FPN 242592-4;  SR 400 (I-4) BTU from EE Williamson Bridge Overpass to US 17-92 / Volusia County Line
Section # 77160  from MP 5.143 to MP 14.135

*Please note the following:*
*For Part 1 and Part 2, the pavement core data sheets posted on FTP site are derived from other projects that overlaps this project.*
*As a result, pavement composition may have or will be changed – especially for the upper/top asphalt layers.  If 1:1 ratio is used for mill & resurface, then the overall pavement thickness (core length) would be relatively unchanged.  Part 3 – Pavement Data for Rinehart Road is valid as shown, unless the City/County has done some mill/resurface work which would alter the pavement composition.*

| Data file name | |
|---|---|
| 242592-4 SR 400 (I-4) PECD – Part 1 | Pavement Data from 429080-1 which covers MP 5.152 to MP 7.362 |
| 242592-4 SR 400 (I-4) PECD – Part 2 | Pavement Data from 439682-1 which covers MP 7.362 to 14.135 |
| 242592-4 SR 400 (I-4) PECD – Part 3 | Pavement Data for Rinehart Road |

* **Disclaimer:** The pavement cores were collected for the I-4 3R project (429080-1) and the work was final accepted on 05/01/2015. The pavement composition has changed especially for the upper/top asphalt layers. If 1:1 ratio is used for mill & resurface, then the overall pavement thickness (core length) would be relatively unchanged.

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project No.:** | 429080-1 | **Cored By:** | Ardaman | **Date:** | 5/14/12-5/15/15 | **Page No.:** | 1 of 2 |
| **County:** | Seminole | **Highway Sect. No:** | 77160 | **From:** | EE Williamson Bridge | **To:** | S. of Lake Mary Blvd |
| **Road No.:** | SR 400 (I-4) | **Begin MP:** | 5.152 | **End MP:** | 7.362 | **Length:** | 2.210 Miles |

| Core No. | MP | Distance from left edge of lane (ft.) | Lane | Wheel Path | Pavement Layers (in.) | | | | | | Base | | Crack | | | | Pavt Cond. | Rut Depth (in) | Cross Slope (%) | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FC-2 * | Type-S * | Type-1 | Binder | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 1 | 5.159 | 8.0 | R3 | X | 0.5 | 2.4 | 1.8 | 2.6 | | 7.3 | LR | 10.0 | B | Br | II | M | F | | | |
| 2 | 5.600 | 9.0 | R3 | X | 0.5 | 4.5 | 1.2 | 2.6 | | 8.8 | LR | --- | 0.5 | OGFC | II | L | F | | | |
| 3 | 5.600 | 3.0 | OR | | | 3.2 | | | | 3.2 | LR | 7.0 | B | Br | II | L | F | | | |
| 4 | 5.664 | 9.5 | Decel | X | 0.7 | 4.0 | | | | 4.7 | LR | 7.5 | 0.7 | OGFC | II | L | F | | | Decel Ramp (R4) Lane to Rest Area |
| 5 | 5.823 | 8.5 | R3 | X | 0.3 | 5.2 | | 1.8 | | 7.3 | LR | 10.0 | 2.9 | Br | II | M | F | | | |
| 6 | 6.142 | 9.0 | R3 | X | 0.5 | 6.3 | | | | 6.8 | LR | 6.0 | 0.5 | OGFC | II | L | F | | | |
| 7 | 6.144 | 3.5 | OR | | | 1.7 | | | | 1.7 | LR | 4.0 | --- | --- | --- | --- | G | | | |
| 8 | 6.302 | 2.5 | Accel | X | 0.4 | 9.4 | | | | 9.8 | LR | 5.8 | 2.1 | Br | I | L | F | | | Accel Ramp (R4) Lane from Rest Area |
| 9 | 7.203 | 9.0 | R3 | X | 0.6 | 5.7 | | | | 6.3 | LR | 11.0 | 0.6 | OGFC | I | L | F | | | |
| 10 | 7.207 | 3.5 | OR | | | 1.5 | | | | 1.5 | LR | 4.5 | --- | --- | --- | --- | G | | | |
| 11 | 5.279 | 8.0 | R1 | X | 0.7 | 6.1 | | | | 6.8 | LR | --- | 0.7 | OGFC | I | L | F | | | |
| 12 | 5.284 | 4.5 | IR | | | 1.7 | | | | 1.7 | LR | 4.3 | --- | --- | --- | --- | G | | | |
| 13 | 5.790 | 8.0 | R1 | X | 0.6 | 5.8 | | | | 6.4 | LR | 6.3 | 0.6 | OGFC | I | L | F | | | |
| 14 | 6.261 | 9.0 | R1 | X | 0.5 | 4.4 | 1.5 | 2.6 | | 9.0 | LR | --- | B | Br | II | M | F | | | Core Broken at Type-1 Layer |
| 15 | 6.266 | 5.0 | IR | | | 2.7 | | | | 2.7 | | | --- | --- | --- | --- | G | | | No Base -Stabilized Subgrade Beneath Asphalt |
| 16 | 6.751 | 9.0 | R1 | X | 0.4 | 4.9 | 1.5 | | | 6.8 | LR | 6.3 | 0.4 | OGFC | I | L | F | | | No Binder - LR residue on bottom of core |

**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; NB= No Base

* **Disclaimer:** The pavement cores were collected for the I-4 3R project (429080-1) and the work was final accepted on 05/01/2015. The pavement composition has changed especially for the upper/top asphalt layers. If 1:1 ratio is used for mill & resurface, then the overall pavement thickness (core length) would be relatively unchanged.

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

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Project No.:** | 429080-1 | **Cored By:** | Ardaman | **Date:** | 5/14/12-5/15/15 | **Page No.:** | 2 of 2 |
| **County:** | Seminole | **Highway Sect. No:** | 77160 | **From:** | EE Williamson Bridge | **To:** | S. of Lake Mary Blvd |
| **Road No.:** | SR 400 (I-4) | **Begin MP:** | 5.152 | **End MP:** | 7.362 | **Length:** | 2.210 Miles |

| Core No. | MP | Distance from left edge of lane (ft.) | Lane | Wheel Path | Pavement Layers (in.) | | | | | | Base | | Crack | | | | Pavt Cond. | Rut Depth (in) | Cross Slope (%) | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FC-2 * | Type-S * | Type-1 | Binder | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 17 | 7.252 | 9.0 | R1 | X | 0.3 | 3.5 | 1.5 | 2.7 | | 8.0 | LR | 9.3 | B | Br | II | M | F | | | |
| 18 | 7.256 | 4.5 | IR | | | 4.4 | | | | 4.4 | | | 0.5 | Br | I | L | F | | | No Base -Stabilized Subgrade Beneath Asphalt |
| 19 | 7.139 | 8.5 | L3 | X | 0.6 | 9.9 | | | | 10.5 | LR | 9.0 | 0.6 | OGFC | I | L | F | | | |
| 20 | 7.138 | 4.0 | OL | | | 4.5 | | | | 4.5 | LR | 4.5 | --- | --- | --- | --- | F | | | |
| 21 | 6.653 | 3.0 | L3 | X | 0.8 | 6.0 | | | | 6.8 | LR | --- | 0.8 | OGFC | I | L | F | | | |
| 22 | 6.119 | 9.0 | L3 | X | 0.3 | 6.5 | | | | 6.8 | LR | 10.0 | 3.4 | Br | II | M | F | | | |
| 23 | 6.118 | 3.0 | OL | | | 1.7 | | | | 1.7 | LR | 4.0 | --- | --- | --- | --- | G | | | |
| 24 | 5.723 | 3.0 | L3 | X | 0.6 | 4.9 | | 1.5 | | 7.0 | LR | --- | 2.6 | Br | II | M | F | | | |
| 25 | 5.174 | 9.0 | L3 | X | 0.5 | 2.5 | 1.7 | 2.6 | | 7.3 | LR | 8.0 | 2.4 | Br | II | M | F | | | |
| 26 | 5.173 | 5.0 | OL | | | 2.9 | | 0.8 | | 3.7 | LR | 8.3 | B | Bl | II | S | P | | | |
| 27 | 6.860 | 9.0 | L1 | X | 0.4 | 3.9 | 1.2 | 2.7 | | 8.2 | LR | 7.3 | 1.1 | Br | II | M | F | | | |
| 28 | 6.857 | 2.0 | IL | | | 3.1 | 0.7 | 0.7 | | 4.5 | LR | 8.0 | --- | --- | --- | --- | G | | | |
| 29 | 6.370 | 4.5 | L1 | | 0.5 | 4.8 | 0.9 | 2.8 | | 9.0 | LR | 8.0 | 0.5 | OGFC | II | M | F | | | |
| 30 | 5.867 | 2.0 | L1 | | 0.5 | 6.3 | | | | 6.8 | LR | 8.5 | 0.5 | OGFC | II | M | F | | | |
| 31 | 5.865 | 4.0 | IL | | | 1.4 | | | | 1.4 | LR | 3.3 | --- | --- | --- | --- | G | | | |
| 32 | 5.400 | 9.0 | L1 | X | 0.7 | 6.3 | | | | 7.0 | LR | 9.3 | 0.7 | OGFC | I | L | F | | | |

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