

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

<b>Project No.:</b> 439142-1	<b>Cored By:</b> Elipsis Engineering and Consulting	<b>Date:</b> 1/7 - 1/8/19	<b>Page No.:</b> 1 of 7
<b>County:</b> Lake	<b>Highway Sect. No:</b> 11110	<b>From:</b> SR 44	<b>To:</b> East of Sorrento Spring Drive
<b>Road No.:</b> SR 44	<b>Begin MP:</b> 3.170	<b>End MP:</b> 7.712	<b>Length:</b> 4.542

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.			Comments	
					FC-6 / FC-12.5	Type SP/S	Type II	Surf. Trtmt			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
1	3.325	8.0	R1	X	0.8	0.6	1.1	0.5			3.0	LR	5.4	B	Al	II	S	P			Targeted Core for Cracks
2	3.325	1.5	OR		1.1	1.5					2.6	LR	—	—	—	—	—	F			
3	3.940	2.5	RRTL	X	1.6	3.2					4.8	LR	13.2	—	—	—	—	F			To Lakes of Mt Dora Blvd
4	3.940	1.0	OR		1.1	1.1					2.2	LR	7.6	—	—	—	—	F			To Lakes of Mt Dora Blvd
5	4.080	8.0	R1	X	1.4	2.5					3.9	LR	11.9	—	—	—	—	F			Take on Outside Wheelpath
6	4.080	2.0	OR		1.6	0.6					2.2	LR	6.2	—	—	—	—	F			
7	4.200	9.0	R1	X	1.3	1.7					3.0	LR	11.0	B	Al	I	S	P			Targeted Core for Cracks OWP, SL Crack in IWP
8	4.200	2.5	OR		1.0	1.2					2.2	LR	5.3	—	—	—	—	F			
9	4.886	5.5	R1		1.5	1.5	0.5	0.6			4.1	LR	—	B	SL	II	M	P			
10	4.886	2.0	OR		1.5	1.3					2.8	LR	—	—	—	—	—	F			
11	5.100	11.0	RLTL		1.5	1.7	0.3	0.6			4.1	LR	7.2	B	Br	I	L	F			To CR 439, Moved MP per Bill Wall Crown: Negative slopes to L1, Positive slopes R1
12	5.100	8.0	R1	X	1.6	4.3					5.9	LR	10.1	B	ST	I	L	P			Take on Outside Wheelpath, Moved MP per Bill Wall
13	5.100	2.0	OR		1.8	1.6					3.4	LR	5.1	—	—	—	—	F			Moved MP per Bill Wall
14	5.180	4.0	R1	X	1.6	2.4	0.5	0.5			5.0	LR	—	B	ST	II	S	P			Targeted Core for Ride
15	5.550	9.0	R1	X	1.5	1.7	4.5	0.1			7.8	SC	7.0	B	Al	II	S	P			Core fractured during extraction
16	5.550	2.0	OR		1.4	1.5					2.9	LR	—	—	—	—	—	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; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

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					FC-6 / FC-12.5	Type SP/S	Type II	Surf. Trtmt			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
17	6.100	2.0	R1	X	1.7	1.7	1.0	0.4			4.8	LR	—	B	Br	II	S	P			Targeted Core for Cracks IWP
18	6.333	8.0	R1	X	1.4	1.7	0.9	0.5			4.5	LR	7.5	B	ST	I	M	P			Core fractured during extraction
19	6.333	2.0	OR		1.8	1.5					3.3	LR	—	—	—	—	—	F			
20	6.583	5.0	RRTL		1.5	2.4					3.9	LR	12.6	—	—	—	—	F			To Cardinal Lane, Rut @ 5'
21	6.583	2.0	OR		1.7	2.7					4.4	LR	11.1	—	—	—	—	G			To Cardinal Lane
22	7.032	9.0	R1	X	1.4	2.0	0.7	1.3			5.4	LR	—	B	Al	I	S	P			
23	7.032	2.0	OR		1.9	1.6					3.5	LR	—	—	—	—	—	F			
24	7.507	9.0	RLTL	X	1.5	2.9	0.7	0.4			5.5	LR	7.0	—	—	—	—	F			To Green Forest Drive 0.6" Crack at the bottom
25	7.507	2.0	RRTL	X	1.3	2.7					4.0	LR	13.0	0.3	SL	I	L	P			To Sorrento Spring Drive
26	7.655	7.5	R1		1.6	1.4					3.0	LR	15.0	B	Al	I	S	P			Take on Outside Wheelpath
27	7.655	1.5	OR		1.1	2.6					3.7	LR	13.3	—	—	—	—	F			
28	7.666	2.5	LRTL	X	1.3	1.7					3.0	LR	16.0	—	—	—	—	G			To Green Forest Drive
29	7.666	2.0	OL		1.3	2.3					3.6	LR	12.4	—	—	—	—	G			To Green Forest Drive
30	7.530	9.5	L1	X	1.5	2.4					3.9	LR	13.1	2.2	Br	I	M	P			Take on Outside Wheelpath
31	7.530	1.5	OL		1.4	2.2					3.6	LR	—	—	—	—	—	F			
32	6.914	8.0	L1	X	1.4	1.7	0.6	0.6			4.3	LR	—	B	ST	I	M	P			

**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/S	Type II	Surf. Trtmt			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent	
33	6.914	2.5	OL		1.8	1.6					3.4	LR	—	—	—	—	—	F				
34	6.697	9.0	L1	X	1.5	1.6					3.1	LR	16.2	—	—	—	—	F				Targeted Core for Cracks OWP, No Cracks in OWP
35	6.697	2.5	OL		1.4	1.9					3.3	LR	14.7	—	—	—	—	F				
36	6.213	3.0	L1	X	1.4	1.6	0.7	0.7			4.4	LR	7.4	B	Br	II	M	P				
37	6.213	2.0	OL		1.6	1.7					3.3	LR	—	—	—	—	—	F				
38	6.066	3.0	L1	X	1.5	1.9	1.2	0.4			5.0	LR	—	B	Br	II	M	P				Targeted Core for Cracks IWP
39	5.525	4.0	L1		1.4	1.7	2.5	0.2			5.8	SC	11.0	B	Br	III	S	P				Targeted Core for Cracks
40	5.525	2.0	OL		1.6	1.7					3.3	LR	—	—	—	—	—	F				
41	5.157	5.0	L1		1.6	2.5	0.8	0.6			5.5	LR	7.8	2.9	Br	II	S	P				Take on Outside Wheelpath, No Cracks in OWP 0.8" Crack at bottom
42	5.159	8.0	LRTL	X	1.5	3.2					4.7	LR	8.8	1.5	Br	I	L	F				To CR 439 1.9" Crack at bottom
43	5.159	2.0	OL		1.7	1.3					3.0	LR	4.5	—	—	—	—	F				To CR 439
44	4.732	8.0	L1	X	1.1	1.6	1.9	0.6			5.2	LR	—	—	—	—	—	F				
45	4.732	2.5	OL		1.7	1.6					3.3	LR	—	—	—	—	—	F				
46	4.436	9.0	L1	X	1.4	3.1					4.5	LR	9.0	B	Br	I	L	P				Take on Outside Wheelpath
47	4.436	3.0	OL		0.8	1.3					2.1	LR	7.4	—	—	—	—	F				Targeted Core for Cracks, No Cracks in area after walking ± 50'
48	4.411	4.0	LLTL	X	1.5	1.4	1.0	0.4			3.8	LR	6.7	2.9	ST	I	L	P				To Britt Road Crown: Negative slopes to L1, Positive slopes to R1

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