

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

| Project No.: 441015-1 | | | | | Cored By: Elipsis Engineering and Consulting | | | | | Date: December 15, 2020 | | | | | Page No.: 1 of 3 | | | | | | | | |
|------------------------------|-------|--------------------------------------|------|------------|-----------------------------------------------------|---------|------|---------|--------|----------------------------------|--------|------------------|------|-----------------|-----------------------------|------|-------|--------|------------|----------------|-----------------|----------|--------------------------------------------------------------|
| County: Seminole | | | | | Highway Sect. No.: 77120 | | | | | From: East of Rangline Rd | | | | | To: West of Talmo St | | | | | | | | |
| Road No.: SR 434 | | | | | Begin MP: 7.018 | | | | | End MP: 9.175 | | | | | Length: 3.629 | | | | | | | | |
| 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-9.5 | FC-12.5 | FC-3 | Type SP | Type S | Type I | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | |
| 1 | 7.105 | 8.0 | R2 | | 0.9 | | | | 2.6 | | | 3.5 | LR | 8.9 | B | ST | II | S | P | | | | |
| 2 | 7.265 | 9.0 | R2 | X | 0.7 | | | | 3.1 | | | 3.8 | LR | - | B | Br | III | S | P | | | | |
| 3 | 8.258 | 9.5 | R2 | X | 0.9 | | | | 2.9 | | | 3.8 | LR | 15.3 | B | SL | II | M | P | | | | Before Patch in RWP |
| 4 | 8.512 | 6.0 | R2 | | | | 0.9 | | 2.8 | | | 3.7 | LR | 9.1 | B | SL | II | S | P | | | | Take base/subgrade samples Subgrade was firm & unyielding |
| 5 | 8.533 | 6.0 | R2 | | | | 1.2 | | 2.3 | | | 3.5 | LR | 8.6 | B | SL | II | S | P | | | | Take base/subgrade samples Subgrade was firm & unyielding |
| 6 | 8.739 | 6.0 | R2 | | | | 1.0 | | 3.3 | | | 4.3 | LR | - | B | ST | I | M | S | | | | |
| 7 | 8.874 | 5.0 | R2 | | | | 1.2 | | 1.7 | | | 2.9 | LR | 15.6 | B | SL | II | S | P | | | | |
| 8 | 8.982 | 2.5 | RRTL | X | | | 0.9 | | 3.2 | | 1.5 | 15.8 | ABC | 10.2 | - | - | - | - | F | | | | EB Right TL to US 17/92 South Severe Rutting |
| 9A | 9.100 | 4.5 | R2 | | | | 1.8 | | 2.9 | | | 4.7 | LR | 12.6 | B | Br | I | S | P | | | | |
| 9B | 9.100 | 5.5 | R2 | | | | 1.7 | | 3.4 | | 2.7 | 15.4 | ABC | 7.6 | - | - | - | - | F | | | | |
| 10 | 9.096 | 11.0 | LRTL | | | | 1.2 | | 2.3 | | 1.7 | 16.0 | ABC | 10.8 | - | - | - | - | F | | | | WB Right TL to US 17/92 North Rutting |
| 11 | 8.967 | 6.0 | L2 | | | | 1.3 | | 3.7 | | 1.2 | 13.4 | ABC | 7.2 | - | - | - | - | F | | | | take on RWP - longitudinal crack exist on LWP |
| 12 | 8.814 | 2.5 | L2 | X | | | 1.2 | | 2.5 | | | 3.7 | LR | - | B | SL | II | S | P | | | | Moved MP to Crack |
| 13 | 8.543 | 3.5 | L2 | X | | | 1.2 | | 2.1 | | | 3.3 | LR | 8.7 | B | SL | I | S | P | | | | |
| 14 | 8.283 | 5.0 | L2 | | | | 0.8 | | 4.1 | | | 4.9 | LR | 16.1 | 0.8 | A | I | S | P | | | | LR Pump but no base crack Severe Rutting |
| 15 | 7.524 | 3.0 | LRTL | X | | 1.2 | | 3.6 | | | | 4.8 | LR | 19.2 | - | - | - | - | G | | | | WB Right TL to South Seminole Hospital |

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; BI= 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; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

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| Project No.: 441015-1 | Cored By: Elipsis Engineering and Consulting | Date: December 15, 2020 | Page No.: 2 of 3 |
| County: Seminole | Highway Sect. No: 77120 | From: East of Rangline Rd | To: West of Talmo St |
| Road No.: SR 434 | Begin MP: 7.018 | End MP: 9.175 | Length: 3.629 |

| 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-9.5 | FC-12.5 | FC-3 | Type SP | Type S | Type I | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 16 | 7.201 | 3.0 | L2 | X | 0.8 | | | | 3.4 | | | 4.2 | LR | 7.6 | 2.4 | Br | II | M | P | | | Rutting; Core Broke/Separation 2.4" down from top |
| 17 | 7.055 | 6.0 | R1 | | 0.7 | | | | 2.6 | | | 3.3 | LR | - | B | SL | III | M | P | | | |
| 18 | 7.221 | 2.0 | RLTL | X | | 1.6 | | 7.6 | | | | 9.2 | LR | 2.8 | - | - | - | - | G | | | EB Left TL to Longwood Business Center (extended portion) |
| 19 | 7.410 | 5.5 | RLTL | | | 1.9 | | 9.7 | | | | 11.6 | LR | 11.2 | - | - | - | - | G | | | EB Left TL to South Seminole Hospital |
| 20 | 7.553 | 8.0 | R1 | | 1.6 | | | | 2.4 | | | 4.0 | LR | 9.5 | - | - | - | - | P | | | |
| 21 | 8.168 | 1.5 | R1 | | 0.8 | | | | 1.2 | 0.9 | | 2.9 | LR | 5.7 | B | Br | I | S | P | | | |
| 22 | 8.177 | 2.0 | CTL | X | 0.8 | | | | 1.1 | 1.2 | | 3.1 | LR | 6.7 | B | Br | II | M | P | | | Crown Raveling & Rutting |
| 23 | 8.413 | 6.0 | CTL | | | | 0.8 | | 2.0 | | | 2.8 | LR | 11.2 | - | - | - | - | F | | | (CTL) WB Left TL to Grant Street |
| 24 | 8.525 | 4.0 | R1 | | | | 1.1 | | 3.2 | | | 4.3 | LR | - | B | SL | II | S | P | | | |
| 25 | 8.662 | 6.0 | CTL | | | | 1.0 | | 2.3 | | | 3.3 | LR | 9.7 | - | - | - | - | F | | | (CTL) WB Left TL to Wayman St. / Business Entrance |
| 26 | 8.800 | 3.0 | R1 | X | | | 0.9 | | 1.9 | 1.3 | | 4.1 | LR | 6.8 | B | Br | I | S | P | | | |
| 27 | 8.897 | 6.5 | CTL | | | | 1.0 | | 2.8 | 1.1 | | 4.9 | LR | 6.4 | - | - | - | - | P | | | CTL/LLTL to East Street Crown |
| 28 | 8.914 | 7.0 | R1 | | | | 0.9 | | 4.3 | | | 5.2 | LR | 7.8 | B | Br | I | S | P | | | Severe Rutting |
| 29 | 9.130 | 4.5 | L1 | | | | 1.5 | | 1.5 | | | 3.0 | LR | 13.0 | B | SL | I | L | P | | | |
| 30 | 9.091 | 5.0 | LLTL | | | | 1.6 | | 3.4 | 1.2 | | 6.2 | LR | 7.3 | 0.2 | SL | I | L | P | | | WB Left TL to US 17/92 South (inside of dual lefts) |
| 31 | 8.988 | 1.5 | L1 | | | | 1.2 | | 1.9 | 1.1 | | 4.2 | LR | 7.8 | B | Br | II | S | P | | | |

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
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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| | | | | | FC-9.5 | FC-12.5 | FC-3 | Type SP | Type S | Type I | Binder | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | | | |
| 32 | 8.751 | 5.0 | L1 | | | | 1.0 | | 1.5 | | | 2.5 | LR | 7.8 | B | SL | III | S | P | | | | | | |
| 33 | 8.614 | 2.0 | L1 | X | | | 0.7 | | 2.7 | | | 3.4 | LR | - | B | Br | II | S | P | | | | Severe Rutting | | |
| 34 | 8.504 | 4.5 | L1 | | | | 1.1 | | 1.6 | | | 2.7 | LR | 9.1 | B | SL | II | S | P | | | | | | |
| 35 | 8.324 | 2.0 | L1 | X | 1.3 | | | | 1.6 | 1.1 | | 4.0 | LR | - | B | SL | I | S | P | | | | Take on LWP Severe Rutting | | |
| 36 | 8.202 | 2.0 | L1 | X | | | 0.9 | | 1.6 | 1.0 | | 3.5 | LR | 8.1 | B | SL | I | S | P | | | | | | |
| 37 | 7.308 | 4.5 | LLTL | | 1.2 | | | 1.5 | | | | 13.6 | ABC | 10.9 | - | - | - | - | F | | | | WB Left TL to Mingo Trail (extended portion) | | |
| 38 | 7.293 | 5.0 | L1 | | 0.8 | | | | 3.0 | | | 3.8 | LR | 7.7 | 2.4 | SL | II | S | P | | | | Rutting | | |
| 39 | 7.141 | 2.0 | L1 | X | 1.2 | | | | 3.6 | | | 4.8 | LR | - | 3.0 | Br | I | S | P | | | | Severe Rutting | | |
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