

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

| <b>Project No.:</b> 450638-1             |       |                                       |      |            | <b>Cored By:</b> (Ardaman & Associates)                |        |  |  |  |  |                   |      | <b>Date:</b> Monday, March 18, 2024                  |             |      |       |        | <b>Page No.:</b> 1 of 2           |                 |                 |   |
|--|-------|---------------------------------------|------|------------|--|--------|--|--|--|--|-------------------|------|--|-------------|------|-------|--------|-----------------------------------|-----------------|-----------------|---|
| <b>County:</b> Orange County             |       |                                       |      |            | <b>Highway Sect. No:</b> 75002                         |        |  |  |  |  |                   |      | <b>From:</b> SR 500 (US 441 - OBT)                   |             |      |       |        | <b>To:</b> SR 527 (Orange Avenue) |                 |                 |   |
| <b>Road No.:</b> SR 482 (Sand Lake Road) |       |                                       |      |            | <b>Begin MP:</b> 4.757 (Exception from 5.137 to 6.428) |        |  |  |  |  |                   |      | <b>End MP:</b> 6.842 (Exception from 5.137 to 6.428) |             |      |       |        | <b>Length:</b> 0.794              |                 |                 |   |
| 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   | Type S |  |  |  |  | Core Length (in.) | Type | Thick-ness (in.)                                     | Depth (in.) | Type | Class | Extent |                                   |                 |                 |   |
| 1  | 6.717 | 9                                     | L3   | X          | 2.0  | 2.7    |  |  |  |  | 4.7               | LR   | 12.1   | 2.0         | SL   | I     | L      | F                                 |                 |                 |   |
| 2  | 5.107 | 10                                    | L3   | X          | 0.9  | 4.3    |  |  |  |  | 5.2               | LR   | 10.8   | B           | BR   | I     | L      | F                                 |                 |                 | 1.4" Type II included with Type S thickness                           |
| 3  | 4.895 | 7                                     | L3   |            | 1.0  | 2.4    |  |  |  |  | 3.4               | LR   | 10.6   | B           | BR   | I     | L      | F                                 |                 |                 |   |
| 4  | 4.899 | 8                                     | R3   |            | 2.0  | 1.5    |  |  |  |  | 3.5               | LR   | 10.5   | --          | --   | --    | --     | F                                 |                 |                 |   |
| 5  | 5.077 | 11                                    | R3   | X          | 2.5  | 2.1    |  |  |  |  | 4.6               | LR   | 15.7   | B           | SL   | I     | L      | F                                 |                 |                 |   |
| 6  | 6.555 | 3                                     | R3   | X          | 1.1  | 3.6    |  |  |  |  | 4.7               | LR   | 15.3   | 4.0         | BR   | I     | L      | F                                 |                 |                 |   |
| 7  | 6.713 | 3                                     | R3   | X          | 1.9  | 1.6    |  |  |  |  | 12.9              | ABC  | 9.4  | 0.7         | BR   | I     | L      | F                                 |                 |                 | Core Separated at ~2.0" Down From Top                                 |
| 8  | 6.797 | 4                                     | RRTL | X          | 1.0  | 2.3    |  |  |  |  | 3.3               | LR   | 14.5   | 1.3         | BR   | I     | L      | F                                 |                 |                 | EB Right Turn Lane to Orange Ave. (South)                             |
| 9  | 6.762 | 3                                     | L1   | X          | 1.5  | 3.7    |  |  |  |  | 5.2               | LR   | 12.6   | --          | --   | --    | --     | F                                 |                 |                 |   |
| 10                                       | 5.126 | 5                                     | L1   |            | 2.3  | 4.7    |  |  |  |  | 5.2               | LR   | 9.8  | 2.3         | SL   | I     | L      | P                                 |                 |                 | Core Separated at ~2.3" Down From Top                                 |
| 11                                       | 4.924 | 4                                     | L1   | X          | 1.0  | 2.0    |  |  |  |  | 3.0               | LR   | 12.3   | B           | SL   | I     | L      | P                                 |                 |                 | Pavement currogation and pitting in roadway                           |
| 12                                       | 4.908 | 5                                     | LLTL |            | 1.2  | 0.9    |  |  |  |  | 2.1               | LR   | 12.4   | B           | SL   | I     | L      | P                                 |                 |                 | WB Left Turn Lane to New Stores (formerly VW dealership) -- Ravelling |
| 13                                       | 4.873 | 8                                     | RLTL |            | 1.6  | 1.5    |  |  |  |  | 3.1               | LR   | 11.2   | --          | --   | --    | --     | F                                 |                 |                 | EB Left Turn Lane to Shopping Plaza Ravelling                         |
| 14                                       | 4.967 | 3                                     | R1   | X          | 1.4  | 2.6    |  |  |  |  | 4.0               | LR   | 10.5   | B           | ST   | II    | L      | P                                 |                 |                 |   |
| 15                                       | 6.586 | 8                                     | R1   | X          | 1.1  | 3.4    |  |  |  |  | 4.5               | LR   | 13.3   | 3.4         | SL   | II    | L      | P                                 |                 |                 |   |
| 16                                       | 6.744 | 4                                     | R1   | X          | 1.2  | 2.7    |  |  |  |  | 10.5              | ABC  | 6.6  | 1.8         | ST   | I     | L      | F                                 |                 |                 |   |

**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; SBRM= Sand Bituminous Road Mix; NB= No Base

State of Florida Department of Transportation

PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.:450638-1

County:Orange County

Road No.:SR 482 (Sand Lake Road)

Cored By:(Ardaman & Associates)

Highway Sect. No:75002

Begin MP:4.757 (Exception from 5.137 to 6.428)

Date:Monday, March 18, 2024

From:SR 500 (US 441 - OBT)

End MP:6.842 (Exception from 5.137 to 6.428)

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To:SR 527 (Orange Avenue)

Length:0.794

| 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                 | Type S |  |  |  |  | Core Length (in.) | Type | Thick-ness (in.) | Depth (in.) | Type  | Class |            |                 |                 |          | Extent  |
| 17       | 6.784 | 8                                     | RLTL (1) |            | 1.4                  | 8.3    |  |  |  |  | 9.7               | LR   | 7.8              | 3.0         | SL/BR | II    | M          | P               |                 |          | EB Left Turn Lane to Orange Ave. (North)<br>(Inside Lane Duals) Separation between layers |

Hand-Drill for Asphalt Overlay Thickness at Approach/Leave Slab

|    |       |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
|----|-------|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|
| D1 | 6.690 |  | L3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Approach Slab to Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 2"   |
| D2 | 6.620 |  | L3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Leave Slab from Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 4.5"  |
| D3 | 6.620 |  | R3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Approach Slab to Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 3"   |
| D4 | 6.690 |  | R3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Leave Slab from Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 3.5"  |
| D5 | 6.690 |  | L1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Approach Slab to Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 1.5" |
| D6 | 6.620 |  | L1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Leave Slab from Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 1.5"  |
| D7 | 6.620 |  | R1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Approach Slab to Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 1.0" |
| D8 | 6.690 |  | R1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Leave Slab from Bridge #750334 (Over RR)<br>Asphalt Overlay Thickness = 2.5"  |
|    |       |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
|    |       |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
|    |       |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
|    |       |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

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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; SBRM= Sand Bituminous Road Mix; NB= No Base

**EXTRACTED CORE DATA FROM 407143-1 CORING EFFORT TO SHOW CORE DATA BETWEEN MP 5.137 TO MP 6.428**  
**REVISED CORE DATA TO REFLECT CURRENT PAVEMENT COMPOSITION BASED ON AS-BUILT PLANS (MILL DEPTH/RESURFACE LAYERS)**

| State of Florida Department of Transportation<br>PAVEMENT EVALUATION AND CONDITION DATA SHEET |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                                |  |
|---|-------|---------------------------------------|------|------------|--------------------------------|------|---------|--------|---------|--------|--------|-------------------|---|------------------|-------------|------|-------|--------|--|-----------------|-----------------|--------------------------------|--|
| <b>Project No.:</b> 407143-1 450638-1   |       |                                       |      |            | <b>Cored By:</b> KW & JW (PSI) |      |         |        |         |        |        |                   | <b>Date:</b> 3/27/2000 - 3/30/2000              |                  |             |      |       |        | <b>Page No.:</b> 1 of 3                  |                 |                 |                                |  |
| <b>County:</b> Orange   |       |                                       |      |            | <b>Highway Sect. No:</b> 75002 |      |         |        |         |        |        |                   | <b>From:</b> 0.1 mile West of Kings Pt. Parkway |                  |             |      |       |        | <b>To:</b> 0.1 mile East of Lindos Drive |                 |                 |                                |  |
| <b>Road No.:</b> SR 482 (Sand Lake Rd.)   |       |                                       |      |            | <b>Begin MP:</b> 2.100         |      |         |        |         |        |        |                   | <b>End MP:</b> 7.517                            |                  |             |      |       |        | <b>Length:</b> 5.417 miles               |                 |                 |                                |  |
| 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 | Type II | Type I | Binder | Core Length (in.) | Type  | Thick-ness (in.) | Depth (in.) | Type | Class | Extent |  |                 |                 |                                |  |
| 26  | 5.200 | 6                                     | RLTL |            |                                | 0.75 | 1.5     | 0.75   |         |        |        | 3.0               | L/R   | 12.0             | -           |      | -     | -      | F  |                 |                 | To Sandlake Plaza              |  |
| 68  | 5.204 | 6                                     | RRTL |            |                                | 0.75 | 1.5     | 2.85   |         |        |        | 5.1               | L/R   | 12.1             | —           | —    | —     | —      | F  |                 |                 | To The Terrace at Florida Mall |  |
| 102   | 5.244 | 6                                     | LLTL |            |                                | 0.75 | 1.5     | 2.25   |         |        |        | 4.5               | L/R   | 13.5             | -           |      |       |        |  |                 |                 | To The Terrace at Florida Mall |  |
| 69  | 5.282 | 6                                     | RRTL |            |                                | 0.75 | 1.5     | 3.05   |         |        |        | 5.3               | L/R   | 7.0              |             | —    |       | —      | F  |                 |                 | To Hops                        |  |
| 131   | 5.300 | 3                                     | L2   | X          |                                | 0.75 | 1.5     | 2.1    |         |        |        | 4.3               | L/R   | —                | 3.0         | BL   | III   | M      | P  |                 |                 |                                |  |
| 88  | 5.300 | 3                                     | R3   | X          |                                | 0.75 | 1.5     | 3.7    | 1.0     |        |        | 6.9               | L/R   | —                | 2.5         | BL   | II    | M      | P  |                 |                 |                                |  |
| 147   | 5.309 | 3                                     | L3   | X          |                                | 0.75 | 1.5     | 2.0    |         |        |        | 4.2               | L/R   | —                | 1.1         | BL   | I     | L      | F  |                 |                 |                                |  |
| 70  | 5.325 | 3                                     | R2   | X          |                                | 0.75 | 1.5     | 0.9    | 1.0     | 2.6    |        | 6.7               | L/R   | 10.7             | -           | -    | -     | -      | F  |                 |                 |                                |  |
| 27  | 5.352 | 6                                     | RLTL |            |                                | 0.75 | 1.5     | 2.25   |         |        |        | 4.5               | L/R   | 12.1             | -           | -    | —     | —      | F  |                 |                 | To Voltaire Drive              |  |
| 28  | 5.355 | 3                                     | R1   | X          |                                | 0.75 | 1.5     | 2.0    |         |        |        | 4.2               | L/R   | —                | 0.4         | BL   | I     | L      | F  |                 |                 |                                |  |
| 71  | 5.367 | 6                                     | RRTL |            |                                | 0.75 | 1.5     | 2.35   |         |        |        | 4.6               | L/R   | 9.9              | —           | —    | —     | —      | F  |                 |                 | To Voltaire Drive              |  |
| 101   | 5.400 | 3                                     | L1   | X          |                                | 0.75 | 1.5     | 2.9    |         |        |        | 5.1               | L/R   | —                |             |      |       |        | G  |                 |                 |                                |  |
| 100   | 5.400 | 9                                     | LLTL | X          |                                | 0.75 | 1.5     | 3.75   |         |        |        | 6.0               | L/R   | 9.4              | —           | —    | —     | —      | F  |                 |                 | To Voltaire Drive              |  |
| 72  | 5.425 | 6                                     | RRTL |            |                                | 0.75 | 1.5     | 1.85   |         |        |        | 4.1               | L/R   | 10.0             | —           | —    | —     | —      | F  |                 |                 | To The Terrace at Florida Mall |  |
| 146   | 5.430 | 6                                     | LRTL |            |                                | 0.75 | 1.5     | 2.35   |         |        |        | 4.6               | L/R   | 13.9             | —           |      | —     |        | F  |                 |                 | To Voltaire Drive              |  |
| 130   | 5.600 | 6                                     | L2   |            |                                | 0.75 | 1.5     | 2.2    |         |        |        | 4.4               | L/R   | —                | 2.6         | BL   | II    | M      | P  |                 |                 |                                |  |

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**EXTRACTED CORE DATA FROM 407143-1 CORING EFFORT TO SHOW CORE DATA BETWEEN MP 5.137 TO MP 6.428**  
**REVISED CORE DATA TO REFLECT CURRENT PAVEMENT COMPOSITION BASED ON AS-BUILT PLANS (MILL DEPTH/RESURFACE LAYERS)**

| State of Florida Department of Transportation |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |          |  |                  |              |
|---|-------|---------------------------------------|------|------------|--------------------------------|------|---------|--------|---------|--------|--------|-------------------|---|------------------|-------------|------|-------|--------|--|-----------------|-----------------|----------|--|------------------|--------------|
| PAVEMENT EVALUATION AND CONDITION DATA SHEET  |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |          |  |                  |              |
| <b>Project No.:</b> 407143-1 450638-1         |       |                                       |      |            | <b>Cored By:</b> KW & JW (PSI) |      |         |        |         |        |        |                   | <b>Date:</b> 3/27/2000 - 3/30/2000              |                  |             |      |       |        | <b>Page No.:</b> 2 of 3                  |                 |                 |          |  |                  |              |
| <b>County:</b> Orange                         |       |                                       |      |            | <b>Highway Sect. No:</b> 75002 |      |         |        |         |        |        |                   | <b>From:</b> 0.1 mile West of Kings Pt. Parkway |                  |             |      |       |        | <b>To:</b> 0.1 mile East of Lindos Drive |                 |                 |          |  |                  |              |
| <b>Road No.:</b> SR 482 (Sand Lake Rd.)       |       |                                       |      |            | <b>Begin MP:</b> 2.100         |      |         |        |         |        |        |                   | <b>End MP:</b> 7.517                            |                  |             |      |       |        | <b>Length:</b> 5.417 miles               |                 |                 |          |  |                  |              |
| 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 | Type II | Type I | Binder | Core Length (in.) | Type  | Thick-ness (in.) | Depth (in.) | Type | Class | Extent |  |                 |                 |          |  |                  |              |
| 89  | 5.600 | 6                                     | R3   |            |                                | 0.75 | 1.5     | 4.6    |         |        |        | 0.9               | 7.7   | L/R              | —           | 1.5  | BL    | I      | M  | P               |                 |          |  |                  |              |
| 73  | 5.602 | 6                                     | R2   |            |                                | 0.75 | 1.5     | 3.5    | 1.0     |        |        |                   | 6.7   | L/R              | —           |      |       |        |  | F               |                 |          |  |                  |              |
| 29  | 5.615 | 6                                     | RLTL |            |                                | 0.75 | 1.5     | 1.85   |         |        |        |                   | 4.1   | L/R              | 12.2        | -    | -     | -      | -  | F               |                 |          |  | To Winegard Road |              |
| 30  | 5.620 | 6                                     | R1   |            |                                | 0.75 | 1.5     | 1.7    |         |        |        |                   | 3.9   | L/R              | 16.1        | -    | -     | -      | -  | F               |                 |          |  |                  |              |
| 99  | 5.648 | 9                                     | L1   | X          |                                | 0.75 | 1.5     | 2.8    |         |        |        |                   | 5.0   | L/R              | —           |      |       |        |  | F               |                 |          |  |                  |              |
| 98  | 5.648 | 3                                     | LLTL | X          |                                | 0.75 | 1.5     | 2.05   |         |        |        |                   | 4.3   | L/R              | 13.7        | —    | —     |        | —  | F               |                 |          |  | To Winegard Road |              |
| 144   | 5.660 | 6                                     | L3   |            |                                | 0.75 | 1.5     | 2.5    |         |        |        |                   | 4.7   | L/R              | —           | 1.4  | BL    | I      | L  | F               |                 |          |  |                  |              |
| 145   | 5.660 | 9                                     | LRTL | X          |                                | 0.75 | 1.5     | 1.75   |         |        |        |                   | 4.0   | L/R              | 15.0        | —    |       | —      | —  | F               |                 |          |  | To Winegard Road |              |
| 97  | 5.900 | 9                                     | L1   | X          |                                | 0.75 | 1.5     | 2.4    |         |        |        |                   | 4.6   | L/R              | 13.4        | 0.6  | BL    | I      | L  | F               |                 |          |  |                  |              |
| 129   | 5.900 | 9                                     | L2   | X          |                                | 0.75 | 1.5     | 2.2    |         |        |        |                   | 4.4   | L/R              | 9.8         | 1.0  | BL    | I      | M  | P               |                 |          |  |                  |              |
| 90  | 5.900 | 9                                     | R3   | X          |                                | 0.75 | 1.5     | 5.5    | 0.7     |        |        |                   | 8.4   | L/R              | 11.9        | 0.9  | BL    | I      | M  | P               |                 |          |  |                  |              |
| 91  | 5.900 | 7                                     | OR   |            | 0.6                            | 0.75 | 1.5     | 1.4    |         |        |        |                   | 2.0   | L/R              | —           |      |       |        |  |                 |                 |          |  |                  | 15' Shoulder |
| 142   | 5.903 | 9                                     | L3   | X          |                                | 0.75 | 1.5     | 2.4    |         |        |        |                   | 4.6   | L/R              | 10.0        | 2.4  | BL    | II     | M  | P               |                 |          |  |                  |              |
| 143   | 5.903 | 7                                     | OL   |            | 0.9                            | 0.75 | 1.5     | 1.2    |         |        |        |                   | 2.1   | L/R              | 8.1         | —    | —     | —      | —  | F               |                 |          |  |                  | 15' Shoulder |
| 74  | 5.907 | 9                                     | R2   | X          |                                | 0.75 | 1.5     | 4.5    | 1.0     |        |        |                   | 7.7   | L/R              | —           | 2.1  | BL    | II     | M  | P               |                 |          |  |                  |              |
| 31  | 5.920 | 9                                     | R1   | X          |                                | 0.75 | 1.5     | 1.8    |         |        |        |                   | 4.0   | L/R              | —           | 0.6  | BL    | I      | L  | F               |                 |          |  |                  |              |

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**EXTRACTED CORE DATA FROM 407143-1 CORING EFFORT TO SHOW CORE DATA BETWEEN MP 5.137 TO MP 6.428**  
**REVISED CORE DATA TO REFLECT CURRENT PAVEMENT COMPOSITION BASED ON AS-BUILT PLANS (MILL DEPTH/RESURFACE LAYERS)**

| State of Florida Department of Transportation<br>PAVEMENT EVALUATION AND CONDITION DATA SHEET |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|---|-------|---------------------------------------|------|------------|--------------------------------|------|---------|--------|---------|--------|--------|-------------------|---|------------------|-------------|------|-------|--------|--|-----------------|-----------------|-------------------------|--|
| <b>Project No.:</b> 407143-1- 450638-1  |       |                                       |      |            | <b>Cored By:</b> KW & JW (PSI) |      |         |        |         |        |        |                   | <b>Date:</b> 3/27/2000 - 3/30/2000              |                  |             |      |       |        | <b>Page No.:</b> 3 of 3                  |                 |                 |                         |  |
| <b>County:</b> Orange   |       |                                       |      |            | <b>Highway Sect. No:</b> 75002 |      |         |        |         |        |        |                   | <b>From:</b> 0.1 mile West of Kings Pt. Parkway |                  |             |      |       |        | <b>To:</b> 0.1 mile East of Lindos Drive |                 |                 |                         |  |
| <b>Road No.:</b> SR 482 (Sand Lake Rd.)   |       |                                       |      |            | <b>Begin MP:</b> 2.100         |      |         |        |         |        |        |                   | <b>End MP:</b> 7.517                            |                  |             |      |       |        | <b>Length:</b> 5.417 miles               |                 |                 |                         |  |
| 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 | Type II | Type I | Binder | Core Length (in.) | Type  | Thick-ness (in.) | Depth (in.) | Type | Class | Extent |  |                 |                 |                         |  |
| 96  | 6.142 | 6                                     | LLTL |            |                                | 0.75 | 1.5     | 1.55   |         |        |        | 3.8               | L/R   | 15.0             | —           | —    | —     | —      | F  |                 |                 | To No Name Road         |  |
| 32  | 6.290 | 6                                     | RLTL |            |                                | 0.75 | 1.5     | 3.35   |         |        |        | 5.6               | L/R   | 13.4             | -           | -    | -     | -      | F  |                 |                 | To Lake Gloria Preserve |  |
| 95  | 6.300 | 3                                     | L1   | X          |                                | 0.75 | 1.5     | 2.4    |         |        |        | 4.6               | L/R   | —                |             |      |       |        | F  |                 |                 |                         |  |
| 128   | 6.300 | 3                                     | L2   | X          |                                | 0.75 | 1.5     | 2.4    |         |        |        | 4.6               | L/R   | —                | -           | -    | -     | -      | G  |                 |                 |                         |  |
| 33  | 6.300 | 3                                     | R1   | X          |                                | 0.75 | 1.5     | 2.4    |         |        |        | 4.6               | L/R   | —                |             |      |       |        | F  |                 |                 |                         |  |
| 92  | 6.300 | 3                                     | R3   | X          |                                | 0.75 | 1.5     | 4.7    | 1.1     |        |        | 8.0               | L/R   | —                | 2.0         | BL   | I     | M      | P  |                 |                 |                         |  |
| 75  | 6.302 | 6                                     | R2   | X          |                                | 0.75 | 1.5     | 3.0    | 1.0     | 1.0    |        | 7.2               | L/R   | —                | 3.3         | BL   | II    | M      | P  |                 |                 |                         |  |
| 86  | 6.315 | 6                                     | LLTL |            |                                | 0.75 | 1.5     | 2.15   |         |        |        | 4.4               | L/R   | 8.0              | —           | —    | —     | —      | F  |                 |                 | To Wycliffe Road        |  |
| 140   | 6.323 | 3                                     | L3   | X          |                                | 0.75 | 1.5     | 2.8    |         |        |        | 5.0               | L/R   | 12.7             | -           | -    | -     | -      | G  |                 |                 |                         |  |
| 141   | 6.323 | 9                                     | LRTL | X          |                                | 0.75 | 1.5     | 2.35   |         |        |        | 4.6               | L/R   | —                |             |      |       |        | F  |                 |                 | To Lake Gloria Preserve |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |
|   |       |                                       |      |            |                                |      |         |        |         |        |        |                   |   |                  |             |      |       |        |  |                 |                 |                         |  |

**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; SBRM= Sand Bituminous Road Mix; NB= No Base