

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.: 1 of 6
County: Osceola	Highway Sect. No: 92030	From: Hibiscus Road	To: Brevard County Line
Road No.: SR 500 (US 192)	Begin MP: 31.637	End MP: 38.145	Length: 6.508

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	Type SP	Type S	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
1	31.935	9.0	R2	X	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	I	L	P			Raveling
4	33.025	8.0	R2		0.5	5.1					5.6	LR	-	2.3	SL	I	L	P			Raveling
5	33.501	3.0	R2	X	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	-	-	-	-	F			
7	34.149	9.5	R2	X	0.6	5.3					5.9	LR	-	-	-	-	-	P			Raveling
8	34.629	9.0	R2	X	0.6	5.2					5.8	LR	-	-	-	-	-	F			Asphalt Bleeding
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	-	-	-	-	F			
11	35.808	3.0	RRTL	X	0.8	5.8					6.6	LR	-	-	-	-	-	P			EB Right TL to Kemper Rd, Severe Raveling
12	35.909	9.5	R2	X	0.5	5.9					6.4	LR	-	-	-	-	-	F			Raveling
13	36.605	2.5	R2	X	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	-	-	-	-	F			
15	37.360	7.5	R2		0.5	3.5	1.0				5.0	LR	11.0	1.8	SL	II	L	P			Branch Cracking
16	37.508	7.0	R2		0.7	3.0		1.3			5.0	LR	7.3	B	ST	II	S	P			Transverse Cracking

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
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					FC-5	Type SP	Type S	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
17	37.728	4.0	R2		0.8	3.0	0.7				4.5	LR	8.6	2.3	Br	III	S	P			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	III	S	P			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	III	M	P			
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	II	M	P			Longitudinal Cracking, RH Curve
24	36.390	2.0	L2	X	0.9	4.8					5.7	LR	-	2.0	SL	I	L	P			Longitudinal Cracking, Rim Gouge
25	36.390	3.0	OL		1.0	1.9					2.9	RAP	7.1	-	-	-	-	F			
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	X	0.9	5.2					6.1	LR	12.9	-	-	-	-	P			WB Right TL to CR 419 (Deer Park Rd), Raveling
28	35.561	9.5	L2	X	1.0	6.6					7.6	LR	11.9	2.5	SL	I	L	P			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	X	0.8	5.0					5.8	LR	-	2.1	SL	II	L	P			Longitudinal Cracking
31	34.548	2.0	L2	X	1.0	4.3					5.3	LR	13.2	2.1	SL	I	L	P			Longitudinal Cracking
32	34.072	9.0	L2	X	0.8	4.9					5.7	LR	-	-	-	-	-	F			Rutting & Asphalt Bleeding

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					FC-5	Type SP	Type S	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
33	33.281	10.0	L2	X	1.1	0.9	2.6				4.6	LR	7.7	2.4	SL	I	S	P			Raveling
34	33.281	8.0	OL				1.9				1.9	LR	8.6	-	-	-	-	P			Widened Portion of Shoulder
35	32.554	4.5	L2		0.9	1.0	2.3				4.2	LR	8.3	1.9	Br	I	M	P			Branch Cracking, Thinner Pavement
36	32.065	9.0	L2	X	0.8	0.8	2.7				4.3	LR	9.0	-	-	-	-	P			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	X	0.6	0.9	2.3				3.8	LR	9.2	1.7	SL	I	L	P			Thinner Pavement
39	31.733	3.0	R1	X	1.1	5.2					6.3	LR	13.7	-	-	-	-	F			
40	32.193	25.0	MXO		0.8	6.1					6.9	LR	14.1	-	-	-	-	P			Severe Raveling, Both values slopes to R1
41	32.241	1.0	IR		1.6	1.7					3.3	LR	5.2	-	-	-	-	F			
42	32.241	8.5	R1	X	0.8	4.8					5.6	LR	-	-	-	-	-	F			Raveling
43	32.675	3.0	R1	X	1.1	5.1					6.2	LR	13.8	-	-	-	-	F			Raveling
44	33.167	3.0	RLTL	X	1.6	4.4					6.0	LR	-	-	-	-	-	P			EB Left TL for U-Turn, Raveling
45	33.197	23.0	MXO		0.8	5.1					5.9	LR	-	-	-	-	-	P			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	II	L	P			
47	34.163	2.0	RLTL	X	1.0	5.4					6.4	LR	13.9	-	-	-	-	P			EB Left TL for U-Turn, Raveling
48	34.443	2.0	R1	X	0.8	4.7					5.5	LR	13.6	1.4	ST	I	L	P			Raveling

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					FC-5	Type SP	Type S	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
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	P			Longitudinal Cracking
51	35.542	9.5	R1	X	0.8	4.7					5.5	LR	-	-	-	-	-	P			Raveling
52	35.790	2.0	RLTL	X	0.6	5.2					5.8	LR	12.7	-	-	-	-	P			EB Left TL to CR 419 (Deer Park Rd)
53	35.835	26.0	MXO		1.0	6.9					7.9+	NB	-	-	-	-	-	P			Raveling, Core broke, could not obtain remaining core (15"+/-) Crown: Top Slopes to L1, Bottom slopes to R1
54	35.841	3.0	R1	X	0.5	4.2					4.7	LR	-	-	-	-	-	P			Raveling
55	36.468	9.0	R1	X	0.9	4.9					5.8	LR	13.1	-	-	-	-	P			Raveling & Severe Rutting
56	36.857	24.0	MXO		1.6	7.5					9.1	LR	-	-	-	-	-	P			Severe Raveling Valley: Top Value slopes to R1, Bottom Values slopes to L1
57	36.997	9.0	R1	X	0.7	4.9					5.6	LR	-	-	-	-	-	F			
58	37.199	4.5	R1		0.7	4.8					5.5	LR	13.5	1.5	SL	I	L	P			
59	37.325	2.5	RLTL	X	0.9	5.2					6.1	LR	12.7	-	-	-	-	P			EB Left TL for U-Turn, Raveling
60	37.529	2.0	IR	X	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	III	S	P			Longitudinal Cracking
62	37.870	6.0	R1		0.7	1.1	2.6	0.7			5.1	LR	8.2	2.8	SL	III	S	P			Longitudinal Cracking
63	37.954	9.0	RLTL	X	0.8	6.1					6.9	LR	-	-	-	-	-	P	0.1	-3.4	EB Left TL for U-Turn
64	37.976	28.0	MXO		0.9	5.6					6.5	LR	17.0	-	-	-	-	P	0.0	-1.3 -3.5	Raveling Valley: Top Value Slopes to R1, Bottom Value Slopes to L1

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					FC-5	Type SP	Type S	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
65	38.111	7.5	R1		0.8	0.5	2.8	0.6			4.7	LR	10.3	2.9	SL	III	S	P			Longitudinal Cracking
66	38.054	4.0	L1		1.0	5.2					6.2	LR	-	2.0	SL	III	M	P			Longitudinal Cracking
67	38.054	2.5	LLTL	X	0.8	4.8					5.6	LR	12.9	-	-	-	-	-			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	P			Longitudinal Cracking
69	37.461	9.5	LLTL	X	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	II	S	P			Longitudinal Cracking
71	36.908	3.0	LLTL	X	0.7	5.0					5.7	LR	21.3	-	-	-	-	-			WB Left TL for U-Turn, Raveling & Rippling
72	36.522	1.0	IL		0.9	2.5					3.4	RAP	8.2	-	-	-	-	-			
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	X	0.7	4.9					5.6	LR	-	-	-	-	-	-			Raveling
75	35.916	9.0	LLTL	X	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	-	2.2	SL	I	M	P			Raveling
77	35.238	9.0	L1	X	0.8	5.3					6.1	LR	11.9	2.5	SL	II	S	P			Longitudinal Cracking
78	34.583	1.0	IL		1.0	1.4					2.4	RAP	6.6	-	-	-	-	-			Raveling
79	34.583	5.0	L1		1.1	4.7					5.8	LR	-	2.3	SL	II	S	P			Longitudinal Cracking
80	33.789	1.5	L1		1.2	4.6					5.8	LR	12.2	2.1	SL	I	L	P			Longitudinal Cracking

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					FC-5	Type SP	Type S	Binder	Unknown Layer	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
81	33.296	6.0	L1		0.9	0.8	2.5				4.2	LR	9.0	-	-	-	-	P			Raveling & Asphalt Bleeding Core broke during extraction
82	33.268	2.0	LLTL	X	0.9	5.3					6.2	LR	16.3	-	-	-	-	P			WB Left TL for U-Turn, Raveling
83	32.751	3.0	L1	X	0.8	0.9	2.5				4.2	LR	8.8	0.9	SL	I	M	P			Longitudinal Cracking
84	32.246	10.0	LLTL	X	0.3	6.5					6.8	LR	-	-	-	-	-	P			WB Left TL for U-Turn, Raveling & Rutting
85	32.246	9.0	L1	X	0.8	0.8	4.9				6.5	LR	8.1	1.0	Br	I	L	P			Overbuilt Section
86	31.871	1.0	IL		1.7	0.7	0.9				3.3	LR	10.7	-	-	-	-	F			
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	-	-	-	-	-	P			Leave Slab for Bridge #920148 Asphalt Thickness = 4.2"
D-4	33.393	2.5	OL								-	PCC	-	-	-	-	-	F			Leave Slab for Bridge #920148 Asphalt Thickness = 4.2"
D-5	33.424	5.0	IL								-	PCC	-	-	-	-	-	F			Approach Slab for Bridge #920148 Asphalt Thickness = 2.6"
D-6	33.424	6.0	L1								-	PCC	-	-	-	-	-	P			Approach Slab for Bridge #920148 Asphalt Thickness = 2.6"
D-7	33.392	5.0	IL								-	PCC	-	-	-	-	-	F			Leave Slab for Bridge #920148 Asphalt Thickness = 3.0"
D-8	33.392	6.0	L1								-	PCC	-	-	-	-	-	P			Leave Slab for Bridge #920148 Asphalt Thickness = 3.0"

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