

State of Florida Department of Transportation																						
PAVEMENT EVALUATION AND CONDITION DATA SHEET																						
Project No.: 453058-1						Cored By: (Ardaman & Associates)						Date: January 24, 2024 to January 25, 2024						Page No.: 1 of 6				
County: Osceola County						Highway Sect. No: 92030						From: East of Harmony Square Drive						To: Nova Avenue				
Road No.: SR 500 (US 192)						Begin MP: 19.340						End MP: 25.138						Length: 5.798				
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				Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent						
1	19.500	9.0	R2	X	0.7	5.1					5.8	LR	--					F			Ravelling	
2	19.908	11.0	R2	X	0.8	5.4					6.2	LR	9.8					F			Ravelling	
3	19.908	1.0	OR		0.6	2.2					2.8	LR	12.7					F				
4	20.289	7.0	R2	X	0.6	5.3					5.9	LR	--					F			Ravelling	
5	20.695	3.0	R2	X	0.7	5.3					6.0	LR	11.5	2.9	SL	I	M	F				
6	21.278	2.0	R2	X	0.8	5.4					6.2	LR	--	2.3	SL	I	M	F				
7	21.286	1.0	OR		0.7	2.5					3.2	LR	12.3									
8	21.807	9.5	R2	X	0.6	5.1					5.7	LR	13.1								Ravelling	
9	22.110	9.5	R2	X	0.6	5.6					6.2	LR	--								Ravelling	
10	22.110	1.0	OR		0.7	2.5					3.2	LR	14.6									
11	22.754	9.0	R2	X	0.9	5.1					6.0	LR	12.8	1.8	SL	I	L	F			Ravelling / Light Ripples	
12	23.234	5.0	R2		0.8	5.0					5.8	LR	--	1.5	SL	I	M	F				
13	23.234	1.0	OR		1.4	2.7					4.1	LR	7.0									
14	23.720	2.0	R2	X	0.5	5.9					6.4	LR	9.9	1.5	SL	I	M	F				
15	24.337	8.0	R2	X	0.7	6.0					6.7	LR	--								Ravelling and Series of Longitudinal Superficial Gouges	
16	24.352	7.0	RRTL	X	0.5	3.5					9.5	ABC	5.5	1.3	SL	I	L	F			EB Right TL to SR 15 (US441/Holopaw Road)	
Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement <u>Crack Extent:</u> L= Light; M= Moderate; S= Severe <u>Pavement Condition:</u> G= Good; F= Fair; P= Poor <u>Crack Types:</u> A= Alligator; Bl= Block; Br= Branch; SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack <u>Base Types:</u> LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; SBRM= Sand Bituminous Road Mix; NB= No Base																						

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					FC-5	Type SP				Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent						
17	24.352	1.0	OR		0.5	3.6				12.0	ABC	7.9									Shoulder Pavement Adjacent to Turn Lane	
18	25.127	9.5	L2	X	0.8	5.8				6.6	LR	--									Ravelling	
19	25.127	1.0	OL		0.9	2.9				3.8	LR	5.7										
20	24.975	9.0	L2	X	0.8	5.2				6.2	LR	14.0	1.3	SL	I	L	F				Ravelling / Aggregate Pop-Outs	
21	24.528	3.0	L2	X	0.6	5.8				6.4	LR	--	2.3	SL	I	L	F				Ravelling	
22	24.070	6.0	L2		0.8	5.7				6.5	LR	11.0	0.5	ST	I	L	F				Ravelling / Aggregate Pop-Outs	
23	24.064	1.0	OL		0.9	2.9				3.8	LR	8.5									Turf Build-up/Overgrown on Outside Edge of Shoulder	
24	23.804	3.5	L2	X	0.5	5.1				5.6	LR	--									Ravelling	
25	23.074	9.5	L2	X	0.7	5.4				6.1	LR	11.7									Ravelling / Moderate Longitudinal Gouge	
26	23.074	1.0	OL		0.9	2.3				3.2	LR	3.8									Turf Build-up/Overgrown on Outside Edge of Shoulder	
27	22.618	4.0	L2	X	0.5	5.8				6.3	LR	--									Ravelling	
28	22.231	10.0	L2	X	0.6	5.8				6.4	LR	10.9									Ravelling	
29A	22.231	1.0	OL		0.6	2.5				3.1	LR	11.9									Split Core - Turf Build-up/Overgrown on Outside Edge of Shoulder	
29B	22.231	1.0	OL		0.6	5.9				6.5	LR	8.5									Split Core - Turf Build-up/Overgrown on Outside Edge of Shoulder	
30	21.829	4.0	L2	X	0.5	5.5				6.0	LR	--									Ravelling	
31	21.140	9.5	L2	X	0.7	5.6				6.3	LR	11.2									Ravelling	
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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					Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class					Extent
32	21.140	1.0	OL		0.7	2.5					3.2	LR	13.3								
33	20.247	9.0	L2	X	0.6	5.8					6.4	LR	--	0.5	SL	I	M	F			Ravelling
34	20.009	3.0	LRTL	X	--	2.3					2.3	LR	10.7								WB Right TL to Pineview Crest Drive Recently constructed turn lane
35	19.945	10.0	L2	X	0.7	5.5					6.2	LR	9.6								Ravelling
36	19.945	1.0	OL		0.6						3.3	LR	10.7								
37	19.608	5.0	LRTL		--	2.0					2.0	LR	6.0								WB Right TL to New Subdivision Recently constructed turn lane
38	19.473	4.5	R1	X	1.2	5.3					6.5	LR	13.5								Ravelling / Aggregate Pop-Outs
39	19.875	6.0	R1		0.8	4.9					5.7	LR	--	1.2	SL	I	M	F			
40	19.888	4.5	RRTL		0.5	1.3					1.8	LR	18.5								EB Left TL to Pineview Crest Drive Recently constructed turn lane
41	20.013	6.0	R1		0.5	5.1					5.6	LR	12.4								
42	20.545	2.0	R1	X	0.9	5.0					5.9	LR	--								Ravelling
43	20.545	1.0	IR		1.0	2.2					3.2	LR	13.1								Shoulder was too narrow to measure cross slope.
44	21.181	5.0	R1		0.8	5.4					6.2	LR	14.8								
45	19.478	3.0	MXO		0.6	6.2					6.8	LR	13.7								Severe/Extreme Raveling of FC-5 MXO has a <u>inverted</u> crowned cross slope
46	20.353	4.0	MXO		1.5	5.4					6.9	LR	13.1								Severe/Extreme Raveling of FC-5 MXO has a <u>inverted</u> crowned cross slope
47	21.177	3.5	R1		0.9	6.0					6.9	LR	15.9								

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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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Road No.: SR 500 (US 192)					Begin MP: 19.340								End MP: 25.138					Length: 5.798				
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					FC-5	Type SP				Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent						
48	21.775	1.0	MXO		0.8	5.9					6.7	LR	18.0+								Moderate Raveling of FC-5 MXO has <u>inverted</u> cross slope	
49	21.998	3.0	R1	X	0.8	5.6					6.4	LR	--								Pavement indention from blown semi truck wheel	
50	22.086	4.5	RLTL		1.0	4.7					5.7	LR	17.1								EB Right TL to un-named road	
51	22.765	2.0	R1	X	1.0	4.8					5.8	LR	--									
52	22.199	2.5	R1	X	0.9	5.9					6.8	LR	11.1									
53	22.199	1.0	IR		0.5	2.9					3.4	LR	13.9									
54	23.231	4.0	R1		0.8	4.8					5.6	LR	9.4								Ravelling / Light Aggregate Pop-outs	
55	23.399	5.5	RLTL		1.0	4.9					5.9	LR	11.9								EB RightTL to un-named road Ravelling	
56	23.847	3.0	R1	X	0.9	5.1					6.0	LR	--								Ravelling / Aggregate Pop-Outs	
57	24.084	8.5	R1	X	0.9	5.2					6.1	LR	11.2	1.0	SL	I	M	F			Ravelling	
58	24.398	5.5	RLTL		0.9	5.2					6.1	LR	12.4								EB Left TL to Turn Around Bay Road	
59	24.683	1.0	R1	X	0.9	5.5					6.4	LR	--									
60	24.683	1.0	IR		1.0	2.7					3.7	LR	14.3									
61	25.085	12.0	R2		0.9	4.9					5.8	LR	12.0								Ravelling	
62	25.085	1.0	OR		0.8	2.6					3.4	LR	6.3									
63	25.075	3.0	L1	X	0.5	5.4					5.9	LR	--								Ravelling	
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					FC-5	Type SP				Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent						
64	25.075	1.0	IL		0.9	2.6				3.5	LR	9.5										
65	24.573	3.5	L1	X	0.9	5.4				6.3	LR	--									Ravelling	
66	24.556	4.0	LLTL		0.8	5.6				6.4	LR	13.9									WB Left TL to SR 15 (US 441/Holopaw Road)	
67	24.188	6.5	L1		0.7	5.2				5.9	LR	13.1	3.0	SL	I	M	F				Ravelling	
68	23.933	5.0	LLTL		1.3	4.7				6.0	LR	13.3									WB Left TL for U-Turns	
69	23.887	30.0	MXO		1.5	5.7				7.2	LR	12.3									Moderate Raveling of FC-5 MXO has <u>inverted</u> crowned cross slope	
70	23.115	4.0	L1		0.6	5.5				6.1	LR	--										
71	23.103	1.0	LLTL		0.9	5.7				6.6	LR	12.9									WB Left TL to Briar Patch Lane	
72	23.103	1.0	IL		0.4	3.1				3.5	LR	6.5										
73	23.040	25.0	MXO		1.5	5.7				7.2	LR	18.0+									Sand Sediments collected in center of "valley" MXO has <u>inverted</u> crowned cross slope	
74	22.767	4.5	L1		0.8	4.8				5.6	LR	12.7										
75	22.503	5.0	LLTL		0.9	6.0				6.9	LR	13.9									WB Left TL to Wild Turkey Lane	
76	22.204	6.0	LLTL		1.0	7.5				8.5	LR	13.5									WB Left TL for U-Turns	
77	22.051	3.0	L1	X	0.7	5.2				5.9	LR	--										
78	21.550	7.0	L1	X	1.0	5.2				6.2	LR	13.3	0.4	SL	I	L	F					
79	21.329	1.0	L1	X	0.9	4.9				5.8	LR	--										
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County:	Osceola County	Highway Sect. No:	92030	From:	East of Harmony Square Drive	To:	Nova Avenue
Road No.:	SR 500 (US 192)	Begin MP:	19.340	End MP:	25.138	Length:	5.798

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