

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

Project No.:	450778-1	Cored By:	Michael S. & Luis C.(Intertek-PSI)	Date:	7/10/2024 - 7/30/2024	Page No.:	1 of 5
County:	Osceola	Highway Sect. No:	92030000	From:	Main Street	To:	Aeronautical Drive
Road No.:	SR 500 (US-192)	Begin MP:	0.015	End MP:	3.844	Length:	3.829 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-3	FC-12.5	Type S	ARMI	Type-I	Type-II	Surface Treatment	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent				
1	3.802	9.5	L1	X	1.0		5.5	0.7	8.0	1.5	0.5	17.2	LR	-	-	-	-	-	F			Pavement Ripples outside of the wheel paths
2	3.201	7.0	LLTL		3.1							3.1	LR	9.6	-	-	-	-	F			Westbound Turn Lane to Heritage Ky Blvd. Collected in the area of an apparent widening/extension of the turn lane. Wideneing joint found north of the core location.
3	3.069	2.5	L1	X	1.5		4.3					15.3	ABC	9.5	1.4	SL	II	M	P			Severe rutting and patching 5 ft north of core
4	2.681	5.0	LLTL		1.1		5.2					15.5	ABC	9.2	-	-	-	-	F			Westbound Left Turn Lane to NeoCity Hwy.
5	2.202	4.5	LLTL		1.3		6.8					16.4	ABC	8.3	1.3	SL	II	M	P			Westbound Left Turn Lane to Mullinax Ford Dealership
6	2.141	2.5	MXO		1.5		10.7					12.2	LR	7.2	-	-	-	-	F			Median Crossover - Crown sloped - Light Raveling observed
7	1.762	1.0	L1		1.2		3.8					15.0*	ABC	10.0	5.0	SL	III	S	P			*Core sheared during coring and the bottom of core could not be extracted. Total core thickness was estimated based on the depth of core drill bit. Crack depth may be greater than 5 inches
8	1.511	2.5	L1	X	1.0		6.6					15.6	ABC	8.0	-	-	-	-	F			
9	1.355	2.5	L1	X	1.5		4.2					15.0*	ABC	9.3	5.7	BI	III	S	P			*Core sheared during coring and the bottom of core could not be extracted. Total core thickness was estimated based on the depth of core drill bit. Crack depth may be greater than 5.7 inches
10A	1.201	10.5	L1	X	0.9		6.6					13.2	ABC	5.7	B	ST	III	S	P			Thin pavement on southside of marked core
10B	1.201	10.5	L1	X	0.9		5.1	-	-	2.0	0.2	15.4	ABC	7.2	B	ST	III	S	P			Thicker pavement on northside of marked core
11	0.814	3.0	L1	X	0.7		3.3	-	9.8	1.2	0.5	15.5	LR	-	-	-	-	-	F			Debonding at 4.1 inches from the top of pavement
12	0.801	8.0	LLTL	X	1.0		4.5					13.9	ABC	8.4	-	-	-	-	F			Westbound Left Turn lane to East Oak Street
13	0.703	8.0	L1	X	0.7		3.3					4.0	LR	18+	2.0	SL	II	M	P			
14	0.352	5.5	LLTL		2.5							2.5	LR	10.0	0.4	SL	IB	L	P			Westbound Left TL to North Ingram Street. No clear layer break between the friction course and the structural course.
15	0.654	4.5	R1	X	1.5		1.8					3.3	LR	9.0	B	BI	III	S	P			

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					FC-3	FC-12.5	Type S	ARMI	Type-I	Type-II	Surface Treatment	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent				
16	0.712	3.5	RLTL	X	1.5		4.0					18.0	ABC	12.5	-	-	-	-	F			
17	0.815	9.0	R1	X	0.9		8.0					8.9	LR	-	2.7	SL	III	M	F			Debonding at 3.5 inches from top of pavement
18	1.102	9.0	R1	X	0.9		8.1					9.0	LR	11.2	-	-	-	-	F			
19	1.161	5.0	RLTL			0.8	3.8					12.0	ABC	7.4	-	-	-	-	F			Eastbound Turn lane to Valencia College. Core collected on apparent widening portion of turn lane.
20	1.431	3.0	R1	X	0.7		5.8					15.4	ABC	8.9	-	-	-	-	F			
21	1.441	6.0	RLTL-1		1.1		4.4					15.2	ABC	9.7	0.3	SL	IB	L	P			Eastbound RLTL-1: Inside turn lane to Denn John Lane. Pavement Ripples observed on the left wheel path
22	1.534	3.0	R1	X	1.5		4.5					14.3	ABC	8.3	-	-	-	-	F			
23	1.802	2.5	R1	X	0.7		3.3					15.3	ABC	11.3	-	-	-	-	F			
24	1.798	4.0	RLTL	X	1.0		4.0					16.2	ABC	11.2	-	-	-	-	F			Left Turn lane to Fortune Road cut from inside lane
25	2.107	3.0	R1	X	0.7		3.3					15.0	ABC	11.0	-	-	-	-	F			Delamination at 4.1 inches from the top of pavement
26	2.571	10.0	R1	X	0.6		7.4*					8.0	LR	-	2.0	SL	II	M	P			*Core encountered a Type S-II layer
27	3.173	3.0	R1	X	1.0		3.6					15.7	ABC	11.1	0.5	SL	IB	M	P			
28	3.611	6.0	RLTL-1		1.1		3.9					15.4	ABC	10.4	-	-	-	-	F			Eastbound Left Turn lane to Cross Prairie Parkway
29	3.692	3.0	L3	X	1.5		3.1	0.6	4.1	2.0	0.4	11.7	LR	9.4	2.7	SL	III	M	P			
30	3.703	10.0	LRTL	X	1.0		2.5					16.3	ABC	12.8	-	-	-	-	F			Westbound right turn lane to Florida's Turnpike
31	3.694	2.0	OL		0.7		3.8					7.5	ABC	3.0	-	-	-	-	F			

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					FC-3	FC-12.5	Type S	ARMI	Type-I	Type-II	Surface Treatment	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent				
32	3.113	2.0	OL		0.8		2.0					7.3	ABC	4.5	-	-	-	-	F			
33	2.682	9.0	LRTL		0.6		1.7					14.6	ABC	12.3	-	-	-	-	P			Westbound Right Turn Lane to Bill Beck Blvd.
34	2.518	3.0	L3	X	0.5		7.5	-	-	2.0	0.5	10.5	LR	-	B	SL	III	M	P			Delamination at 6" from the top of pavement
35	2.133	2.0	OL		0.5		2.0					10.8	ABC	8.3	-	-	-	-	F			
36	1.805	9.0	L3	X	0.6		4.4					15.4	ABC	10.4	-	-	-	-	F			
37	1.535	10.0	L3	X	1.0		3.0					13.7	ABC	9.7	-	-	-	-	F			
38	1.531	7.0	LRTL		0.5		3.5					14.3	ABC	10.3	-	-	-	-	F			Westbound Right Turn Lane to Denn John Lane
39	1.435	9.0	L3	X	0.7		4.3					15.5	ABC	10.5	-	-	-	-	F			
40	1.311	6.0	LRTL		0.7		4.5					5.2	LR	10.7	-	-	-	-	F			Westbound Right Turn Lane to Valencia College
41	1.135	3.0	OL		1.3		1.9					11.0	ABC	7.8	-	-	-	-	F			Pavement ripples observed on the shoulder
42A	1.131	10.0	L3	X	1.1		3.9					15.8	ABC	10.8	1.5	SL	III	M	P			Thicker pavement towrds outside shoulder
42B	1.131	10.0	L3	X	1.1		3.9	-	-	3.8		14.5	ABC	5.7	1.5	SL	III	M	P			Thinner core towards L2
43	0.881	6.0	LRTL		1.0		3.0					15.4	ABC	11.4	-	-	-	-	F			Westbound Right Turn Lane to Presidente Supermarket
44	0.805	9.0	L3	X	0.8		2.2					14.8	ABC	11.8	-	-	-	-	F			
45	0.664	9.0	L3	X	1.5		2.0					3.5	LR	-	B	Br	III	S	P			
46	0.121	5.0	L3		1.5		2.0					3.5	LR	9.7	B	Br	II	S	P			Patching observed o the right edge of the lane.

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					FC-3	FC-12.5	Type S	ARMI	Type-I	Type-II	Surface Treatment	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class					Extent
47	0.083	10.0	R3	X	1.2		2.4					3.6	LR	-	B	Br	III	S	P			
48	0.695	10.0	R3	X	0.5		5.3	-	2.1			7.9	LR	11.1	-	-	-	-	F			
49	0.703	5.0	RRTL		1.5		2.5					16.4	ABC	12.4	-	-	-	-	F			Eastbound Right Turn Lane to East Oak Street
50	0.812	10.0	R3	X	0.6		1.5					8.2	ABC	6.1	-	-	-	-	F			
51	0.903	3.0	R4	X	1.5		1.5					16.0	ABC	13.0	1.4	Br	II	M	P			
52	1.002	6.0	RRTL		1.0		4.0					15.3	ABC	10.3	1.0	Br	IB	L	P			Eastbound Right Turn Lane to FTCI Autos
53	1.086	11.0	R3	X	1.0		3.0					13.1	ABC	9.1	1.5	Br / SL	III	M	P			
54	1.067	1.0	OR		1.0		4.0					5.0	LR	8.8	1.1	Br / SL	III	M	P			
55	1.361	9.0	R3	X	1.0		4.0					14.5	ABC	9.5	-	-	-	-	F			
56	1.525	10.0	R3	X	1.0		3.7					15.4	ABC	10.7	-	-	-	-	F			
57	1.852	9.0	R3	X	0.7		3.8					13.5	ABC	9.0	-	-	-	-	F			
58	1.901	6.0	RRTL	X		0.5	2.5					3.0	LR	9.7	-	-	-	-	F			Eastbound Right Turn Lane to Race Trac gas station
59	2.401	2.0	OR		2.0		3.0					16.5	ABC	11.5	-	-	-	-	F			
60	2.571	6.0	RRTL		0.6		4.4					16.3	ABC	11.3	1.0	Br / SL	III	M	P			Eastbound Right Turn Lane to NeoCity Way
61	2.776	10.0	R3	X	0.6		3.4					13.8	ABC	9.8	-	-	-	-	F			Patch with cracking approximately 30 feet in length and starts 2 feet north of core location. See core location for details.
62	2.942	2.0	OR		1.0		1.0					8.0	ABC	6.0	-	-	-	-	F			

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