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

Project No.: 443815-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 3/16 & 3/17/2020	**Page No.:** 1 of 5
County: Volusia	**Highway Sect. No:** 79100	**From:** East of Rodeo Rd	**To:** East of Tomoka River Bridge
Road No.: SR 40	**Begin MP:** 19.501	**End MP:** 25.795	**Length:** 6.294

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	Type SP	Binder				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1A	19.525	9.0	R1	X	1.2	2.6					3.8	LR	8.8	B	SL	I	S	P			Split Core - Side closest to L1, Longitudinal trailer drag/tire rim gouges, Raveling
1B	19.525	9.0	R1	X	1.2	2.6					10.2	ABC	6.4	B	SL	I	S	P			Split Core - Side closest to OR, 2.1" of Limerock below ABC
2	20.088	9.5	R2	X	0.9	3.2					4.1	LR	11.7	1.9	SL	I	M	P			RH Curve, Longitudinal trailer drag/tire rim gouges
3	20.088	2.0	OR		1.2	1.8					3.0	LR	4.3	–	–	–	–	F			RH Curve, Longitudinal trailer drag/tire rim gouges
4	20.620	9.5	R2	X	0.9	3.4					4.3	LR	–	2.0	SL	I	M	P			Longitudinal trailer drag/tire rim gouges
5	21.110	3.0	R2	X	1.1	3.7					11.6	ABC	6.8	–	–	–	–	F			Core taken 109' before patched area, Longitudinal trailer drag/tire rim gouges
6	21.110	3.0	OR		1.0	2.6					3.6	LR	3.9	–	–	–	–	F			
7	21.635	9.0	R2	X	1.0	2.6					3.6	LR	13.0	1.2	Br	I	L	P			Longitudinal trailer drag/tire rim gouges
8	22.160	7.5	R2		0.8	2.7					3.5	LR	–	2.3	Br	II	S	P			Longitudinal trailer drag/tire rim gouges
9	22.160	3.0	OR		1.0	2.2					3.2	LR	5.3	–	–	–	–	F			Longitudinal trailer drag/tire rim gouges
10	22.609	7.5	R2		0.6	3.1					3.7	LR	11.3	1.9	Br	II	S	P			RH Curve Raveling, Longitudinal trailer drag/tire rim gouges
11	23.112	7.5	R2		0.6	3.3					3.9	LR	–	1.9	Br	II	M	P			Longitudinal trailer drag/tire rim gouges
12	23.112	3.0	OR		0.8	2.3					3.1	LR	6.4	–	–	–	–	F			
13	23.694	8.5	R2	X	0.7	3.1					3.8	LR	11.1	2.0	Br	II	M	P			Heavy Longitudinal trailer drag/tire rim gouges
14	24.364	8.5	R2	X	0.6	3.3					3.9	LR	–	1.2	ST	II	M	P			Longitudinal trailer drag/tire rim gouges
15	24.364	3.0	OR		0.8	1.9					2.7	LR	5.8	–	–	–	–	F			
16	24.939	3.0	R2	X	0.8	1.9					12.3	ABC	9.6	1.8	SL	I	L	P			Longitudinal trailer drag/tire rim gouges

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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	Type SP	Binder				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
17	25.322	2.5	R2	X	0.8	2.4					10.9	ABC	7.7	3.8	SL	III	S	P			Just out of LH Curve Longitudinal trailer drag/tire rim gouges
18	25.322	2.5	OR		1.4	2.0					8.4	ABC	5.0	–	–	–	–	F			
19	25.570	6.0	RRTL		0.9	2.5					3.4	LR	10.4	–	–	–	–	F			To Tymber Creek Plaza
20	25.444	6.5	LRTL		0.9	2.0					2.9	LR	12.0	–	–	–	–	F			To Walgreens
21	25.354	4.0	L2		0.7	1.6					10.6	ABC	8.3	1.0	SL	III	S	P			RH Curve
22	24.726	9.0	L2	X	0.8	1.7					2.5	LR	7.8	B	A	II	S	P			Severe Alligator Crack/LR Pump
23	24.726	2.5	OL		0.9	2.1					6.8	ABC	3.8	–	–	–	–	F			ABC Layer disintigrated while coring, core length field measured
24	24.142	4.0	L2		1.0	2.7					3.7	LR	12.2	2.0	SL	III	S	P			
25	23.560	3.5	L2	X	0.8	2.5					3.3	LR	–	1.9	SL	II	M	P			
26	23.560	3.0	OL		1.5	2.1					3.6	LR	5.4	–	–	–	–	F			
27	23.333	4.0	LRTL		1.0	3.1					4.1	LR	12.2	2.3	SL	III	S	P			To Shadow Crossing Blvd
28	23.098	3.5	L2	X	0.7	3.0					3.7	LR	9.1	1.8	SL	III	S	P			
29	22.675	2.0	L2	X	1.2	2.6					3.8	LR	–	2.5	SL	II	M	P			LH Curve
30	22.675	3.0	OL		1.0	1.8					2.8	LR	6.8	–	–	–	–	F			LH Curve
31	22.500	6.0	LRTL		0.8	3.7					4.5	LR	10.3	–	–	–	–	F			To Airport Rd
32	22.244	4.5	L2		0.8	2.4	0.7				3.9	LR	8.4	1.5	SL	III	S	P			

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					FC-5	Type SP	Binder				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
33	21.643	3.0	L2	X	0.8	2.6	0.6				4.0	LR	–	2.3	SL	III	S	P			Severe Raveling
34	21.643	2.5	OL		1.0	2.3					6.6	ABC	3.3	–	–	–	–	F			Raveling
35	21.176	8.0	L2		0.8	2.8					3.6	LR	8.4	2.0	ST	II	L	P			Raveling
36	20.715	1.5	L2		0.5	1.9	0.7				3.1	LR	–	1.6	SL	II	L	P			0.7" Crack from the bottom
37	20.715	2.5	OL		1.0	1.7					8.8	ABC	6.1	–	–	–	–	F			ABC Layer disintigrated while coring, core length field measured
38	20.245	5.0	L2		0.6	3.4					4.0	LR	9.5	1.2	SL	II	S	P			
39	19.736	3.5	L2	X	1.1	2.5					3.6	LR	10.2	1.7	SL	III	S	P			L1 lane merging to L2 lane; Raveling
40	19.736	2.0	OL		0.7	2.7					7.6	ABC	4.2	–	–	–	–	F			ABC Layer disintigrated while coring, core length field measured
41	19.650	6.0	LLTL		0.6	3.0					3.6	LR	10.3	1.6	SL	II	L	P			To County Acres Blvd, Crown: Negative slopes to R1, Positive slopes L1
42	19.920	23.0	MXO		1.3	2.7					4.0	LR	22.0	–	–	–	–	P			Pinto Lane, Slopes to R1, Extreme LR depth, Raveling
43	19.993	1.5	IR			2.3					2.3	LR	7.0	–	–	–	–	F			
44	19.993	8.0	R1		0.9	2.7					3.6	LR	14.2	2.1	SL	II	S	P			RH Curve
45	20.644	5.0	RLTL		1.1	3.1					4.2	LR	13.2	2.2	SL	III	S	P			To Appaloosa Lane, Rippling & Raveling
46	20.787	3.0	R1	X	0.2	2.9					3.1	LR	13.2	1.6	SL	III	S	P			Severe Raveling/Cracking
47	21.238	1.0	IR			2.4					2.4	LR	15.9	–	–	–	–	F			
48	21.238	3.0	R1	X	0.7	3.1					3.8	LR	–	1.3	ST	I	M	P			

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					FC-5	Type SP	Binder				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	21.653	3.0	R1	X	0.8	3.1					3.9	LR	12.0	–	–	–	–	F			
50	22.204	7.5	R1		0.8	3.0					3.8	LR	13.4	1.9	SL	II	S	P			Longitudinal trailer drag/tire rim gouges
51	22.440	20.0	MXO		0.8	3.2					4.0	LR	14.0	–	–	–	–	P			Airport Rd, Slopes to R1, Severe Raveling
52	22.607	1.5	IR			2.6					2.6	LR	4.4	–	–	–	–	F			
53	22.607	7.0	R1		0.5	3.1					3.6	LR	–	1.9	SL	III	S	P			RH Curve
54	23.401	2.0	IR		0.9	2.0					2.9	LR	5.9	–	–	–	–	F			LH Curve
55	23.401	9.0	R1	X	0.8	3.3					4.1	LR	13.4	1.9	SL	II	S	P			LH Curve
56	24.165	7.0	R1		0.5	3.0					3.5	LR	–	1.3	SL	II	S	P			
57	24.791	1.5	IR			2.6					2.6	LR	7.3	–	–	–	–	F			
58	24.808	7.5	R1		0.7	2.7					3.4	LR	12.0	1.8	SL	II	S	P			
59	24.891	25.0	MXO		1.1	2.5					11.2	ABC	7.6	–	–	–	–	P			Monte Savino Blvd, Valley Positive slopes to R1, Negative slopes to L1, Severe Raveling
60	25.158	3.5	RLTL	X	0.8	9.5					10.3	LR	6.2	2.6	SL	III	S	P			To Coquina Presb. Church, Severe Raveling
61	25.360	10.5	R1		0.9	2.5					10.4	ABC	7.0	2.0	SL	III	S	P			
62	25.304	7.0	L1		0.6	2.7					11.3	ABC	8.0	1.4	SL	III	S	P			Rippling
63	24.845	2.5	IL		1.1	3.5					8.4	ABC	3.8	–	–	–	–	F			
64	24.845	7.0	L1		1.0	3.7					4.7	LR	10.3	2.0	SL	III	S	P			

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					FC-5	Type SP	Binder				Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
65	24.459	2.0	L1	X	0.8	4.3					5.1	LR	12.0	1.5	SL	II	S	P			
66	23.909	1.5	IL		0.9	2.6					3.5	LR	4.5	–	–	–	–	F			
67	23.909	7.5	L1		0.8	3.1					3.9	LR	–	1.3	SL	II	S	P			
68	23.433	2.5	L1	X	0.8	3.2					4.0	LR	12.3	1.4	SL	II	S	P			RH Curve
69	23.030	3.0	L1	X	1.1	3.1					4.2	LR	–	–	–	–	–	F			
70	22.628	2.0	IL		1.2	2.4					3.6	LR	3.7	–	–	–	–	F			LH Curve
71	22.628	7.5	L1		1.0	3.0					4.0	LR	11.5	2.4	SL	II	S	P			LH Curve
72	22.223	9.0	L1	X	0.8	2.8	0.6				4.2	LR	–	–	–	–	–	F			
73	21.821	2.0	IL		0.6	2.4					3.0	LR	5.9	–	–	–	–	F			
74	21.821	8.5	L1	X	0.5	3.5					4.0	LR	12.3	1.8	SL	III	S	P			
75	21.425	7.0	LLTL		1.0	2.5					3.5	LR	14.3	–	–	–	–	P			To U-Turn, Severe Raveling
76	21.376	8.5	L1	X	0.8	1.9	0.7				3.4	LR	8.5	0.8	SL	I	L	P			
77	20.930	5.0	L1		0.7	3.6					4.3	LR	–	1.7	SL	III	S	P			
78	20.361	2.0	IL		0.6	1.7					8.1	ABC	5.8	–	–	–	–	P			ABC Layer disintigrated while coring, core length field measured, Raveling
79	20.361	8.0	L1		0.8	2.4					3.2	LR	8.7	1.6	SL	II	L	P			
80	20.068	7.0	L1		0.9	2.9					3.8	LR	–	2.5	SL	III	S	P			LH Curve

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