

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

<b>Project No.:</b> 425174-1					<b>Cored By:</b> Universal Engineering Sciences										<b>Date:</b> 09-14-09/09-15-09				<b>Page No.:</b> 1 of 4						
<b>County:</b> Orange					<b>Highway Sect. No:</b> 75280										<b>From:</b> SR 482 Interchange				<b>To:</b> East of Conroy Road Interchange						
<b>Road No.:</b> SR 400					<b>Begin M.P.:</b> 8.337										<b>End M.P.:</b> 12.800				<b>Length:</b>						
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 2	FC-3	FC-5	Type S	WC	Type I	Type II	Binder	Surf. Treatment	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	12.119	4	L3	X	0.7			5.8							6.5	LR	11.8					P			Raveling
2	12.110	8.5	L2	X	0.8			6.0							6.8	LR	10.7					P			Raveling
3	11.959	8	L2	X											6.3	PCC						P			Bridge Approach; Raveling
4	11.959	6	L3												5.9	PCC						P			Bridge Approach; Raveling
5	11.925	4	L3	X											4.0	PCC						P			Bridge Approach; Raveling
6	11.925	9	L2	X											4.5	PCC						P			Bridge Approach; Raveling
7	11.731	9	L2	X	0.6			7.9							8.5	LR						F			
8	11.675	8	L3	X	0.5			6.0							6.5	LR						P			Raveling
9	11.591	4	L3	X											5.0	PCC						P			Bridge Approach; Raveling
10	11.591	8.5	L2	X											6.0	PCC						P			Bridge Approach; Raveling
11	11.571	4.5	L2												5.3	PCC						P			Bridge Approach; Severe Raveling (Slight Cracks)
12	11.571	3	L3												4.8	PCC						P			Bridge Approach; Severe Raveling (Slight Cracks)
13	10.608	7.5	L3	X			1.1	3.7	1.0	1.0		2.4		9.2	LR							F			
14	10.358	6	L2				0.9	3.1	1.0	1.0		2.3		8.3	LR	9.7	0.8	OGFC	I	L		P			
15	10.226	4	L3	X			0.9	4.1	1.0	1.0		2.5		9.5	LR	11.3						F			
16	9.836	8.5	L2	X	0.4			4.3	0.7	1.2		2.3		8.9	LR	13.1						P			Raveling

Remarks: A=Alligator B=Base BL=Block BR=Branch Cracking OGFC= Open-Graded FC Stress Cracks SL=Single Longitudinal Crack L=Light Cracking M=Moderate Cracking S=Severe Cracking G=Good F=Fair P=Poor ST=Single Transverse Crack LR=Limerock LML=Westbound Merge Lane  
 ABC = Asphalt Base Course SC= Soil Cement RRTL=North or Eastbound Right Turn Lane RLTL=North or Eastbound Left Turn Lane  
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					FC 2	FC-3	FC-5	Type S	WC	Type I	Type II	Binder	Surf. Treatment	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
17	8.485	3.5	L2	X	0.5			5.1							5.6	LR	13.4	1.0	SL	I	S	P				Raveling
18	8.419	3.5	L3	X	0.7			4.1							4.8	LR	16.2					F				
19	10.686	3	L3	X			0.9	3.5	0.2	0.9		2.8			8.3	LR						F				
20	10.613	9	L2	X			0.9	3.2	1.0	0.9		2.7			8.7	LR						F				
21	10.316	11.0	amp 10	X	0.6			3.1	0.8	1.0		2.0			7.5	LR						F				I-4 WB to SR 435
22	9.570	11.5	amp 15	X	1.3			1.5							2.8	ABC	10.7					F				I-4 WB to Universal Blvd.
23	9.285	8	amp 09	X	0.5			5.0							5.5	LR	12.0					P				I-4 WB to SR 482; Raveling
24	8.635	9	amp 089		0.6			5.2							5.8	LR	12.5					F				Ramp 089 Outside Lane; SR 435 to I-4 WB
25	8.386	8.5	L4	X	0.5			5.6							6.1	LR	12.4	1.0	L/OGF	I	S	P				Merge Ramp
26	8.386	4.5	OL					2.0							2.0	LR	11.0					F				
27	12.762	9	amp 00	X			0.9	3.6		1.0					5.5	LR	11.5					F				I-4 WB to Conroy Road
28	12.129	9	L4	X	0.4			5.1							5.5	LR	11.5	1.9	SL	I	M	P				
29	12.129	5	OL					1.8							1.8	LR	3.0					F				
30	11.959	7	L4												3.0	PCC						P				Bridge Approach; Raveling
31	11.925	8.5	L4	X											5.5	PCC						P				Bridge Approach; Severe Raveling
32	11.303	9.5	Ramp					1.6							5.9	LR	10.4					F				Ramp #75470143 I-4 WB to Turnpike

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					FC 2	FC-3	FC-5	Type S	WC	Type I	Type II	Binder	Surf. Treatment	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
33	11.085	12	Ramp	X				1.4		1.5			0.7	3.6	LR	12.4	B	A	II	S	P			Ramp #75470143 Turnpike to I-4 WB
34	10.663	9	L4	X	0.7			6.5					7.2	LR							F			
35	10.333	9	amp 10	X			0.7	5.7					6.4	LR	18.6						F			I-4 WB to SR 435; MP moved to avoid traffic issues
36	10.231	6	OL				3.1		1.0	2.1			6.2	LR							F			
37	9.712	6.5	OL		0.4			2.3		0.7	2.0		5.4	LR	12.4	2.5	SL	II	S	P				Worn Surface
38	9.712	10	L3	X	0.5			3.6		2.9		2.1	9.1	LR	9.9						P			Raveling
39	12.111	3	L1	X	0.5			1.5		1.0		2.8	5.8	LR	11.5						P			Raveling
40	12.111	5.5	IL					1.2					1.2	LR	4.3						F			
41	11.958	5	L1										3.3	PCC							F			Bridge Approach
42	11.925	5	L1										5.0	PCC							P			Bridge Approach; Severe Raveling
43	11.729	3.5	L1	X	1.1			6.8					7.9	LR							F			
44	11.729	5	IL					2.9					2.9	LR	6.1						F			
45	11.590	5.5	L1										3.5	PCC							P			Bridge Approach; Raveling
46	11.570	5	L1										3.8	PCC							P			Bridge Approach; Raveling
47	10.632	4	L1	X	1.2			5.6				1.9	8.7	LR							F			
48	10.361	3.5	L1	X	1.0			3.3	0.9	0.9		2.2	8.3	LR	10.0						F			

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					FC 2	FC-3	FC-5	Type S	WC	Type I	Type II	Binder	Surf. Treatment	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
49	10.361	5..5	IL					1.8							1.8	LR	5.2					F			
50	10.174	3.5	amp 092		1.2			3.4	0.5	1.8		2.0		8.9	LR	10.6						F			I-4 WB to SR 435
51	9.912	3	L1	X	0.3			5.8						6.1	LR	13.9						P			Raveling
52	9.912	4.5	IL		0.2			1.3						1.5	LR	5.8						P			Severe Worn Surface
53	9.077	6	L1		0.4			5.5						5.9	LR							P			-0.9 LWP / 0.1 RWP; Severe Raveling
54	9.077	4	IL	X	0.5			1.4						1.9	LR	5.1						P			Severe Worn Surface; Raveling
55	8.478	2.5	L1	X	0.2			5.3						5.5	LR	12.5	0.8	SL	I	L		P			Raveling
56	8.478	6	IL					1.5						1.5	LR	15.5						F			4.7 LWP / 0.6 RWP
57	11.671	9	L4		0.2			5.4						5.6	LR							F			Core Taken on Merge Lane
58	11.671	4.5	OL					2.0						2.0	LR	5.3						F			Core Taken on Merge Lane
59	11.591	7	L5											3.0	PCC							F			Taken on Merge Lane; Bridge Approach
60	11.571	4.5	L5											3.0	PCC							P			1.7 LWP / 0.7 RWP; Raveling; Taken on Merge Lane, Bridge Approach
61	9.071	3.5	L2	X	0.4			4.4		4.2				9.0	LR							P			Raveling
62	8.860	8.5	L3	X	0.5			5.0						5.5	LR		2.5	SL	II	S		P			Raveling
63	8.860	4	IL					1.2						1.2	LR	14.6						P			Raveling

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