

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

| Project No.: 430678-1 | | | | | Cored By: Elipsis Engineering and Consulting | | | | | Date: 12/15/14 - 12/17/14 | | | | | Page No.: 1 of 9 | | | | | | |
|------------------------------|--------|--------------------------------------|------|------------|---|--------|----------------|--------|---------|----------------------------------|------------------|------|-----------------|------------|---|-------|--------|------------|----------------|-----------------|--|
| County: Volusia | | | | | Highway Sect. No.: 79010 | | | | | From: South St | | | | | To: Magnolia Ave / Shangri La Circle | | | | | | |
| Road No.: SR 5 (US 1) | | | | | Begin MP: 6.646 | | | | | End MP: 14.746 | | | | | Length: 8.100 | | | | | | |
| 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 | FC-9.5 | Type S Type SP | Type I | Type II | Binder Course | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 1 | 7.452 | 9.0 | RRTL | X | 1.2 | | 2.1 | | | | 3.3 | LR | 8.0 | - | - | - | - | F | | | To Golden Bay Blvd |
| 2 | 10.597 | 2.0 | RRTL | X | 0.7 | | 1.5 | | | | 2.2 | LR | 10.8 | - | - | - | - | F | | | To a Locked Entrance |
| 3 | 10.871 | 9.5 | RRTL | X | 0.8 | | 1.7 | | | | 2.5 | LR | 9.5 | - | - | - | - | F | | | To Rio Grande Road |
| 4 | 11.622 | 1.5 | RRTL | | | 1.0 | 2.0 | | | | 11.8 | ABC | 8.8 | - | - | - | - | F | | | |
| 5 | 11.622 | 2.5 | OR | | | 1.0 | 1.6 | | | | 6.3 | ABC | 3.7 | - | - | - | - | F | | | Right Turn Shoulder |
| 6 | 12.120 | 10.0 | RRTL | X | 0.9 | | 2.0 | 1.1 | | | 4.0 | LR | 15.6 | - | - | - | - | F | | | To Church Entrance |
| 7 | 12.120 | 2.0 | OR | | 0.8 | | 1.9 | 1.4 | | | 4.1 | LR | 14.0 | - | - | - | - | F | | | To Church Entrance |
| 8 | 12.581 | 2.0 | RRTL | X | 0.9 | | 2.1 | | | | 3.0 | LR | 12.1 | - | - | - | - | F | | | To Homeport Drive |
| 9 | 12.581 | 2.0 | OR | | 1.1 | | 2.1 | | | | 3.2 | LR | 11.6 | - | - | - | - | F | | | To Homeport Drive |
| 10 | 13.521 | 9.0 | RRTL | X | 0.7 | | 3.6 | | | | 4.3 | LR | 12.2 | - | - | - | - | F | | | To Pelican Drive |
| 11 | 13.913 | 2.0 | RRTL | X | | 0.8 | 2.9 | | | | 3.7 | LR | 11.6 | - | - | - | - | F | | | To East Boston Road Moved MP to not be in Driveway |
| 12 | 13.913 | 1.0 | OR | | | 0.9 | 3.1 | | | | 4.0 | LR | 13.3 | - | - | - | - | F | | | To East Boston Road Moved MP to not be in Driveway |
| 13 | 14.642 | 9.0 | LRTL | X | 0.6 | | 2.1 | | | | 2.7 | LR | 17.3 | - | - | - | - | F | | | To Professional Physical Therapy Moved MP to not be in Driveway |
| 14 | 14.642 | 1.5 | OL | | 0.7 | | 2.0 | | | | 2.7 | LR | 3.8 | - | - | - | - | F | | | To Professional Physical Therapy Moved MP to not be in Driveway |
| 15 | 14.203 | 2.5 | LRTL | X | 1.1 | | 1.3 | | | | 2.4 | LR | 8.0 | - | - | - | - | F | | | To SR 442/W. Indian River Blvd Moved MP out of intersection; Avoided crack because of Utilities |
| 16 | 14.203 | 2.5 | OL | | 0.8 | | 2.4 | | | | 6.8 | ABC | 3.6 | - | - | - | - | F | | | To SR 442/W. Indian River Blvd Moved MP out of intersection |

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SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack
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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 | FC-9.5 | Type S Type SP | Type I | Type II | Binder Course | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 17 | 13.696 | 5.0 | LRTL | | 0.9 | | 1.6 | | | | 2.5 | LR | 10.5 | - | - | - | - | F | | | To Falcon Avenue |
| 18 | 13.600 | 10.0 | LRTL | X | | 0.6 | 2.9 | | | | 3.5 | LR | 11.4 | - | - | - | - | F | | | To TD Bank |
| 19 | 13.600 | 1.5 | OL | | | 0.7 | 0.6 | | | | 1.3 | LR | 7.7 | - | - | - | - | F | | | To TD Bank |
| 20 | 13.467 | 2.0 | LRTL | X | 0.4 | | 4.6 | | | | 5.0 | LR | 16.0 | - | - | - | - | F | | | To Citgo. OGFC 0.0 to 4.0 from L2/LRTL joint, DGFC all other |
| 21 | 13.467 | 2.0 | OL | | | 0.7 | 4.3 | | | | 5.0 | LR | 6.0 | - | - | - | - | F | | | To Citgo |
| 22 | 13.296 | 10.0 | LRTL | X | | 1.3 | 4.1 | | | | 5.4 | LR | 10.6 | - | - | - | - | G | | | To Oak Branch Dr./Granite&Limerock Str. Course |
| 23 | 13.296 | 3.0 | OL | | | 1.2 | 4.2 | | | | 5.4 | LR | 9.9 | - | - | - | - | G | | | To Oak Branch Dr./Granite&Limerock Str. Course |
| 24 | 12.350 | 2.5 | LRTL | X | 0.6 | | 3.5 | | | | 4.1 | LR | 9.4 | - | - | - | - | F | | | To Roberts Road |
| 25 | 12.350 | 1.5 | OL | | 1.4 | | 1.9 | | | | 3.3 | LR | 10.1 | - | - | - | - | F | | | To Roberts Road |
| 26 | 12.072 | 9.0 | LRTL | X | | | 1.3 | | | | 1.3 | LR | 7.2 | B | ST | I | M | F | | | To Bella Vista Baptist Church |
| 27 | 12.072 | 1.5 | OL | | | | 1.3 | | | | 1.3 | LR | 3.3 | B | ST | II | S | P | | | To Bella Vista Baptist Church |
| 28 | 11.946 | 2.0 | LRTL | X | | 0.7 | 3.4 | | | | 4.1 | LR | 7.4 | - | - | - | - | P | | | To Volco Road |
| 29 | 11.946 | 2.0 | OL | | | | 2.3 | | | | 2.3 | LR | 5.7 | - | - | - | - | P | | | To Volco Road |
| 30 | 8.620 | 2.5 | LRTL | X | | | 2.7 | | | | 5.8 | ABC | 3.1 | - | - | - | - | F | | | To Kingdom Hall of Jehovah's Witnesses |
| 31 | 8.620 | 2.5 | OL | | | | 4.9 | | | | 10.8 | ABC | 5.9 | - | - | - | - | F | | | To Kingdom Hall of Jehovah's Witnesses |
| 32 | 11.842 | 3.0 | RLTL | X | 0.8 | | 2.5 | | | | 3.3 | LR | 7.7 | 0.4 | SL | I | L | P | | | To Volco Road |

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SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack
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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 | FC-9.5 | Type S Type SP | Type I | Type II | Binder Course | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 33 | 14.196 | 9.0 | LLTL | X | 1.1 | | 3.0 | | | | 4.1 | LR | 7.9 | — | — | — | — | F | | | To East Indian River Blvd |
| 34 | 13.574 | 4.5 | LLTL | | 0.8 | | 2.8 | | | 1.5 | 5.1 | LR | 6.9 | 1.9 | SL | II | L | P | | | Pelican Drive Rippling in the area |
| 35 | 12.347 | 2.5 | LLTL | X | 1.1 | | 2.9 | | | | 4.0 | LR | — | — | — | — | — | F | | | To Roberts Road |
| 36 | 10.934 | 6.0 | LLTL | | | 1.2 | 8.8 | | | | 10.0 | LR | 8.0 | 1.9 | Br | II | S | P | | | To Rio Grande Road Rutting; Core fractured during extraction |
| 37 | 10.030 | 9.0 | LLTL | X | | 0.8 | 7.2 | | | 1.5 | 9.5 | LR | 8.3 | — | — | — | — | F | | | To Jones Fish Camp Rd. |
| 38 | 9.421 | 2.0 | LLTL | X | 0.8 | | 3.0 | | | 2.1 | 5.9 | LR | 10.1 | — | — | — | — | F | | | To William Street |
| 39 | 7.040 | 9.0 | LLTL | X | 0.6 | | 4.9 | | | | 5.5 | LR | 9.0 | — | — | — | — | F | | | To Canal Street |
| 40 | 11.725 | 2.5 | OR | | 0.9 | | 2.7 | | | | 7.8 | ABC | 4.2 | — | — | — | — | F | | | |
| 41 | 6.729 | 1.5 | R2 | | 0.7 | | 12.3 | | | | 13.0 | LR | 6.0 | 3.0 | SL | III | S | P | | | 8.0 inches Marshall S-II in overbuild |
| 42 | 6.729 | 2.0 | OR | | 0.8 | | 2.2 | | | | 7.3 | ABC | 4.3 | — | — | — | — | F | | | |
| 43 | 7.041 | 6.0 | R2 | | 0.7 | | 1.4 | | | 0.5 | 2.6 | LR | 6.7 | B | Br | III | S | P | | | Targeted Core for Cracking |
| 44 | 7.807 | 7.0 | R2 | | 0.7 | | 1.6 | | | 0.5 | 2.8 | LR | 8.5 | B | Al | III | S | P | | | Targeted Core for Cracking |
| 45 | 7.807 | 2.0 | OR | | 1.4 | | 1.4 | | | | 4.8 | ABC | 2.0 | — | — | — | — | F | | | |
| 46 | 8.380 | 8.0 | R2 | X | 0.6 | | 1.5 | | | 0.5 | 2.6 | LR | — | B | Br | III | S | P | | | |
| 47 | 8.698 | 5.0 | R2 | | 0.9 | | 1.5 | | | 0.4 | 2.8 | LR | 7.2 | B | Br | III | S | P | | | |
| 48 | 8.698 | 2.0 | OR | | 0.9 | | 2.0 | | | | 5.4 | ABC | 2.5 | — | — | — | — | P | | | Rippling in the area |

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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 | FC-9.5 | Type S Type SP | Type I | Type II | Binder Course | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 49 | 9.226 | 8.0 | R2 | X | 1.1 | | 0.9 | | | 1.0 | 3.0 | LR | — | B | ST | II | M | P | | | |
| 50 | 9.908 | 8.0 | R2 | X | 1.0 | | 1.1 | | | 0.9 | 3.0 | LR | 7.0 | B | SL | III | S | P | | | Targeted Core for Cracking |
| 51 | 9.908 | 2.5 | OR | | 1.3 | | 1.3 | | | | 5.8 | ABC | 3.2 | — | — | — | — | F | | | |
| 52 | 10.268 | 4.0 | R2 | | 0.8 | | 1.1 | | | 0.5 | 2.4 | LR | — | 1.4 | SL | I | L | F | | | |
| 53 | 10.268 | 2.0 | RRTL | X | 0.9 | | 3.1 | | | | 4.0 | LR | 13.0 | — | — | — | — | F | | | To Whaler Way |
| 54 | 10.987 | 3.0 | R2 | X | 0.5 | | 2.0 | | | 0.6 | 3.1 | LR | 7.9 | B | ST | III | L | F | | | |
| 55 | 10.987 | 2.0 | OR | | 0.6 | | 1.6 | | | | 6.1 | ABC | 3.9 | — | — | — | — | F | | | |
| 56 | 11.406 | 3.0 | R2 | X | 0.7 | | 2.0 | | | | 2.7 | LR | 6.6 | B | AI | III | S | P | | | Targeted Core for Cracking MP Moved Per Bill Wall |
| 57 | 11.735 | 9.0 | R2 | X | 0.8 | | 2.7 | 1.8 | | 0.9 | 6.2 | LR | 8.1 | — | — | — | — | F | | | Targeted Core for Cracking/Overbuild Cored at No Crack per Bill Wall |
| 58 | 12.396 | 2.0 | R2 | X | 1.0 | | 1.3 | | | 0.9 | 3.2 | LR | — | — | — | — | — | F | | | |
| 59 | 12.969 | 2.0 | R2 | X | 0.8 | | 0.8 | | | 0.9 | 2.5 | LR | 7.5 | B | AI | III | S | P | | | |
| 60 | 12.969 | 2.0 | OR | | 1.0 | | 0.8 | | | | 4.2 | ABC | 2.4 | — | — | — | — | F | | | |
| 61 | 13.396 | 9.0 | R2 | X | 1.0 | | 1.5 | | | 1.0 | 3.5 | LR | — | — | — | — | — | F | | | |
| 62 | 13.396 | 2.0 | OR | | 1.1 | | 1.3 | | | | 6.0 | ABC | 3.6 | — | — | — | — | F | | | |
| 63 | 14.480 | 2.0 | R2 | X | 0.7 | | 1.4 | | | 0.7 | 2.8 | LR | 9.2 | — | — | — | — | F | | | |
| 64 | 14.480 | 2.0 | OR | | 0.9 | | 1.1 | | | | 3.2 | ABC | 1.2 | — | — | — | — | F | | | |

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| 65 | 14.599 | 2.5 | L2 | X | 0.9 | | 1.2 | 1.1 | | | 3.2 | LR | 7.1 | B | ST | II | L | P | | | Targeted Core for Alligator Cracking Alligator Cracking outside of ±20' |
| 66 | 13.963 | 7.0 | L2 | | 0.7 | | 1.4 | | | | 2.1 | LR | 8.9 | B | ST | III | S | P | | | Targeted Core for Cracking |
| 67 | 13.963 | 2.0 | OL | | 0.7 | | 1.3 | | | | 5.2 | ABC | 3.2 | — | — | — | — | F | | | |
| 68 | 13.199 | 4.0 | L2 | | 1.0 | | 4.3 | 1.3 | | | 6.6 | LR | — | B | ST | II | L | F | | | |
| 69 | 13.199 | 2.0 | OL | | 0.8 | | 1.3 | | | | 4.3 | ABC | 2.2 | — | — | — | — | F | | | |
| 70 | 12.874 | 8.0 | L2 | X | 1.0 | | 3.0 | 1.6 | | | 5.6 | LR | 7.4 | B | SL | II | L | F | | | |
| 71 | 12.229 | 9.0 | L2 | X | 0.9 | | 3.5 | 1.3 | | | 5.7 | LR | — | B | SL | III | S | P | | | |
| 72 | 12.229 | 2.0 | OL | | 1.0 | | 1.7 | | | | 6.2 | ABC | 3.5 | — | — | — | — | F | | | |
| 73 | 11.823 | 3.5 | L2 | X | 1.0 | | 3.0 | 3.0 | | | 7.0 | LR | 9.0 | 1.7 | SL | II | M | P | | | Overbuild |
| 74 | 11.565 | 3.5 | L2 | X | 1.0 | | 3.6 | 1.0 | | | 5.6 | LR | 7.9 | B | SL | II | M | P | | | |
| 75 | 11.565 | 2.0 | OL | | 1.2 | | 2.7 | | | | 3.9 | LR | 1.9 | — | — | — | — | F | | | |
| 76 | 9.580 | 3.0 | L2 | X | 0.9 | | 3.6 | 1.0 | | | 5.5 | LR | — | 3.1 | SL | III | S | P | | | |
| 77 | 9.580 | 2.0 | OL | | 0.6 | | 1.7 | | | | 4.5 | ABC | 2.2 | — | — | — | — | F | | | |
| 78 | 8.900 | 2.0 | L2 | X | 0.8 | | 3.8 | 1.0 | | | 5.6 | LR | — | 2.8 | SL | III | M | P | | | |
| 79 | 8.584 | 8.0 | L2 | X | 0.7 | | 3.0 | 1.1 | | | 4.8 | LR | — | 2.1 | SL | III | M | P | | | |
| 80 | 8.584 | 2.0 | OL | | 0.6 | | 1.4 | | | | 4.3 | ABC | 2.3 | — | — | — | — | F | | | |

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| 81 | 7.751 | 8.0 | L2 | X | 0.8 | | 3.6 | 1.0 | | | 5.4 | LR | 7.6 | 3.7 | SL | III | M | P | | | |
| 82 | 7.301 | 8.5 | L2 | X | 0.8 | | 3.5 | 1.8 | | | 6.1 | LR | — | B | SL | II | S | P | | | |
| 83 | 6.980 | 2.5 | L2 | X | 0.9 | | 2.1 | 0.7 | | | 3.7 | LR | 7.8 | — | — | — | — | P | | | |
| 84 | 6.980 | 2.0 | OL | | 1.3 | | 2.3 | | | | 6.7 | ABC | 3.1 | 1.3 | SL | I | M | P | | | |
| 85 | 6.730 | 5.5 | R1 | | 0.7 | | 10.9 | | | | 11.6 | LR | 7.4 | 2.8 | SL | III | S | P | | | Targeted Core for Cracking 0.6 inches of Marshall S-11 as overbuild |
| 86 | 6.730 | 1.0 | IR | | | | 3.2 | | | | 3.2 | LR | 4.6 | — | — | — | — | G | | | Granite Asphalt composition |
| 87 | 6.796 | 11.0 | MXO | | | | 2.7 | | 1.0 | | 3.7 | LR | 12.3 | B | Br | II | S | P | | | -2.2 to L1 Slopes create a Valley -4.6 to R1 |
| 88 | 7.042 | 2.0 | R1 | X | 0.8 | | 1.2 | | | 0.4 | 2.4 | LR | 9.4 | — | — | — | — | P | | | Targeted Core for Cracking MP moved per Bill Wall |
| 89 | 7.662 | 23.0 | MXO | | | | 0.9 | | | 1.7 | 2.6 | LR | 7.9 | — | — | — | — | P | | | MP moved per Bill Wall -3.7 to L1 / -2.4 to R1 Slopes create a Valley |
| 90 | 7.934 | 8.0 | MXO | | | | 1.9 | | | 1.6 | 3.5 | LR | 10.0 | B | Br | II | S | P | | | MP moved per Bill Wall -3.7 to L1 / -3.6 to R1 Slopes create a Valley |
| 91 | 8.031 | 2.5 | R1 | X | 1.2 | | 1.5 | | | 0.9 | 3.6 | LR | 7.9 | — | — | — | — | P | | | |
| 92 | 8.220 | 19.0 | MXO | | | | 1.1 | | | 1.0 | 2.1 | LR | 8.4 | — | — | — | — | P | | | MP moved per Bill Wall -2.8 to L1 / -4.8 to R1 Slopes create a Valley |
| 93 | 8.321 | 8.5 | R1 | X | 0.9 | | 1.4 | | | 0.8 | 3.1 | LR | 7.7 | B | ST | II | L | P | | | Targeted Core for Cracking |
| 94 | 8.793 | 9.0 | RLTL | X | 0.7 | | 2.1 | | | | 2.8 | LR | 11.0 | — | — | — | — | F | | | To East Ariel Road |
| 95 | 8.793 | 5.0 | R1 | | 0.8 | | 1.6 | | | 0.6 | 3.0 | LR | 9.0 | B | SL | III | S | P | | | |
| 96 | 9.108 | 21.0 | MXO | | | | 2.3 | | | 0.5 | 2.8 | LR | 7.7 | — | — | — | — | P | | | MP moved per Bill Wall -1.5 to L1 / -4.1 to R1 Slopes create a Valley |

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
Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; NB= No Base

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

| Project No.: 430678-1 | | | | | Cored By: Elipsis Engineering and Consulting | | | | | Date: 12/15/14 - 12/17/14 | | | | | Page No.: 7 of 9 | | | | | | |
|------------------------------|--------|--------------------------------------|------|------------|---|--------|----------------|--------|---------|----------------------------------|------------------|------|-----------------|------------|---|-------|--------|------------|----------------|-----------------|--|
| County: Volusia | | | | | Highway Sect. No: 79010 | | | | | From: South St | | | | | To: Magnolia Ave / Shangri La Circle | | | | | | |
| Road No.: SR 5 (US 1) | | | | | Begin MP: 6.646 | | | | | End MP: 14.746 | | | | | Length: 8.100 | | | | | | |
| 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 | FC-9.5 | Type S Type SP | Type I | Type II | Binder Course | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 97 | 9.583 | 5.5 | R1 | | 0.8 | | 0.9 | | | | 1.7 | LR | 8.3 | B | SL | III | S | P | | | Targeted Core for Cracking |
| 98 | 10.037 | 5.0 | R1 | | 1.3 | | 1.4 | | | | 2.7 | LR | 6.5 | B | SL | II | S | P | | | Targeted Core for Cracking |
| 99 | 10.431 | 9.0 | R1 | X | 0.9 | | 1.4 | | | 0.3 | 2.6 | LR | — | B | ST | II | L | F | | | |
| 100 | 10.625 | 28.0 | MXO | | | | 4.0 | | | | 4.0 | LR | — | 1.0 | SL | II | L | P | | | -4.1 to L1 Slopes create a Valley -2.6 to R1 |
| 101 | 10.844 | 9.0 | RLTL | X | | 1.4 | 2.2 | | | | 10.4 | ABC | 6.8 | — | — | — | — | F | | | |
| 102 | 10.844 | 6.0 | R1 | | 0.6 | | 1.4 | | | | 2.0 | LR | 8.0 | B | SL | II | M | P | | | To Rio Grande Road |
| 103 | 11.098 | 17.0 | MXO | | | | 3.4 | | | 1.2 | 4.6 | LR | 9.4 | 1.6 | Br | I | S | P | | | -6.1 to L1 Slopes create a Valley -0.3 to R1 Moved MP per Bill Wall |
| 104 | 11.360 | 9.5 | R1 | X | 0.7 | | 1.5 | | | 0.5 | 2.7 | LR | — | B | ST | I | L | P | | | |
| 105 | 11.678 | 10.0 | R1 | X | 0.6 | | 3.1 | | | 0.8 | 4.5 | LR | 9.8 | 1.9 | Br | II | M | P | | | Targeted Core for Rutting |
| 106 | 12.085 | 24.0 | MXO | | | | 1.7 | | | 1.9 | 3.6 | LR | 8.7 | — | — | — | — | P | | | -5.3 to L1 Slopes create a Valley -0.3 to R1 |
| 107 | 12.396 | 2.0 | R1 | X | 0.7 | | 1.0 | | | 0.8 | 2.5 | LR | — | — | — | — | — | P | | | |
| 108 | 12.921 | 9.5 | RLTL | X | 1.0 | | 0.9 | | | 1.0 | 2.9 | LR | 7.1 | — | — | — | — | F | | | To Joseph Drive |
| 109 | 12.921 | 2.0 | R1 | X | 1.1 | | 1.0 | | | 0.6 | 2.7 | LR | 8.3 | — | — | — | — | F | | | |
| 110 | 13.221 | 2.0 | R1 | X | 1.0 | | 3.4 | | | 0.6 | 5.0 | LR | — | 0.6 | OGFC | I | L | P | | | |
| 111 | 13.341 | 24.0 | MXO | | | | 1.6 | | | | 1.6 | LR | — | B | SL | II | M | P | | | -0.3 to L1 Slopes create a Valley -2.5 to R1 |
| 112 | 13.746 | 7.0 | R1 | | 0.7 | | 1.7 | | | 0.6 | 3.0 | LR | 8.0 | B | SL | III | S | P | | | |

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

| Project No.: 430678-1 | | Cored By: Elipsis Engineering and Consulting | | | | Date: 12/15/14 - 12/17/14 | | | | Page No.: 8 of 9 | | | | | | | | | | | |
|------------------------------|--------|---|--------|------------|----------------------|----------------------------------|----------------|--------|---------|---|------------------|------|-----------------|------------|------|-------|--------|------------|----------------|-----------------|--|
| County: Volusia | | Highway Sect. No: 79010 | | | | From: South St | | | | To: Magnolia Ave / Shangri La Circle | | | | | | | | | | | |
| Road No.: SR 5 (US 1) | | Begin MP: 6.646 | | | | End MP: 14.746 | | | | Length: 8.100 | | | | | | | | | | | |
| 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 | FC-9.5 | Type S Type SP | Type I | Type II | Binder Course | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 113 | 14.130 | 9.0 | RLTL-1 | X | 1.7 | | 2.4 | | | | 13.5 | ABC | 9.4 | - | - | - | - | F | | | To SR 442/W. Indian River Blvd/Compacted OGFC |
| 114 | 14.130 | 2.0 | RLTL-2 | X | 1.1 | | 2.3 | | | 0.9 | 4.3 | LR | 4.7 | - | - | - | - | F | | | To SR 442/W. Indian River Blvd |
| 115 | 14.631 | 9.5 | RLTL | X | 0.7 | | 1.0 | | | 0.7 | 2.4 | LR | 9.6 | - | - | - | - | F | | | To Shangri-la Drive Core Old Pavement per Bill Wall |
| 116 | 14.631 | 3.0 | R1 | X | 0.8 | | 1.1 | | | 1.0 | 2.9 | LR | 8.6 | - | - | - | - | F | | | Core Old Pavement per Bill Wall |
| 117 | 14.598 | 9.0 | L1 | X | 0.9 | | 1.6 | | | | 2.5 | LR | 9.6 | - | - | - | - | F | | | |
| 118 | 13.798 | 3.5 | L1 | X | 0.8 | | 1.6 | 1.2 | | | 3.6 | LR | 10.4 | B | ST | II | M | P | | | |
| 119 | 13.445 | 2.0 | L1 | X | 0.8 | | 2.7 | 1.0 | | | 4.5 | LR | - | B | ST | I | M | P | | | MP moved due to Traffic Loops |
| 120 | 12.796 | 2.0 | L1 | X | 1.0 | | 3.0 | 0.7 | | | 4.7 | LR | 13.3 | 0.4 | OGFC | I | L | P | | | |
| 121 | 12.350 | 6.0 | L1 | | 0.8 | | 2.6 | 0.7 | | | 4.1 | LR | 8.4 | - | - | - | - | P | | | Targeted Core for Rippling |
| 122 | 11.722 | 2.0 | L1 | X | 1.1 | | 3.5 | 1.0 | | | 5.6 | LR | 7.4 | 0.7 | SL | I | L | P | | | |
| 123 | 9.580 | 7.0 | L1 | | 1.1 | | 3.7 | 0.9 | | | 5.7 | LR | - | 0.7 | SL | II | L | P | | | |
| 124 | 8.846 | 9.0 | LLTL | X | 0.7 | | 3.5 | | | 1.4 | 5.6 | LR | 9.4 | - | - | - | - | F | | | To East Ariel Road |
| 125 | 8.846 | 3.5 | L1 | X | 1.1 | | 4.9 | | | | 6.0 | LR | 8.5 | 0.7 | SL | I | L | P | | | Rippling in the area |
| 126 | 8.451 | 2.5 | L1 | X | 0.8 | | 3.3 | 1.6 | | | 5.7 | LR | - | 2.1 | SL | II | S | P | | | |
| 127 | 7.947 | 5.0 | L1 | | 1.0 | | 3.5 | 1.2 | | | 5.7 | LR | 7.1 | - | - | - | - | P | | | Rippling in the area |
| 128 | 7.447 | 2.5 | L1 | X | 1.1 | | 3.0 | 1.0 | | | 5.1 | LR | - | 1.4 | SL | III | S | P | | | |

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