

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

<b>Project No.:</b> 439237-1	<b>Cored By:</b> Elipsis Engineering and Consulting	<b>Date:</b> February 8, 2018	<b>Page No.:</b> 1 of 2
<b>County:</b> Orange	<b>Highway Sect. No:</b> 75035-001	<b>From:</b> North of Lake Bryan Beach Blvd	<b>To:</b> North of Lake Bryan Drive
<b>Road No.:</b> SR 535	<b>Begin MP:</b> 1.357	<b>End MP:</b> 2.109	<b>Length:</b> 0.752

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-9.5	Type S/SP				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
1	1.403	10.0	R3	X	1.6		2.2				3.8	LR	10.8	1.0	Al	II	S	P			Limerock Pumping
2	1.520	3.0	RRTL	X		1.5	3.1				4.6	LR	7.9	—	—	—	—	P			To Shell Gas Station
3	1.608	2.0	R3	X	1.4		2.1				3.5	LR	N/A	B	SL	I	M	F			Core Shattered
4	2.042	10.0	R3	X	1.5		2.4				3.9	LR	9.6	B	Al	II	S	P			Targeted Core/Limerock pumping in outside wheelpath, LR & SG Sample obtained (moved per JJ), Core broke during extraction
5	2.086	9.5	L3	X	1.0		2.9				3.9	LR	9.4	B	Al	II	S	P			Rutted Pavement in OWP, Core broke during extraction
5A	2.086	9.5	L3	X	1.4		2.5				3.9	LR	9.4	2.2	See Note*	—	—	P			Rutted Pavement in OWP, * = 2.2" Alligator Crack from the bottom of the rutting here. Separate Core from Core #5
6	1.932	2.0	LRTL	X	1.3		3.9				5.2	LR	1.8	B	Br	I	L	F			To Meadow Creek Drive Only 1.8 inches of LR over Stabilized Subgrade
7	1.794	9.0	LRTL	X	1.2		2.1				3.3	LR	9.7	B	Br	II	M	F			To Vistana Center Drive
8	1.731	11.0	L3		1.8		2.8				4.6	LR	9.3	1.8	ST	II	M	P			Transverse crack at curb inlet location Core has noticable air voids in the friction course.
9	1.525	9.0	L3	X	1.0		2.8				3.8	LR	N/A	B	Al	III	S	P			Limerock Pumping, Severe OWP Cracking, LH Curve
10	1.456	2.5	LRTL	X	1.7		2.2				3.9	LR	9.1	—	—	—	—	F			To Vistana Drive, Some Pavement Rippling
11	1.570	2.5	R1	X	1.9		2.3				4.2	LR	10.8	1.5	Br	II	M	P			Take on IWP, Limerock pumping, Take LR & SG Sample
12	1.592	7.0	RLTL		1.0		1.9				2.9	LR	12.1	B	SL	II	M	P			To U-Turn, Some Pavement Rippling
13	1.782	2.5	R1	X	1.3		3.1				4.4	LR	N/A	—	—	—	—	F			
14	1.991	9.0	R1	X	1.1		2.9				4.0	LR	10.8	—	—	—	—	F			
15	2.009	9.5	LLTL	X	1.3		3.1				4.4	LR	10.6	—	—	—	—	F			To Holiday Inn Resort

**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; SAHM= Sand Asphalt Hot Mix; NB= No Base

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					FC-6	FC-9.5	Tpe SP				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
16	2.009	2.0	L1	X	1.3		2.9				4.2	LR	8.8	—	—	—	—	F					
17	1.811	8.5	LLTL	X		1.0	2.8				3.8	LR	N/A	1.3	SL	I	L	F			To Blue Heron Beach Drive Limestone friction course		
18	1.699	2.0	L1	X	1.1		2.9				4.0	LR	N/A	1.7	Br	II	L	P					
19	1.463	9.0	LLTL	X	1.4		2.6				4.0	LR	9.0	—	—	—	—	F			LH Curve Moderate Rippling across lane		
20	1.463	3.0	L1	X	1.8		2.0				3.8	LR	9.7	—	—	—	—	F			LH Curve, To U-Turn		
21																							
22																							
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