

# State of Florida Department of Transportation

## PAVEMENT EVALUATION AND CONDITION DATA SHEET

<b>Project No.:</b> 445295-1					<b>Cored By:</b> Elipsis Engineering and Consulting					<b>Date:</b> 1/30, 1/31, 2/2/24					<b>Page No.:</b> 1 of 4							
<b>County:</b> Sumter					<b>Highway Sect. No:</b> 18030					<b>From:</b> CR 478A					<b>To:</b> SR 35 (US 301)							
<b>Road No.:</b> SR 471					<b>Begin MP:</b> 7.488					<b>End MP:</b> 17.962					<b>Length:</b> 10.474							
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 / Type II	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	7.575	6.0	RRTL		1.1	3.1					4.2	LR	15.3	–	–	–	–	F				Northbound Right Turn into Webster Elementary School
2A	8.390	8.5	R1	X	1.5	0.6				0.6	2.7	LR	7.8	B	Br	II	S	P				South side of Core
2B	8.390	8.5	R1	X	1.5	0.6				0.6	2.7	LR	7.8	B	Br	II	S	P				North Side of Core
3	8.773	3.5	R1	X	1.3	1.7	0.3		0.9	0.4	4.6	LR	–	B	Br	II	S	P				
4	8.773	1.5	OR		1.4	2.2					3.6	LR	3.9	B	ST	I	S	P				
5	10.001	4.0	R1		1.4	2.2	0.2		1.5	0.3	5.6	LR	8.4	3.2	Br	II	S	P				1.8" Crack at bottom of core
6A	10.581	9.0	R1	X	1.4	3.3					4.7	LR	8.3	B	Br	I	S	P				West Side of Core, LR Pumping LR / SG Sample
6B	10.581	9.0	R1	X	1.4	4.1					5.5	LR	7.5	B	Br	I	S	P				East Side of Core, LR Pumping LR / SG Sample
7	10.581	2.5	OR		1.8						1.8	LR	4.2	–	–	–	–	F				
8	10.660	9.0	R1	X	1.4	4.2					5.6	LR	19.4	B	SL	I	S	P				Widening -- Take core in RWP
9	10.701	6.0	RLTL		1.4	2.6	0.2		0.9	0.5	5.6	LR	8.4	–	–	–	–	F				Northbound Left Turn onto CR 48 1.5" Crack at bottom of core
10	10.722	1.5	RRTL		1.5	4.2					5.7	LR	22.2	1.5	SL	I	L	P				Northbound Right Turn onto CR 48
11	10.997	14.0	R1		1.2	1.7	0.4	2.1			5.4	LR	–	B	Br	III	S	P				
12	11.701	6.0	RLTL		1.2	1.9	0.3	1.9			5.3	LR	13.0	0.2	SL	I	L	P				Northbound Left Turn onto CR 476, Rippling Crown: Top Value slopes to L1; Bottom Value Slopes to R1
13	11.768	9.0	R1	X	1.4	2.2					3.6	LR	11.6	B	Br	I	S	P				LR Pumping LR / SG Sample
14	11.768	2.0	OR		1.4	0.9					2.3	LR	4.2	–	–	–	–	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; AM= Asphalt Millings; SC= Soil Cement; ABC= Asphalt Base; SAHM = Sand Asphalt Hot Mix; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell

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<b>County:</b> Sumter					<b>Highway Sect. No:</b> 18030					<b>From:</b> CR 478A					<b>To:</b> SR 35 (US 301)								
<b>Road No.:</b> SR 471					<b>Begin MP:</b> 7.488					<b>End MP:</b> 17.962					<b>Length:</b> 10.474								
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 / Type II	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
15	11.839	8.5	R1	X	1.3	2.4					3.7	LR	15.3	B	Br	I	S	P				LR Pumping	
16	11.894	9.0	R1	X	1.7	2.6					1.2	5.5	LR	13.5	B	Br	I	S	P				LR Pumping LR / SG Sample
17	12.739	9.0	R1	X	1.6	1.5	0.3	0.4			1.3	5.1	LR	15.4	B	Br	I	S	P				LR Pumping LR / SG Sample
18	12.739	1.0	OR		2.3	3.0					5.3	LR	5.1	B	ST	I	L	P					
19	13.912	9.0	R1	X	1.5	2.3					3.8	LR	13.2	B	A	II	S	P					
20	13.912	2.0	OR		1.2	4.0					5.2	LR	8.0	-	-	-	-	F				New Construction	
21	14.112	9.0	R1	X	1.5	1.8	0.3	0.7			1.1	5.4	LR	13.9	2.3	Br	II	S	P				LR Pumping, 2.6" Crack at bottom of Core LR / SG Sample
22	14.112	2.0	OR		1.4	3.1					4.5	LR	4.0	-	-	-	-	F					
23	15.010	5.5	R1		1.4	2.3	0.2	1.5			0.9	6.3	LR	-	2.5	Bl	III	S	P				
24	15.010	2.5	OR		1.9	3.9					5.8	LR	2.9	-	-	-	-	F					
25	16.457	9.0	R1	X	1.9	2.6					4.5	LR	21.0	-	-	-	-	F				Take core in RWP Light Br Cracking in LWP	
26	16.457	3.0	OR		1.1	1.4					2.5	LR	20.0	-	-	-	-	G					
27	17.471	9.0	R1	X	1.9	2.9					4.8	LR	9.2	B	Br	I	S	P				LR / SG Sample	
28	17.471	2.0	OR		0.9	1.8					2.7	LR	9.3	-	-	-	-	F					
29	17.656	8.0	R1		1.0	2.8					3.8	LR	8.2	B	Br	I	S	P				LR Pumping LR / SG Sample	
30	17.652	7.5	RLTL		1.3	2.7	0.3	1.4			1.0	6.7	LR	12.8	0.6	SL	I	L	F				Northbound Left turn - SECO Employee Entrance

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					FC-6	Type SP	ARMI	Type S	Type I / Type II	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
31	17.885	3.0	R1	X	1.1	1.7	0.2	1.3		0.6	4.9	LR	—	2.7	Br	III	S	P				
32	17.817	2.5	L1	X	1.8	1.5	0.4	1.6			5.3	LR	12.2	B	Br	III	S	P				
33	17.739	9.0	L1	X	0.5	2.2	0.2	1.2		1.0	5.1	LR	—	B	ST	I	L	P				Widening -- Take core in RWP LR Pumping
34	17.720	6.0	LRTL		1.9	1.9					3.8	LR	9.7	—	—	—	—	F				Southbound Right turn - SECO Employee Entrance
35	17.720	1.5	OL		1.8						1.8	LR	11.7	B	SL	II	L	P				
36	17.305	9.0	L1	X	1.3	1.5	0.3	0.9		1.0	5.0	LR	11.0	B	Br	III	S	P				Trailer / Rim Gouge 0.7" of Asphalt layer within LR layer 9.3" below pavement
37	16.568	10.0	L1	X	1.6	3.3					4.9	LR	19.1	1.8	SL	I	L	F				Widening -- Take core in RWP
38	16.568	3.0	OL		2.9						2.9	LR	20.6	—	—	—	—	F				
39	16.569	5.0	LLTL		1.7	1.5	0.1	0.5		0.9	4.7	LR	12.8	—	—	—	—	F				Southbound Left Turn onto CR 528 Crown: Top value slopes to R1; Bottom value slopes to L1
40	15.921	2.5	L1	X	1.3	1.6	0.2	1.0		1.3	5.4	LR	13.1	B	Bl	III	S	P				0.9" of Asphalt layer within LR layer 11.5" below pavement
41	14.619	8.5	L1	X	1.3	2.0	0.3	1.1		1.1	5.8	LR	—	B	Bl	III	S	P				Branch cracking -- RWP
42	14.619	2.0	OL		1.5	1.0		2.7			5.2	LR	5.8	—	—	—	—	F				
43	13.958	8.0	L1		0.8	4.2					5.0	LR	12.5	B	Bl	III	S	P				Cracking within patched areas
44	13.912	2.0	OL		2.2	2.7					4.9	LR	12.1	0.7	ST	I	M	P				Outside Shoulder is new construction see composition below
45	12.767	8.5	L1	X	1.6	2.1	0.1			1.0	4.8	LR	—	B	Br	II	S	P				Branch cracking -- RWP (near CR 564)
46	12.767	2.0	OL		2.2	1.3					3.5	LR	8.5	B	ST	II	S	P				

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					FC-6	Type SP	ARMI	Type S	Type I / Type II	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
47	11.817	1.5	LLTL		1.1	1.8	0.2	0.6		1.0	4.7	LR	13.3	2.5	ST	II	L	P				Southbound Left Turn onto CR 476 Crown: Top value slopes to R1; Bottom value slopes to L1
48	11.840	8.0	L1		1.4	1.4					2.8	LR	13.7	B	Br	I	S	P				LR Pumping
49	11.840	2.0	OL		2.0						2.0	LR	4.5	-	-	-	-	F				
50	10.919	2.5	L1	X	1.2	1.8	0.3	2.3			5.6	LR	-	3.0	Br	III	S	P				
51	10.809	2.0	LLTL	X	1.0	1.9	0.3	1.0		1.3	5.5	LR	10.8	B	ST	II	L	P				Southbound Left turn onto CR 48 0.4" of Asphalt layer within LR layer 9.6" below pavement
52	10.833	3.0	LRTL	X	1.8	1.9	0.3	2.1			6.1	LR	17.9	2.4	Br	II	S	P				Southbound Right turn onto CR 48
53A	10.690	9.0	L1	X	1.5	2.4	0.4	0.4	1.1	0.6	6.4	LR	7.4	B	SL	III	S	P				East Side of Core, Missing Binder Layer Core Length Field Measured
53B	10.690	9.0	L1	X	1.5	2.4	0.4	0.6			4.9	LR	8.9	B	SL	III	S	P				West Side of Core
54	10.690	2.0	OL		1.3	2.3					3.6	LR	2.8	-	-	-	-	F				
55	9.995	3.0	L1	X	1.4	1.8	0.4	0.3	1.3	0.5	5.7	LR	8.8	B	Br	II	S	P				
56	9.995	2.0	OL		1.2	3.5					4.7	LR	1.3	-	-	-	-	F				
57A	8.930	9.0	L1	X	1.1	2.4	0.3		1.4		5.2	LR	-	B	Br	I	S	P				East Side of Core, LR Pumping
57B	8.930	9.0	L1	X	1.1	2.4	0.3		2.5		6.3	LR	-	B	Br	I	S	P				West Side of Core, LR Pumping 0.3" of LR within Type S layer
58	8.503	9.0	L1	X	1.4	1.7	0.3	1.3			4.7	LR	9.8	B	Br	II	S	P				Longitudinal cracking -- LWP (Sumter County Farmer's Market entrance) LR Pumping in RWP
59	8.503	1.5	OL		1.8	0.7		1.8			4.3	LR	3.3	2.5	ST	II	S	P				LR Pumping
60	8.248	5.5	LLTL		1.4	1.6					3.0	LR	6.0	-	-	-	-	F				Southbound Left Turn onto NE 4th Ave

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