

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

Project No.: 445300-1	Cored By: Elipsis Engineering and Consulting	Date: 11/7 & 11/20/20	Page No.: 1 of 3
County: Volusia	Highway Sect. No: 79070 79070-006	From: Hill Avenue	To: I-4 EB On Ramp
Road No.: SR 44	Begin MP: 6.372 0.000	End MP: 8.773 0.940	Length: 2.401 / 0.940

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-12.5	Type SP / S	Type I	Type III	Type II w/ Shell	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	0.102	13.0	L1		1.4	2.3					3.7	LR	11.9	2.5	Br	II	M	P				
2	8.620	2.5	L1	X	1.3	0.9	0.6		0.9	0.5	4.2	LR	6.2	B	Br	II	S	P				
3	8.620	2.0	OL		2.1						2.1	LR	5.7	-	-	-	-	F				
4	8.402	2.5	L1	X	0.9	2.9	0.4	1.1	1.1		6.4	Brick	3.3	-	-	-	-	P				
5	8.402	6.5	L1		1.1	2.4		0.7	1.4		5.6	PCC	6.4	-	-	-	-	P				PCC was not recoverd but was chiseled through to determine depth
6	8.402	11.0	L1		1.4	1.8		0.4	3.1		6.7	LR	8.0	-	-	-	-	P				Core broke during extraction 3.4" crack at the bottom
7	8.226	2.5	L1	X	1.5	0.9		1.4	0.7	0.6	5.1	LR	5.2	B	A	I	S	P				Core broke during extraction Limerock Pumping
8	8.226	1.5	OL		1.4	2.0					3.4	LR	5.1	-	-	-	-	F				
9	8.055	2.0	L1	X	1.4	1.7		1.6	0.8		5.5	Brick	3.5	B	Br	II	S	P				
10	8.055	6.5	L1		1.5	1.1		0.9	2.0		5.5	PCC	6.3	B	ST	II	S	P				
11	8.055	10.0	L1	X	1.3	0.8		1.4	2.7		6.2	PCC	6.1	B	ST	II	S	P				Expected Limerock but PCC is present instead
12	7.486	2.0	LLTL	X	1.0	2.2					3.2	LR	8.7	B	ST	I	L	P				WB Left TL to Voorhis Ave. Top Value slopes to R1, Bottom Value slopes to L1
13	7.444	9.5	L1	X	1.3	1.7					3.0	LR	9.6	B	ST	I	L	P				
14	7.444	1.5	OL		1.7	1.1					2.8	LR	9.7	-	-	-	-	F				
15	6.962	2.0	L1	X	1.6	3.5		1.1	1.8		8.0	Brick	4.5	-	-	-	-	F				
16	6.962	6.5	L1		1.3	4.5			2.0		7.8	PCC	4.2	-	-	-	-	F				Measured Core barrel for depth of PCC Photo of core hole taken - PCC visible

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; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

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					FC-12.5	Type SP / S	Type I	Type III	Type II w/ Shell	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
17	6.962	10.5	L1		1.5	5.2			1.3	0.8	8.8	LR	9.7	-	-	-	-	F				
18	6.962	3.0	OL		1.2	5.4			0.5	0.6	7.7	LR	10.8	-	-	-	-	F				8-ft Wide Paved Valley Gutter 0.6" Crack at Bottom
19	6.491	2.5	L1	X	1.7	0.7	0.6	1.7	2.0		6.7	Brick	-	-	-	-	-	F				Photo of core hole taken - Brick visible
20	6.491	6.5	L1		1.6	1.6		1.2	1.9		6.3	PCC	-	-	-	-	-	F				Photo of core hole taken - PCC visible
21	6.491	10.5	L1		1.6	1.2	0.8	1.0	1.0	0.6	6.2	LR	10.1	-	-	-	-	F				
22	6.491	3.0	OL		1.6	1.9	0.5		0.8	0.7	5.5	LR	9.5	-	-	-	-	F				8-ft Wide Paved Valley Gutter Excessive Turf Intrusion onto OL Shoulder
23	6.783	2.0	R1	X	1.8	1.2		0.8	2.4		6.2	Brick	-	-	-	-	-	P				Photo of core hole taken - Brick visible
24	6.783	6.5	R1		2.0	1.1		0.3	1.4		4.8	PCC	-	B	ST	II	S	P				Photo of core hole taken - PCC visible
25	6.783	10.5	R1		1.6	1.3			1.2	0.4	4.5	LR	9.5	-	-	-	-	P				1.1" Crack at Bottom
26	6.783	2.5	OR		1.9	1.4			0.9	0.4	4.6	LR	8.9	-	-	-	-	F				8-ft Wide Paved Valley Gutter Excessive Turf Intrusion onto OR Shoulder
27	7.201	2.5	R1	X	1.3	3.4		0.5	2.2		7.4	Brick	-	-	-	-	-	F				Photo of core hole taken - Brick visible
28	7.201	6.5	R1		1.1	2.5		1.1	1.8		6.5	PCC	-	-	-	-	-	F				Photo of core hole taken - PCC visible
29	7.201	10.5	R1		1.5	0.9		1.6	2.8		6.8	LR	9.2	-	-	-	-	F				
30	7.201	2.0	OR		1.3	2.0					3.3	LR	5.3	-	-	-	-	F				
31	7.528	2.0	R1	X	1.4	2.7					4.1	LR	9.9	B	A	II	S	P				Limerock Pumping & Severe Rutting
32	7.528	2.5	OR	X	1.9						1.9	LR	6.5	-	-	-	-	F				

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					FC-12.5	Type SP / S	Type I	Type III	Type II w/ Shell	Surf. Trmnt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent							
33	8.121	6.0	R1		1.3	1.4		0.4	1.2	0.4	4.7	LR	5.8	1.3	Br	II	S	P			Limerock Pumping visible, but no full depth crack at this core location			
34	8.121	2.0	OR		1.6	1.5					3.1	LR	5.8	-	-	-	-	P			Branch crack from lane			
35	8.320	2.5	R1	X	1.5	1.0		0.5	1.8		4.8	Brick	3.1	-	-	-	-	P						
36	8.320	6.5	R1		1.3	1.2		0.6	1.4		4.5	PCC	-	-	-	-	-	P			Photo of core hole taken - PCC visible			
37	8.320	10.5	R1		1.4	0.9		1.2	2.5		6.0	LR	8.3	B	ST	I	S	P			Limerock Pumping			
38	8.320	2.0	OR		1.7	2.2					3.9	LR	4.5	-	-	-	-	F						
39	8.760	8.5	R1	X	1.1	0.9		0.9	1.0	0.6	4.5	LR	4.4	B	Br	III	S	P			0.9" of FC missing Severe Rutting			
40	0.075	8.5	R1	X	1.4	3.8					5.2	LR	7.6	1.8	SL	II	M	P						
41	8.372	10.0	L1	X	1.8	1.6			2.5		5.9	LR	8.2	B	Br	I	S	P			Limerock Pumping			
42	8.053	5.5	OR		1.3	2.0					3.3	LR	11.3	-	-	-	-	F			Extra Wide Shoulder (used as passing lane if vehicle stopped on R1 lane waiting to turn left onto Lake Winnemissett Drive)			

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