

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

<b>Project No.:</b> 435662-1		<b>Cored By:</b> Elipsis Engineering and Consulting				<b>Date:</b> November 23, 2015				<b>Page No.:</b> 1 of 2											
<b>County:</b> Sumter		<b>Highway Sect. No:</b> 18110				<b>From:</b> South of Unnamed Canal				<b>To:</b> South of Little Withlacoochee River											
<b>Road No.:</b> SR 471		<b>Begin MP:</b> 5.115				<b>End MP:</b> 14.280				<b>Length:</b> 9.165											
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	Type SP	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	13.552	7.5	L1		1.5	1.8	0.4	1.0		2.1	6.8	LR	8.1	3.3	SL	II	S	P			Target Crack
2	12.448	6.0	L1		1.4	1.3	0.4	2.4	0.8	1.8	8.1	LR	N/A	B	ST	II	M	P			Target Crack, Core fractured during extraction
3	12.448	2.0	OL		1.4	1.4					2.8	LR	4.1	—	—	—	—	F			
4	11.347	4.0	L1		1.5	1.8	0.3		1.2	2.2	7.0	LR	N/A	1.8	Br	I	M	P			Target Crack
5	10.450	8.5	L1	X	1.4	1.6	0.4	1.3	0.9	2.0	7.6	LR	8.7	1.9	SL	I	M	P			Target Crack
6	9.682	8.0	L1		1.6	1.5	0.3		1.4	1.8	6.6	LR	8.4	1.6	SL	I	M	F			Target Crack, Core fractured during extraction
7	9.682	2.0	OL		1.5	1.5					3.0	LR	N/A	—	—	—	—	F			
8	8.419	10.0	L1	X	1.5	1.5	0.4		1.2	2.0	6.6	LR	8.9	2.9	ST	II	L	F			Target Crack
9	7.347	6.0	L1		1.6	1.4	0.3		1.6	1.7	6.6	LR	9.7	2.4	ST	II	M	F			Target Crack
10	7.347	2.0	OL		1.3	1.6					2.9	LR	N/A	—	—	—	—	F			
11	6.450	8.5	L1	X	1.6	1.7	0.2		1.3	2.1	6.9	LR	N/A	2.5	Br	I	M	F			Target Crack
12	6.450	2.0	OL		1.5	1.8					3.3	LR	3.7	—	—	—	—	F			
13	5.619	8.0	L1		1.4	2.0	0.4		1.5	1.9	7.2	LR	8.6	2.5	Br	II	S	P			Target Crack
14	5.300	9.0	R1	X	1.4	1.4	0.5		0.5	2.3	6.1	LR	8.9	2.7	Br	III	S	P			Target Crack on crack seal
15	5.300	2.0	OR		1.6	1.5					3.1	LR	N/A	—	—	—	—	F			
16	6.119	8.0	R1		1.5	1.5	0.4		0.9	2.1	6.4	LR	9.1	2.8	Br	III	L	P			Target Crack on crack seal

**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

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					FC-6	SP-9.5	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
17	7.200	7.5	R1		1.6	1.4	0.4		0.6	2.3	6.2	LR	12.8	2.6	Bl	II	S	P			Target Crack	
18	8.250	9.0	R1	X	1.4	1.3	0.3		1.3	2.3	6.6	LR	N/A	2.0	Br	II	S	P			Target Crack	
19	8.250	2.0	OR		1.4	1.4					2.8	LR	4.0	—	—	—	—	F				
20	9.220	2.0	R1	X	1.6	1.5	0.3		1.3	2.1	6.8	LR	8.2	2.9	SL	II	S	P			Target Crack	
21	10.100	9.0	R1	X	1.6	1.3	0.4	0.6	1.0	2.1	7.0	LR	N/A	2.2	SL	I	M	P			Target Crack	
22	11.253	2.0	R1	X	1.4	1.9	0.5		1.0	2.1	6.9	LR	13.0	1.9	SL	II	S	P			Target Crack	
23	11.253	2.0	OR		1.8	1.2					3.0	LR	N/A	—	—	—	—	F				
24	12.502	5.0	R1		1.1	0.9	0.4	0.2	0.9	2.1	5.6	LR	8.4	2.2	Br	II	S	P			Target Crack	
25	13.281	9.0	R1	X	1.5	1.1	0.5	0.8	0.8	1.8	6.5	LR	N/A	1.5	SL	I	L	P			Target Crack	
26	14.220	7.0	R1		1.8	1.5	0.5	1.3	0.8	1.9	7.8	LR	N/A	1.8	Br	I	L	P			Target Crack	
27	14.220	2.0	OR		2.0	2.1					4.1	LR	3.9	—	—	—	—	F				

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