



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 SUWANNEE STREET  
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**July 8, 2024**

**TO:** Eric Brule, PE  
HNTB Corporation  
Consultant – Florida Department of Transportation  
PLEMO – Scope Development  
Office: 386-943-5567

**Subject:** Pavement Condition Assessment Report

Dear Mr. Brule,

The attached Pavement Condition Assessment report for SR 434, Section #77120-000, from MP 9.040 to MP 11.282 is submitted on behalf of NV5.

The information has been verified by FDOT staff and is satisfactory for submission to the Planning and Environmental Management Office.

***This report is being resubmitted to PLEMO on July 8, 2024. The report was completed May 01, 2024.***

Respectfully,

Giovanni Spatazza  
FDOT – District 5  
Materials Coordinator – Pavement  
Office 386-740-3518  
Giovanni.Spatazza@dot.state.fl.us

Date: May 01, 2024

To: Eric Brule, FDOT Consultant – Scope Development

From: Josue Guer

Scope Notes for Section 77120000

FPN 454207-1

R 434 From US 17-92 To SR 419

MP 9.040 to MP 11.282

DATE OF SCOPING: April 24, 2024

## PAVEMENT CONDITION ASSESSMENT:

The assessment is broken up into sections for ease of discussing the pavement condition.

Mainline Travel Lanes R1/R2/L1/L2 \_\_\_\_\_ :

Condition: Fair

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Crack Type:      Severity of Distress      Frequency      Severity of Distress      Frequency

Block

Crack Type	Severity of Distress	Frequency	Severity of Distress	Frequency
Block				
Branch	Light to Moderate	Intermittent	Light	Intermittent
Alligator				
Transverse	Light	Isolated	Light	Isolated
Longitudinal	Light to Moderate	Intermittent	Light to Moderate	Intermittent
Limerock Pumping				

Alligator

Transverse      Light      Isolated      Light      Isolated

Longitudinal      Light to Moderate      Intermittent      Light to Moderate      Intermittent

Limerock Pumping

In all the mainline travel lanes, longitudinal cracking was observed intermittently. Small amounts of asphalt bleeding was observed in all mainline travel lanes throughout the project limits. In the R1 travel lane, transverse cracking was observed intermittently. In the R2 travel lane, light to moderate branch cracking was found in the outside wheelpath near MP 10.313 (Winter Springs Veterinary Clinic).

Multiple maintenance/utility patches were observed. The following are approximate locations of the maintenance patches:

MP 9.499 - L2 (94-ft)

MP 9.567 - L2 (103-ft)

MP 10.486 - R2 (100-ft)

MP 10.614 - L1/L2/RLTL (EB left turn onto Sherry Ave) (100-ft)

MP 10.647 - R2 (58-ft)

MP 10.856 - R2 (96-ft)

MP 10.917 - R2 (81-ft)

MP 11.138 - R2 (159-ft)

Critical      YES ☐ NO ☒

Photos of Severe Pavement Distresses (if applicable)

YES ☐



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## Paved Shoulders:

Outside Paved Shoulders (OL/OR) YES ☐ NO ☒

Bike Lane YES ☐ NO ☒

Inside Paved Shoulders (IL/IR) YES ☐ NO ☒

## Condition:

Direction of Travel: Northbound ☐ Eastbound ☐

Southbound ☐ Westbound ☐

Crack Type:      Severity of Distress      Frequency      Severity of Distress      Frequency

Longitudinal

Transverse

Branch

Turn Lanes LTL/RLTL/RRTL/LRTL/CTL \_\_\_\_\_:

Condition: Fair

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Crack Type:      Severity of Distress      Frequency      Severity of Distress      Frequency

Block

Branch

Alligator

Transverse

Longitudinal

Limerock Pumping

Wearing of friction course was observed at all turn lanes and intersections throughout the project area. Small amounts of asphalt bleeding were observed at random in the center turn lane (CTL).

Critical YES ☐ NO ☒

Photos of Severe Pavement Distresses (if applicable) YES ☐



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Median Crossover (MXO): YES ☐ NO ☒

FC-5 Friction Course: YES ☐ NO ☐

Condition:

Distress Type: Severity of Distress

Raveling

Shoving

## Curb and Gutter:

Condition: Fair to Good

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Type F YES ☒ NO ☐

YES ☒ NO ☐

Type E YES ☒ NO ☐

YES ☒ NO ☐

Traffic Separator YES ☒ NO ☐

YES ☒ NO ☐

There is an outside Type F curb and gutter from approximately MP 9.040 to MP 11.242. A Type E curb and gutter / grass median was observed in multiple areas from approximately MP 9.040 11.242.

Pavement Condition Survey:

The current 2024 Pavement Condition Survey shows no deficiencies in the crack, ride, or rut.

PAVEMENT TYPE RECOMMENDATION:

Pavement coring will be needed to determine existing pavement thickness, and the extent for cracking.

**Pavement coring will be needed to determine existing pavement thickness, and the extent for cracking. For Long Range Estimating (LRE) Purposes, 3.0 inches of milling should be used for the mainline travel lanes. A 1.5-inch milling depth should be used for the turn lanes, and outside shoulders.**

We recommend that the rehabilitation of this roadway be given the following priority based on the observed cracking on the roadway and the current PCS crack rating:

- ☒ Low
- ☐ Medium
- ☐ High