

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

Project No.:		445294-1		Cored By:		Elipsis Engineering and Consulting		Date:		August 20, 2020		Page No.:		1 of 5					
County:		Lake		Highway Sect. No.:		11140		From:		Marion County Line		To:		Volusia County Line					
Road No.:		SR 40		Begin MP:		0.123		End MP:		7.796		Length:		7.773					
Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)							Base		Crack				Pavt Cond.	Comments
					FC-9.5	Type SP	Type S	Type I	Type II	Surf. Trmnt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent		
1	0.128	10.0	R1	X	1.0	1.0			0.5	0.6	3.1	LR	6.9	B	Al	I	S	P	Alligator Cracking, RWP
2	1.305	3.0	R1	X	1.4	1.6			0.7		3.7	LR	-	B	Al	I	S	P	Alligator Cracking, LWP, RH Curve
3	1.305	2.0	OR		1.4		1.5				2.9	LR	5.1	-	-	-	-	F	RH Curve
4	1.891	2.0	OR		0.8		1.4				2.2	LR	4.2	B	Br	III	S	P	Alligator & Branch Cracking, Severe Cracking in R1, RH Curve
5	1.987	9.0	R1	X	1.4	0.9			0.6	0.7	3.6	LR	6.9	B	Br	II	S	P	Alligator & Branch Cracking, LR Pumping, RWP, LR & SG Samples Taken, Moved MP to
6	2.629	9.0	R1	X	1.0	0.9			0.3	0.7	2.9	LR	9.1	B	Al	I	S	P	Alligator & Branch Cracking, RWP, Near Lightfoot Rd /FR 40-24.5, LR Pumping
7	2.629	2.0	OR		0.8		0.7				1.5	LR	-	-	-	-	-	F	
8	3.705	6.5	R1		1.2	1.6			0.9	0.9	4.6	LR	7.4	1.8	SL	I	S	P	Rippling, Center of Lane, Core photo to show crack, core length not reflected in photo
9	3.705	2.0	OR		1.5		1.9				3.4	LR	5.1	-	-	-	-	F	Near Driveway - JH Powell
10	4.238	8.0	R1		1.2	1.3		1.2	1.0	0.4	5.1	LR	7.0	B	ST	II	M	P	Branch Cracking, LR Pumping, Severe Rutting
11	4.238	2.0	OR		1.4		1.4				2.8	LR	-	-	-	-	-	F	Near Park Rd
12	4.743	9.0	R1	X	1.5	1.3	1.7				4.5	LR	13.1	B	ST	I	M	P	Widening Strip, Core on RWP, LH Curve
13	4.855	9.0	R1	X	1.3	1.4					2.7	LR	7.1	B	Al	I	S	P	Alligator Cracking, Rutting, RWP, LR Pumping
14	5.345	2.5	R1	X	1.3	1.0	1.6	2.1	1.1	0.4	7.5	LR	8.0	B	SL	I	L	P	Branch & Longitudinal Cracking, LWP, LR & SG Samples Taken
15	5.345	2.0	OR		1.0		1.5				2.5	LR	4.5	-	-	-	-	F	Just West of Lake County Fire Station 10
16	5.900	3.0	R1	X	1.3	1.1	1.2		0.5	0.8	4.9	LR	7.6	2.1	Al	II	S	P	Alligator Cracking, LWP, RH Curve, Severe Rutting, Core broke during extraction

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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Project No.: 445294-1					Cored By: Elipsis Engineering and Consulting					Date: August 20, 2020					Page No.: 2 of 5				
County: Lake					Highway Sect. No.: 11140					From: Marion County Line					To: Volusia County Line				
Road No.: SR 40					Begin MP: 0.123					End MP: 7.796					Length: 7.773				
Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)							Base		Crack				Pavt Cond.	Comments
					FC-9.5	Type SP	Type S	Type I	Type II	Surf. Trmmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent		
17	6.406	5.0	CTL		1.1	1.4	1.5				4.0	LR	8.6	-	-	-	-	F	Raveling, near entrance to St. John's River Utility Inc, Crown: Top Value slopes to L1, Bottom
18	6.591	9.0	R1	X	1.3	1.9	3.6				6.8	LR	12.0	B	Br	I	M	P	Widening Strip Core on RWP Just East of the Dollar Store Entrance, LR & SG Samples taken
19	6.591	2.0	OR		1.6		1.8				3.4	LR	4.7	-	-	-	-	F	
20	7.125	2.5	CTL	X	1.4	1.3	1.4				4.1	LR	10.0	1.1	SL	I	M	P	Near Entrance to Sparky's Place, Core broke during extraction
21	7.206	1.5	R1		0.9	1.0	1.6				3.5	LR	12.0	B	Br	III	M	P	Alligator & Branch Cracking, LWP, LH Curve, LR & SG Samples taken
22	7.242	6.0	RRTL		1.2	1.4	0.2				2.8	LR	11.7	-	-	-	-	F	EB Right Turn Lane to Butler St, LH Curve
23	7.242	2.0	OR		1.0	0.7			1.1		2.8	LR	4.8	-	-	-	-	F	TL Shoulder (OR)
24	7.575	6.0	RLTL		1.2	1.4	0.7				3.3	LR	12.8	-	-	-	-	F	Light Raveling - EB Left Turn Lane to Holiday Rd
25	7.673	8.0	R1		1.8	1.2	1.1				4.1	LR	12.2	-	-	-	-	F	
26	7.673	4.0	OR		1.0				1.4		2.4	LR	5.2	-	-	-	-	F	
27	7.641	7.0	L1		1.2	1.5	1.0				3.7	LR	10.8	1.3	Br	II	M	P	LR Pump center of lane, Just east of Holiday Rd, LH Curve
28	7.641	3.0	OL		1.0				1.1		2.1	LR	5.0	-	-	-	-	F	
29	6.945	9.0	L1	X	1.1	1.5	2.8				5.4	LR	-	2.4	SL	II	S	P	Longitudinal Cracking, Both Wheelpaths, Widening Strip - Core on RWP
30	6.352	5.5	LRTL		1.2	1.3					11.2	ABC	8.7	-	-	-	-	F	WB Right TL to River Rd, Trailer Gouge
31	6.352	2.0	OL		2.0	1.8					9.7	ABC	5.9	-	-	-	-	F	TL Shoulder (OL)
32	6.294	6.0	LLTL		1.2	1.7	2.1				5.0	LR	8.6	1.2	SL	I	L	P	Raveling, WB Left TL to Triple Z Family Market, Core broke during extraction, Crown:
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 <u>Crack Extent:</u> L= Light; M= Moderate; S= Severe <u>Pavement Condition:</u> G= Good; F= Fair; P= Poor <u>Crack Types:</u> A= Alligator; B= Block; Br= Branch <u>SL=</u> Single Longitudinal; <u>ST=</u> Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack <u>Base Types:</u> 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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Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)							Base		Crack				Pavt Cond.	Comments
					FC-9.5	Type SP	Type S	Type I	Type II	Surf. Trmmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent		
33	6.177	3.0	L1	X	1.2	2.1					3.3	LR	9.0	B	Br	I	S	P	LR Pumping, LWP, Near Veteran's Drive, LR & SG Samples Taken, LR Pumping, Moved
34	6.177	2.5	OL		1.0	1.2					2.2	LR	-	-	-	-	-	F	Moved MP to cracks
35	5.807	10.0	L1	X	1.7	1.5					3.2	LR	18.1	B	Br	I	S	P	LR Pumping & Branch Cracking, RWP, Core photo to show crack, core length not reflected
36	5.193	3.0	L1	X	1.5	2.6					4.1	LR	7.3	B	Br	II	S	P	LR Pumping & Longitudinal Crack, LWP, LR & SG Samples taken
37	5.193	2.0	OL		1.2	1.9					3.1	LR	4.6	-	-	-	-	F	
38	4.749	6.0	LLTL		1.0	5.2					6.2	LR	6.1	-	-	-	-	F	WB Left TL to CR 445A, RH Curve
39	4.705	10.0	L1	X	1.2	3.7					4.9	LR	13.1	-	-	-	-	P	Widening Strip - Core on RWP, RH Curve, SL Crack in Center of Lane
40	4.204	10.0	L1	X	1.6	0.8		0.5	1.1	0.4	4.4	LR	-	B	Bl	II	S	P	Just West of Park Rd, LR Pumping
41	4.204	2.0	OL		1.2	1.5					2.7	LR	3.6	-	-	-	-	F	
42	3.235	9.0	L1	X	0.9	2.0					2.9	LR	7.1	B	Br	I	M	P	Just east of Blue Creek Lodge, LR Pumping
43	3.235	2.0	OL		1.0	0.9					1.9	LR	4.3	-	-	-	-	F	
44	2.225	10.0	L1	X	1.1	1.6			1.0	0.5	4.2	LR	-	B	Br	I	M	P	LR Pumping
45	2.225	2.0	OL		2.2	1.5					3.7	LR	5.6	-	-	-	-	F	
46	1.843	2.0	L1	X	1.0	0.9	0.8	0.5	0.8	0.5	4.5	LR	7.3	B	Br	I	L	P	Trailer Gouge
47	1.358	4.5	L1		1.3			0.4		0.4	2.1	LR	7.9	B	Br	I	S	P	LR Pumping & Branch Cracking
48	1.358	2.0	OL		1.9	0.6					2.5	LR	-	-	-	-	-	F	LH Curve

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					FC-9.5	Type SP	Type S	Type I	Type II	Surf. Trmmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	0.597	3.0	L1	X	1.5	1.7					3.2	LR	6.9	1.5	Br	I	S	P	Alligator & Branch Cracking, LWP, Saw LR Pumping but no base crack		
49A	0.597	3.0	L1	X	1.5	1.9					3.4	LR	6.7	1.5	Br	I	S	P	Alligator & Branch Cracking, LWP, Obtained core to find base crack		
50	0.597	2.5	OL		1.6	1.9					3.5	LR	4.5	-	-	-	-	F			
51	0.137	3.0	L1	X	1.0	1.9					2.9	LR	7.1	B	Al	I	S	P	LR Pumping, Moved MP to cracks		

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Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Comments	
											Asphalt Thickness	Type	Thick-ness (in)	Depth (in)	Type	Class			Extent
D-1	7.710	5.0	R1								4.9	PCC	-	-	-	-	-	-	Approach Slab for Bridge over St. Johns River (#110077) Hand Drill Asphalt 5' from
D-2	7.710	5.5	L1								5.3	PCC	-	-	-	-	-	-	Leave Slab for Bridge over St. Johns River (#110077) Hand Drill Asphalt 5' from

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