	State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET																				
Proj	ect No.:		447099	-1			Core	ed By:	Elipsis	Enginee	ering ar	nd Con	sulting	Date	:		12/14/	21 & 1	2/15/21		Page No.: 1 of 6
Cou	nty:		Osceola	ι			High	way Se	ect. No:	92030				From	n:		Hit	oiscus I	Road		To: Brevard County Line
Road	l No.:		SR 500	(US 19	2)		Begi	n MP:			31.	637		End	MP:			38.145	5		Length: 6.508
	ore No. MP Distance from left edge of Path Lane Wheel Path Pavement Layer (in.) Base Crack Pavt Depth Rut Depth Slope																				
Core No.	МР	left edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
1	31.935	9.0	R2	х	0.7	5.5					6.2	LR	12.4	-	-	-	-	F			Raveling
2	31.935	3.0	OR		1.1	1.6					2.7	LR	6.5	-	-	-	-	F			Raveling
3	32.521	7.0	R2		0.6	5.6					6.2	LR	13.8	2.1	SL	Ι	L	Р			Raveling
4	33.025	8.0	R2		0.5	5.1					5.6	LR	_	2.3	SL	Ι	L	Р			Raveling
5	33.501	3.0	R2	х	0.5	5.1					5.6	LR	14.3	-	-	-	-	F			Raveling
6	33.501	3.0	OR		0.9	1.2					2.1	RAP	7.4	-	I	-	-	F			
7	34.149	9.5	R2	х	0.6	5.3					5.9	LR	-	-	-	-	-	Р			Raveling
8	34.629	9.0	R2	х	0.6	5.2					5.8	LR	-	-	I	-	-	F			Asphalt Bleeding
9	9 35.353 10.5 R2 0.6 4.4 5.0 LR 13.6 B ST II S P Transverse Cracking, Limerock Pumping																				
10	35.353	3.0	OR		0.8	2.2					3.0	RAP	6.0	-	Ι	Ι	-	F			
11	35.808	3.0	RRTL	х	0.8	5.8					6.6	LR	-	-	-	-	-	Р			EB Right TL to Kemper Rd, Severe Raveling
12	35.909	9.5	R2	х	0.5	5.9					6.4	LR	-	-	Ι	Ι	-	F			Raveling
13	36.605	2.5	R2	х	0.5	5.3					5.8	LR	13.2	-	-	-	-	F			
14	36.605	3.0	OR		0.9	1.6					2.5	RAP	7.5	-	I	I	-	F			
15	37.360	7.5	R2		0.5	3.5	1.0				5.0	LR	11.0	1.8	SL	Π	L	Р			Branch Cracking
16	16 37.508 7.0 R2 0.7 3.0 1.3 5.0 LR 7.3 B ST II S P																				
Rema Crack SL= S Base T	Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement <u>Crack Extent</u> : L = Light; M = Moderate; S = Severe Pavement Condition: G = Good; F = Fair; P = Poor <u>Crack Types:</u> 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; AM = Asphalt Millings; SC = Soil Cement; ABC = Asphalt Base; SAHMS = Sand Asphalt Hot Mix with Shell; NB = No Base; SBRMS = Sand Bituminous Road Mix with Shell																				

	State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET Project No : 447099-1 Cored By: Elipsis Engineering and Consulting Date: 12/14/21 & 12/15/21 Page No.: 2 of 6																				
Proj	ect No.:		447099-	-1			Core	ed By:	Elipsis	Engineer	ring ar	nd Cons	sulting	Date	:		12/14/	21 & 1	2/15/21		Page No.: 2 of 6
Cour	County:OsceolaHighway Sect. No: 92030From:Hibiscus RoadTo: Brevard County LineRoad No:SR 500 (US 192)Begin MP:31 637End MP:38 145Length: 6 508															To: Brevard County Line					
Road	No.:		SR 500	(US 19)2)		Begi	n MP:			31.6	537		End I	MP:			38.14	5		Length: 6.508
	MP Distance from left deg of lane (ft) Lane Wheel Path																				
Core No.	MP	left edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	Binder		1	Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
17	37.728	4.0	R2		0.8	3.0	0.7				4.5	LR	8.6	2.3	Br	III	S	Р			Branch Cracking, LR Pump 0.3" Crack at bottom of core
18	38.008	8.0	R2		0.7	3.3	0.7				4.7	LR	11.1	2.2	Br	Ш	S	Р			0.5" Crack at bottom of core
19	38.008	3.0	OR		0.8	6.4					7.2	LR	12.8	-	-	-	-	F			
20	37.983	6.0	L2		0.7	5.1					5.8	LR	13.6	2.8	SL	Ш	М	Р			
21	37.983	2.5	OL		1.0	1.0					2.0	RAP	7.5	-	-	-	-	F			
22	37.622	4.0	L2		0.6	5.3					5.9	LR	-	-	-	-	-	F			Asphalt Bleeding
23	37.060	5.0	L2		0.8	5.2					6.0	LR	12.5	3.1	SL	Π	М	Р			Longitudinal Cracking, RH Curve
24	36.390	2.0	L2	х	0.9	4.8					5.7	LR	I	2.0	SL	Ι	L	Р			Longitudinal Cracking, Rim Gouge
25	27 36.390 3.0 OL 1.0 1.9 2.9 RAP 7.1 - - - F																				
26	26 36.062 1.0 L2 0.6 5.2 5.8 LR 12.7 2.0 SL I L P Longitudinal Cracking & Raveling																				
27	35.876	10.0	LRTL	х	0.9	5.2					6.1	LR	12.9	-	-	-	-	Р			WB Right TL to CR 419 (Deer Park Rd), Raveling
28	35.561	9.5	L2	х	1.0	6.6					7.6	LR	11.9	2.5	SL	Ι	L	Р			Thicker Asphalt, Severe Rutting & Raveling
29	35.561	2.0	OL		0.8	4.3					5.1	RAP	6.0	-	-	-	-	F			
30	34.913	2.5	L2	х	0.8	5.0					5.8	LR	-	2.1	SL	Π	L	Р			Longitudinal Cracking
31	34.548	2.0	L2	х	1.0	4.3					5.3	LR	13.2	2.1	SL	Ι	L	Р			Longitudinal Cracking
32	34.072	9.0	L2	х	0.8	4.9					5.7	LR	-	-	-	-	-	F			Rutting & Asphalt Bleeding
Rema Crack SL= S Base T	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; B = Block; B = Branch																				

	State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET Project No. 12/14/01 & 12/15/01 Page No. 2 of 6																				
Proj	ect No.:		447099-	-1			Core	ed By:	Elipsis	Enginee	ring ar	nd Con	sulting	Date			12/14/	21 & 1	2/15/21		Page No.: 3 of 6
Cour	County:OsceolaHighway Sect. No: 92030From:Hibiscus RoadTo: Brevard County LineRoad No:SR 500 (US 192)Begin MP:31 637End MP:38 145Length: 6 508															To: Brevard County Line					
Road	Road No.: SR 500 (US 192) Begin MP: 31.637 End MP: 38.145 Length: 6.508 Pavement Layer (in.) Base Crack D Crack D Crack																				
	re No. MP Distance from Lane Path Lane Path FC-5 Type SP Type S Binder Path FC-5 Type SP Type S Binder Path Lane Pat																				
Core No.	МР	left edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
33	33.281	10.0	L2	х	1.1	0.9	2.6				4.6	LR	7.7	2.4	SL	Ι	S	Р			Raveling
34	33.281	8.0	OL				1.9				1.9	LR	8.6	-	-	-	-	Р			Widened Portion of Shoulder
35	32.554	4.5	L2		0.9	1.0	2.3				4.2	LR	8.3	1.9	Br	Ι	М	Р			Branch Cracking, Thinner Pavement
36	32.065	9.0	L2	х	0.8	0.8	2.7				4.3	LR	9.0	-	-	-	-	Р			Thinner Pavement
37	32.065	2.5	OL		1.0	0.9	0.6				2.5	LR	5.0	-	-	-	-	F			
38	31.702	2.0	L2	х	0.6	0.9	2.3				3.8	LR	9.2	1.7	SL	Ι	L	Р			Thinner Pavement
39	31.733	3.0	R1	х	1.1	5.2					6.3	LR	13.7	-	-	Ι	-	F			
40	32.193	25.0	MXO		0.8	6.1					6.9	LR	14.1	-	-	I	-	Р			Severe Raveling, Both values slopes to to R1
41	32.241	1.0	IR		1.6	1.7					3.3	LR	5.2	-	-	-	-	F			
42	32.241	8.5	R1	х	0.8	4.8					5.6	LR	_	_	-	Ι	-	F			Raveling
43	32.675	3.0	R1	х	1.1	5.1					6.2	LR	13.8	-	-	-	-	F			Raveling
44	33.167	3.0	RLTL	х	1.6	4.4					6.0	LR	-	-	-	1	-	Р			EB Left TL for U-Turn, Raveling
45	33.197	23.0	MXO		0.8	5.1					5.9	LR	-	-	-	I	-	Р			Raveling Crown: Top Value slopes to L1, Bottom Value slopes to R1
46	33.339	5.0	R1		1.0	5.5					6.5	LR	13.5	1.9	SL	П	L	Р			
47	34.163	2.0	RLTL	х	1.0	5.4					6.4	LR	13.9	-	-	-	-	Р			EB Left TL for U-Turn,Raveling
48	34.443	2.0	R1	х	0.8	4.7					5.5	LR	13.6	1.4	ST	Ι	L	Р			Raveling
Rema Crack SL= S Base T	Image: 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 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; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell																				

	State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET Project No. 4 of 6 Project No. 4 of																				
Proj	ct No.:		447099-	-1			Core	d By:	Elipsis	Enginee	ring ar	nd Con	sulting	Date			12/14/	21 & 1	2/15/21		Page No.: 4 of 6
Cour	ounty: Osceola Highway Sect. No: 92030 From: Hibiscus Road															To: Brevard County Line					
Road	No.:		SR 500	(US 19	2)		Begi	n MP:			31.0	637		End	MP:			38.14	5		Length: 6.508
	Core No. MP Distance from left edge of path Wheel Path Pavement Layer (in.) Base Crack Pavt Distance Rut Cond Cross Depth Rut Slope Cross Slope																				
Core No.	MP	left edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
49	35.103	1.0	IR		0.8	2.2					3.0	RAP	7.5	-	-	-	-	F			
50	35.103	4.5	R1		0.8	5.4					6.2	LR	13.3	2.4	SL	II	S	Р			Longitudinal Cracking
51	35.542	9.5	R1	х	0.8	4.7					5.5	LR	-	-	-	-	-	Р			Raveling
52	35.790	2.0	RLTL	х	0.6	5.2					5.8	LR	12.7	-	-	_	-	Р			EB Left TL to CR 419 (Deer Park Rd)
53	35.835	26.0	MXO		1.0	6.9					7.9+	NB	_	-	_	-	-	Р			Raveling, Core broke, could not obtain remaining core (15"+/-) Crown: Top Slopes to L1, Bottom slopes to R1
54	35.841	3.0	R1	х	0.5	4.2					4.7	LR	-	-	-	-	-	Р			Raveling
55	36.468	9.0	R1	х	0.9	4.9					5.8	LR	13.1	-	-	-	-	Р			Raveling & Severe Rutting
56	36.857	24.0	МХО		1.6	7.5					9.1	LR	_	-	_	-	-	Р			Severe Raveling Valley: Top Value slopes to R1, Bottom Values slopes to L1
57	30 30.07 24.0 MAX 1.0 7.3 Image: Second																				
58	37.199	4.5	R1		0.7	4.8					5.5	LR	13.5	1.5	SL	Ι	L	Р			
59	37.325	2.5	RLTL	х	0.9	5.2					6.1	LR	12.7	-	-	-	-	Р			EB Left TL for U-Turn, Raveling
60	37.529	2.0	IR	х	0.8	1.0	0.5				2.3	LR	9.2	-	-	-	-	F			
61	37.529	4.5	R1		0.6	0.9	3.5	0.6			5.6	LR	7.4	2.4	SL	Ш	S	Р			Longitudinal Cracking
62	37.870	6.0	R1		0.7	1.1	2.6	0.7			5.1	LR	8.2	2.8	SL	ш	S	Р			Longitudinal Cracking
63	37.954	9.0	RLTL	х	0.8	6.1					6.9	LR	-	-	-	-	-	Р	0.1	-3.4	EB Left TL for U-Turn
64	37.976	28.0	МХО		0.9	5.6					6.5	LR	17.0	-	-	-	-	Р	0.0	-1.3 -3.5	Raveling Valley: Top Value Slopes to R1, Bottom Value Slopes to L1
Rema Crack SL= S Base T	Image: 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 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; SAHMS = Sand Asphalt Hot Mix with Shell; NB = No Base; SBRMS = Sand Bituminous Road Mix with Shell																				

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Proje	ct No.:		447099-	-1			Core	d By:	Elipsis	Enginee	ring ar	nd Con	sulting	Date	:		12/14/	21 & 1	2/15/21		Page No.: 5 of 6
Cour	County: Osceola Highway Sect. No: 92030 From: Hibiscus Road To: Brevard County Line																				
Road	Road No.: SR 500 (US 192) Begin MP: 31.637 End MP: 38.145 Length: 6.508 Pavement Layer (in.) Base Crack - </td																				
	re No. MP Distance from Lane Path FC-5 Type SP Type S Binder Distance (in) Type S Binder Distance (in) Type Class From thickness Dooth (in) Type Class From the Constant (in) Ty																				
Core No.	MP	left edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
65	38.111	7.5	R1		0.8	0.5	2.8	0.6			4.7	LR	10.3	2.9	SL	III	S	Р			Longitudinal Cracking
66	38.054	4.0	Ll		1.0	5.2					6.2	LR	-	2.0	SL	III	М	Р			Longitudinal Cracking
67	38.054	2.5	LLTL	х	0.8	4.8					5.6	LR	12.9	-	Ι	-	-	-			WB Left TL for U-Turn, Raveling
68	37.461	4.0	L1		1.1	5.3					6.4	LR	13.1	2.6	SL	III	S	Р			Longitudinal Cracking
69	37.461	9.5	LLTL	х	1.0	5.6					6.6	LR	-	-	-	-	-	-			WB Left TL for U-Turn, Raveling
70	37.115	3.5	L1	X	0.9	5.6					6.5	LR	-	2.0	SL	Π	S	Р			Longitudinal Cracking
71	36.908	3.0	LLTL	х	0.7	5.0					5.7	LR	21.3	-	Ι	Ι	-	-			WB Left TL for U-Turn, Raveling & Rippling
72	36.522	1.0	IL		0.9	2.5					3.4	RAP	8.2	-	-	-	-	-			
73	72 30.522 1.0 IL 0.9 2.3 5.4 KAP 6.2 - - - - - 73 36.522 8.0 L1 0.9 5.1 6.0 LR 13.0 2.7 SL II S P Longitudinal Cracking																				
74	36.076	3.0	L1	х	0.7	4.9					5.6	LR	I	-	Ι	Ι	_	-			Raveling
75	35.916	9.0	LLTL	х	0.5	5.0					5.5	LR	-	-	-	-	-	-			WB Left TL to Kemper Rd, Raveling & Rippling
76	35.784	4.0	L1		0.5	5.0					5.5	LR	I	2.2	SL	Ι	М	Р			Raveling
77	35.238	9.0	Ll	х	0.8	5.3					6.1	LR	11.9	2.5	SL	П	S	Р			Longitudinal Cracking
78	34.583	1.0	IL		1.0	1.4					2.4	RAP	6.6	-	Ι	-	-	-			Raveling
79	34.583	5.0	L1		1.1	4.7					5.8	LR	-	2.3	SL	II	S	Р			Longitudinal Cracking
80	33.789	1.5	L1		1.2	4.6					5.8	LR	12.2	2.1	SL	I	L	Р			Longitudinal Cracking
Rema Crack SL= S Base T	Image: 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 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; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell																				

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Proje	ect No.:		447099-	-1			Core	ed By:	Elipsis	Enginee	ering ar	nd Cons	sulting	Date	:		12/14/	21 & 1	2/15/21		Page No.: 6 of 6
County: Osceola Highway Sect. No: 92030 From: Hibiscus Road To: Brevard County Line															To: Brevard County Line						
Road	Road No.: SR 500 (US 192) Begin MP: 31.637 End MP: 38.145 Length: 6.508 Payement Laver (in.)																				
	MP Distance from left edge of (part) Distance from Path Wheel Path Image: Pavement Layer (in.) Base Crack Pavt Cond. Rut Cond. Cross Slope Comments																				
Core No.	МР	left edge of lane (ft)	Lane	Wheel Path	FC-5	Type SP	Type S	Binder	Unknown Layer		Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
81	33.296	6.0	L1		0.9	0.8	2.5				4.2	LR	9.0	-	-	-	-	Р			Raveling & Asphalt Bleeding Core broke during extraction
82	33.268	2.0	LLTL	х	0.9	5.3					6.2	LR	16.3	-	-	-	-	Р			WB Left TL for U-Turn, Raveling
83	32.751	3.0	L1	х	0.8	0.9	2.5				4.2	LR	8.8	0.9	SL	Ι	М	Р			Longitudinal Cracking
84	84 32.246 10.0 LLTL X 0.3 6.5 Image: Constraint of the second																				
85	32.246	9.0	L1	х	0.8	0.8	4.9				6.5	LR	8.1	1.0	Br	Ι	L	Р			Overbuilt Section
86	86 31.871 1.0 IL 1.7 0.7 0.9 3.3 LR 10.7 - - F																				
87	87 31.871 3.5 L1 X 0.7 1.0 7.4 9.1 LR 8.4 1.8 SL II M P Longitudinal Cracking, Overbuilt Section																				
D-1	33.424	5.5	L2								-	PCC	-	-	_	-	-	F			Approach Slab for Bridge #920148 Asphalt Thickness = 3.6"
D-2	33.424	4.0	OL								-	PCC	-	_	_	-	-	F			Approach Slab for Bridge #920148 Asphalt Thickness = 1.8"
D-3	33.393	0.6	L2								_	PCC	_	_	_	_	_	Р			Leave Slab for Bridge #920148
D 4	22 202	2.5	OI									DCC						E			Asphalt Thickness = 4.2" Leave Slab for Bridge #920148
D-4	33.393	2.3	OL								-	ree	_	_	_	_	_	г			Asphalt Thickness = 4.2"
D-5	33.424	5.0	IL								-	PCC	-	-	-	-	-	F			Asphalt Thickness = 2.6"
D-6	33.424	6.0	L1								-	PCC	-	-	_	-	-	Р			Approach Slab for Bridge #920148 Asphalt Thickness = 2.6"
D-7	33 392	5.0	П								_	PCC	_	_	_	_	_	F			Leave Slab for Bridge #920148
D-7	55.572	5.0	IL									ree									Asphalt Thickness = $3.0"$
D-8	33.392	6.0	L1								-	PCC	-	-	-	-	-	Р			Asphalt Thickness = 3.0 "
Rema	ks: Cra	ack Depth	n of "B" i	indicate	es full c	lepth ci	ack to	the base	e. E0	OP = Ec	dge of I	Paveme	ent * =	Refer t	o Aeria	al Corii	ng Plan	for a n	nore acc	curate l	ocation
Crack	Extent:	L= Light	; M= M	oderate	e; S = S	Severe	Pa	vement	Conditio	<u>on</u> : G=	Good;	F= Fai	ir; $P=1$	Poor	Crack	Types	: A= A	lligato	r; Bl= I	Block; H	Br= Branch
SL = S	ingle Lo	ngitudina	l; $ST=S$	Single 7	Fransve	erse; R	= Refle	ctive; J	= Joint;	OGFC=	Open-	Gradeo	l FC St	ress Cr	ack						
Base T	ypes: LR=	= Limerock	; AM= A	sphalt M	lillings;	SC= So	il Cemer	nt; ABC=	= Asphalt]	Base; SA	AHMS=	Sand As	sphalt H	ot Mix w	ith Shel	1; NB=	No Base	e; SBRN	IS = San	d Bitumi	nous Road Mix with Shell