

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

<b>Project No.:</b> 424881-1	<b>Cored By:</b> Universal Engineering Sciences	<b>Date:</b> 3/20/2010	<b>Page No.:</b> 1 of 4
<b>County:</b> Lake	<b>Highway Sect. No.:</b> 11100	<b>From:</b> CR 452	<b>To:</b> North of Golden Gem Drive
<b>Road No.:</b> SR 19	<b>Begin M.P.:</b> 0.000	<b>End M.P.:</b> 3.816	<b>Length:</b> 3.816

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
					FC5	Type S	Type I				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
27	0.154	3	R1	X	0.7	2.2	1.4				4.3	LR	10.0	1.0	BR	I	S	P			
29	0.609	3.5	R1	X	1.1	1.7	2.0				4.8	LR	9.0	0.4	SL	I	L	P			
33	1.064	5.5	R1		0.7	1.4	2.0				4.1	LR	9.2	0.5	OGFC	I	M	P			Ripples
34	1.474	3	R1	X	0.7	1.5	2.3				4.5	LR	8.0	1.5	SL	II	L	P			Raveling
35	1.817	4	R1	X	0.6	1.6	1.3				3.5	LR	10.6	0.4	SL	I		P			Raveling, Ripples
36	2.073	3	R1	X	0.6	2.7	1.0				4.3	LR	7.7	B	SL	II	S	P			Layer Separation at 2.4" down from top; Severe Raveling
37	2.551	4.5	R1		0.9	1.3	1.7				3.9	LR	8.4	B	BR	II	S	P			Severe Raveling
39	2.842	8	R1	X	0.8	1.7	1.8				4.3	LR	9.0	B	BR	II	S	P			Ripples, Worn Surface
41	3.230	8	R1	X	1.1	1.1	1.8				4.0	LR	8.9	B	A	II	S	P			
45	3.567	8.5	R1		0.7	1.6	1.7				4.0	LR	9.8	B	BR	II	S	P			
1	0.052	4	R2		0.9	3.5	1.3				5.7	LR	10.8	B	SL	II	M	P			
3	0.315	10	R2	X	0.5	2.3	1.4				4.2	LR	9.1	B	A	III	S	P			Cracking Around EOP
7	0.820	9	R2	X	0.7	3.6					4.3	LR	9.2	B	BR	II	S	P			Severe Raveling; Core on Joint
10	1.171	4.5	R2	X	0.9	2.1	1.4				4.4	LR	9.4	1.3	BR	II	S	P			
13	1.610	10	R2	X	1.0	2.0	1.0				4.0	LR	10.1	B	BR	II	S	P			Raveling
16	2.240	3	R2	X	0.6	2.1	1.8				4.5	LR	10.0	B	BR	II	S	P			Raveling

**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; BI= Block; Br= Branch; SL= Single Longitudinal; ST= Single Transverse; 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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					FC5	Type S	Type I			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
19	2.559	5	R2		0.8	1.9	1.6				4.3	LR	5.7	B	A	II	S	P			Limerock fines observed in cracks which may be an indication of Limerock pumping condition; Raveling	
21	3.030	3	R2		0.7	2.4	1.4				4.5	LR	7.0	B	A	II	S	P			Raveling	
25	3.551	10	R2	X	0.7	1.9	1.2				3.8	LR	9.1	B	BR	II	S	P			Raveling	
26	3.801	5	R2		0.8	1.9					2.7	LR	12.6	B	A	III	S	P			Limerock fines observed in cracks which may be an indication of Limerock pumping condition	

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					FC5	Type S	Type I				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
28	0.510	8.5	RLTL	X	0.6	3.0					3.6	LR	14.9					F			RLTL to Huddle House and Woodland Center Plaza
30a	0.677	2.5	RLTL	X	0.6	2.7					9.2	ABC	5.9	B	SL	I	M	P			RLTL to CR 44 West; Thick side of core is on south = different pavt structure for TL extension widening
30b	0.677	2.5	RLTL	X	0.6	2.3	1.7				4.6	LR	8.7	B	SL	I	M	P			RLTL to CR 44 West; Thin side of core is on north = Original pavt structure of TL
31	0.709	1.5	RLTL		0.7	1.7	1.8				4.2	LR	9.9	B	SL	I	P	P			RLTL to CR 44 West; Original pavt structure of TL Raveling; Worn Surface
32	0.820	9	RLTL	X	0.6	5.3					5.9	LR	10.9					P			RLTL to Advance Discount Auto Parts; Raveling
38	2.627	8	RLTL	X	1.1	4.0					5.1	LR	7.2					P			RLTL to Metal Recycling Business Ripples, Worn Surface
42	3.230	3.5	RLTL	X	0.9	4.0					4.9	LR	12.2					P			RLTL to Delivery Entrance to Florida's Natural; Raveling
43	3.330	3	RLTL		0.7	2.1					2.8	LR	8.0	B	ST	I	L	P			RLTL to 2nd Delivery Ent. To Florida's Natural; Raveling
44	3.495	3	RLTL		1.0	2.1	1.9				5.0	LR	9.5	1.1	SL	I	L	P			RLTL to U-Turn; Ripples
46	3.790	7.5	RLTL		0.5	1.8	1.5				3.8	LR	8.7					P			RLTL to Golden Gem Drive; Raveling
4	0.644	8	RRTL	X	0.7	3.7					4.4	LR	9.1	2.3	BR	II	S	P			RRTL to CVS/Winn Dixie
5	0.714	9	RRTL	X	0.9	2.4					3.3	LR	13.7	B	ST	II	M	P			RRTL to CR 44 East Joint Between Turn Lane, Possible Widening
6	0.785	7.5	RRTL		0.6	4.5					5.1	LR	12.7					P			RRTL to Walgreens Severe Raveling; Core on Joint
8	0.835	5.5	RRTL		1.2	1.8	1.1				4.1	LR	9.9					P			RRTL to Haselton Road Raveling, Worn Surface
9	1.069	5.5	RRTL		1.2	1.5					8.3	ABC	5.6	2.0	SL	I	M	P			RRTL to Pine Meadows Road Core on Joint
12	1.548	5	RRTL		0.9	1.3					2.2	LR	16.8					P			RRTL to McKinley Road Worn Surface; Raveling

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					FC5	Type S	Type I				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
14	1.801	5	RRTL		1.1	1.1					9.2	ABC	7.0					P			RRTL to Fifth Street Worn Surface; Raveling; Core on Joint	
15a	1.858	9.5	RRTL	X	0.5	4.0					10.5	ABC	6.0	B	SL	I	L	P			RRTL to Orange Avenue; Thick side of core is on south matching pavt structure from TL to Fifth Street	
15b	1.858	9.5	RRTL	X	0.5	2.0	1.9				4.4	LR	10.6	B	SL	I	L	P			RRTL to Orange Avenue; Thin side of core is on north = different pavt structure for TL to Orange Ave.	
17	2.310	6	RRTL		1.5	2.5	1.5				5.5	LR	13.0					P			RRTL to Whistling Pines Road Raveling	
20	2.973	5.5	RRTL		0.8	3.0					3.8	LR	6.2					F			RRTL to Lake Smith Road	
22	3.245	5.5	RRTL		1.5	0.9					2.4	LR	10.1					P			RRTL to Mills Street Worn Surface; Raveling	
24	3.523	4	RRTL	X	1.0	2.7					3.7	LR	9.1	B	ST	II	L	P			RRTL to CR 450A Raveling; Worn Surface	
40	2.977	from centerline	MXO		0.2	2.8					3.0	LR	9.5					P			Left XS value = left half of MXO; Right XS value = right half of MXO; Severe Raveling	
2	0.260	2	OR		0.9	1.7					2.6	LR	7.4					P			Raveling	
11	1.460	2	OR		1.1	1.3					2.4	LR	8.1					F				
18	2.380	1	OR		0.6	1.1					1.7	LR	8.6	B	BR	II	S	P				
23	3.400	2.5	OR		0.7	1.6					2.3	LR	7.2					P			Raveling; Worn Surface	

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