

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

Project No.: 437345-1		Cored By: Page One Consultants, Inc.				Date: 2/28/17-3/2/17				Page No.: 1 of 5												
County: Brevard		Highway Sect. No.: 70110				From: Orange County Line				To: I-95 SB On-Ramp												
Road No.: SR 50		Begin M.P.: 0.000				End M.P.: 5.066				Length: 5.066 miles												
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-5	SP	S	ARMI	Type I	Type II w/Shell	Surf. Treat.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
1	0.103	8.0	R2	X	1.0	1.0	3.3					5.3	LR	--	3.8	BL	II	M	F			Long. Crack (>1/4") along Shoulder joint
2	0.103	2.0	OR		0.9	1.4	3.1					5.4	LR*	6.1	--	--	--	--	F			*Mixed LR/Soil (More LR than Soil, dirty LR)
3	0.838	4.0	R2	X	0.7	1.0	2.5					4.2	LR	14.1	0.7	BR	II	L	F			
4	1.222	8.0	R2	X	1.3	2.0	1.8					5.1	LR	--	1.3	OGFC	IB	L	F			Longitudinal Indentation in asphalt (Rt Wheel Path)
5	1.222	2.0	OR		1.2	1.0	1.3					10.3	ABC	6.8	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the core hole.
6	1.745	8.0	R2	X	0.7	1.5	2.0					4.2	LR	12.9	0.7	OGFC	IB	L	F			
7	2.366	3.5	R2	X	0.9	1.8	1.0					3.7	LR	10.8	1.6	SL	IB	L	F			Targeted Core
8	2.366	2.0	OR		0.5	0.9	1.6					8.1	ABC	5.1	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the core hole.
9	2.883	4.5	R2	X	0.7	1.0	2.2					3.9	LR	9.1	1.1	SL	II	M	F			Super-elevation
10	3.260	10.5	R2	X	0.9	1.4	2.5					4.8	LR	--	3.4	SL	II	M	F			
11	3.260	2.0	OR		1.6	1.0	1.3					3.9	LR	2.5	--	--	--	--	F			
12	3.690	9.5	R2	X	1.1	1.1	1.9					4.1	LR	9.5	3.0	ST/SL	II	M	F			
13	4.189	9.5	R2	X	1.1	1.3	2.1					4.5	LR	--	2.3	ST	II	M	F			
14	4.189	2.0	OR		1.6	1.1	1.1					3.8	LR	2.8	--	--	--	--	F			
15	4.244	9.0	R2	X	1.1	1.0	2.0					4.1	LR	--	--	--	--	--	F			Required by FDOT personnel (Contingency Core); Asphalt Bleeding
16	4.519	9.0	RRTL	X	0.8	1.1	2.9					4.8	LR	9.5	3.0	ST	II	M	F			To Plantation Drive
17	4.810	6.0	OR		0.8	1.0	1.9					11.7	ABC	8.0	0.5	BR	II	L	F			Light raveling; Targeted Core

Remarks: A=Alligator B=Base BL=Block BR=Branch Cracking OGFC= Open-Graded FC Stress Cracks SL=Single Longitudinal Crack L=Light Cracking
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Road No.: SR 50		Begin M.P.: 0.000		End M.P.: 5.066		Length: 5.066 miles																
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-5	SP	S	ARMI	Type I	Type II w/Shell	Surf. Treat.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
18	4.983	8.5	R2	X	0.8	1.4	1.9					4.1	LR	11.9	1.3	SL	IB	L	G			Targeted Core
19	4.997	9.5	RRTL	X	1.3	1.7	1.6					4.6	LR	9.9	--	--	--	--	G			To Helen Hauser Blvd.
20	4.997	1.5	OR		1.0	1.4	1.4					3.8	LR	3.2	--	--	--	--	F			To Helen Hauser Blvd.
21	5.063	7.5	LRTL	X	0.8	1.6	2.6					5.0	LR	9.1	--	--	--	--	F			To Helen Hauser Blvd.
22	5.063	1.5	OL		0.9	2.0						2.9	LR	7.3	--	--	--	--	F			To Helen Hauser Blvd.
23	4.985	9.0	LRTL/ACCEL	X	1.0	2.5	1.5					5.0	LR	10.0	--	--	--	--	F			From Helen Hauser Blvd.
24	4.788	3.0	L2	X	1.0	2.6	1.3			1.7	0.6	7.2	LR	5.3	1.5	BR	II	M	F			Ripples
25	4.231	9.5	L2	X	0.9	3.5	0.9		1.2	1.5	0.5	8.5	LR	--	1.3	SL	II	M	F			Separation of core (2.1" down from top)
26A	4.231	2.0	OL		1.1	2.6	2.6					6.3	LR	10.9	--	--	--	--	F			
26B	4.231	2.0	OL		1.1	2.6	2.6					10.9	ABC	4.6	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the core hole.
27	3.774	1.0	L2		0.9	2.8	1.9		0.7	1.4	0.5	8.2	LR	--	2.8	SL	II	M	F			
28	3.774	2.5	OL		0.9	1.8	2.5					5.2	LR	7.5	--	--	--	--	F			
29	3.323	4.5	L2	X	1.0	3.0			0.9	0.9	0.7	6.5	LR	5.8	2.3	SL	II	M	F			Ripples
30	2.423	8.5	L2	X	0.9	1.2	2.0		0.6		0.4	5.1	LR	6.1	1.8	BR	IB	L	F			Ripples
31	1.838	3.0	L2	X	1.1	3.0		0.5	2.1	0.7	0.7	8.1	LR	--	1.1	OGFC	IB	L	F			
32	1.838	2.0	OL		1.2	2.1	2.6					5.9	LR	6.8	--	--	--	--	F			Horizontal crack (2.0" from top)
33	1.127	9.5	L2	X	0.9	4.5		0.6			0.4	6.4	LR	11.8	3.0	BR	II	M	P			

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Road No.: SR 50	Begin M.P.: 0.000	End M.P.: 5.066	Length: 5.066 miles

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-5	SP	S	ARMI	Type I	Type II w/Shell	Surf. Treat.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
34	0.795	9.5	L2	X	0.9	3.9		0.3	0.3	0.8	0.5	6.7	LR	--	3.1	BR	II	L	F			
35	0.795	3.0	OL		1.0	1.8	2.1					4.9	LR	8.1	--	--	--	--	F			
36	0.294	8.5	L2	X	0.9	3.3		0.9	0.7	1.1	0.5	7.4	LR	9.6	4.2	BR	II	M	F			Ripples
37	0.099	16.0	MXO		0.8	2.5	1.2					4.5	LR	11.1	--	--	--	--	F			
38	0.355	4.0	R1	X	0.9	2.0	1.8					4.7	LR	--	0.9	OGFC	IB	L	F			
39	0.355	2.0	IR		0.8	1.1	1.6					5.0	ABC	1.5	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the
40	0.681	7.0	R1		0.9	1.8	2.0					4.7	LR	13.4	0.9	OGFC	IB	L	F			
41	1.066	3.5	R1	X	1.5	1.1	2.4					5.0	LR	--	--	--	--	--	F			Small areas of bleeding (approx. 4'x2'); 3 of the areas removed and patched
42	1.066	1.5	IR		2.0	1.3	1.0					10.0	ABC	5.7	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the
43	1.139	26.5	MXO		1.2	1.8	2.1					5.1	LR	16.3	1.2	SL	IB	L	F			
44	1.530	15.0	MXO		0.9	2.9	2.4					6.2	LR	--	--	--	--	--	F			Separation of core (3.8" down from top)
45	1.813	7.0	R1		1.0	2.0	1.8					4.8	LR	12.3	1.0	OGFC	IB	L	F			
46	2.289	25.0	MXO		1.0	2.0	2.1					5.1	LR	12.8	--	--	--	--	F			Small areas with extensive wear of FC
47	2.366	8.0	R1	X	0.6	1.4	2.0					4.0	LR	11.4	--	--	--	--	F			Targeted Core
48	2.366	1.5	IR		0.9	1.1	1.9					7.6	ABC	3.7	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the
49	2.929	9.5	R1	X	0.8	1.8	1.4					4.0	LR	10.4	2.1	SL	II	M	F			At Superelevation
50	3.057	16.0	MXO		2.0	1.0	1.7					4.7	LR	12.4	2.0	OGFC	IB	L	F			

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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-5	SP	S	ARMI	Type I	Type II w/Shell	Surf. Treat.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
51	3.129	3.5	R1	X	0.7	1.9						2.6	LR	--	1.6	SL	IB	L	F			
52	3.129	1.5	IR		0.5	0.8	1.0					2.3	LR	3.0	B	ST	IB	L	F			
53	3.591	4.5	R1	X	1.1	0.9	2.4					4.4	LR	10.4	2.0	SL	II	M	F			
54	3.860	17.0	MXO		1.2	1.4	2.0					4.6	LR	13.6	--	--	--	--	F			Loose aggregate; small areas with extensive wear of FC
55	4.320	3.0	R1	X	0.8	1.1	2.4					4.3	LR	--	0.8	OGFC	IB	L	F			
56	4.318	10.5	MXO		2.1	2.0	2.1					6.2	LR	13.9	2.2	SL	IB	L	F			
57	4.702	2.0	IR		1.5	1.4						2.9	LR	2.7	--	--	--	--	F			Loose aggregate at FC
58	4.935	4.0	R1	X	0.9	1.0	2.6					4.5	LR	11.5	0.9	OGFC	IB	L	F			Targeted Core
59	4.935	9.0	RLTL	X	1.1	1.1	2.9					5.1	LR	10.9	--	--	--	--	F			To Helen Houser Blvd.
60	5.048	7.0	LLTL	X	1.1	0.8	2.6					4.5	LR	10.5	--	--	--	--	F			To Helen Houser Blvd.
61	4.607	4.5	L1	X	1.0	3.3	1.7		1.4	2.2	0.7	10.3	LR	--	0.5	SL	IB	L	F			
62	4.607	1.5	IL		1.2	1.8	1.7					10.0	ABC	5.3	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the core hole.
63	4.132	3.5	L1	X	1.2	4.1						5.3	LR	11.2	1.6	SL	IB	L	F			
64	3.900	9.0	L1	X	0.5	3.5	1.3			1.3	0.6	7.2	LR	--	1.4	BR	II	M	F			Ripples
65	3.900	1.5	IL		0.6	1.8	1.8					10.0	ABC	5.8	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the core hole.
66	3.375	3.0	L1	X	0.9	3.5			0.8			5.2	LR	10.3	2.5	SL	IB	L	F			Ripples
67	2.798	3.5	L1	X	1.0	1.8	2.1					4.9	LR	--	1.5	BR	IB	L	F			At superelevation

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					FC-5	SP	S	ARMI	Type I	Type II w/Shell	Surf. Treat.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
68	2.798	2.0	IL		1.0	2.9						10.2	ABC	6.3	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the
69A	2.260	4.5	L1	X	0.6	3.1						12.7	ABC	9.0	1.7	SL	IB	L	F			Ripples
69B	2.260	4.5	L1	X	0.6	3.1						3.7	LR	9.0	1.7	SL	IB	L	F			Ripples
70	1.723	9.0	L1	X	0.7	4.0		0.5	0.6	1.4	0.6	7.8	LR	--	1.2	SL	IB	L	F			Ripples
71	1.723	2.0	IL		1.5	2.6	1.6					12.1	ABC	6.4	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the
72A	1.373	4.0	L1	X	0.9	4.2		0.5	0.5			6.1	LR	11.3	--	--	--	--	F			Ripples
72B	1.373	4.0	L1	X	0.9	4.2		0.5	1.1	3.1	0.3	10.1	LR	6.6	--	--	--	--	F			Ripples
73	0.898	9.5	L1	X	1.0	3.9		0.5	0.7	1.2	0.6	7.9	LR	--	1.9	SL	IB	L	F			Ripples
74	0.898	2.5	IL		1.3	3.1	1.0					17.0	ABC	11.6	--	--	--	--	F			The base fell apart and the full depth asphalt measurement was done from measuring inside the
75	0.795	32.0	MXO		1.0	1.0	2.8					4.8	LR	--	--	--	--	--	F			Loose aggregate at FC
76	0.165	8.5	L1	X	0.6	3.9		0.5	0.5			5.5	LR	9.7	1.0	ST	IB	L	F			Ripples
77	2.668	4.5	L2	X	1.2	2.2	6.6		2.8	1.3	0.6	14.7	LR	--	2.0	SL	IB	L	F			At superelevation
78	2.668	2.0	OL		0.9	2.3	8.6					15.8	ABC	4.0	--	--	--	--	F			Loose asphalt (starts at 15.8" from top)
D1	0.043	6.0	R2										PCC		--	--	--					Asphalt Thickness = 2.2"; Approach Slab; Loose aggregate of FC
D2	0.026	6.5	L2										PCC		--	--	--					Asphalt Thickness = 2.1"; Approach Slab
D3	0.045	6.0	R1										PCC		--	--	--					Asphalt Thickness = 2.8"; Approach Slab
D4	0.049	6.0	L1										PCC		--	--	--					Asphalt Thickness = 2.3"; Approach Slab

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