

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

<b>Project No.:</b> 437348-1	<b>Cored By:</b> Elipsis Engineering and Consulting	<b>Date:</b> 5/2 - 5/3/17	<b>Page No.:</b> 1 of 6
<b>County:</b> Lake	<b>Highway Sect. No:</b> 11110	<b>From:</b> 1900' West CR 437	<b>To:</b> Volusia County Line
<b>Road No.:</b> SR 44	<b>Begin MP:</b> 7.712	<b>End MP:</b> 23.830	<b>Length:</b> 16.118

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/ *FC-12.5*	Type SP	Type S	Type II w/ Shell	Type II	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	17.446	8.0	L1		1.4	2.0		0.1		0.5	4.0	LR	8.0	-	-	-	-	F			
2	17.446	2.0	OL		1.7		1.2				2.9	LR	6.4	-	-	-	-	F			
3	15.867	4.0	L1		1.4	1.5		0.4		0.7	4.0	LR	8.3	B	ST	II	L	P			
4	15.867	2.0	OL		1.5		1.3				2.8	LR	5.0	-	-	-	-	F			
5	14.460	11.0	LLTL		1.0	2.5		0.7		0.6	4.8	LR	7.6	-	-	-	-	F			To Brantly Branch; Crown : - = to R1, + = to L1
6	14.460	1.5	L1		1.5	1.5	0.9	0.9		0.5	5.3	LR	7.2	B	ST	II	M	P			
7	14.460	2.0	OL		1.9		4.0				5.9	LR	-	-	-	-	-	F			
8	13.351	7.0	L1		1.3	1.9		0.2	1.0		4.4	LR	8.1	1.8	SL	I	M	F			
9	13.351	2.0	OL		1.6		1.3				2.9	LR	6.2	-	-	-	-	F			
10	12.528	6.5	L1		1.5	2.4			1.0		4.9	LR	8.1	2.0	SL	I	S	P			
11	12.528	2.0	OL		2.4		1.2				3.6	LR	-	-	-	-	-	F			
12	11.917	2.0	L1	X	1.3	1.6		0.9	0.9		4.7	LR	7.8	B	Br	II	S	P			
13	11.917	2.0	OL		1.9		1.8				3.7	LR	4.3	-	-	-	-	F			
14	10.398	6.5	L1		1.4	2.3		0.5	0.9		5.1	LR	7.9	B	SL	II	S	P			
15	10.398	3.0	LRTL	X	1.4	1.6	1.9				4.9	LR	9.1	-	-	-	-	F			To Huff Rd
16	10.398	2.0	OL		1.4		1.9				3.3	LR	4.2	-	-	-	-	F			

**Remarks:** Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement \* = Refer to Aerial Coring Plan for a more accurate location  
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					FC-6/ *FC-12.5*	Type SP	Type S	Type II w/ Shell	Type II	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
17	9.620	10.5	LLTL		1.4	2.6	2.4	0.9	0.9		8.2	LR	7.8	3.1	Br	II	S	P			To Seminole Springs
18	9.559	8.0	L1		1.5	2.0	2.2				5.7	LR	8.6	0.1	Br	I	S	P			Target Crack in OWP, Shear Crack
19	9.559	2.0	OL		2.0		1.6				3.6	LR	3.9	—	—	—	—	F			
20	8.977	5.5	L1		1.4	2.5		1.2	0.7		5.8	LR	7.3	B	ST	II	M	P			Transverse Crack
21	8.977	8.5	LRTL	X	1.4	2.1	2.6				6.1	LR	14.4	2.7	SL	III	S	P			To Nashua Blvd
22	8.977	2.0	OL		1.4		4.9				6.3	LR	15.7	—	—	—	—	F			
23	8.205	10.5	LLTL		1.2	1.4	1.0	0.6	0.5		4.7	LR	7.3	B	Br	III	S	P			To CR 437; Crown: - = to R1, + = to L1
24	8.205	7.0	LRTL		1.3	1.9	2.1				5.3	LR	11.2	B	SL	III	S	P			To CR 437
25	8.205	2.5	OL		1.9		1.8				3.7	LR	3.7	—	—	—	—	F			
26	8.130	7.0	LRTL		1.3	1.7	3.7				6.7	LR	14.3	1.4	SL	II	M	P			To Gas Station
27	8.128	3.0	OL		0.7		4.4				5.1	LR	17.4	3.2	Br	II	S	P			
28	7.950	8.5	LLTL	X	1.7*	1.6	0.6	0.7		0.5	5.1	LR	8.9	—	—	—	—	G			To Publix
29	7.950	10.0	L1	X	2.4*	2.3					4.7	LR	9.8	—	—	—	—	G			
30	7.950	2.0	OL		1.5*	2.5					4.0	LR	9.7	—	—	—	—	G			
31	7.950	9.0	R1	X	1.5*	2.1					3.6	LR	11.5	—	—	—	—	G			
32	7.950	10.0	RRTL	X	2.5*	2.3					4.8	LR	9.4	—	—	—	—	G			To Publix

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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/ *FC-12.5*	Type SP	Type S	Type II w/ Shell	Type II	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
33	7.950	2.0	OR		2.6*	2.1					4.7	LR	8.1	—	—	—	—	G				
34	8.541	9.5	R1	X	1.3	1.5		0.7	0.3		3.8	LR	8.7	B	Al	III	S	P				LR Pumping
35	8.541	2.0	OR		1.4			1.2			2.6	LR	4.3	—	—	—	—	F				
36	9.000	9.0	R1	X	1.4	2.6					4.0	LR	15.0	B	Al	I	S	P				LR Pumping
37	9.280	6.5	R1		1.4	1.8		0.5	1.2		4.9	LR	7.3	B	SL	II	S	P				Mid-Lane Crack
38	9.280	1.5	RRTL		1.4	2.3					3.7	LR	8.5	B	Al	II	S	P				Target IWP, To CR 46A
39	9.280	2.0	OR		1.5	1.2					2.7	LR	4.3	—	—	—	—	F				
40	10.633	9.5	R1	X	1.3	1.6		0.3	0.7		3.9	LR	8.8	B	Al	I	S	P				Target OWP (Alligator)
41	10.633	2.5	OR		1.7			1.6			3.3	LR	3.7	1.4	Br	I	L	P				
42	11.096	9.0	R1	X	1.6	1.2		0.7	1.2		4.7	LR	6.8	B	Al	I	S	P				Target OWP (Alligator)
43	11.179	10.0	R1	X	1.5	1.1			1.2		3.8	LR	8.2	B	Al	I	S	P				Target OWP (Alligator)
44	11.948	7.0	R1		1.4	1.6		0.6	0.7		4.3	LR	7.5	B	ST	I	M	P				Transverse Crack
45	11.950	2.0	OR		1.6			1.5			3.1	LR	3.9	B	Br	I	L	P				
46	12.593	9.5	R1	X	1.5	2.0		0.8	1.1		5.4	LR	6.1	B	Al	I	S	P				LR Pumping
47	12.593	2.0	OR		2.0			1.8			3.8	LR	4.0	—	—	—	—	F				
48	13.395	2.0	R1	X	1.6	1.8		1.0	0.6		5.0	LR	8.0	B	ST	II	M	P				Target IWP Transverse

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					FC-6/ *FC-12.5*	Type SP	Type S	Type II w/ Shell	Type II	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	13.395	2.0	OR		1.8		1.9				3.7	LR	—	—	—	—	F				
50	14.395	6.0	R1		1.5	2.0	3.3				6.8	LR	8.7	3.0	SL	I	S	P			
51	14.395	10.0	RRTL	X	1.4	1.4	3.0				5.8	LR	11.2	—	—	—	F			Onto Brantly Branch Road	
52	14.395	2.0	OR		1.6		3.7				5.3	LR	11.2	—	—	—	F				
53	15.356	4.0	R1		1.5	1.2		0.2		0.7	3.6	LR	8.0	B	Br	II	M	P		Target Crack in IWP	
54	15.356	1.5	OR		1.9		1.5				3.4	LR	—	—	—	—	F				
55	16.707	10.0	RLTL	X	1.4*	1.4		0.7		0.9	4.4	LR	8.6	—	—	—	G			To Royal Trails	
56	16.707	9.5	R1	X	1.1*	4.7					16.3	ABC	10.5	—	—	—	G			Target OWP	
57	16.707	3.0	OR		1.2*	1.6					6.1	ABC	3.3	—	—	—	G				
58	17.962	3.0	R1	X	1.6	1.5		1.0		0.6	4.7	LR	6.8	B	ST	II	M	P			
59	17.962	2.0	OR		1.5		1.6				3.1	LR	—	—	—	—	F				
60	18.683	8.0	R1		1.6*	2.0					3.6	LR	8.9	B	R	I	S	P			Target Crack in OWP
61	18.683	2.5	OR		0.9*	2.6					3.5	LR	13.9	—	—	—	G				
62	19.549	7.0	R1		1.6	1.9		0.8		0.6	4.9	LR	9.1	2.5	SL	II	S	P			
63	19.549	1.5	OR		1.8		1.4				3.2	LR	—	—	—	—	F				
64	20.620	3.5	R1	X	1.5	1.6		0.7		0.5	4.3	LR	7.5	B	Br	II	S	P			Target Crack in IWP

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					FC-6/ *FC-12.5*	Type SP	Type S	Type II w/ Shell	Type II	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
65	20.620	2.0	OR		1.4		1.9				3.3	LR	4.6	—	—	—	—	F				
66	21.674	3.5	R1	X	1.5	1.7		0.8		0.6	4.6	LR	8.2	2.1	Br	II	M	P				
67	21.674	1.5	OR		1.8		1.5				3.3	LR	—	—	—	—	—	F				
68	22.210	9.0	R1	X	1.5	1.6		0.7		0.8	4.6	LR	8.2	B	Br	I	S	P				Branch Crack
69	22.210	3.0	OR		1.2		1.6				2.8	LR	4.5	B	Br	III	S	P				Target Crack
70	22.965	3.0	R1	X	1.5	2.0		0.1	1.3	0.3	5.2	LR	6.3	1.5	Br	III	S	P				IWP/ Shear Crack
71	22.965	2.0	OR		2.0		1.7				3.7	LR	5.1	—	—	—	—	F				
72	23.407	3.0	R1	X	1.4	2.0	1.1			0.8	5.3	LR	6.3	1.4	Br	II	M	P				
73	23.407	2.0	OR		1.9		1.2				3.1	LR	—	—	—	—	—	F				
74	22.849	7.0	L1		1.4	1.5				0.6	3.5	LR	8.1	1.8	SL	I	L	F				
75	22.849	2.0	OL		1.6		2.0				3.6	LR	—	1.6	Br	II	M	P				
76	21.673	7.0	L1		1.4	2.0		0.1		0.5	4.0	LR	7.8	0.3	SL	II	L	F				
77	21.673	2.0	OL		2.0		1.6				3.6	LR	4.9	—	—	—	—	F				
78	21.316	9.5	LRTL	X	1.7	1.4					3.1	LR	11.9	—	—	—	—	F				To Ponderosa Ave
79	21.316	2.5	OL		1.4		1.0				2.4	LR	—	—	—	—	—	F				
80	20.700	2.5	L1	X	1.5	1.8		0.6		0.8	4.7	LR	8.1	—	—	—	—	F				1.5" crack at the bottom of the core

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81	20.700	2.0	OL		1.9		1.3				3.2	LR	4.3	—	—	—	—	F					
82	19.530	9.5	L1	X	1.4	1.6		0.5		0.6	4.1	LR	7.9	—	—	—	—	F					
83	19.530	2.0	OL		1.6		1.9				3.5	LR	4.2	—	—	—	—	F					
84	19.020	2.0	LRTL	X	1.5	1.5	2.4				5.4	LR	10.6	—	—	—	—	F				To Huff Rd	
85	18.627	7.0	LLTL		1.3*	1.4		0.8		0.5	4.0	LR	8.3	—	—	—	—	F				To Dollar General	
86	18.627	9.0	L1	X	1.6*	2.4					12.7	ABC	8.7	—	—	—	—	F					
87	18.627	3.0	OL		1.4*	1.1					12.1	ABC	9.6	—	—	—	—	F				Core broke during extraction	
D-1	12.418	5.5	L1									PCC	N/A	—	—	—	—	F				Bridge #0011, Asphalt Thickness = 3.9"	
D-2	12.391	5.5	L1									PCC	N/A	—	—	—	—	P				Bridge #0011, Asphalt Thickness = 3.8"	
D-3	12.391	5.0	R1									PCC	N/A	—	—	—	—	P				Bridge #0011, Asphalt Thickness = 3.4"	
D-4	12.420	5.5	R1									PCC	N/A	—	—	—	—	P				Bridge #0011, Asphalt Thickness = 3.5"	

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