PLEASE READ: To Reviewers of Pavement Core Data-

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

From MP 5.152 to MP 7.362, 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.

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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Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor Crack Types: A= Alligator; Bl= Block; Br= Branch
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Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 7/18/16 to 7/21/16	**Page No.:** 1 of 7
County: Seminole County	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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 I	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
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	–	–	–	–	F			
4	11.946	6.0	OL			5.7					5.7	LR	11.8	–	–	–	–	F			
5	10.805	6.0	OL			2.7					2.7	LR	6.1	–	–	–	–	F			
6	9.911	6.0	OL			6.2					6.2	LR	12.3	–	–	–	–	F			
7	9.106	6.5	OL			1.4					1.4	LR	6.6	–	–	–	–	F			
8	8.380	6.0	OL			1.3					1.3	LR	8.2	–	–	–	–	F			
9	7.508	6.5	OL			2.1					2.1	LR	4.9	0.8	Br	I	L	F			
10	7.435	7.0	OR			1.5					1.5	LR	7.0	–	–	–	–	F			
11	8.027	5.0	OR			1.3					1.3	LR	6.2	B	SL	II	M	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			

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

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

Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 7/18/16 to 7/21/16	**Page No.:** 2 of 7
County: Seminole County	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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 I	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
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	13.982	4.5	IL			1.9					1.9	LR	8.1	–	–	–	–	F		
22	13.264	5.0	IL			2.2					2.2	LR	7.3	–	–	–	–	F		
23	12.417	6.5	IL			0.9					0.9	LR	11.1	–	–	–	–	F		Distance taken from Face of Guardrail
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	–	–	–	–	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	–	–	–	–	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	–	–	–	–	F		Distance taken from Face of Guardrail

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

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

Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 7/18/16 to 7/21/16	**Page No.:** 3 of 7
County: Seminole County	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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 I	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
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	12.477	3.0	IR			1.5					1.5	LR	6.5	B	ST	II	L	F			
38	13.350	6.0	IR			3.6					3.6	LR	6.6	–	–	–	–	F			Distance taken from Face of Guardrail
39	13.801	5.5	IR			2.5					2.5	LR	6.8	–	–	–	–	F			Distance taken from Face of Guardrail
40	13.797	9.0	L3	X	0.7	9.8					10.5	LR	11.9	–	–	–	–	P			Alignment Shift - New Construction
41	13.086	8.5	L4	X	0.7	6.0					6.7	LR	15.7	–	–	–	–	P			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	–	–	–	–	F			
45	13.982	3.0	L1	X	0.6	5.6					6.2	LR	14.3	–	–	–	–	F			Alignment Shift - New Construction
46	13.264	3.0	L1	X	0.6	3.8		1.8			6.2	LR	10.3	–	–	–	–	P			
47	12.417	2.5	L1	X	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			

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PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 7/18/16 to 7/21/16	**Page No.:** 4 of 7
County: Seminole County	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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 I	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	10.767	3.0	L1	X	0.9	3.1		2.3			6.3	LR	10.2	–	–	–	–	F			
50	10.001	3.0	L1	X	1.0	3.3		2.0			6.3	LR	N/A	–	–	–	–	F			
51	9.316	4.5	L1		1.3	3.0		1.8			6.1	LR	9.9	–	–	–	–	F			
52	8.428	2.5	L1	X	0.9	4.5	1.4	2.3			9.1	LR	N/A	–	–	–	–	F			
53	7.456	4.5	L1		0.8	4.6	1.4	2.3			9.1	LR	10.9	–	–	–	–	F			
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	–	–	–	–	P			
57	10.078	2.5	R1	X	0.9	3.3		1.5			5.7	LR	10.3	–	–	–	–	P			
58	10.955	2.5	R1	X	0.8	3.4		2.5			6.7	LR	N/A	–	–	–	–	P			
59	11.834	5.0	R1		0.5	4.6		2.8			7.9	LR	10.1	–	–	–	–	P			
60	12.315	3.0	R1	X	0.8	5.8					6.6	LR	9.4	–	–	–	–	P			Alignment Shift - New Construction
61	12.477	2.5	R1	X	0.7	5.8					6.5	LR	9.5	–	–	–	–	P			Alignment Shift - New Construction
62	13.350	3.5	R1	X	1.0	4.3	1.6	1.8			8.7	LR	10.3	–	–	–	–	P			
63	13.801	2.5	R1	X	0.8	7.3					8.1	LR	13.9	–	–	–	–	P			Alignment Shift - New Construction
64	10.805	9.0	L3	X	0.8	6.2					7.0	LR	11.1	–	–	–	–	F			

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

Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 7/18/16 to 7/21/16	**Page No.:** 5 of 7
County: Seminole County	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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 I	Binder			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
65	9.911	9.0	L3	X	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	–	–	–	–	P			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	X	0.5	5.9					6.4	LR	13.1	–	–	–	–	P			
68	7.508	6.5	L4		0.8	5.1					5.9	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.
70	8.027	9.0	R3	X	1.0	5.3					6.3	LR	11.2	–	–	–	–	P			
71	9.249	7.0	R4		0.7	5.1					5.8	LR	9.2	–	–	–	–	P			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	–	–	–	–	P			Decel Lane for I-4 EB Off-Ramp to CR 46A
73	10.340	9.5	R4	X	0.7	5.2					5.9	LR	13.1	–	–	–	–	P			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	–	–	–	–	P			
75	11.734	2.0	R3	X	1.0	6.5					7.5	LR	10.5	B	SL	III	S	P			
76	12.244	8.5	R4	X	0.9	5.9					6.8	LR	9.5	–	–	–	–	P			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	P			Core split during extraction Auxiliary Outside Lane Between SR 417 and SR 46
78	13.283	8.5	R4	X	0.7	5.5					6.2	LR	13.3	–	–	–	–	P			Decel Lane for I-4 EB Off-Ramp to US 17-92
79	13.999	9.0	R3	X	0.8	5.2					6.0	LR	12.5	–	–	–	–	P			Alignment Shift - New Construction

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

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

Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 12/5/16 & 12/6/16	**Page No.:** 6 of 7
County: Seminole	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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	FC-2	FC-5	Type SP	Type S	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
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	X	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	X	1.7	- -	- -	- -	3.1	- -	4.8	LR	12.5	–	–	–	–	F			Off Ramp from EB I-4 to EB Lake Mary Blvd
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			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 EB CR 46A Moderate to Severe Ravelling
86	*	2.5	RAMP RLTL-1	X	- -	0.9	- -	- -	3.9	- -	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	II	M	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	X	- -	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	X	- -	1.0	- -	- -	3.9	1.4	6.3	LR	10.7	B	SL	II	M	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	–	–	–	–	P			On-Ramp from SR 46 to EB I-4
93	*	2.5	RAMP L1	X	- -	0.8	- -	- -	4.9	- -	5.7	LR	12.0	–	–	–	–	F			Off-Ramp from WB I-4 to SR 46
94	*	9.5	RAMP LRTL	X	- -	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

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement * = Refer to Aerial Coring Plan for a more accurate location

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Project No.: 439682-x	**Cored By:** Elipsis Engineering and Consulting	**Date:** 12/5/16 & 12/6/16	**Page No.:** 7 of 7
County: Seminole	**Highway Sect. No:** 77160	**From:** West (South) of Lake Mary Blvd	**To:** Volusia County Line
Road No.: SR 400 (I-4)	**Begin MP:** 7.362	**End MP:** 14.135	**Length:** 6.773

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	FC-2	FC-5	Type SP	Type S	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
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	X	--	--	0.8	2.7	--	--	3.5	LR	9.8	–	–	–	–	F			Off-Ramp from WB I-4 to EB CR 46A
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 Crown, - = Slopes to IL ; + = Slopes to OL
101	*	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
102	*	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	X	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

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