

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

Project No.: 441143-2	Cored By: Elipsis Engineering and Consulting	Date: October 12, 2021	Page No.: 1 of 2
County: Orange	Highway Sect. No: 75030-000	From: East of Garland Ave	To: SR 15
Road No.: SR 526	Begin MP: 1.069	End MP: 2.209	Length: 1.140

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-9.5	Type SP	Type S	Type I	Type II	Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1A	1.192	8.0	R2		0.7	1.4	1.3	0.9	0.9		5.2	Brick	-5.2	B	SL	II	M	P			Longitudinal crack -- RWP, Brick Layer in Core Composition, Side Closest to R1
1B	1.192	8.0	R2		0.7	4.4					5.1	Brick	-5.1	B	SL	II	M	P			Longitudinal crack -- RWP, Brick Layer in Core Composition, Side Closest to Curb
2	1.368	2.5	R2	X	0.9	1.2	0.7				2.8	Brick	-2.8	B	SL	I	L	P			Transverse crack (near Legal Society) Brick Layer in Core Composition
3	1.368	9.5	R2	X	0.9	0.8	0.7				2.4	LR	-2.4	-	-	-	-	P			Take core & photo where asphalt meets gutter pan
4	1.406	1.5	R2		0.8	2.2					3.0	Brick	-3.0	B	A	I	M	P			Branch Crack, Brick Layer in Core Composition
5	1.496	7.0	R2		1.0	1.1	0.7				2.8	LR	-2.8	B	Br	II	S	P			Branch -- RWP
6	1.758	7.0	R2		1.2	1.1	1.0				3.3	LR	-3.3	-	-	-	-	P			Take core where asphalt meets gutter pan PCC next to core
7	1.970	4.5	R2		0.3	1.4	2.5		0.6	1.1	5.9	LR	-5.9	2.1	Br	I	M	P			Branch crack -- center of lane (Howard Middle School)
8	2.165	8.0	L3		0.7		2.3				3.0	LR	-3.0	-	-	-	-	F			Just north of SR 526 (Robinson Street), SR 15 (Mills Ave) Only
9	2.095	7.0	L2		1.0	0.9	0.6			1.0	3.5	LR	-3.5	-	-	-	-	F			Take core & photo where asphalt meets gutter pan, Surface Treatment Layer disintegrated & Field Measured, PCC next to core
10	2.071	6.5	L2		1.4	1.2					2.6	LR	-2.6	B	A	II	S	P			Branch crack -- RWP
11	1.844	7.0	L2		1.4	0.6	2.0				4.0	LR	-4.0	-	-	-	-	P			Take core & photo where asphalt meets gutter pan No PCC next to core, 3" Crack at bottom of core
12	1.605	7.5	L2		1.7	0.7			0.9		3.3	PCC	-3.3	-	-	-	-	F			Take core & photo where asphalt meets gutter pan Type II Layer contains shell
13	1.490	2.5	L2	X	1.1	1.0				1.2	3.3	PCC	-	-	-	-	-	F			Transverse and Branch crack, Avoided Duct Bank Unexpected PCC below core & Stopped Coring, Bottom Layer is Leveling Course and not Surface Treatment
14	1.358	2.5	L2	X	1.3	1.5	0.6		0.8		4.2	Brick	-4.2	-	-	-	-	F			Transverse and Longitudinal crack -- RWP Brick Layer in Core Composition
15	1.177	9.0	L2	X	1.5	1.5				1.3	4.3	LR	-4.3	-	-	-	-	F			Take core & photo where asphalt meets gutter pan PCC next to core, Last Core Layer is Binder

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-9.5	Type SP	Type S	Type I	Type II	Surf. Trtmt.	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
16	1.163	7.0	R1		0.9	3.2					4.1	SC	-4.1	B	SL	II	S	P				Longitudinal crack -- RWP (Orlando Rubber Stamp Co.) Brick Layer in Core Composition
17	1.478	7.0	R1		0.6	1.6				0.4	2.6	LR	-2.6	B	Br	I	S	P				Branch -- RWP (just East of Eola Park Center) Core Length Field Measured, Surface Treatment Layer disintegrated Core on both old newer pavement, should be split Core, west side of
18A	1.623	4.5	R1		0.8	1.4		1.3	0.9	0.9	5.3	LR	-5.3	-	-	-	-	F				Core, Core Length Field Measured, Surface Treatment Layer Core on both old newer pavement, should be split Core, East side of
18B	1.623	4.5	R1		0.8	1.4		1.3	0.9	0.9	5.3	LR	-5.3	-	-	-	-	F				Core, Core Length Field Measured, Surface Treatment Layer disintegrated
19	1.861	2.0	RLTL	X	1.1	1.1	2.2				4.4	LR	-4.4	-	-	-	-	F				To Sumerlin Ave
20	1.928	4.0	R1		0.9	1.3	2.3	1.3	0.9	0.9	7.6	LR	-7.6	-	-	-	-	F				Transverse crack -- width of lane (Howard Middle School Basketball Courts), Expected Crack is a Traffic Loop
21	2.092	3.0	R1	X	0.8	1.3				1.4	3.5	LR	-3.5	B	SL	I	S	P				Longitudinal crack -- LWP
22	2.112	4.0	RLTL		1.1	1.1	2.0		0.7	1.2	6.1	LR	-6.1	B	SL	II	S	P				Left Turn at Mills Avenue -- Longitudinal crack - center of lane
23	2.047	4.5	L1		1.0	1.2			0.7	1.1	4.0	LR	-4.0	-	-	-	-	F				
24	1.906	2.5	LLTL	X	1.1	1.8		1.7		1.0	5.6	LR	-5.6	-	-	-	-	F				To Sumerlin Ave, Lane slopes to R1
25	1.669	6.5	L1		1.0	1.5	1.9				4.4	LR	-4.4	-	-	-	-	F				
26	1.311	8.0	L1		1.0	1.3	0.5		1.2		4.0	Brick	-4.0	B	Br	II	S	P				Branch crack -- RWP Brick Layer in Core Composition
27	1.173	5.0	L1		0.6	1.5	1.4		1.2		4.7	Brick	-4.7	-	-	-	-	F				Transverse crack (State Lane), Brick Layer in Core Composition Avoided Expected Crack because appears to be water line

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
Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor Crack Types: A= Alligator; Bl= Block; Br= Branch
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