R2	X	1.2		2.2			1.1	4.5	LR	11.8	B	ST	II	M	P				
13	6.423	4.8	R2		0.7		1.8	0.6		1.3	4.4	LR	- -	B	ST	II	M	P				
14	6.992	9.0	R2	X	0.8		1.2			1.0	3.0	LR	10.8	2.0	BR	II	M	P			Layers Separation at 2" Down From Top - - Developing into Alligator Cracking	
15	7.355	3.0	R2	X	0.8		1.7	1.0		1.1	4.6	LR	- -	1.3	SL	I	L	P				
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; SBRM= Sand Bituminous Road Mix; NB= No Base																						

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County: Marion County						Highway Sect. No: 36220						From: Sumter County Line						To: US 301				
Road No.: SR 500 (US27/US441)						Begin MP: 0.000						End MP: 8.760						Length: 8.760				
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	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
16	7.870	7.0	RRTL			0.8	3.1				3.9	LR	16.9					F			Superifical cracking NB Right TL to SR 35	
17	8.422	2.5	OR			2.5		0.3			2.8	LR	12.7					F				
18	8.422	12.0	R2			2.7		0.9			3.6	LR	12.7					F				
19	8.598	5.0	LRTL			2.7		1.6			3.8	LR	12.2					F			SB Right TL to US 301 (SR 35)	
20	8.305	2.0	OL			1.7					1.7	LR	9.8					F				
21	8.305	8.0	L2			1.2		2.0		1.2	4.4	LR	11.0	B	SL	I	L	P				
22	7.746	8.5	L2		1.0		1.5	0.9		1.6	5.0	LR	--	2.7	SL	II	M	P				
23	7.550	10.5	L2		0.8		1.3	1.9		0.7	4.7	LR	9.1	B	SL	II	M	P				
24	7.207	6.5	LRTL		0.9		1.8				2.7	LR	10.6					F			SB Right TL to Mi Pueblo Flea Market	
25	7.087	10.5	L2	X	1.0		1.3	0.6		1.3	4.2	LR	--	1.3	ST	II	M	P				
26	6.408	1.5	OL		1.6		2.7	1.7			6.0	RAP	2.5					F				
27	6.408	10.0	L2	X	0.8		1.4	1.0		0.7	3.9	LR	10.7	B	SL	II	M	P				
28	6.107	11.0	L2		0.9		2.9				3.8	LR	--	B	BR	II	M	P			Severe ravelling	
29	6.107	3.0	LRTL	X	1.0			2.9			3.9	LR	8.6					P			Severe ravelling SB Right TL to SE 132nd St.	
30	5.876	3.5	L2	X	0.7		1.6	0.3		1.0	3.6	LR	12.4	B	BR	II	M	P			Severe ravelling	
31	4.766	2.0	OL		1.8			1.4			3.2	RAP	5.7					P			Severe ravelling	

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					FC-5	FC-12.5	Type SP	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
32	4.766	10.5	L2		0.5		1.5			1.8	3.8	LR	--	0.5	ST	II	M	P				
33	4.178	3.5	L2	X	0.9		1.1	1.0		1.2	4.2	LR	8.8	0.3	BR	II	M	P			Severe ravelling	
34	4.096	8.0	L2		0.6		1.7			0.8	3.1	LR	--	B	SL/BR	II	M	P				
35	3.374	8.5	L2	X	0.9		1.1	0.6		1.2	3.8	LR	11.0	B	ST	I	L	P				
36	3.175	8.8	L2	X	0.9		1.3			1.0	3.2	LR	--	1.5	SL	I	L	P				
37	2.225	1.0	OL		1.0		1.7	1.4			4.1	RAP	4.9					F				
38	2.225	10.0	L2	X	0.6		1.4	0.7		1.5	4.2	LR	10.8	0.3	SL	II	M	P			Superficial cracking due to ravelling	
39	1.807	3.5	L2	X	1.0		1.1	0.9		1.5	4.5	LR	--	B	ST	I	L	P				
40	1.135	10.0	L2	X	0.8		1.7	0.3			2.8	LR	13.7					P			Ravelling	
41	0.566	3.0	L2	X	0.9		1.4	1.0		1.7	5.0	LR	--					P			Severe ravelling	
42	0.280	8.5	R1	X	0.4		2.0	1.6		1.2	5.2	LR	--	0.3	SL	I	L	P			Superficial cracking due to ravelling	
43	0.394	6.0	RLTL		0.9		1.5	2.0			4.4	LR	15.7					P			NB Left TL to Professional Center	
44	0.454	5.5	R1		0.5		2.2	1.7		1.4	5.8	LR	--	2.5	SL	II	M	P				
45	0.849	8.5	RLTL	X	0.6		1.8	1.6			4.0	LR	11.0	0.6	BR	II	M	P			NB Left TL to Trinity Lutheran (early access road) - Severe raveling	
46	0.849	2.0	R1	X	0.7		2.3	1.5		1.4	5.9	LR	10.0	1.3	SL	I	L	P				
47	1.746	9.0	R1	X	0.9		1.1	1.0		1.2	4.2	LR	--	3.1	SL	II	M	P			Horizontal cracking (See core photo)	

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					FC-5	FC-12.5	Type SP	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
48	2.163	10.0	R1	X	0.5		1.5	1.4		1.4	4.8	LR	11.5	4.0	SL	II	M	P				
49	2.353	26.0	MXO				1.5				1.5	LR	15.8					P			MXO has Crowned Cross Slope Left 1/2 MXO = 2.0% Right 1/2 MXO = 1.6%	
50	2.834	2.5	R1		1.2		1.3	0.9		1.0	4.4	LR	- -	1.3	SL	I	L	P				
51	2.861	7.0	RLTL		0.9		1.8	0.5	0.5	1.3	5.0	LR	12.1					P			NB Left TL to Marwicks Custom Floor Gallery Severe raveling	
52	3.004	31.0	MXO				1.4		2.1	1.0	4.5	LR	12.0					P			MXO has Crowned Cross Slope Left 1/2 MXO = 1.0% Right 1/2 MXO = 0.8%	
53	3.766	9.0	R1	X	0.8		1.3	1.4		1.2	4.7	LR	11.3	2.1	SL	II	M	P				
54	4.074	5.0	R1		0.9		1.2	1.4		1.0	4.5	LR	- -					F				
55	4.396	24.5	MXO				1.0	0.7	1.5	2.1	5.3	LR	10.7					P			MXO has Crowned Cross Slope Left 1/2 MXO = 0.3% Right 1/2 MXO = 1.3%	
56	4.727	10.0	R1	X	0.6		1.4	1.2		1.3	4.5	LR	10.8	1.5	ST	II	M	P				
57	4.985	9.5	R1	X	0.7		1.4	1.0		1.5	4.6	LR	- -	B	SL	II	M	P				
58	5.497	11.0	R1	X	0.8		1.6	1.3		1.5	5.2	LR	9.3	2.0	SL	II	M	P				
59	5.894	6.5	RLTL		0.7		2.8				3.5	LR	16.8					P			NB Left TL to SE 132nd St (Dual Turn Lanes - Newly Constructed)	
60	6.246	28.0	MXO				0.8	2.0			2.8	LR	13.7					P			Layers Separation at 1.1" Down From Top MXO has Crowned Cross Slope Left 1/2 MXO = 2.5% Right 1/2 MXO = 1.8%	
61	6.625	24.0	MXO				1.0	1.1			2.1	LR	14.9					P			MXO has Crowned Cross Slope Left 1/2 MXO = 1.6% Right 1/2 MXO = 1.4%	
62	7.039	28.0	MXO				1.8	1.3			3.1	LR	13.4					P			MXO has Crowned Cross Slope Left 1/2 MXO = 1.5% Right 1/2 MXO = 1.9%	
63	7.278	20.0	MXO				1.1		2.2	0.9	4.2	LR	13.8	B	SL	I	L	P			Layers Separation at 1.6" Down From Top MXO has All Slope (Slanted) to R1 Lane Left 1/2 MXO = -0.2% Right 1/2 MXO = 0.6%	

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					FC-5	FC-12.5	Type SP	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
64	6.414	7.5	LLTL		0.5		1.5	1.7			11.6	ABC	7.9					P			SB Left TL to SE 119th Place	
65	3.803	6.0	LLTL		0.4		3.8				4.2	LR	17.4					P			SB Left TL to Bimbo Bakeries USA (Newly Constructed Turn Lane) - Raveling	
66	2.498	5.0	LLTL		1.5		4.2				5.7	LR	12.7					P			SB Left TL to SE 160th Lane HWY 42 (Newly Constructed Tun Lane)	
67	1.002	4.0	LLTL		1.0		6.0				7.0	LR	13.3	0.4	ST	II	M	P			SB Left TL to SE 173rd Street Separation between Layers (See core photo)	
68	0.422	4.0	RRTL		0.5		1.0	1.4			2.9	LR	13.1					P			NB Right TL to SE 176th Place	
69	0.634	10.0	R2	X	0.8		1.7	0.2		0.6	3.3	LR	12.5	2.2	BR	II	M	P				
70	0.921	9.5	R2	X	0.7		1.5			0.9	3.1	LR	--	B	ST	II	M	P				
71	1.286	3.5	R2	X	0.9		1.7	0.7		1.5	4.8	LR	9.7	1.9	ST	I	L	P				
72	3.225	9.0	R2	X	0.7		1.3			0.6	2.6	LR	--	B	SL/BR	II	M	P				
73	0.625	9.0	LRTL	X	0.8		2.1				2.9	LR	16.1	B	SL	I	L	P			SB Right TL to SE 176th Street	
74	6.125	9.0	R1	X	0.5		1.0	2.0		1.2	4.7	LR	--	1.5	SL	I	L	P				
75	6.676	9.5	R1	X	1.0		1.4	1.6		1.1	5.1	LR	12.2	2.0	SL	II	M	P				
76	7.082	9.0	R1	X	0.7		1.6	0.7		1.7	4.7	LR	--	1.5	SL	I	L	P				
77	7.536	3.0	R1	X	0.8		1.7	1.1		1.3	4.9	LR	12.4	1.8	SL	I	L	P				
78	7.680	20.0	MXO				0.8	2.8		1.3	4.8	LR	11.0	B	ST	I	L	P			MXO has Crowned Cross Slope Left 1/2 MXO = 2.4% Right 1/2 MXO = 1.0%	
79	8.023	4.5	R1	X		1.3		1.8	0.5	1.6	5.2	LR	--	1.8	SL	I	L	P				
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					FC-5	FC-12.5	Type SP	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
80	8.416	3.5	R1	X		1.2		1.9		1.2	4.3	LR	11.8		ST	I	L	P			Superficial cracking	
81	8.415	8.0	L1			1.2		1.9	0.7	1.1	4.9	LR	--	1.0	ST	I	L	P				
82	7.767	6.0	L1			1.0		1.2		1.1	3.3	LR	10.5	3.1	ST	I	L	P				
83	7.536	3.5	L1	X	0.6		1.7	1.1		1.5	4.9	LR	--	0.6	SL	II	M	P			Severe ravelling	
84	6.664	8.0	L1		0.7		1.7	1.1		1.4	4.9	LR	10.1	2.5	SL	II	M	P				
85	6.128	3.0	L1	X	0.4		0.6	1.1		1.5	3.6	LR	--	1.2	BR	II	M	P			Severe ravelling	
86	5.846	8.0	L1	X	0.9		1.9	0.3		0.9	4.0	LR	10.6	2.1	SL	II	M	P				
87	5.615	2.5	L1	X	0.5		1.4	1.8	0.5	1.3	5.5	LR	--	1.3	SL	II	M	P				
88	5.214	4.0	L1		0.8		2.1	0.9	0.4	1.1	5.3	LR	10.1	3.0	SL	II	M	P				
89	4.764	3.0	L1	X	0.5		1.9	1.6		1.1	5.1	LR	--	1.5	ST	II	M	P				
90	4.078	7.5	L1	X	0.9		1.4	1.1	0.3	0.8	4.5	LR	11.1	1.8	SL	II	M	P				
91	3.355	9.0	L1	X	0.7		1.4	1.2		0.9	4.2	LR	--	B	SL	II	M	P				
92	2.875	10.5	L1		0.7		1.5	1.9		1.1	5.2	LR	10.3	2.0	SL	II	M	P				
93	2.331	3.0	L1	X	0.8		1.3	1.3		1.2	4.6	LR	--	0.5	SL	I	L	P				
94	1.153	3.5	L1	X	1.0		1.9	1.8		1.0	5.7	LR	11.4					P			Severe ravelling	
95	0.702	8.0	L1	X	0.9		1.1	1.4	0.5	1.1	5.0	LR	--	1.5	SL	II	M	P				

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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	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
96	0.448	4.0	L1		1.1		1.5	1.5		1.3	5.4	LR	12.2					P			Severe ravelling	
D1			R2																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 3.1"	
D2			R2																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 4.5"	
D3			L2																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 5.1"	
D4			L2																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 5.1"	
D5			R1																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 5"	
D6			R1																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 5.8"	
D7			L1																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 4.3"	
D8			L1																		Approach Slab to Bridge #360029 Asphalt Overlay Thickness = 3.9"	
<div>Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor</div> <div>Crack Types: A= Alligator; Bl= Block; Br= Branch; SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack</div> <div>Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; SBRM= Sand Bituminous Road Mix; NB= No Base</div>																						