

| State of Florida Department of Transportation | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|---------------------------------------|------|------------|--|--------|--|--|--|--|-------------------|----------------------------------|------------------|-------------|-------|-------|------------------------|------------|-----------------|-----------------|----------|--|
| PAVEMENT EVALUATION AND CONDITION DATA SHEET | | | | | | | | | | | | | | | | | | | | | | |
| Project No.: 450635-1 | | | | | Cored By: CC / MW (Ardaman & Associates) | | | | | | | Date: Thursday, December 7, 2023 | | | | | Page No.: 1 of 1 | | | | | |
| County: Sumter | | | | | Highway Sect. No: 18060 | | | | | | | From: W. Belt Avenue | | | | | To: N. of Noble Avenue | | | | | |
| Road No.: SR 48 / SR 475 | | | | | Begin MP: 9.994 | | | | | | | End MP: 10.235 | | | | | Length: 0.241 mile | | | | | |
| 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-3 | Type S | | | | | Core Length (in.) | Type | Thick-ness (in.) | Depth (in.) | Type | Class | Extent | | | | | |
| 1 | 10.025 | 7 | L2 | | 0.9 | 2.0 | | | | | 2.9 | LR | 11.5 | B | SL/BR | I | M | P | | | | |
| 2 | 10.074 | 9 | L2 | X | 1.0 | 2.4 | | | | | 3.4 | LR | 11.0 | B | SL/ST | I | M | P | | | | |
| 3 | 10.074 | 2 | OL | | 1.1 | 2.4 | | | | | 3.5 | LR | 10.5 | -- | -- | -- | -- | -- | | | | |
| 4 | 10.158 | 9 | L2 | X | 0.8 | 3.2 | | | | | 4.0 | LR | 12.3 | B | SL | I | M | P | | | | |
| 5 | 10.158 | 1 | OL | | 0.7 | 2.7 | | | | | 3.4 | LR | 11.6 | -- | -- | -- | -- | -- | | | | |
| 6 | 10.201 | 8 | R2 | X | 1.0 | 2.6 | | | | | 3.6 | LR | 11.4 | B | SL | I | M | P | | | | |
| 7 | 10.201 | 1.0 | OR | | 1.0 | 2.4 | | | | | 3.4 | LR | 10.9 | -- | -- | -- | -- | -- | | | | |
| 8 | 10.072 | 10 | R2 | X | 1.0 | 2.7 | | | | | 3.7 | LR | 11.1 | B | BR | I | M | P | | | | |
| 9 | 10.072 | 1 | OR | | 1.0 | 2.3 | | | | | 3.3 | LR | 11.2 | -- | -- | -- | -- | -- | | | | |
| 10 | 10.052 | 6 | L1 | | 0.9 | 2.1 | | | | | 3.0 | LR | 10.0 | B | ST | I | M | P | | | | |
| 11 | 10.110 | 3 | L1 | X | 0.9 | 2.6 | | | | | 3.5 | LR | 9.8 | B | ST | I | M | P | | | | |
| 12 | 10.136 | 5 | R1 | | 1.1 | 2.3 | | | | | 3.4 | LR | 10.6 | B | ST | I | L | F | | | | |
| 13 | 10.047 | 2 | R1 | X | 1.0 | 1.9 | | | | | 2.9 | LR | 9.6 | B | ST | I | L | F | | | | |
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| <div>Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement</div> <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> | | | | | | | | | | | | | | | | | | | | | | |