

State of Florida Department of Transportation

PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.:450740-1

Cored By:Elipsis Engineering and Consulting

Date:June 3rd & 4th, 2024

Page No.:1 of 5

County:Lake

Highway Sect. No.:11200

From:North of SR 50

To:CR 516 / Southern Breeze Drive

Road No.:SR 25 (US 27)

Begin MP:15.253

End MP:17.839

Length:2.586

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-12.5	Type SP	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	17.799	2.5	LRTL	X	1.5	4.6					6.1	LR	–	1.3	SL	I	L	P			SB Right TL to Circle K
2	17.612	9.5	L3	X	1.4	5.0					6.4	LR	8.2	2.8	Br	II	S	P			
3	17.612	2.0	OL		2.0	5.0					7.0	LR	9.0	–	–	–	–	F			0.9" of PCC on Curb Side of Core
4	17.167	4.5	L3		1.3	4.9					6.2	LR	10.3	3.0	Br	II	S	P			
5	16.849	3.0	LRTL	X	1.3	5.6					6.9	LR	10.1	–	–	–	–	F			SB Right TL to E Washington St, New TL
6	16.694	10.0	L3	X	1.6	4.8					6.4	LR	10.1	3.8	Br	II	S	P			Severe Rutting
7	16.694	2.0	OL		2.2	4.8					7.0	LR	9.3	–	–	–	–	F			
8	16.065	9.0	L3	X	1.2	4.8					6.0	LR	10.5	–	–	–	–	F			
9	16.065	5.5	LRTL		1.2	4.9					6.1	LR	–	–	–	–	–	F			SB Right TL to Grand Hwy
10	15.353	3.0	L3	X	1.3	5.8					7.1	LR	11.4	–	–	–	–	F			
11	15.353	2.0	OL		1.8	4.7					6.5	LR	10.5	–	–	–	–	F			
12A	15.369	4.0	R3		1.7	2.0	0.3			1.2	5.2	LR	9.9	B	ST	II	S	P			NB Side of Core, Adjacent to Inlet Severe Rutting
12B	15.369	4.0	R3		1.7	5.3					7.0	LR	8.1	B	ST	II	S	P			SB Side of Core, Adjacent to Inlet Severe Rutting
13	15.369	2.0	OR		1.6	2.1	0.3				4.0	LR	10.0	–	–	–	–	F			
14	15.950	4.0	R3		1.4	4.4					5.8	LR	11.2	B	ST	II	L	P			Severe Rutting
15	15.950	5.0	RRTL		2.0	4.2					6.2	LR	–	–	–	–	–	F			NB Right TL to Citrus Tower Blvd

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; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack

Base Types: LR= Limerock; AM= Asphalt Millings; SC= Soil Cement; ABC= Asphalt Base; SAHM = Sand Asphalt Hot Mix; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell

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County: Lake					Highway Sect. No: 11200					From: North of SR 50					To: CR 516 / Southern Breeze Drive							
Road No.: SR 25 (US 27)					Begin MP: 15.253					End MP: 17.839					Length: 2.586							
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-12.5	Type SP	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
16	16.199	2.0	R3	X	1.6	1.9	0.4				0.7	4.6	LR	8.5	B	SL	II	S	P			
17	16.642	9.5	R3	X	1.6	4.4						6.0	LR	8.7	2.7	Bl	II	S	P			
18	16.642	2.0	OR		1.8	4.3						6.1	LR	8.4	—	—	—	—	F			
19	16.747	7.0	RRTL		1.4	5.3						6.7	LR	—	2.5	ST	I	L	P			NB Right TL to Washington St
20	17.436	9.5	R3	X	1.4	1.5	1.0				1.6	5.5	LR	10.0	B	Br	II	S	P			Core broke during extraction, Core Length Field Measured (Does not match photo); Severe Rutting
21	17.436	2.0	OR		2.1	2.3	0.4				1.4	6.2	LR	9.8	—	—	—	—	F			
22	17.800	2.0	RRTL	X	1.5	4.2						5.7	LR	10.8	2.0	SL	I	S	P			NB Right TL to Southern Breeze Dr
23	17.648	9.0	L1	X	1.4	6.2		2.5			1.8	11.9	LR	8.5	4.6	Bl	III	S	P			Severe Rutting
24	17.398	5.5	LLTL		1.3	5.8						14.5	ABC	7.4	—	—	—	—	F			SB Left TL to Education Ave, New TL
25	17.207	6.5	L1		1.6	6.9	0.4					8.9	PCC	6.5	2.2	Br	I	S	P			Raveling
26	16.657	8.5	L1	X	1.5	4.2						5.7	LR	10.6	1.5	Br	II	S	P			
27	16.252	5.0	LLTL		1.5	4.7						6.2	LR	11.8	—	—	—	—	F			SB Left TL to Division St
28A	16.201	4.0	L1		1.3	3.9	0.3					5.5	PCC	7.5	B	ST	II	S	P			SB Side of Core, Adjacent to Inlet
28B	16.201	4.0	L1		1.3	3.9	1.8					7.0	LR	9.4	B	ST	II	S	P			NB Side of Core, Adjacent to Inlet
29	15.700	2.5	L1	X	1.7	3.2						4.9	LR	8.1	2.1	Br	II	S	P			
30	15.364	8.0	L1		1.4	6.3	0.3					8.0	PCC	6.8	2.0	ST	II	S	P			

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement
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					FC-12.5	Type SP	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
31	15.364	5.0	LLTL		1.5	3.7					5.2	LR	—	—	—	—	—	F			SB Left TL to Ram's Plaza	
32	15.370	4.0	R1		2.0	3.9					5.9	LR	10.1	2.0	SL	II	S	P				
33	15.926	1.5	R1		1.9	4.2					6.1	LR	12.7	1.0	SL	I	L	F				
34	15.976	5.0	RLTL		1.4	5.2					6.6	LR	9.9	—	—	—	—	—			NB Left TL to Grand Hwy	
35	16.275	4.0	R1		1.5	5.2					6.7	LR	12.8	1.2	SL	I	L	F				
36	16.701	3.0	R1	X	1.3	4.8					6.1	LR	9.4	1.5	Br	II	S	P				
37	16.749	7.0	RLTL		1.3	4.9					6.2	LR	11.1	1.4	SL	I	M	F			NB Left TL to Washington St	
38	17.540	4.0	R1		1.9	4.6					6.5	LR	12.9	2.5	BI	III	S	P			Severe Rutting	
39	17.801	9.5	RLTL	X	1.7	5.0					6.7	LR	—	1.7	ST	I	L	P			NB Left TL to CR 561 Severe Rutting	
40	17.807	3.0	L2	X	1.4	5.1					6.5	LR	9.5	B	BI	III	S	P			Severe Rutting	
41	17.278	6.0	L2		1.5	8.2	0.4				10.1	PCC	6.8	2.4	ST	II	S	P			Asphalt Pop out Severe Rutting	
42	16.752	4.5	L2		1.1	4.2					5.3	LR	15.7	2.8	BI	III	S	P			Severe Rutting	
43	16.158	1.0	L2		1.5	7.4	0.4				9.3	PCC	7.2	1.3	SL	II	M	P			Severe Rutting	
44	15.782	1.5	L2		1.3	5.3	0.4				7.0	PCC	7.3	2.6	ST	III	S	P			Severe Rutting	
46	15.422	7.0	R2		1.2	1.6		1.2	1.2	2.0	7.2	LR	9.1	B	ST	I	M	P			Severe Rutting	

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					FC-12.5	Type SP	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
47	16.128	9.0	R2	X	1.5	1.7			0.4	2.2	5.8	LR	8.6	B	SL	I	S	P			Severe Rutting	
48	16.714	9.0	R2	X	0.8	5.2					6.0	LR	11.2	3.4	Br	III	S	P			Severe Rutting	
49	17.206	9.0	R2	X	1.1	1.7			0.5	2.0	5.3	LR	10.2	B	Br	III	S	P			Asphalt Pop out	
50	17.828	1.5	R2		1.3	5.3					6.6	LR	21.4	1.3	Bl	I	S	P				
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					FC-12.5	Type SP	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
D-1	16.647	5.5	L3									PCC	—	—	—	—	—	P			Bridge # 110089 Approach Slab Asphalt Thickness = 3.8"
D-2	16.628	6.0	L3									PCC	—	—	—	—	—	F			Bridge # 110089 Leave Slab Asphalt Thickness = 2.4"
D-3	15.522	5.5	L3									PCC	—	—	—	—	—	F			Bridge # 110087 Approach Slab Asphalt Thickness = 2.5"
D-4	15.499	5.5	L3									PCC	—	—	—	—	—	F			Bridge # 110087 Leave Slab Asphalt Thickness = 2.3"
D-5	15.492	6.0	R3									PCC	—	—	—	—	—	F			Bridge #110088 Approach Slab Asphalt Thickness = 3.1"
D-6	15.515	6.0	R3									PCC	—	—	—	—	—	F			Bridge #110088 Leave Slab Asphalt Thickness = 3.6"
D-7	16.612	5.5	R3									PCC	—	—	—	—	—	P			Bridge #110090 Approach Slab Asphalt Thickness = 2.4"
D-8	16.630	5.5	R3									PCC	—	—	—	—	—	P			Bridge #110090 Leave Slab Asphalt Thickness = 2.5"
D-9	16.643	5.5	L1									PCC	—	—	—	—	—	F			Bridge # 110089 Approach Slab Asphalt Thickness = 2.7"
D-10	16.625	6.0	L1									PCC	—	—	—	—	—	F			Bridge # 110089 Leave Slab Asphalt Thickness = 2.5"
D-11	15.520	6.0	L1									PCC	—	—	—	—	—	F			Bridge # 110087 Approach Slab Asphalt Thickness = 3.5"
D-12	15.497	6.0	L1									PCC	—	—	—	—	—	F			Bridge # 110087 Leave Slab Asphalt Thickness = 3.3"
D-13	15.494	6.0	R1									PCC	—	—	—	—	—	F			Bridge #110088 Approach Slab Asphalt Thickness = 3.4"
D-14	15.517	6.0	R1									PCC	—	—	—	—	—	F			Bridge #110088 Leave Slab Asphalt Thickness = 2.9"
D-15	16.615	6.0	R1									PCC	—	—	—	—	—	F			Bridge #110090 Approach Slab Asphalt Thickness = 3.0"
D-16	16.634	5.5	R1									PCC	—	—	—	—	—	P			Bridge #110090 Leave Slab Asphalt Thickness = 2.0"

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