



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 SUWANNEE STREET
TALLAHASSEE, FL 32399-0450

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 44, Section #79070-000, from MP 2.466 to MP 4.113 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 April 30, 2024.

Respectfully,

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

Date: April 30, 2024

To: Eric Brule, FDOT Consultant – Scope Development

From: Josue Guer, NV5

Scope Notes for Section 79070000

FPN 454209-1

SR 44 from W of Ridgwood Ave. to N Boundary Ave.

MP 2.466 to MP 4.113

DATE OF SCOPING: April 05, 2024

PAVEMENT CONDITION ASSESSMENT:

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

Mainline Travel Lanes R1, L1 _____ :

Condition: Fair to Poor

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	Semi-Continuous	Light to Moderate	Semi-Continuous
Alligator	Moderate to Severe	Intermittent	Light to Moderate	Isolated
Transverse	Light	Intermittent	Light to Moderate	Intermittent
Longitudinal	Light to Moderate	Semi-Continuous	Light to Moderate	Semi-Continuous

Limerock Pumping

In all mainline travel lanes, longitudinal and branch cracking was observed at random throughout the project limits. Intermittent transverse cracking was observed from approximate MP 3.361 to MP 3.867.

In the R1 travel lane, alligator cracking with asphalt pop-outs was observed from approximate MP 2.856 to MP 3.200 and near MP 3.867. Severe rutting was found near MP 3.708 and 3.773.

In the L1 travel lane, alligator cracking with asphalt pop-outs was observed from approximate MP 2.856 to MP 2.900. Pavement joint separation with between the R1 and L1 travel lanes found near MP 2.856 (SR 44 and N Ridgwood Ave. intersection).

There is a railroad crossing from approximate MP 3.066 to MP 3.082.

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: Fair to Good

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Longitudinal

Transverse

Branch

In the outside paved shoulders (OL/OR) intermittent light wearing of friction course was observed from approximate MP 2.466 to MP 3.361. Moderate to severe vegetation growth observed from approximate MP 2.466 to MP 3.791.

Turn Lanes RLTL, LLTL:

Condition: Good

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Block

Branch

Alligator

Transverse

Longitudinal Light

Isolated

Limerock Pumping

Longitudinal cracking was observed near MP 3.867 in the left turn lane (RLTL onto SR 15A).

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: 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 a Type F curb and gutter on the outside right (OR) from approximate MP 3.581 to MP 4.118 and an outside left (OL) from approximate MP 3.793 to MP 4.118.

A Type D curb was observed from approximate MP 4.034 to MP 4.054 and a Type A curb near MP 3.773.

Pavement Condition Survey:

The current 2024 Pavement Condition Survey shows a near deficient crack rating. During a 4-year span, there was a 2.0 drop (8.0 - 2021 / 6.0 - 2024). There is no deficiencies in the 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

Eastbound (Direction of Travel):



Photo 1: SR 44 Eastbound, R1 near MP 2.856. A view of alligator cracking with asphalt pop-outs.



Photo 2: SR 44 Eastbound, R1 near MP 3.108. A view of severe alligator cracking.

Eastbound (In the Direction of Travel):



Photo 3: SR 44 Eastbound, R1 near MP 3.708. A view of longitudinal cracking with severe rutting / depression.



Photo 4: SR 44 Eastbound, R1 near MP 3.773. A view of longitudinal and transverse cracking.



Photo 5: SR 44 Eastbound, R1 near MP 3.867. A view of alligator cracking near utility access cover.

Westbound (Direction of Travel):



Photo 6: SR 44 Westbound, L1 near MP 3.074. A view of wearing of friction course and delamination near railroad crossing.



Photo 7: SR 44 Westbound, L1 near MP 2.900. A view of light to moderate branch cracking with asphalt pop-outs.



Photo 8: SR 44 Westbound, L1 near MP 2.856. A view transverse cracking and joint separation.