State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET																					
Proj	Project No.: 448783-1 Cored By: Elipsis Engineering and Consulting											Date	:		9/18	8 & 9/2	22/22		Page No.: 1 of 5		
County: Osceola								Highway Sect. No: 92090									Ba	mboo I	Lane		To: West of Main St (US 441)
Road	l No.:		SR 530	(US 19	92)		Begin MP: 9.652								MP:			15.370)		Length: 5.718
		Distance from left		Wheel		u	Paver	nent Laye	er (in.)	(in.)			Base		Cra	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-6	FC-12.5	FC-9.5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
1	11.509	4.0	RRTL		2.0			3.5			5.5	LR	10.8	2.5	Br	Π	S	Р			To Shell Gas
2	12.077	6.0	RRTL		1.5			2.7			4.2	LR	14.9	-	-	-	-	F			To Bass Rd
3 15.350 8.0 L3 1.5 2.4 3.9 LR 13.1 B Br II S P																					
4	14.886	6.0	L3			1.2			2.7		3.9	LR	Ι	В	SL	Π	S	Р			Depression
5	14.246	4.0	L3			1.2			3.6		4.8	LR	15.3	В	Br	Π	S	Р			Depression
6	13.665	9.0	L3	Х		1.5			4.5		11.5	ABC	5.5	2.5	Br	Π	S	Р			Thick Asphalt
7	13.545	5.0	L4			1.7			3.4		11.3	ABC	6.2	0.9	Br	Π	S	Р			Shoving
8	13.303	1.5	L4			1.3			4.0		9.9	ABC	4.6	В	SL	Ш	L	Р			Just East of Patched Area
9	12.957	10.0	L3	х		1.1			3.6		9.9	ABC	5.2	0.9	SL	II	S	Р			Thick Asphalt
10 12.957 5.0 LRTL 1.2 4.1 10.5 ABC 5.2 2.4 ST II M P To Hoagland Blvd																					
11 12.534 4.0 L3 1.0 2.3 3.3 LR 17.7 B Br III S P Severe Raveling																					
12 12.206 7.0 LRTL 1.4 2.6 4.0 LR 17.5 - - - F Widened Portion, To Old Vineland																					
13	12.012	3.5	L3	Х	0.9			3.0			3.9	LR	I	В	Br	III	S	Р			
14	11.463	3.0	L3	Х	1.0			2.8			3.8	LR	23.2	2.1	Br	III	S	Р			
15	10.602	3.0	L3	Х	0.8			2.7			3.5	LR	н	2.4	Br	III	S	Р			
16	10.056	7.5	L3		0.8			2.5			3.3	LR	17.7	В	SL	III	S	Р			Raveling
Rema	rks: Cra	ack Deptl	n of "B"	indicate	es full	depth c	rack to	the bas	e.	EOP =	Edge o	of Pave	ment		~	1 -				D1 -	
Crack	<u>Extent</u> :	L= Light	t; M= M ы. ст_	loderate	e; S=S Transv	Severe	$\frac{Pa}{Pa}$	vement	<u>Condi</u> I– Ioin	$\frac{\text{tion}}{\text{tion}} = 0$	j= Goo C− Orv	d; F=] an_Grad	Fair; P	= Poor	<u>Crack</u>	ick Typ	es: A=	: Alliga	tor; Bl	= Block	; Br= Branch
Base T	<u>ypes</u> : LR=	= Limerock	x; $AM = A$	sphalt M	fillings;	SC= So	il Cemer	nt; ABC:	= Aspha	lt Base;	SAHMS	S= Sand	Asphalt	Hot Mix	with Sł	hell; NE	B= No Ba	ase; SBF	RMS = S	and Bitu	minous Road Mix with Shell

	State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET																				
Proj	Project No.: 448783-1 Cored By: Elipsis Engineering and Consulting I												Date	:		9/18	3 & 9/2	22/22		Page No.: 2 of 5	
County: Osceola								Highway Sect. No: 92090									Ba	mboo I	Lane		To: West of Main St (US 441)
Road	No.:		SR 530	(US 19	92)		Begin MP: 9.652								MP:			15.370)		Length: 5.718
		Distance from left		Wheel		10	Paver	nent Laye	r (in.)		Base				Cr	ack	1	Pavt	Rut	Cross	
Core No.	МР	edge of lane (ft)	Lane	Path	FC-6	FC-12.5	FC-9.5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
17	9.734	5.0	LRTL				1.3	2.0			3.3	LR	16.7	-	-	-	-	G			New TL to Storey Lake Blvd
18	9.672	9.0	L3	х			1.0	1.2	2.8		5.0	LR	11.3	-	-	-	-	G			
19 9.761 3.0 R3 X 0.9 2.8 3.7 LR 17.3 G																					
20	10.500	9.0	R3	х	1.4			3.3			4.7	LR	I	В	SL	Π	S	Р			
21	11.205	2.5	R3	Х	0.9			3.9			4.8	LR	21.6	В	SL	Ι	S	Р			
22	11.495	2.5	R3	Х	0.9			3.1			4.0	LR	Ι	1.6	SL	Ι	S	Р			
23	11.956	2.5	R3	X	0.9			3.4			4.3	LR	10.7	В	Br	Π	S	Р			
24	12.523	9.0	R3	х	1.0			2.7			3.7	LR	Ι	В	SL	Ι	М	Р			
25	12.955	10.0	R3	Х		1.3			3.6		11.5	ABC	6.6	_	Ι	-	-	F			Thick Asphalt
26 13.453 10.0 R3 X 1.1 3.9 11.9 ABC 6.9 2.7 SL I S P Thick Asphalt														Thick Asphalt							
27 13.978 6.0 R3 1.1 3.2 4.3 LR 12.5 2.2 SL I M P Thick Asphalt															Thick Asphalt						
28 15.078 7.0 L2 1.2 3.8 5.0 LR 13.3 B SL I S P																					
29A	14.011	5.5	L2			1.1			3.9		5.0	LR	8.0	В	SL	Ι	S	Р			L1 Side of Core
29B	14.011	5.5	L2			1.1			2.9		4.0	LR	12.3	В	SL	Ι	S	Р			L3 Side of Core
30	12.942	9.0	L2	х		1.1			3.3		4.4	LR	13.6	В	SL	Ш	S	Р			
31	13.799	8.5	R2	X		1.1			3.3		9.7	ABC	5.3	2.7	SL	Ι	S	Р			
Rema	r ks: Cra	ack Deptl	h of "B"	indicate	es full	depth c	rack to	the bas	e.	EOP =	Edge o	of Pave	ment *	= Refe	r to Ae	erial Co	ring Pl	an for a	a more	accurat	e location
Crack	Extent:	L= Ligh	t; $M = M$		e; $S = S$	Severe	Pa D C	vement	Condi	tion: C	Geographic Goographics	d; F=1	Fair; P	= Poor	$\frac{Cra}{C}$	ick Typ	<u>es:</u> A=	Alliga	tor; Bl	= Block	r; Br= Branch
<u>SL</u> = S Base T	oingle Lo	ngitudina = Limerock	ai; $SI = \Delta$	Single	I ransv fillings:	erse; R SC = Sc	= Kefle	ective; . nt: ABC-	= J0111 = Aspha	t; UGF(lt Base	с= Оре занмя	en-Grad S= Sand	Asphalt	Stress (Crack	hell: NB	= No Ba	ise: SBI	SMS = S	and Bitu	minous Road Mix with Shell
28 29A 29B 30 31 Rema <u>Crack</u> SL= S Base T	28 15.078 7.0 L2 1.2 3.8 5.0 LR 13.3 B SL I S P Image: Constraint of the state of the sta																				

State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET																					
Proj	Project No.: 448783-1 Cored By: Elipsis Engineering and Consulting												Date	:		9/1	8 & 9/2	2/22		Page No.: 3 of 5	
County: Osceola Highway Sect. No: 92090										Fron	n:		Ba	mboo I	Lane		To: West of Main St (US 441)				
Road	l No.:		SR 530	(US 19	92)		Begin MP: 9.652								MP:			15.370)		Length: 5.718
		Distance	nce				Pavement Layer (in.) B						ise		Cr	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-6	FC-12.5	FC-9.5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
32	14.230	8.0	R2			1.1			2.6		3.7	LR	12.9	В	Br	Ι	S	Р			
33	15.092	9.5	R2	Х		1.2			3.3		4.5	LR	12.9	1.9	SL	III	S	Р			
34	15.359	4.5	L1			1.1			2.5		3.6	LR	13.4	В	SL	Ι	М	Р			
35	14.954	3.0	LLTL	Х		1.3			4.0	1.0	6.3	LR	8.2	0.3	SL	Ι	М	Р			To Rose Ave, Rippling
36A	14.895	6.0	Ll			1.7			3.8		5.5	LR	10.0	2.3	Br	Π	S	Р			West Side of Core
36B	14.895	6.0	L1			1.7			4.3		6.0	LR	9.5	1.8	Br	Π	S	Р			East Side of Core
37	14.178	8.0	Ll			1.4			3.3		4.7	LR	I	2.1	SL	Π	S	Р			
38	13.560	8.0	Ll			1.3			3.1		4.4	LR	8.8	1.5	SL	Ι	S	Р			
39	13.560	8.0	LLTL			1.3			5.0		6.3	LR	7.8	-	-	-	-	F			To Plantation Rd
40	12.992	9.0	Ll	Х		1.2			2.4		3.6	LR	I	В	ST	III	L	Р			
41	12.697	7.5	LLTL		1.3			2.6			3.9	LR	14.6	-	-	-	-	F			To 10 Pin
42 12.480 2.0 L1 X 1.8 4.4 6.2 LR 16.9 B ST II L P																					
43	11.904	2.0	Ll	Х	1.4			3.3			4.7	LR	9.6	В	ST	Π	L	Р			Depression
44	11.261	2.5	Ll	Х	1.4			3.0			4.4	LR	16.6	2.3	Br	II	S	Р			
45	10.925	8.0	Ll		1.6			2.6			4.2	LR	I	3.0	ST	II	М	Р			
46	10.323	2.0	L1	Х	1.3			2.9			4.2	LR	16.8	-	-	-	-	F			
Rema	rks: Cra	ack Depth	n of "B"	indicate	es full	depth c	rack to	the bas	e.	EOP =	Edge o	f Paver	ment *	= Refe	r to Ae	erial Co	ring Pl	an for a	a more	accurat	e location
Crack	<u>Extent</u> :	L= Light	t; $M = M$	loderate	e; $S = S$	Severe	Pa D-C	vement	<u>Condi</u>	tion: C	i= Goo	d; $F=1$	Fair; P	= Poor	<u>Cra</u>	ick Typ	es: A=	= Alliga	tor; Bl=	= Block	; Br= Branch
$\underline{SL} = S$ Base T	ypes: LR=	Elimerock	ai; $SI = 1$; $AM = A$	single sphalt M	ı ransv fillings;	erse; R SC= Sc	il Ceme	nt; ABC	j= J0111 = Asphal	t; OGF	C= Ope SAHMS	sil-Grac S= Sand	Asphalt	Stress Hot Mix	crack with Sl	hell; NE	s= No Ba	ase; SBR	SMS = S	and Bitu	minous Road Mix with Shell

State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET																				
ct No.:		448783-	-1			Core	d By:	Elipsis	Engine	ering a	nd Co	nsulting	Date	:		9/18	3 & 9/2	22/22		Page No.: 4 of 5
ity:		Highway Sect. No: 92090								n:		Ba	mboo I	Lane		To: West of Main St (US 441)				
Road No.: SR 530 (US 192)								Begin MP: 9.652									15.370)		Length: 5.718
	Distance from left		Wheel		4	Paver	nent Laye	er (in.)			Base			Cr	ack		Pavt	Rut	Cross	
MP	edge of lane (ft)	Lane	Path	FC-6	FC-12.5	FC-9.5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
9.765	3.0	L1	Х			0.7	3.6			4.3	LR	I	-	-	-	-	F			
9.765	5.0	LLTL				1.3	1.9			3.2	LR	21.3	-	-	-	-	G			New TL to Bamboo Lane
49 9.661 6.0 RLTL-2 1.2 2.7 3.9 LR 17.1 - - - G New TL to Storey Lake Blvd, Outside Left TL																				
9.962	9.0	R1	Х	1.5			2.8			4.3	LR	I	В	Br	Π	S	Р			Core broke during extraction
10.785	8.0	R1		1.1			3.3			4.4	LR	18.1	В	ST	III	М	Р			
11.218	8.5	R1	Х	1.5			3.1			4.6	LR	I	В	SL	Ш	S	Р			
11.687	8.0	R1		0.9			3.6			4.5	LR	15.0	1.1	SL	Ι	S	Р			Raveling
11.695	2.0	RLTL	Х	0.7			4.8			5.5	LR	18.5	-	-	-	-	Р			To Paradise Inn, Raveling
11.990	8.0	R1		1.1			3.1			4.2	LR	п	В	SL	Ш	S	Р			
56A 12.557 7.5 R1 1.4 2.8 4.2 LR 16.1 1.8 SL I M P RLTL Side of Core														RLTL Side of Core						
56B 12.557 7.5 R1 1.4 4.7 6.1 LR 14.2 1.8 SL I M P R2 Side of Core																				
57 13.224 6.0 R1 1.1 3.5 4.6 LR - 2.1 Br I M P																				
13.341	2.0	RLTL	Х		0.9			5.6		6.5	LR	8.9	-	-	_	_	F			To Dyer Blvd
13.814	7.0	R1			1.1			4.0		5.1	LR	10.9	В	ST	Ι	М	Р			East Side of Core
13.814	7.0	R1			1.1			2.6		3.7	LR	12.3	В	ST	Ι	М	Р			West Side of Core
14.063	5.0	RLTL			1.6		4.4			6.0	LR	12.1	-	-	-	-	F			To Thacker Rd, New Asphalt Extended Portion
ks: Cra	ack Depth	n of "B" i	indicate	es full (depth ci	rack to	the bas	e.	EOP =	Edge o	f Pave	ment *	= Refe	r to Ae	rial Co	ring Pl	an for a	a more	accurat	e location
Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor Crack Types: A= Alligator; Bl= Block; Br= Branch																				
ingle Lo	ngitudina - Limerock	u; ST=5 ·· AM= A	single	1 ransv fillings:	erse; R SC = Sc	= Ketle	ective; .	J= JOIN	t; UGF(It Base	с= Оре ѕанмя	en-Grad	Asphalt	Stress (Urack	nelli ME	- No Br	SPL	2MS - S	and Ritu	minous Road Mix with Shell
	ect No.: hty: No.: NP 9.765 9.765 9.765 9.765 9.765 10.785 11.218 11.687 11.695 11.990 12.557 12.557 13.224 13.341 13.814 13.814 13.814 13.814 13.814 14.063 rks: Cra Extent: Single Lo ypes: LR=	Joint Part Part Part Part Part Part Part Par	Addition Addition aty: Osceola INO.: SR 530 MP Distance from left edge of lane (r) Lane 9.765 3.0 L1 9.765 5.0 LLTL 9.661 6.0 RLTL-2 9.962 9.0 R1 10.785 8.0 R1 11.687 8.0 R1 11.695 2.0 RLTL 11.990 8.0 R1 12.557 7.5 R1 13.224 6.0 R1 13.341 2.0 RLTL 13.814 7.0 R1 13.814 7.0 R1 14.063 5.0 RLTL Gingle Longitudinal; ST= 3 Sypes: LR= Limerock; AM= A	Indext MP MP 9.765 3.0 L1 X 9.765 5.0 LLTL 2 9.765 5.0 LLTL 2 9.765 5.0 RLTL-2 2 9.765 8.0 R1 X 9.765 8.0 R1 X 10.785 8.0 R1 X 11.687 8.0 R1 X 11.695 2.0 RLTL X 11.695 2.0 RLTL X 11.990 8.0 R1 X 11.990 8.0 R1 X 13.341 2.0 RLTL X 13.814 7.0 R1 X 13.814 7.0 R1 X 13.814 7.0 R1	SR 530 (US 192) MP Distance from left edge of lane (ft) Wheel Path MP Distance from left edge of lane (ft) Wheel Path 9.765 3.0 L1 X 9.765 5.0 LLTL I 9.765 5.0 LLTL I 9.661 6.0 RLTL-2 I 9.962 9.0 R1 X 1.5 10.785 8.0 R1 X 1.5 11.887 8.0 R1 X 1.5 11.695 2.0 RLTL X 0.7 11.990 8.0 R1 X 1.4 12.557 7.5 R1 I.4 13.224 6.0 R1 X I.4 13.814 7.0 R1 I I 13.814 7.0 R1 I I I3.814 7.0 R1 I I I3.814 7.0 R1 I I I	MP Jistance from left edge of lank (n) Wheel Pack FC-6 FC-12.5 9.765 3.0 Lln X 1 9.765 5.0 LLTL I 1 9.661 6.0 RLTL-2 I I 9.661 6.0 RLTL-2 I I 9.962 9.0 R1 X 1.5 10.785 8.0 R1 I.1 I 11.687 8.0 R1 0.9 I 11.695 2.0 RLTL X 0.7 I 11.697 7.5 R1 I.4 I I 11.381 2.0 RLTL X 0.7 I 11.3341 2.0 RLTL X 0.7 I 13.341 7.0 R1 I.4 I.1 I 13.341 7.0 R1 I.4 I.1 13.341 7.0 R1 I.4 I.1 14.03 5.0	PAV etc No.: 448783-1 Correction Intro: SR 530 (US 192) Begin Intro: SR 530 (US 192) Begin MP Intro: SR 530 (US 192) Begin 9.765 3.0 L1 X I.0 I.0 I.1 I.1	PAVEMENT Cored Jam ty: Osceola Hgh-wy Se INo: SR 530 (US 1920) Begit Ware Set NM Automation Set	State A+48783-1 Core J:: Elipsis trice: Osceola Bight/J:: Elipsis trice: SR 530 (US 1/2) Bight/J:: Elipsis Ino:: SR 530 (US 1/2) Bight/J:: Elipsis Mg Fare: Flipsis Mg Core J:: Elipsis Mg Core J:: Elipsis 9.060 3.0 L11 X Fc4 Fc125 FC95 Type R Type R 9.061 6.0 RLTL2 L L 1.0 1.0 2.0 R 9.061 6.0 RLTL2 L L 1.1 2.8 1.1 10.785 8.0 R1 X 1.5 L 3.3 1.1 11.687 8.0 R1 X 1.5 L 3.6 1.1 11.695 2.0 RLTL X 0.7 1.4 2.8 1.1 11.990 8.0 R1 <t< td=""><td>State of a structure structure</td><td>State of Florid Developmental explorite EXPLEMENT EVALUA ANDISENTIFY Conserver Correct FUE Structure Events SR 53 US 32 Big Wath Greed Big Wath Big Wath Correct FUE VECTOR Mark Correct Greed Big Wath Big Wath Correct FUE VECTOR Mark Correct Greed Big Wath Big Wath Correct FUE VECTOR Mark Correct Greed Big Wath Big Wath Correct FUE VECTOR Big Wath <</td><td>State of Florida Display State of Florida Display</td><td>State of Florid-Uperbial State of Vertical State State</td><td>State of particular partin particular particular particular particular par</td><td>State of Further Understate of Subject with the second se</td><td>State of Flore Use Subsection Use Use Subsectine Use Subsectine Use Subsection Use Subsection Use Subsection Use</td><td>Subsidial problem subsidial pr</td><td>State of Events UNEXPENDENCIFUE VENER VENER</td><td>Sub Sub Us Us</td><td>State of Plotid purpose by the probability of the prob</td></t<>	State of a structure	State of Florid Developmental explorite EXPLEMENT EVALUA ANDISENTIFY Conserver Correct FUE Structure Events SR 53 US 32 Big Wath Greed Big Wath Big Wath Correct FUE VECTOR Mark Correct Greed Big Wath Big Wath Correct FUE VECTOR Mark Correct Greed Big Wath Big Wath Correct FUE VECTOR Mark Correct Greed Big Wath Big Wath Correct FUE VECTOR Big Wath <	State of Florida Display State of Florida Display	State of Florid-Uperbial State of Vertical State	State of particular partin particular particular particular particular par	State of Further Understate of Subject with the second se	State of Flore Use Subsection Use Use Subsectine Use Subsectine Use Subsection Use Subsection Use Subsection Use	Subsidial problem subsidial pr	State of Events UNEXPENDENCIFUE VENER	Sub Sub Us	State of Plotid purpose by the probability of the prob

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Proj	Project No.: 448783-1 Cored By: Elipsis Engineering and Consulting I												Date	:		9/13	8 & 9/2	22/22		Page No.: 5 of 5	
County: Osceola Hig									Highway Sect. No: 92090								Ba	mboo I	Lane		To: West of Main St (US 441)
Road No.: SR 530 (US 192)								Begin MP: 9.652										15.370)		Length: 5.718
		Distance		Wheel			Pavement Layer (in.)						ase		Cra	ack		Pavt	Rut	Cross	
Core No.	МР	edge of lane (ft)	Lane	Path	FC-6	FC-12.5	FC-9.5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
61	14.381	8.0	R1			1.4			4.1	1.2	6.7	LR	Ι	2.9	SL	II	S	Р			
62	14.711	3.5	R1	x		1.3			4.2		5.5	LR	10.3	В	ST	ш	S	Р			
63 15.364 6.0 RLTL 1.3 5.5 6.8 LR 9.7 2.0 SL II S P To NB US 441																					
64 15.364 7.0 R1 1.3 3.9 5.2 LR 8.8 2.7 SL III S P																					
65	14.469	9.0	R3	Х		1.4			2.8		4.2	LR	I	В	Br	Π	S	Р			
66	15.300	7.0	R3			1.5			1.5	1.4	4.4	LR	9.2	В	Br	Π	S	Р			
D-1	12.484	5.0	R3								I	PCC	Ι	I	Ι	Ι	Ι	F			Approach Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 3.1"
D-2	12.517	6.0	R3								Ι	PCC	Н	Ţ	Ι	П	-	F			Leave Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 2.4"
D-3	12.517	5.0	L3								Ι	PCC	Ι	I	Ι	I	Ι	F			Approach Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 2.5"
D-4 12.484 6.0 L3 L3 PCC $ -$ <														Leave Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 2.6"							
D-5 12.517 5.0 R1 R1 PCC - - - F Approach Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 2.5"														Approach Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 2.5"							
D-6	12.484	5.0	R1								Ι	PCC	Ι	I	I	Ι	Ι	F			Leave Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 1.8"
D-7	12.484	6.0	L1								Ι	PCC	I	I	Ι	I	I	Р			Approach Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 2.3", SL crack in center of lane
D-8	12.517	6.0	L1								Ι	PCC	Ι	Ι	Ι	Ι	п	F			Leave Slab for Bridge #920164 over Shingle Creek Asphalt Thickness = 1.8"
Rema	r ks: Cra	ick Deptl	n of "B"	indicate	es full	depth c	rack to	the bas	e.	EOP =	Edge o	of Pave	ment *	= Refe	er to Ae	rial Co	oring Pl	an for a	a more	accurat	e location
Crack	Extent:	L= Light	t; M= M	Ioderate	e; $S=S$	Severe	Pa	vement	Condi	tion: C	G= Goo	d; $F=1$	Fair; P	= Poor	Cra	ck Typ	es: A=	Alliga	tor; Bl	= Block	; Br= Branch
SL = S	ingle Lo	ngitudina	al; ST=	Single '	Transv	erse; R	R = Refle	ective;	J= Join	t; OGF	C= Ope	en-Grad	ded FC	Stress	Crack						winner Des d Merenide Chall
Base T	ypes: LR=	Limerock	; AM= A	sphalt N	nilings;	SC = Sc	on Ceme	nt; ABC	= Aspha	п Base;	SAHMS	s= Sand	Asphalt	Hot M1X	with Sh	neii; NE	s = No Ba	ise; SBF	cms = s	and Bitu	minous Koad Mix with Shell