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 $1 \quad$ 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 $3 \quad$ Pavement Data for Rinehart Road

| State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Project No.: |  |  | 242592-4 |  |  |  | Cored By: | Elipsis Engineering and Consulting |  |  |  |  | Date: |  | 12/5/16 \& 12/6/16 |  |  |  |  | Page No.: 1 of 1 |
| County: |  |  | Seminole |  |  |  | Highway Sect. No: |  |  |  |  |  | From: |  | Just South of Timacuan Blvd |  |  |  |  | To: Just North of 1001 Rinehart Rd (Courtesy Acura) |
| Road No.: |  |  | Rinehart Road |  |  |  | Begin MP: |  |  |  |  |  | End MP: |  |  |  |  |  |  | Length: |
| Core No. | MP | Distance | Lane | WhelPath | Pavement Layer (in.) |  |  |  |  |  | Base |  | Crack |  |  |  | $\begin{array}{\|l\|l} \text { Pavt } \\ \text { Cond. } \end{array}$ | $\begin{array}{\|c\|c} \text { Rut } \\ \text { Depth } \\ \text { (in) } \end{array}$ | $\begin{aligned} & \text { Cross } \\ & \text { Slope } \\ & (\%) \end{aligned}$ | Comments |
|  |  | $\left\lvert\, \begin{aligned} & \text { edge of lane } \\ & \text { (ft) } \end{aligned}\right.$ |  |  | FC.9.5 | Type SP |  |  |  | $\begin{array}{\|c\|c\|} \hline \hline \text { Core } \\ \text { Length } \\ \text { (ini) } \end{array}$ | Type | $\begin{aligned} & \text { Thick- } \\ & \text { ness } \end{aligned}$ | Depth (in) | Type | Class | Extent |  |  |  |  |
| 1 | * | 10.0 | RRTL | X | 0.9 | 4.4 |  |  |  | 5.3 | LR | 15.2 | - | - | - | - | F |  |  | EB CR 46A to SB Rinehart Rd. (Extended portion of turn lane - - newer pavement) |
| 2 | * | 3.0 | RRTL | X | 0.9 | 3.7 |  |  |  | 4.6 | LR | 10.4 | - | - | - | - | F |  |  | EB CR 46A to SB Rinehart Rd |
| 3 | * | 11.0 | LRTL |  | 1.3 | 2.6 |  |  |  | 3.9 | LR | 13.6 | - | - | - | - | F |  |  | To ABC Liquor |
| 4 | * | 2.5 | LRTL | x | 0.6 | 3.3 |  |  |  | 3.9 | LR | 13.6 | - | - | - | - | F |  |  | To Florida Hospital ER Lake Mary |
| 5 | * | 10.5 | L2 |  | 1.8 | 2.6 |  |  |  | 4.4 | LR | 15.1 | - | - | - | - | F |  |  |  |
| 6 | * | 3.0 | R3 | x | 1.2 | 2.8 |  |  |  | 4.0 | LR | 10.9 | - | - | - | - | F |  |  |  |
| 7 | * | 10.0 | R3 | X | 1.4 | 3.2 |  |  |  | 4.6 | LR | 8.9 | - | - | - | - | F |  |  |  |
| 8 | * | 2.0 | RRTL | X | 0.7 | 3.0 |  |  |  | 3.7 | LR | 10.3 | - | - | - | - | F |  |  | To Infiniti Dealership |
| 9 | * | 9.0 | R2 | X | 1.4 | 2.4 |  |  |  | 3.8 | LR | 10.2 | - | - | - | - | F |  |  |  |
| 10 | * | 8.0 | L2 |  | 1.5 | 2.6 |  |  |  | 4.1 | LR | 9.4 | - | - | - | - | F |  |  |  |
| 11 | * | 2.5 | LRTL | X | 0.7 | 4.5 |  |  |  | 13.3 | ABC | 8.1 | - | - | - | - | F |  |  | SB Rinehart Rd to WB CR 46A |
| 12 | * | 9.0 | L1 | X | 0.8 | 3.3 |  |  |  | 4.1 | LR | 16.2 | - | - | - | - | F |  |  |  |
| 13 | * | 2.0 | R1 | X | 1.4 | 2.5 |  |  |  | 3.9 | LR | 15.1 | - | - | - | - | F |  |  |  |
| 14 | * | 9.0 | RLTL-1 | X | 1.4 | 3.6 |  |  |  | 16.1 | ABC | 11.1 | - | - | - | - | F |  |  | NB Rinehart Rd to WB CR 46A (Extended portion of turn lane) |
| 15 | * | 2.0 | RLTL-1 | x | 1.3 | 4.5 |  |  |  | 5.8 | LR | 9.8 | - | - | - | - | F |  |  | NB Rinehart Rd to WB CR 46A |
| 16 | * | 8.0 | R1 |  | 1.1 | 2.7 |  |  |  | 3.8 | LR | 9.2 | - | - | - | - | F |  |  | Pavement Surface Ripples |
| 17 | * | 2.0 | L1 | X | 1.0 | 3.1 |  |  |  | 4.1 | LR | 8.1 | - | - | - | - | F |  |  | Pavement Surface Ripples |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Supplemental Data to PECD

(GPS Coordinates for Each Locations Cored) Rinehart Road FPN 242592-4 County: Seminole

| Core \# | GPS Coordinates |
| :---: | :---: |
|  | $28.786326^{\circ}$ |
| 1 | -81.34895 ${ }^{\circ}$ |
|  | $28.786313{ }^{\circ}$ |
| 2 | -81.348138 ${ }^{\circ}$ |
|  | $28.785698^{\circ}$ |
| 3 | -81.347406 ${ }^{\circ}$ |
|  | $28.784613{ }^{\circ}$ |
| 4 | -81.34741 ${ }^{\circ}$ |
|  | $28.783434^{\circ}$ |
| 5 | -81.347394 ${ }^{\circ}$ |
|  | $28.783452^{\circ}$ |
| 6 | -81.347136 ${ }^{\circ}$ |
|  | $28.784639^{\circ}$ |
| 7 | -81.347183 ${ }^{\circ}$ |
|  | $28.788918^{\circ}$ |
| 8 | -81.347169 ${ }^{\circ}$ |
|  | $28.789828^{\circ}$ |
| 9 | -81.347017 ${ }^{\circ}$ |
|  | $28.789898{ }^{\circ}$ |
| 10 | -81.347182 ${ }^{\circ}$ |
|  | $28.788032^{\circ}$ |
| 11 | -81.347416 ${ }^{\circ}$ |
|  | $28.784616^{\circ}$ |
| 12 | -81.347337 ${ }^{\circ}$ |
|  | $28.783601^{\circ}$ |
| 13 | -81.347208 ${ }^{\circ}$ |
|  | $28.784861{ }^{\circ}$ |
| 14 | -81.347278 ${ }^{\circ}$ |
|  | $28.785922^{\circ}$ |
| 15 | -81.347274 ${ }^{\circ}$ |
|  | $28.788761^{\circ}$ |
| 16 | -81.347228 ${ }^{\circ}$ |
|  | $28.788599{ }^{\circ}$ |
| 17 | -81.347333 ${ }^{\circ}$ |
| 18 |  |
| 19 |  |
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| Core \# | GPS Coordinates |
| :---: | :---: |
| 21 |  |
| 22 |  |
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