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

Project No.: 441133-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 9/17 - 9/20/18	**Page No.:** 1 of 6
County: Volusia	**Highway Sect. No:** 79002	**From:** South of Dunn Ave Bridge Overpass	**To:** South of CR 2813 / Aiport Bridge Overpass
Road No.: SR 9 (I-95)	**Begin MP:** 30.135 (SB) / 30.429 (NB)	**End MP:** 36.500	**Length:** 6.365 (SB) / 6.071 (NB)

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	FC-6	Type SP	Type S	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	30.907	6.0	IR					2.5						2.5	LR	7.2	–	–	–	–	F			
2	30.907	3.0	R1	X	1.1			4.7						5.8	LR	13.6	–	–	–	–	F			
3	32.128	6.0	IR					1.4						1.4	LR	6.1	–	–	–	–	F			
4	32.128	9.5	R1	X	0.9			5.1						6.0	LR	12.0	–	–	–	–	F			
5	33.177	4.0	IR					2.0						2.0	LR	7.0	–	–	–	–	F			
6	33.177	3.0	R1	X	1.0			5.1						6.1	LR	12.9	–	–	–	–	F			
7	34.227	4.0	IR					2.0						2.0	LR	6.0	–	–	–	–	F			
8	34.227	9.0	R1	X	0.8			4.5						5.3	LR	14.5	–	–	–	–	F			
9	35.303	4.5	IR					1.3						1.3	LR	12.7	–	–	–	–	F			
10	35.303	4.0	R1		1.0			5.3						6.3	LR	13.7	–	–	–	–	F			
11	36.233	4.5	IR					1.8						1.8	LR	8.7	–	–	–	–	F			
12	36.233	5.0	R1		0.6			5.6						6.2	LR	13.8	1.9	SL	II	S	P			Core length not shown in picture in order to show crack
13	36.103	1.5	L1		1.0			5.0						6.0	LR	11.0	1.2	SL	I	L	F			
14	35.413	5.0	IL					1.9						1.9	LR	5.6	–	–	–	–	F			
15	35.413	9.0	L1	X	1.0			5.6						6.6	LR	11.4	–	–	–	–	F			
16	34.723	6.0	IL					1.7						1.7	LR	7.0	–	–	–	–	F			

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

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					FC-5	FC-9.5	FC-6	Type SP	Type S	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
17	34.723	2.5	L1	X	0.7			5.5						6.2	LR	13.4	–	–	–	–	F			
18	33.775	6.0	IL					1.6						1.6	LR	7.4	–	–	–	–	F			
19	33.775	9.0	L1	X	1.1			4.8						5.9	LR	13.1	–	–	–	–	F			
20	32.825	6.0	IL					1.6						1.6	LR	10.4	–	–	–	–	F			
21	32.825	3.0	L1	X	1.6			4.4						6.0	LR	15.6	2.4	SL	II	M	P			
22	31.304	5.0	IL					1.5						1.5	LR	7.0	–	–	–	–	F			
23	31.304	9.0	L1	X	1.0			4.8						5.8	LR	12.4	–	–	–	–	F			
24	30.363	5.0	IL					1.7						1.7	LR	6.3	–	–	–	–	F			
25	30.363	3.0	L1	X	0.7			4.9						5.6	LR	14.0	–	–	–	–	F			
26	30.730	9.0	R3	X	0.9			1.3	1.2	0.5	3.3		1.9	9.1	LR	11.4	–	–	–	–	F			
27	30.730	6.0	OR					1.9				1.9		3.8	SAHMS	7.2	B	ST	II	S	P			Core length not shown in picture in order to show crack
28	31.204	9.0	R3	X	0.9			1.4	1.1	0.5	2.7		2.0	8.6	LR	–	1.3	SL	II	S	P			
29	31.712	9.0	R3	X	0.7			1.3	2.0	0.6	2.8	1.0	2.1	10.5	LR	10.3	1.9	SL	II	S	P			Pavement Raveling
30	31.712	6.0	OR					2.2	1.2			1.7		5.1	SAHMS	6.9	–	–	–	–	F			
31	32.401	10.0	R3	X	0.6			1.2	1.3	0.6	3.9	0.6	1.6	9.8	LR	–	2.7	SL	III	S	P			Pavement Raveling
32	32.401	5.5	OR					1.5	2.6			2.1		6.2	SAHMS	7.9	2.2	ST	II	S	P			

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					FC-5	FC-9.5	FC-6	Type SP	Type S	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
33	33.497	9.0	R4	X	0.8			1.7	4.3					6.8	LR	10.2	2.7	SL	III	S	P			
34	33.497	6.5	OR					2.1						2.1	LR	5.6	–	–	–	–	–			Adjacent to R4 Lane
35	33.849	3.5	R4	X	0.5			2.0	3.9					6.4	LR	–	2.0	SL	III	S	P			
36	34.485	3.0	R4	X	0.8			1.5	4.1					6.4	LR	10.1	2.1	SL	III	S	P			
37	34.485	5.5	OR					1.9						1.9	LR	4.5	–	–	–	–	–			Adjacent to R4 Lane
38	35.147	9.0	R3	X	0.2			5.5						5.7	LR	11.3	1.4	SL	III	S	P			Within Reconstruction Area of SR 40 Bridge Critical: Severe OWP Rutting
39	35.147	5.5	OR					3.5						3.5	LR	4	–	–	–	–	–			Within Reconstruction Area of SR 40 Bridge
40	35.376	10.0	R3	X	0.4			4.6						5.0	LR	–	B	A	II	S	P			Within Reconstruction Area of SR 40 Bridge Critical: LR Pumping Observed
41	36.349	9.0	L3	X	0.6			1.4	1.8	0.3	1.6		2.3	8.0	LR	–	3.2	SL	II	S	P			
42	33.298	9.0	R3	X	1.2			1.6	1.6	0.2	3.2		1.8	9.6	LR	11.7	2.2	SL	III	S	P			Moved MP to cracks
43	33.780	8.5	R3	X	0.7			1.3	1.6	0.4	1.9		2.2	8.1	LR	11.4	1.5	SL	II	M	P			
44	34.254	9.0	R3	X	0.8			1.3	1.9	0.5	2.4		2.1	9.0	LR	–	1.3	SL	III	S	P			
45	34.724	9.0	R3	X	0.9			1.5	2.0	0.7	2.6		2.1	9.8	LR	8.2	1.8	SL	II	S	P			
46	35.628	9.0	R3	X	0.9			5.4						6.3	LR	11.2	B	A	III	S	P			Within Reconstruction Area of SR 40 Bridge Critical: Severe OWP Rutting, LR Pumping, Core Fractured
47	35.843	10.0	R3	X			1.5	1.4	1.2				1.9	6.0	LR	11	B	A	III	S	P			LR Pumping, Patched Area
48	34.725	9.5	L3	X	0.6			1.5	1.7	0.7	2.6		1.9	9.0	LR	10	2.4	SL	III	S	P			

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					FC-5	FC-9.5	FC-6	Type SP	Type S	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	33.969	2.5	L3	X	0.7			1.3	1.2	0.6	1.8		1.8	7.4	LR	9.6	2.1	Br	III	S	P			
50	33.495	3.0	L3	X	0.9			1.4	0.9	0.8	1.8		2.2	8.0	LR	–	1.9	SL	III	S	P			
51	36.150	2.5	R3	X	0.8			1.9	1.1	0.5	2.3		2.1	8.7	LR	10.8	–	–	–	–	P			
52	36.258	10.0	R3	X	0.4			1.5	0.8	0.5	2.7		1.7	7.6	LR	–	2.7	SL	III	S	P			FC-5 mostly raveled
53	36.258	5.0	OR					1.3	2.1					3.4	SAHMS	7.4	B	ST	III	S	P			
54	36.152	10.0	L3	X	0.5			1.4	1.9	0.6	2.5		1.9	8.8	LR	10.2	1.5	SL	II	S	P			6.5" crack from bottom of core
55	35.866	10.0	L3	X	0.6			1.4	3.3				1.7	7.0	LR	10.5	B	Br	II	S	P			
56	35.866	4.5	OL		1.2			2.8						4.0	LR	7.0	–	–	–	–	G			Shoulder Reconstruction with Tomoka River Bridge Widening
57	35.384	3.0	L3	X	1.1			5.5						6.6	LR	11.9	–	–	–	–	P			Within Reconstruction Area of SR 40 Bridge
58	35.178	9.0	L3	X	0.9			5.8						6.7	LR	–	1.1	ST	I	L	P			Within Reconstruction Area of SR 40 Bridge
59	34.791	9.5	L4	X	0.8			1.5	4.2					6.5	LR	9.0	2.0	SL	II	M	P			
60	34.791	5.0	OL					1.9	0.6					2.5	LR	6.0	–	–	–	–	F			Adjacent to L4 Lane
61	34.092	9.5	L4	X	0.7			1.6	4.0					6.3	LR	–	–	–	–	–	F			
62	33.455	3.0	L4	X	0.9			1.5	3.9					6.3	LR	11.7	–	–	–	–	F			
63	33.455	6.0	OL					2.3						2.3	LR	4.2	–	–	–	–	F			Adjacent to L4 Lane
64	32.771	3.0	L3	X	0.7			1.0	1.3	0.7	3.5	1.1	2.3	10.6	LR	9.8	1.2	Br	III	S	P			

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					FC-5	FC-9.5	FC-6	Type SP	Type S	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
65	32.771	4.5	OL					1.8	2.1			2.0		5.9	SAHMS	6.1	2.6	Br	II	S	P			
66	31.882	9.0	L3	X	0.7			1.7	1.3	0.6	3.0	1.0	1.8	10.1	LR	–	–	–	–	–	F			4.6" crack from the bottom of core
67	31.882	6.0	OL					2.7				1.7		4.4	SAHMS	6.6	–	–	–	–	F			
68	31.429	9.0	L3	X	0.9			1.5	0.9	0.6	2.7		2.0	8.6	LR	10.7	1.5	SL	II	S	P			
69	30.881	10.0	L3	X	0.7			1.5	1.1	0.5	2.6		1.9	8.3	LR	–	2.0	SL	III	S	P			OWP Rutting
70	30.881	6.0	OL					2.4				1.3		3.7	SAHMS	6.3	–	–	–	–	F			
71	1123' from Gore	13.0	RAMP	X		0.9			5.1					6.0	LR	11.8	2.0	ST	II	L	P			Ramp 71, NB I-95 to LPGA Blvd
72	1123' from Gore	2.0	SHLDR			0.8			1.4					2.2	LR	3.8	–	–	–	–	F			Ramp 71, NB I-95 to LPGA Blvd
73	772' from Gore	13.0	RAMP	X		0.8			5.0					5.8	LR	10.8	–	–	–	–	P			IWP Branch Crack, SL Crack in Middle of Ramp, Ramp 73, WB LPGA Blvd to NB I-95
74	772' from Gore	2.5	SHLDR			0.9			1.3					2.2	LR	3.6	–	–	–	–	F			Ramp 73, WB LPGA Blvd to NB I-95
75	475' from Gore	3.0	RAMP	X	0.7			4.1						4.8	LR	12.2	1.0	SL	I	L	P			Ramp 67, NB I-95 to SR 40
76	475' from Gore	3.5	SHLDR		0.6			3.1						3.7	LR	6.1	–	–	–	–	F			Ramp 67, NB I-95 to SR 40
77	443' from Gore	13.0	RAMP	X	0.7			3.9						4.6	LR	12.9	–	–	–	–	P			Ramp 69, SR 40 to NB I-95
78	443' from Gore	3.0	SHLDR		0.7			3.1						3.8	LR	3.7	–	–	–	–	F			Ramp 69, SR 40 to NB I-95
79	569' from Gore	12.0	RAMP	X	0.8			3.7						4.5	LR	13.0	–	–	–	–	F			Ramp 68, SB I-95 to SR 40
80	569' from Gore	3.0	SHLDR		0.6			2.0						2.6	LR	6.9	–	–	–	–	F			Ramp 68, SB I-95 to SR 40

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					FC-5	FC-9.5	FC-6	Type SP	Type S	ARMI	Type S	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
81	544' from Gore	15.0	RAMP	X	1.0			4.1						5.1	LR	13.2	2.0	SL	III	M	P			Ramp 66, SR 40 to SB I-95
82	544' from Gore	2.0	SHLDR		1.2			2.9						4.1	LR	6.4	–	–	–	–	F			Ramp 66, SR 40 to SB I-95
83	1000' from Gore	13.0	RAMP	X		1.0			5.3					6.3	LR	11.7	1.3	ST	I	L	P			Ramp 72, SB I-95 to LPGA Blvd
84	1000' from Gore	2.0	SHLDR			1.1			1.4					2.5	LR	4.5	–	–	–	–	P			Ramp 72, SB I-95 to LPGA Blvd
85	956' from Gore	11.5	RAMP	X		1.1			3.8					4.9	LR	13.3	0.5	SL	I	L	P			Ramp 70, EB LPGA Blvd to SB I-95
86	956' from Gore	2.5	SHLDR			0.8			1.2					2.0	LR	5.3	–	–	–	–	F			Ramp 70, EB LPGA Blvd to SB I-95
87	670' from Gore	12.5	RAMP	X		1.1			5.0					6.1	LR	9.9	2.5	Br	I	S	P			Ramp 74, WB LPGA Blvd to SB I-95
88	670' from Gore	2.5	SHLDR			1.0			1.3					2.3	LR	2.7	–	–	–	–	F			Ramp 74, WB LPGA Blvd to SB I-95
89	845' from Gore	13.0	RAMP	X		1.8			4.4					6.2	LR	9.3	1.9	Br	II	S	P			Ramp 75 EB LPGA Blvd to NB I-95
90	845' from Gore	2.0	SHLDR			0.9			2.0					2.9	LR	4.8	–	–	–	–	F			Ramp 75 EB LPGA Blvd to NB I-95
91	35.921	9.0	L3	X	0.5			1.6	2.3				2.1	6.5	LR	10.5	B	Br	III	S	P			Extra Core in Cracked Area
92	35.921	6.0	OL					1.4	0.7					2.1	SAHMS	7.7	–	–	–	–	F			Extra Core in Cracked Area
93	35.864	9.0	L3	X			1.3	2.0	2.8				1.8	7.9	LR	10.1	–	–	–	–	G			Extra Core in Patched Area

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