## PLEASE READ: To Reviewers of Pavement Core Data-

The core data for the FPN 439682-x projects comes from two sources.

<u>From MP 5.152 to MP 7.362</u>, the I-4 pavement was milled and resurfaced in 2015 under FPN 429080-1-52-01 project. In lieu of doing pavement cores on new/good condition pavement, the pavement data collected for this FPN 429080-1 project is provided for all to review. There is a disclaimer note on the top of the core data sheets which states that the upper/top asphalt layers have been altered due to the 2015 milling & resurfacing work.

**From MP 7.362 to MP 14.135**, the pavement coring was done to get current data of the pavement in this section.

\* **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.

					D			Stat	e of Flo	orida	a Dep	artm	ent o	f Tra	nspor	tatio	n A TA	our		
					P			NT E	VALU	JAI	ION	AN		DNDI	110	N DA		<u>SHE</u>	ET	
Proj	ect No.:		4	29080-1		Core	d By:			1	Ardamaı	1	Date	:			5/14/12	-5/15/15		Page No.: 1 of 2
Cour	nty:		S	Seminole		High	way Se	ect. No:			77160		Fron	1:		EF	E Willian	nson Bri	dge	To: S. of Lake Mary Blvd
Road	l No.:	1	SR	400 (I-4	4)	Begin	n MP:			1	5.152		End	MP:			7.3	362		Length: 2.210 Miles
		Distance from left		Wheel		(	Pavement 1	Layers (in.)	, <u> </u>		Ba	nse		Cr	ack	(	Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft.)	Lane	Path	FC-2 *	Type-S *	Type-1	Binder	1	Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
1	5.159	8.0	R3	X	0.5	2.4	1.8	2.6		7.3	LR	10.0	В	Br	П	М	F			
2	5.600	9.0	R3	X	0.5	4.5	1.2	2.6		8.8	LR		0.5	OGFC	Π	L	F			
3	5.600	3.0	OR			3.2				3.2	LR	7.0	В	Br	Π	L	F			
4	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       Decel Ramp (R4) Lane to Rest Area																			
5	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																			
6	6.142	9.0	R3	Х	0.5	6.3				6.8	LR	6.0	0.5	OGFC	Π	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	Ι	L	F			Accel Ramp (R4) Lane from Rest Area
9	7.203	9.0	R3	Х	0.6	5.7				6.3	LR	11.0	0.6	OGFC	Ι	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	Ι	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	Ι	L	F			
14	6.261	9.0	R1	X	0.5	4.4	1.5	2.6		9.0	LR		В	Br	Π	М	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	Х	0.4	4.9	1.5			6.8	LR	6.3	0.4	OGFC	Ι	L	F			No Binder - LR residue on bottom of core
Reman Crack SL= S Base	r <b>ks:</b> Cr <u>Extent</u> : Single Lo <u>Fypes</u> : 1	ack Dept L= Ligh ongitudin LR= Lim	h of "B" it; M= M al; ST= erock; C	indicat Ioderat Single COQ= (	tes full te; S=S Transv Coquina	depth c Severe erse; R a; SC=	rack to <u>Pa</u> = Refle Soil Ce	the bas <u>vemen</u> ective; ement;	se. E <u>t Condition</u> J= Joint; ABC= A	OP = on: G OGF (	Edge o = Goo C= Ope t Base;	of Paver d; F= 1 en-Grad SAHN	ment Fair; P ded FC M= San	= Poor Stress ( d Asph	<u>Cra</u> Crack alt Hot	<u>ck Type</u> Mix; 1	es: A= NB= No	Alligat o Base	or; Bl=	Block; Br= Branch

\* **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.

					п			Stat	e of Flo	orida	a Dep	oartm	ent o	f Tra	nspor	tatio	n A T A	OIIE	DO		
	4 11			20000 1	P			NIE	VALU	JAI		AN.		INDI	110	N DA		SHE	EI		2.52
Proj	ect No.:		4	29080-1	-	Core	d By:				Ardama	n	Date	•			5/14/12	-5/15/15	-	Page No.:	2 of 2
Cou	nty:		2	Seminole		High	way Se	ect. No:			77160		Fron	1:		E	E Willian	nson Bri	dge	То:	S. of Lake Mary Blvd
Road	l No.:	1	SF	R 400 (I-4	4)	Begin	n MP:				5.152		End	MP:			7.3	362	I	Length:	2.210 Miles
<b>C</b> N	M	Distance from left		Wheel		<del></del>	Pavement	Layers (in.)			Ba	ase		Cra	ack	1	Pavt	Rut	Cross		Commente
Core No.	MP	edge of lane (ft.)	Lane	Path	FC-2 *	Type-S *	Туре-1	Binder	]	Core Length (in)	Туре	Thick-ness (in)	S Depth (in)	Туре	Class	Extent	Cond.	(in)	(%)		Comments
17	7.252	9.0	R1	X	0.3	3.5	1.5	2.7		8.0	LR	9.3	В	Br	Π	М	F				
18	7.256	4.5	IR			4.4				4.4			0.5	Br	Ι	L	F			No Base -Stabili	zed Subgrade Beneath Asphalt
19	7.139	8.5	L3	Х	0.6	9.9				10.5	LR	9.0	0.6	OGFC	Ι	L	F				
20	7.138	4.0	OL			4.5				4.5	LR	4.5					F				
21	6.653	3.0	L3	Х	0.8	6.0				6.8	LR		0.8	OGFC	Ι	L	F				
22	6.119	9.0	L3	Х	0.3	6.5				6.8	LR	10.0	3.4	Br	Π	М	F				
23	6.118	3.0	OL			1.7				1.7	LR	4.0					G				
24	5.723	3.0	L3	Х	0.6	4.9		1.5		7.0	LR		2.6	Br	Π	М	F				
25	5.174	9.0	L3	X	0.5	2.5	1.7	2.6		7.3	LR	8.0	2.4	Br	Π	М	F				
26	5.173	5.0	OL			2.9		0.8		3.7	LR	8.3	В	Bl	Π	S	Р				
27	6.860	9.0	L1	Х	0.4	3.9	1.2	2.7		8.2	LR	7.3	1.1	Br	Π	М	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	Π	М	F				
30	5.867	2.0	L1		0.5	6.3				6.8	LR	8.5	0.5	OGFC	II	М	F				
31	5.865	4.0	IL			1.4				1.4	LR	3.3					G				
32	5.400	9.0	L1	Х	0.7	6.3				7.0	LR	9.3	0.7	OGFC	Ι	L	F				
Rema Crack SL= S Base	rks: Ci Extent: Single Lo Types: 1	rack Dept L= Ligh ongitudin LR= Lime	h of "B" t; M= N al; ST= erock; C	indica Ioderat Single COQ= (	tes full te; S= Transv Coquina	depth c Severe verse; R a; SC=	erack to <u>Pa</u> R= Refle Soil Co	the bas vement ective; ement;	se. E t Conditi J= Joint; ABC= A	OP = on: C OGF sphal	Edge o G= Goo C= Ope t Base;	of Pave d; F= 1 en-Grae SAHI	ment Fair; P ded FC M= San	= Poor Stress ( d Asph	<u>Cra</u> Crack alt Hot	ck Type Mix; 1	$\frac{2}{2} = \frac{1}{2}$	Alligat o Base	tor; Bl=	Block; Br= Br	anch

						P	AVE	EME	Stat NT E	e of F VAL	lorid UAT	a Dep TION	partn N AN	ient o D CC	f Tra )ND]	nspo ITIO	rtatio N D	n ATA	SHE	ЕТ	
Proj	ect No.:		439682-x				Core	d By:	Elips	is Engin	eering ar	nd Cons	ulting	Date:			7/18	/16 to 7/	21/16		Page No.: 1 of 7
Cour	ity:		Seminole Co	ounty			High	way Se	ct. No:	77160	)			From	:	We	st (South	1) of Lak	e Mary I	Blvd	To: Volusia County Line
Road	No.:		SR 400 (I-4)	)			Begin	n MP:		7.362				End I	MP:			14.135			Length: 6.773
		Distance from left		Wheel			Paven	ent Layer	· (in.)			Ba	ase		Cra	ack		Pavt	Rut	Cross	
Core No.	МР	edge of lane (ft)	Lane	Path	FC-5	Type SP / Type S	Type I	Binder			Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
1	13.086	7.0	OL			1.7					1.7	LR	10.3	_	-	-	_	F			
2	12.575	4.5	OL			2.8					2.8	LR	7.4	-	-	-	-	F			
3	12.305	6.0	OL			2.9					2.9	LR	7.1	-	_	Ι	-	F			
4	4       11.946       6.0       OL       5.7       IR       11.8       -       -       F       Image: Second seco																				
5	5     10.805     6.0     OL     2.7     LR     6.1     -     -     -     F       6     9.911     6.0     OL     6.2     LR     12.3     -     -     -     F																				
6	5     10.805     0.0     0.1     0.1     1 <th1< th="">     1</th1<>																				
7	6       9.911       6.0       OL       6.2       Image: Rel 12.3       -       -       -       F       Image: Rel 12.3       -       -       -       F       Image: Rel 12.3       -       -       -       F       Image: Rel 12.3       Image: Rel 12.3       Image: Rel 12.3       -       -       -       F       Image: Rel 12.3       Image: R																				
8	8.380	6.0	OL			1.3					1.3	LR	8.2	-	-	I	_	F			
9	7.508	6.5	OL			2.1					2.1	LR	4.9	0.8	Br	Ι	L	F			
10	7.435	7.0	OR			1.5					1.5	LR	7.0	_	_	I	_	F			
11	8.027	5.0	OR			1.3					1.3	LR	6.2	В	SL	II	М	F			
12	9.249	6.0	OR			1.5					1.5	LR	5.3	_	_	-	_	F			
13	9.840	6.0	OR			1.6					1.6	LR	7.2	-	_	-	_	F			
14	10.340	7.0	OR			1.5					1.5	LR	15.0	_	_	_	_	F			
15	10.715	7.0	OR			1.8					1.8	LR	5.7	-	_	-	_	F			
16	11.734	7.0	OR			1.8					1.8	LR	6.2	-	_	-	_	F			
Rema <u>Crack</u> _SL= S Base	r <b>ks:</b> Cr Extent: ingle Lo Fypes: 1	ack Dep L= Ligh ongitudin LR= Lim	th of "B" in nt; M= Moo al; ST= Sin erock: CO	dicates derate; ngle Tra O= Coc	full de S= Sev ansvers	pth crack vere e; R= R SC= Soil	to the Pavem eflectiv Cemer	base. ent Cor e; J= Jo nt: ABC	EOI ndition: pint; OC = Aspl	P = Edg G= Gc GFC= C nalt Bas	e of Pa ood; F= open-Gr e; SAF	vement = Fair; aded F IM= S	P= Po C Stres	or <u>Cı</u> ss Crack phalt Ho	ack Ty	pes: A NB=	= Allig No Bas	ator; B	l= Bloc	k; Br=	Branch
Dase	<u>rypes</u> . 1	LIX- LIIII	CIOCK, CO	2-C0	luina, s	JC- 3011	Cemer	n, ADC	– лэрі	ian Das	c, sai	nvi– 5	anu As	phan II	л mix,	тч <b>D</b> — .		C			

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Proj	ect No.:		439682-x	<u>,</u>			Core	d Bv:	Elips	is Engin	eering a	nd Cons	ulting	Date	:		7/18	/16 to 7/	/21/16		Page No.: 2 of 7
Cou	nty:		Seminole	e County			High	way Se	ect. No:	: 7716	)		0	Fron	n:	We	est (South	h) of Lal	ke Mary	Blvd	To: Volusia County Line
Road	l No.:		SR 400 (	I-4)			Begin	n MP:		7.362				End	MP:			14.135	5		Length: 6.773
		Distance		Wheel			Pavem	ent Layer	· (in.)			Ba	ase		Cra	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP / Type S	Type I	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
17	12.244	6.0	OR			2.1					2.1	LR	6.4	_	_	_	-	F			
18	12.795	6.0	OR			2.8					2.8	LR	0.7	_	_	_	-	F			
19	13.283	7.0	OR			2.4					2.4	LR	5.6	_	_	_	-	F			
20	13.999	4.5	OR			3.0					3.0	LR	5.5	_	_	_	-	F			
21	21     13.982     4.5     IL     1.9     1.9     LR     8.1     -     -     -     F       22     13.264     5.0     IL     2.2     LR     7.3     -     -     -     F																				
22	21     15.962     4.3     1L     1.9     1.9     LK     8.1     -     -     -     F     Image: Constraint of the second c																				
23	22       13.264       5.0       IL       2.2       L       R       7.3       -       -       -       F																				
24	11.415	5.0	IL			2.9					2.9	LR	10.6	-	-	-	-	F			
25	10.767	5.0	IL			2.3					2.3	LR	11.2	١	١	-	-	F			
26	10.001	5.0	IL			1.5					1.5	LR	12.5	-	-	_	-	F			
27	9.316	4.5	IL			2.5					2.5	LR	11.0	١	١	_	_	F			
28	8.428	4.5	IL			3.8					3.8	LR	14.0	_	_	_	-	F			
29	7.456	5.0	IL			3.0					3.0	LR	5.3	—	—	_	-	F			
30	7.475	7.0	IR			3.7					3.7	LR	5.1	_	_	_	-	F			Distance taken from Face of Guardrail
31	8.194	6.5	IR			1.4					1.4	LR	10.5	-	-	_	-	F			Distance taken from Face of Guardrail
32	9.175	6.5	IR			1.7					1.7	LR	12.4	I	I	_	-	F			Distance taken from Face of Guardrail
Rema Crack SL= S Base	<b>rks:</b> Cr <u>Extent</u> : Single Lo Types: I	cack Dept L= Ligh ongitudin LR= Lim	th of "B" ht; M= M al; ST= erock; C	indicat Aoderat Single COQ= C	es full e; S= S Transv Coquina	depth cra Severe erse; R= a; SC= S	ack to th <u>Pav</u> Reflectoil Cen	he base ement ( tive; J= nent; A	. E <u>Conditi</u> Joint; BC= A	OP = E on: G= OGFC: sphalt I	dge of Good; = Open Base; S	Pavem F= Fa -Grade AHM=	ent iir; P= d FC St = Sand J	Poor tress Cr Asphalt	<u>Crack</u> ack t Hot M	Types	: A= A B= No l	Alligato Base	r; Bl= I	Block; I	Br= Branch

							PAV	EMF	Sta ENT 1	te of EVA	Floria LUA	la De TIO	partı N AN	nent ND C	of Tra OND	anspo )ITI(	ortatio ON D	on ATA	SHI	EET	
Proj	ect No.:		439682-2	x			Core	ed By:	Elips	sis Engin	eering a	nd Cons	ulting	Date	:		7/18	/16 to 7/	21/16		Page No.: 3 of 7
Cour	ity:		Seminole	e County			High	iway Se	ect. No:	: 7716	5			Fron	1:	We	st (South	n) of Lak	te Mary I	Blvd	To: Volusia County Line
Road	No.:		SR 400 (	(I-4)			Begi	n MP:		7.362				End	MP:			14.135			Length: 6.773
		Distance from left		Wheel			Paven	ıent Layeı	r ( <b>in.</b> )			B	ase		Cra	ack		Pavt	Rut	Cross	
Core No.	МР	edge of lane (ft)	Lane	Path	FC-5	Type SP / Type S	Type I	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
33	10.078	6.5	IR			3.8					3.8	LR	9.0	_	-	_	_	F			Distance taken from Face of Guardrail
34	10.955	6.0	IR			1.6					1.6	LR	10.5			_	_	F			Distance taken from Face of Guardrail
35	11.834	6.5	IR			1.7					1.7	LR	10.9	_	-	-	-	F			Distance taken from Face of Guardrail
36	12.315	6.0	IR			1.3					1.3	LR	7.7	-	-	-	-	F			Distance taken from Face of Guardrail
37	37     12.477     3.0     IR     1.5     Image: Relation of the second constraints of																				
38	57     12.477     5.0     1K     1.3     1.5     LK     0.5     B     51     II     L     F       38     13.350     6.0     IR     3.6     3.6     LR     6.6     -     -     -     F     Distance taken from Face of Guardrail																				
39	38       13.350       6.0       IR       3.6       IR       3.6       LR       6.6       -       -       -       F       Distance taken from Face of Guardrail         39       13.801       5.5       IR       2.5       IR       2.5       LR       6.8       -       -       -       F       Distance taken from Face of Guardrail																				
40	13.797	9.0	L3	х	0.7	9.8					10.5	LR	11.9	_	-	-	-	Р			Alignment Shift - New Construction
41	13.086	8.5	L4	Х	0.7	6.0					6.7	LR	15.7	_	_	_	_	Р			Auxiliary Outside Lane => Decel Lane for I-4 WB Off Ramp to SR 46
42	12.575	6.0	L3		1.0	5.3					6.3	LR	9.2			_	_	F			
43	12.305	9.0	L4	X	0.8	5.8					6.6	LR	13.9	_	_	_	_	F			Auxiliary Outside Lane => Decel Lane for I-4 WB Off Ramp to SR 417 & CR 46A
44	11.946	6.5	L3		0.9	6.0					6.9	LR	11.4	_		<b>—</b>	<u> </u>	F			
45	13.982	3.0	L1	х	0.6	5.6					6.2	LR	14.3	_	_	-	-	F			Alignment Shift - New Construction
46	13.264	3.0	L1	х	0.6	3.8		1.8			6.2	LR	10.3	-	-	-	-	Р			
47	12.417	2.5	L1	х	0.9	5.1					6.0	LR	11.5	-	_	-	-	F			
48	11.415	4.0	L1		0.9	2.8	0.9	2.7			7.3	LR	N/A	_	_	_		F			
Rema	r <b>ks:</b> Cr	ack Dep	th of "B"	indicat	es full	depth cr:	ack to t	he base	. Е	OP = F	Edge of	Pavem	ent								
Crack	Extent:	L= Ligh	1t; M= N	Aoderat	e; $S = S$	Severe	Pav	ement (	<u>Conditi</u>	<u>on</u> : G=	= Good;	, F= Fε	ıir; P=	Poor	Crack	<u>c Types</u>	<u>.:</u> A= A	Iligato	r; Bl= l	Block; I	Br= Branch
SL = S	ingle Lo	ongitudin	al; ST=	Single'	Transv	erse; R=	= Reflec	ctive; J=	= Joint;	OGFC	= Open	-Grade	d FC S	tress Ci	rack	<i>c</i>		D			
Base	Types: 1	R= Lim	erock; (	JOQ = C	Coquina	i; SC=S	Soil Cer	nent; A	BC = A	sphalt I	Base; S	SAHM:	= Sand	Asphal	t Hot N	/11X; NJ	B = No	Base			

							PAV	FMF	Sta NT 1	te of ] TVA]	Florid	la De TIOI	partr N A N	nent ( JD C)	of Tra	anspo ITIC	ortatio )N D	on ATA	SHI	TET	
Proj	ect No.:		439682-x				Core	d By:	Elips	is Engin	eering ar	nd Cons	ulting	Date			7/18	/16 to 7/	21/16		Page No.: 4 of 7
Cour	nty:		Seminole	County			High	way Se	ect. No:	7716	0		0	Fron	n:	We	st (South	h) of Lal	ke Mary	Blvd	To: Volusia County Line
Road	No.:		SR 400 (	[-4)			Begi	n MP:		7.362				End	MP:			14.135			Length: 6.773
		Distance		Wheel			Pavem	ent Layer	· (in.)			B	ase		Cr	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP / Type S	Type I	Binder			Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
49	10.767	3.0	L1	Х	0.9	3.1		2.3			6.3	LR	10.2	-	_	_	_	F			
50	10.001	3.0	L1	х	1.0	3.3		2.0			6.3	LR	N/A	-	_	-	_	F			
51	9.316	4.5	Ll		1.3	3.0		1.8			6.1	LR	9.9	-	-	Ι	_	F			
52	8.428	2.5	L1	х	0.9	4.5	1.4	2.3			9.1	LR	N/A	-	-	I	-	F			
53	53       7.456       4.5       L1       0.8       4.6       1.4       2.3       9.1       LR       10.9       -       -       -       F       Image: Constraint of the second secon																				
53       7.456       4.5       L1       0.8       4.6       1.4       2.3       9.1       LR       10.9       -       -       -       F       10.5       10.5       10.5       LR       N/A       -       -       F       10.5       LR       N/A       -       -       F       10.5       10.5       LR       N/A       -       -       F       10.5       10.5       LR       N/A       -       -       -       P       10.5       10.5       LR       10.5       LR       10.5       LR       10.5       LR       10.5       LR																					
55	54       7.475       3.0       R1       X       0.5       6.1       1.2       2.7       10.5       LR       N/A       -       -       P          55       8.194       2.5       R1       X       0.9       3.3       2.6       6.8       LR       10.7       -       -       P																				
56	9.175	5.0	R1		0.9	3.4	1.2	2.6			8.1	LR	N/A	-	_	_	-	Р			
57	10.078	2.5	R1	х	0.9	3.3		1.5			5.7	LR	10.3	-		-	_	Р			
58	10.955	2.5	R1	х	0.8	3.4		2.5			6.7	LR	N/A	-	-	-	-	Р			
59	11.834	5.0	R1		0.5	4.6		2.8			7.9	LR	10.1	-	-	-	-	Р			
60	12.315	3.0	R1	х	0.8	5.8					6.6	LR	9.4	-	_	_	-	Р			Alignment Shift - New Construction
61	12.477	2.5	R1	х	0.7	5.8					6.5	LR	9.5	-	١	Ι	-	Р			Alignment Shift - New Construction
62	13.350	3.5	R1	х	1.0	4.3	1.6	1.8			8.7	LR	10.3	-	-	-	-	Р			
63	13.801	2.5	R1	х	0.8	7.3					8.1	LR	13.9	-	_	_	-	Р			Alignment Shift - New Construction
64	10.805	9.0	L3	Х	0.8	6.2					7.0	LR	11.1	-	_	_	_	F			
Rema	r <b>ks:</b> Cr	ack Dept	h of "B"	indicat	es full	depth cra	ick to th	ne base.	E	OP = E	dge of l	Paveme	ent								
Crack	Extent:	L= Ligh	it; $M = N$	/loderat	e; $S=S$	Severe	Pav	ement (	Conditio	<u>on</u> : G=	Good;	F= Fa	ir; P=1	Poor	Crack	Types	A = A	lligato	r; Bl= E	Block; E	Br= Branch
$\underline{SL} = S$	ingle Lo	ongitudin	ai; ST=	Single	Transv	erse; R=	Reflec	tive; J=	Joint;	UGFC	= Open-	Grade	I FC St	tress Cr	ack						
Base	<u>i ypes</u> : 1	LK = L1m	erock; C	UQ = C	oquina	s; SC = S	oil Cen	nent; Al	BC = As	sphalt E	sase; S	AHM=	Sand A	Asphalt	Hot M	1X; NE	s = No I	Jase			

						P	AVE	MEN	State NT E	e of F VAL	lorida UAT	a Dep TION	partn N AN	nent o D C(	f Tra )ND	nspo ITIC	rtatio )N D	on ATA	A SH	ЕЕТ	
Proj	ect No.:		439682-x				Core	ed By:	Elip	sis Engin	eering a	nd Cons	sulting	Date	:		7/18/	/16 to 7	/21/16		<b>Page No.:</b> 5 of 7
Cou	nty:		Seminole C	County			High	way S	ect. No	<b>):</b> 7716	50			Fron	1:	We	st (South	n) of Lal	ke Mary	Blvd	To: Volusia County Line
Roa	d No.:		SR 400 (I-4	4)			Begi	n MP:		7.362				End	MP:			14.135	5		Length: 6.773
		Distance					Pavem	ent Laye	r (in.)			В	ase		Cr	ack			Rut	Cross	
Core No.	MP	from left edge of lane (ft)	Lane	Wheel Path	FC-5	Type SP / Type S	Type I	Binder			Core Length (in)	Туре	Thick-ness (in)	<sup>S</sup> Depth (in)	Туре	Class	Extent	Pavt Cond.	Depth (in)	Slope (%)	Comments
65	9.911	9.0	L3	Х	0.8	4.9					5.7	LR	10.8	_	_	-	_	F			
66	9.106	7.0	L4		1.0	5.9					6.9	LR	9.1	_	_	-	-	Р			Auxiliary Outside Lane between CR 46A and Lake Mary Blvd. Lane Continues as I-4 WB Off-Ramp to LMB.
67	8.380	9.5	L3	Х	0.5	5.9					6.4	LR	13.1	_	_	-	_	Р			
68	68       7.508       6.5       L4       0.8       5.1       LR       12.0       -       -       -       P       Accel Lane from Lake Mary Blvd On-Ramp to I-4 WB.         69       7.435       8.0       R4       0.4       6.3       6.7       LR       11.8       -       -       -       P       Decel Lane for I-4 EB Off-Ramp to Lake Mary Blvd.																				
69	69     7.435     8.0     R4     0.4     6.3     6.7     LR     11.8     -     -     -     P     Decel Lane for I-4 EB Off-Ramp to Lake Mary Blvd.       70     8.027     9.0     R3     X     1.0     5.3     6.3     LR     11.2     -     -     -     P																				
70	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$																				
71	9.249	7.0	R4		0.7	5.1					5.8	LR	9.2	_	_	-	-	Р			Auxiliary Outside Lane between Lake Mary Blvd. and CR 46A
72	9.840	6.0	R5		0.9	6.4					7.3	LR	11.7	_	_	-	-	Р			Decel Lane for I-4 EB Off-Ramp to CR 46A
73	10.340	9.5	R4	Х	0.7	5.2					5.9	LR	13.1	-	_	-	-	Р			Decel Lane for I-4 EB Off-Ramp to SR 417 & SR 46
74	10.715	5.5	R3		0.8	6.4					7.2	LR	11.3	-	-	-	-	Р			
75	11.734	2.0	R3	Х	1.0	6.5					7.5	LR	10.5	В	SL	Ш	S	Р			
76	12.244	8.5	R4	Х	0.9	5.9					6.8	LR	9.5	_	_	_	_	Р			Alignment Shift - New Construction Auxiliary Outside Lane between SR 417 and SR 46
77	12.795	7.5	R4		0.7	8.7					9.4	LR	8.6	1.3	SL	III	L	Р			Core split during extraction Auxiliary Outside Lane Between SR 417 and SR 46
78	13.283	8.5	R4	Х	0.7	5.5					6.2	LR	13.3	-	-	-	-	Р			Decel Lane for I-4 EB Off-Ramp to US 17-92
79	13.999	9.0	R3	Х	0.8	5.2					6.0	LR	12.5	_	_	_	_	Р			Alignment Shift - New Construction
Rema <u>Crac</u> SL= <u>Base</u>	u <b>rks:</b> Ci <u>x Extent</u> : Single La <u>Types</u> : 1	rack Dep : L= Ligl ongitudir LR= Lim	th of "B" i ht; M= Mo nal; ST= S nerock; CC	ndicates oderate; ingle Ti DQ= Co	s full de S= Se cansver quina;	epth crac evere rse; R= I SC= Sc	k to the <u>Paver</u> Reflecti oil Cem	e base. ment Co we; J= . ent; AB	EC <u>onditio</u> Joint; C BC= As	DP = Ed <u>m</u> : G= ( DGFC= sphalt B	lge of P Good; Open- ase; S.	Paveme F= Fair Graded AHM=	nt r; P= F l FC Str Sand A	Poor ress Cra Asphalt	Crack ick Hot M	<u>Types:</u> lix; NE	A= Al B= No H	ligator; Base	Bl= B	lock; B	r= Branch

							PAV	EME	Sta NT 1	te of	Flori L I I A	da Do TIO	eparti N A N	ment	of Tr 'ONI	ansp MTI	ortati ON I	ion DAT	A SH	FFT	
Proj	ect No.:		439682-x	τ			Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date			12/5	/16 & 12	2/6/16		Page No.: 6 of 7
Cou	nty:		Seminole	;			High	way Se	ect. No:	: 7716	0		Ų	From	n:	We	st (Soutl	h) of Lak	e Mary	Blvd	To: Volusia County Line
Road	l No.:		SR 400 (	I-4)			Begiı	n MP:		7.362				End	MP:			14.135			Length: 6.773
		Distance from left		Wheel			Paven	nent Laye	er (in.)			Ba	ise		Cr	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-6	FC-2	FC-5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
80	*	2.5	RAMP R1	X	1.4				2.9		4.3	LR	12.2	-	-	_	_	F			Off Ramp from EB I-4 to Lake Mary Blvd
81	*	9.5	RAMP RRTL-2	х	1.6				1.9		11.3	ABC	7.8	_	-	-	_	F			Off Ramp from EB I-4 to EB Lake Mary Blvd
82	*	2.5	RAMP RRTL-2	х	1.7				3.1		4.8	LR	12.5	-	I	-	_	F			Off Ramp from EB I-4 to EB Lake Mary Blvd
83	83       *       14.5       RAMP       1.6         3.1        4.7       LR       13.6         F       On Ramp from WB Lake Mary Blvd to EB I-4         84       *       3.0       RAMP R2       X        0.8       1.2       1.9        3.9       LR       9.1         F       On Ramp from WB Lake Mary Blvd to EB I-4         84       *       3.0       RAMP R2       X        0.8       1.2       1.9        3.9       LR       9.1         F       Onfr-Ramp from EB I-4 to CR 46A																				
84	84     *     3.0     RAMP R2     X      0.8     1.2     1.9      3.9     LR     9.1       F     Off-Ramp from EB I-4 to CR 46A																				
85	84       *       3.0       R2       X        0.8       1.2       1.9        3.9       LR       9.1         F       Off-Ramp from EB I-4 to CR 46A         85       *       10.0       RAMP RRTL-2       X        0.7        2.6        3.3       LR       10.4         P       Off-Ramp from EB I-4 to CR 46A Moderate to Severe Ravelling																				
86	85       *       10.0       RAMP RTL-2       X        0.7        2.6        3.3       LR       10.4          P       Off- Ramp from EB I-4 to EB CR 46A Moderate to Severe Ravelling         86       *       2.5       RAMP RLTL-1       X        0.9        4.8       LR       11.4       1.5       SL       II       M       P       Off- Ramp from EB I-4 to WB CR 46A																				
87	*	7.5	RAMP R1			0.6			3.2		3.8	LR	8.6	0.6	SL	П	М	F			On-Ramp from WB CR 46A to EB I-4 Minor Pavement Ripples Observed
88	*	15.0	RAMP			0.8			4.0		4.8	LR	13.2	-	-	-	-	F			On-Ramp from CR 46A to EB I-4
89	*	2.0	RAMP R1	х		0.5			4.1		4.6	LR	10.9	-	-	-	_	F			Off-Ramp from EB I-4 to SR 46
90	*	3.0	RAMP RRTL-2	х		1.0			3.9	1.4	6.3	LR	10.7	В	SL	Π	М	F			Off-Ramp from EB I-4 to EB SR 46
91	*	12.0	RAMP		1.6				4.1		15.1	ABC	9.4	-	-	-	-	G			On-Ramp from WB SR 46 to EB I-4
92	*	12.0	RAMP				0.4		2.9		3.3	LR	9.0	-	-	-	_	Р			On-Ramp from SR 46 to EB I-4
93	*	2.5	RAMP L1	Х		0.8			4.9		5.7	LR	12.0	-	-	-	_	F			Off-Ramp from WB I-4 to SR 46
94	*	9.5	RAMP LRTL	х		0.5			3.5		15.3	ABC	11.3	-	-	-	-	F			Off-Ramp from WB I-4 to WB SR 46
95	*	13.0	RAMP				0.8	4.8			5.6	LR	11.1	-	_	-	_	F			On-Ramp from WB SR 46 to WB I-4
Rema	rks: Cr	ack Dept	th of "B"	indica	tes full	depth o	crack to	the ba	se.	EOP =	Edge	of Pave	ement '	* = Ref	er to A	erial C	oring P	lan for	a more	accura	te location
$\frac{Crack}{SI - 9}$	Extent:	L= Ligh	nt; M=N	Vioderat	te; S=	Severe	<u>Pa</u> 2 – Pafi	avemen	I Cond	$\frac{1t10n}{0}$	Ge Goo	od; F=	Fair; F	'= Pooi	r <u>Crack</u>	ack Ty	pes: A	= Allig	ator; B	= Bloc	k; Br= Branch
Base	<u>Types</u> : 1	LR= Lim	erock; (	COQ = 0	Coquina	a; SC=	Soil C	ement;	ABC=	Asphal	t Base	; SAH	M= Sar	nd Aspł	nalt Ho	t Mix;	NB= N	No Base	•		

						ŀ	PAVI	EME	Sta NT I	te of [ EVA]	Flori LUA	da D TIO	epart N Al	ment ND C	of Ti CONI	ransp DITI	ortat ON I	tion DAT	'A SF	IEEJ	[
Proj	ect No.:		439682-2	x			Core	d By:	Elips	is Engin	eering a	nd Cons	sulting	Date	:		12/5	/16 & 12	2/6/16		Page No.: 7 of 7
Cou	nty:		Seminole	e			High	way S	ect. No	<b>:</b> 7716	0			Fron	1:	We	st (Soutl	1) of Lal	ke Mary	Blvd	To: Volusia County Line
Roa	l No.:		SR 400 (	I-4)			Begi	n MP:		7.362				End	MP:			14.135	i		Length: 6.773
		Distance from left		Wheel		-D	Paven	ient Laye	er (in.)			В	ase		Cr	ack	11	Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-6	FC-2	FC-5	Type SP	Type S	Binder	Core Length (in)	Туре	Thick-ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
96	*	13.5	RAMP				0.8	4.5			5.3	LR	11.7	_	_	-	-	F			On-Ramp from EB SR 46 to WB I-4
97	*	12.0	RAMP				0.7	2.7			3.4	LR	10.6	-	-	-	-	F			Off-Ramp from WB I-4 to CR 46A
98	*	3.0	RAMP LRTL-2	Х			0.8	2.7			3.5	LR	9.8	-	-	-	-	F			Off-Ramp from WB I-4 to EB CR 46A
99	99       *       8.0       RAMP L2         0.9       2.8         3.7       LR       11.3         F       On-Ramp from CR 46A to WB I-4         100       *       17.5       RAMP        0.7       1.6       3.2        5.5       LR       12.0         F       On-Ramp from CR 46A to WB I-4         100       *       17.5       RAMP        0.7       1.6       3.2        5.5       LR       12.0         F       On-Ramp from CR 46A to WB I-4																				
100	Image: 100     *     17.5     RAMP       0.7     1.6     3.2      5.5     LR     12.0       F     On-Ramp from CR 46A to WB 1-4 Crown, -= Slopes to IL; += Slopes to OL       101     *     3.0     RAMP     X     1.6       4.9     LR     13.1       F     On-Ramp from WB 1-4 to Lake Mary Blvd																				
101	00       * $17.5$ RAMP $$ $0.7$ $1.6$ $3.2$ $$ $5.5$ $LR$ $12.0$ $$																				
102	01       *       3.0       RAMP L1       X       1.6         3.3        4.9       LR       13.1         F       Off-Ramp from WB I-4 to Lake Mary Blvd         02       *       12.0       RAMP LRTL       1.7         1.7       LR       9.3         F       Off-Ramp from WB I-4 to WB Lake Mary Blvd																				
103	*	14.0	RAMP		1.1				3.5		4.6	LR	13.4	-	-	-	-	F			On-Ramp from EB Lake Mary Blvd to EB I-4
104	*	3.0	RAMP L2	х	1.1				4.1		5.2	LR	11.8	_	_	-	-	F			On-Ramp from WB Lake Mary Blvd to WB I-4
105	*	13.0	RAMP L2		1.5				3.2		4.7	LR	14.3	_	_	-	-	F			On-Ramp from WB Lake Mary Blvd to WB I-4
106	*	13.0	RAMP		1.2				2.6		3.8	LR	13.2	_	_	-	-	F			On-Ramp from EB Lake Mary Blvd to WB I-4
Rema	rks: Ci	rack Dep	th of "B'	' indica	tes full	depth	crack to	the ba	se.	EOP =	Edge	of Pav	ement	* = Re	fer to A	Aerial C	oring F	lan for	a more	accura	te location
<u>Crack</u>	<u>Extent</u> : Single L	L= Ligh	nt; M= M al·ST-	Modera Single	te; S= Transv	Severe	<u>P</u> R- Ref	avemer	<u>it Conc</u> I– Ioir	lition: ( nt: OGF	G= Goo FC- Or	od; F= en-Gr	Fair; F aded FC	'= Pooi Stress	: <u>Crack</u>	ack Ty	<u>pes:</u> A=	= Alliga	ator; Bl	= Block	; Br= Branch
Base	<u>Types</u> : ]	LR= Lim	erock; (	COQ=	Coquin	na; SC=	= Soil C	ement	; ABC=	Aspha	alt Base	; SAH	IM= Sa	nd Asp	halt Ho	ot Mix;	NB=1	No Bas	e		