

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

Project No.: 448796-1	Cored By: Ardaman & Associates	Date: 05/08/23-05/10/23	Page No.: 1 of 6
County: Osceola County	Highway Sect. No.: 92030	From: CR 532 (Nova Road)	To: Arthur Gallagher Boulevard
Road No.: SR 15 (US 192)	Begin MP: 12.527	End MP: 18.443	Length: 5.916 miles

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 II			Core Length (in)	Type	Thickness (in)	Depth (in)	Type	Class					Extent
1	12.610	1.0	OR		0.6	2.3					2.9	LR	9.6	-	-	-	-	F			Visible Deposits of Aggregates (Raveling occuring on R2 lane)
2	12.610	9.0	R3	X	0.6	3.6					4.2	LR	11.8	-	-	-	-	F			This R3 lane eventually merges to R2 Lane
3A	12.637	5.5	R2		0.5	5.9					6.4	LR	10.6	-	-	-	-	P			Thicker side to the right of pavement
3B	12.637	5.5	R2		0.5	4.0					4.5	LR	12.5	-	-	-	-	P			Alligator cracking noted in LWP - Ravelling
4	13.013	4.0	R2		0.5	5.0					5.5	LR	11.8	1.5	SL	I	L	P			
5	13.245	4.0	R2	X	0.6	5.7					6.3	LR	-	0.5	SL	I	L	P			
6	13.475	4.0	RRTL		0.5	5.1					5.6	LR	12.9	2.3	SL	III	S	P			EB Right TL to Connector - Alligator Lake Shore W.
7	13.647	2.0	OR		0.4	3.1					3.5	LR	11.0	-	-	-	-	F			
8	13.647	10.0	R2	X	0.5	5.3					5.8	LR	13.2	0.8	SL	II	M	P			
9	13.775	5.5	RRTL		0.7	5.6					6.3	LR	8.7	2.0	ST	II	M	P			EB Right TL to Connector - Alligator Lake Shore W.
10	14.225	4.5	R2		0.5	5.2					5.7	LR	-	1.4	SL	II	M	P			
11	14.324	7.0	RRTL		1.0	5.6					6.6	LR	6.9	2.3	ST	II	L	P			EB Right TL to Dinatale Dr. Pavement Surface Ripples
12	14.735	4.5	R2		0.8	6.0					6.8	LR	12.2	2.3	SL	II	M	P			Light to Moderate Raveling
13	14.868	3.5	OR		0.7	3.8					4.5	LR	5.2	-	-	-	-	F			Wider Shoulder with Concrete Valley Gutter
14	15.030	3.0	R2	X	0.6	5.7					6.3	LR	-	2.0	SL	II	M	P			
15	15.025	3.0	OR		1.0	3.2					4.2	LR	5.6	-	-	-	-	F			Wider Shoulder with Concrete Valley Gutter

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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					FC-5	Type SP	Type S	Type II			Core Length (in)	Type	Thickness (in)	Depth (in)	Type					Class	Extent
16	15.625	9.5	R2	X	0.7	4.6					5.3	LR	15.2	1.0	SL	II	M	P			Light Raveling
17	15.676	6.0	RRTL		--	3.0					3.0	LR	9.5	-	-	-	-	F			EB Right TL to Cedarpine Rd.
18	16.110	3.7	R2	X	0.5	5.0					5.5	LR	-	1.5	SL	II	M	P			Ravelling
19	16.857	6.0	R2		0.5	5.1					5.6	LR	8.9	1.5	ST	II	M	P			Pavement Joint
20	16.857	2.0	OR		0.7	3.3					4.0	LR	10.5	0.5	SL	I	L	F			
21	17.425	7.0	R2		0.5	5.7					6.2	LR	-	1.8	ST	II	M	P			Pavement Joint
22	17.778	6.0	RRTL		0.5	5.5					6.0	LR	8.0	-	-	-	-	F			EB Right TL to Hickory Tree Rd.
23	17.898	9.0	R2	X	0.5	5.1					5.6	LR	12.4	1.0	SL	I	L	P			
24	17.898	2.0	OR		0.5	3.0					3.5	LR	7.8	-	-	-	-	F			
25	18.164	5.8	R2		0.6	5.0					5.6	LR	12.7	B	BL	II	M	P			
26	18.370	9.0	L2	X	0.5	4.7					5.2	LR	12.3	2.0	SL	III	S	P			Trailer Drag Gouging
27	18.311	9.0	L2	X	0.7	4.3					5.0	LR	13.0	1.8	SL	III	S	P			Trailer Drag Gouging ~1-ft Rt of Longitudinal Crack
28	18.311	1.5	OL		0.7	1.9					2.6	LR	5.4	-	-	-	-	F			
29	17.764	5.0	L2		0.5	5.3					5.8	LR	14.3	1.5	SL	II	M	P			Moderate Ravelling
30	17.190	6.0	L2		0.6	4.7					5.3	LR	-	-	-	-	-	P			Moderate Ravelling / Trailer Drag Gouging
31	17.190	1.5	OL		0.6	2.8					3.4	LR	3.6	-	-	-	-	F			

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					FC-5	Type SP	Type S	Type II			Core Length (in)	Type	Thickness (in)	Depth (in)	Type	Class					Extent
32	16.713	5.5	LRTL		0.7	5.0					5.7	CC	15.3					F			WB Right TL to Botanic Blvd. Ravelling, Crushed Concrete Base
33	16.494	8.5	L2	X	0.4	5.1					5.5	LR	-	-	-	-	-	P			Moderate Ravelling
34	16.425	10.0	LRTL		0.6	4.0					4.6	CC	8.2	-	-	-	-	G			WB Right TL to Harmony West (under Const.) Crushed Concrete Base
35	17.789	6.0	LRTL		0.4	3.1					3.5	LR	15.5	-	-	-	-	G			WB Right TL to Wy Pt. Blvd.
36	15.632	9.0	L2	X	0.4	5.3					5.7	LR	-	0.5	SL	II	M	P			Moderate Trailer Drag Gouging
37	15.632	2.5	OL		0.4	2.7					3.1	LR	4.9	-	-	-	-	F			
38	15.410	8.5	L2	X	0.5	4.8					5.3	LR	12.7	1.5	L	II	M	P			Light Trailer Drag Gouging
39	15.400	5.8	LRTL		0.7	5.2					5.9	LR	13.1	-	-	-	-	F			WB Right TL to CR 500 A (Old Melbourne Hwy) Light Ravelling / Ripples
40	15.039	9.0	L2	X	0.7	4.8					5.5	LR	-	*	SL	II	M	P			*crack is surficial = trailer drag gouging
41	14.680	1.5	L2	X	0.5	4.8					5.3	LR	9.5	1.5	SL	III	S	P			Moderate Ravelling
42	14.680	2.0	OL		1.5	2.3					3.8	LR	6.7	-	-	-	-	F			
43	13.908	5.5	LRTL		0.8	5.6					6.4	LR	11.4	2.0	SL	I	L	F			WB Right TL to Pine Grove Rd. Minor Ripples Observed
44	13.795	9.0	L2	X	0.5	5.2					5.7	LR	-	1.2	SL	I	L	F			
45	13.795	2.0	OL		0.5	3.5					4.0	LR	3.0	-	-	-	-	F			Visible Deposits of Aggregates (Light Ravelling occurring on L1/L2 lane)
46	13.037	7.5	L2		0.5	2.0	1.3	4.9			8.7	LR	6.2	4.0	ST	III	S	F			Unbonded at 4.0" down from top Core was 8.7" as measured in the hole
47	12.713	10.5	L2	X	0.6	5.9					6.5	LR	7.3	B	SL	III	S	P			

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					FC-5	Type SP	Type S	Type II			Core Length (in)	Type	Thickness (in)	Depth (in)	Type	Class					Extent
48A	12.631	2.0	LRTL	X	0.6	3.4					4.0	LR	13.0	1.5	SL	I	L	F			WB Right TL to CR 532 (Nova Rd.)
48B	12.631	2.0	LRTL	X	0.6	2.4	2.5				5.5	LR	11.5	1.5	SL	I	L	F			WB Right TL to CR 532 (Nova Rd.)
49	12.631	2.3	OL		0.5	5.0					5.5	LR	13.4	-	-	-	-	F			Outside Shoulder of Turn Lane Slight Turf Build-Up on Outside Edge
50	12.631	7.0	R1		0.5	5.1					5.6	LR	9.5	1.5	BL	II	M	P			Ravelling
51	12.900	7.0	RLTL		0.5	2.1	1.8				4.4	LR	10.7					P			EB Left TL to Bradley Dr. Ravelling
52	13.255	9.0	MXO		0.6	5.1					5.7	LR	12.3	-	-	-	-	P			Severe Ravelling with Loose Aggregate
53	13.400	3.5	R1	X	0.5	4.4					4.9	LR	12.6	1.0	SL	II	M	P			
54	13.458	8.5	RLTL		0.5	5.8					6.3	LR	11.2	-	-	-	-	F			EB Left TL to Ashley St. Light Raveling
55	14.250	4.0	RLTL		0.8	4.8					5.6	LR	11.9	1.5	SL	II	L	F			EB Left TL to Pine Grove Rd.
56	13.904	7.5	R1	X	0.8	5.0					5.8	LR	11.6	1.0	SL	I	S	P			
57	14.250	5.5	RLTL		1.2	4.8					6.0	LR	11.5	-	-	-	-	F			EB Left TL to Dinatale Dr. Light Ripples on Surface
58	14.420	3.5	R1	X	1.0	5.0					6.0	LR	-	1.8	SL	I	S	F			Trailer Drag Gouging ~2-ft Lt of Core
59	14.505	6.0	RLTL		1.0	6.0					7.0	LR	7.3	1.5	SL	I	L	F			EB Left TL to Lake Lizzie Ct.
60	15.088	5.5	R1		0.6	5.5					6.1	LR	11.2	-	-	-	-	F			
61	15.270	2.0	RLTL	X	0.8	6.0					6.8	LR	7.7	1.5	SL	II	M	P			EB Left TL to CR 500A (Old Melbourne Hwy) Moderate Raveling
62	15.539	7.5	R1	X	0.5	5.3					5.8	LR	-	1.5	BR	II	M	P			

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63	15.677	5.5	RLTL		0.5	2.7					3.2	LR	8.8	-	-	-	-	G			EB Left TL to Wy Pt Blvd.
64	16.150	7.5	R1	X	0.5	4.8					5.3	LR	18.7+	1.5	SL	II	M	F			Depth of base measuring tool 24" from top of pavement
65	16.317	7.5	RLTL		--	4.5					4.5	CC	15.5	-	-	-	-	G			EB Left TL to Harmony West (under construction) Crushed Concrete Base
66	16.561	5.7	RLTL		0.5	5.9					6.4	LR	10.1	-	-	-	-	G			EB Left TL to Botanic Blvd.
67	16.682	5.0	R1		0.6	5.2					5.8	LR	-	-	-	-	-	F			
68	17.057	1.0	MXO		0.5	5.7					6.2	LR	10.0	-	-	-	-	P			Severe Ravelling with Loose Aggregate
69	17.112	8.0	R1	X	0.5	4.9					5.4	LR	9.6	1.0	SL	II	M	F			
70	17.532	6.5	R1		0.7	5.3					6.0	LR	6.0	1.5	SL	II	M	F			
71	17.770	2.5	RLTL	X	0.8	5.6					6.4	LR	9.1	0.5	ST	I	L	F			EB Left TL to U-Turn Light Raveling
72	18.050	2.3	RLTL	X	0.5	5.5					6.0	LR	4.3	-	-	-	-	F			EB Left TL to Five Oaks Dr.
73	18.150	6.0	R1		0.6	5.1					5.7	LR	12.3	2.2	ST	III	M	P			Pavement Joint
74	18.367	3.0	L1	X	0.6	4.6					5.2	LR	5.8	1.5	SL	II	M	P			Moderate Raveling
75	17.954	6.0	L1		0.5	5.0					5.5	LR	6.8	-	-	-	-	F			Light Raveling
76	17.899	4.5	LLTL		0.6	5.3					5.9	LR	11.9	2.0	SL	III	M	F			WB Left TL to Hickory Tree Rd.
77	17.550	6.0	L1		0.5	5.0					5.5	LR	-	-	-	-	-	F			Trailer Drag Gouging ~3.5-ft Lt of Core
78	17.194	7.5	L1		0.6	5.2					5.8	LR	8.5	1.3	SL	II	M	F			

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79	16.626	5.7	L1		0.6	4.9					5.5	LR	-	-	-	-	-	F			
80	16.069	6.5	L1		0.5	5.2					5.7	LR	8.0	-	-	-	-	F			
81	15.770	6.0	LLTL		0.5	2.5					3.0	LR	6.5	-	-	-	-	F			WB Left TL to Cedarpine Rd.
82	15.594	8.5	L1	X	0.5	5.7					6.2	LR	-	1.8	SL	III	M	P			
83	13.770	6.0	LLTL		0.6	5.4					6.0	LR	11.5	-	-	-	-	F			WB Left TL to U-Turn
84	15.017	6.5	L1		0.5	5.0					5.5	LR	8.8	1.3	SL	II	M	P			Light to Modereate Raveling
85	14.925	5.5	LLTL		0.7	5.5					6.2	LR	4.2	2.0	SL	II	M	P			WB Left TL to Connector to Alligator Lake Shore E.
86	14.626	5.8	LLTL		0.3	5.4					5.7	LR	12.3	-	-	-	-	P			WB Left TL to Connector to Alligator Lake Shore W. Severe Ravelling - Strucutral Asphalt Exposed
87	14.619	7.5	L1	X	0.6	4.9					5.5	LR	-	1.5	SL	III	M	P			
88	14.369	6.0	LLTL		0.8	5.2					6.0	LR	13.8	-	-	-	-	F			WB Left TL to Dinatale Dr.
89	13.947	2.5	L1	X	0.5	6.0					6.5	LR	8.8	1.8	SL	II	M	P			
90	13.920	4.0	LLTL		0.6	6.0					6.6	LR	13.2	2.2	SL	I	L	F			WB Left TL to Connector to Alligator Lake Shore W.
91	13.578	6.5	LLTL		0.5	5.4					5.9	LR	6.6	1.0	SL	I	L	P			WB Left TL to Connector to Alligator Lake Shore W. Moderate to Severe Raveling
92	13.065	3.0	L1	X	0.5	2.0	2.0	4.5			9.0	LR	-	0.5	SL	II	M	P			
93	13.035	7.0	LLTL		0.7	5.6					6.3	LR	4.0	-	-	-	-	F			WB Left TL to U-Turn Light to Moderate Raveling
94	12.633	5.7	L1		0.8	2.2	2.4				5.4	LR	10.9	-	-	-	-	F			

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