

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

<b>Project No.:</b> 450973-1					<b>Cored By:</b> Elipsis Engineering and Consulting					<b>Date:</b> 4/15, 4/16, 4/17/2024					<b>Page No.:</b> 1 of 5							
<b>County:</b> Volusia					<b>Highway Sect. No:</b> 79040-101 // 79040-000					<b>From:</b> St. Johns River Bridge					<b>To:</b> N. of Saxon Blvd							
<b>Road No.:</b> SR 15/600 (US 17/92)					<b>Begin MP:</b> 0.000 // 0.477					<b>End MP:</b> 0.411 // 5.304					<b>Length:</b> 0.411 // 4.827							
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-9.5 / FC-12.5	Type SP				Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	0.128	10.5	R2		1.2	2.3					3.5	COQ	11.8	2.3	SL	I	M	P				(Section 79040-101)
2	0.128	5.0	OR		1.4	2.0					3.4	COQ	11.8	-	-	-	-	F				(Section 79040-101)
3	0.298	7.5	R2		1.1	2.1					3.2	LR	-	B	Br	II	S	P				LR Pumping (Section 79040-101)
4	0.490	4.5	R2		0.4	3.1					3.5	LR	10.3	B	Br	I	S	P				
5	0.490	2.0	OR		0.9	3.6					4.5	LR	9.1	-	-	-	-	F				
6	1.200	3.0	R2	X	1.9	2.6					4.5	LR	-	-	-	-	-	F				Take core on newer pavement -- near Ft. Florida Rd.) *core north of traffic loop
7	1.719	4.0	R2		1.0	3.0					4.0	LR	11.0	1.4	SL	I	L	F				
8	1.719	2.0	OR		1.6	3.3					4.9	LR	9.6	-	-	-	-	F				
9	2.532	3.0	R2	X	0.6	3.2					3.8	LR	-	1.4	SL	II	S	P				
10	2.532	2.0	OR		2.0	3.0					5.0	LR	9.2	-	-	-	-	F				
11	3.294	2.5	R2	X	0.9	2.7					3.6	LR	10.2	B	Br	II	L	P				
12	3.414	8.0	R2		0.7	2.2					2.9	LR	-	B	ST	II	M	P				
13	3.414	1.5	OR		0.7	2.9					3.6	LR	10.8	3.3	ST	II	M	P				
14	4.355	9.0	R2	X	1.1	4.1					5.2	LR	10.4	B	ST	II	M	P				
15	4.355	1.5	OR		1.5	3.7					5.2	LR	10.2	-	-	-	-	F				
16	5.084	9.5	L2	X	1.1	3.5					4.6	LR	-	3.6	Br	I	S	P				

**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  
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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-9.5 / FC-12.5	Type SP				Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
17	4.568	2.0	L2	X	0.7	3.1					3.8	LR	11.7	B	ST	I	L	P				
18	4.568	1.0	OL		1.1	3.0					4.1	LR	11.3	-	-	-	-	F				
19	4.191	9.0	L2	X	1.2	3.1					4.3	LR	11.2	B	Br	I	S	P				
20	3.680	3.0	L2	X	0.7	3.2					3.9	LR	-	B	SL	II	M	P				
21	3.680	2.0	OL		1.0	3.6					4.6	LR	10.0	-	-	-	-	F				
22	3.261	3.0	L2	X	1.1	2.9					4.0	LR	11.5	B	SL	II	S	P				
23	2.591	2.5	L2	X	0.9	3.1					4.0	LR	-	0.2	SL	I	S	P				
24	1.815	5.0	L2		0.6	3.3					3.9	LR	10.1	B	Br	III	S	P				
25	1.815	2.0	OL		0.9	3.5					4.4	LR	9.6	-	-	-	-	F				
26	1.324	3.0	L2	X	1.2	2.9					4.1	LR	9.9	B	ST	I	M	P				
27	0.673	9.0	L2	X	1.4	3.1					4.5	LR	-	B	Br	I	S	P				
28	0.673	2.0	OL		1.9	3.1					5.0	LR	10.5	0.5	SL	I	L	P				
29	0.528	9.0	L2	X	0.7	2.3					3.0	LR	10.3	B	Br	II	S	P				
30	0.505	5.5	LRTL		1.0	3.6					4.6	LR	10.5	-	-	-	-	F				Southbound right turn onto Barwick Rd.
31	0.391	3.5	L2	X	1.4	2.8					4.2	LR	-	-	-	-	-	F				Asphalt Bleeding (Section 79040-101)
32	0.050	9.0	L2	X	1.3	1.5					2.8	COQ	4.2	-	-	-	-	F				(Section 79040-101)

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Base Types: LR= Limerock; AM= Asphalt Millings; SC= Soil Cement; ABC= Asphalt Base; SAHM = Sand Asphalt Hot Mix; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell

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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-9.5 / FC-12.5	Type SP				Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
33	0.050	3.0	OL		1.5	1.5					3.0	COQ	3.5	-	-	-	-	F			(Section 79040-101)
34	0.101	9.0	R1	X	1.3	2.3					3.6	COQ	11.0	2.3	SL	II	S	P			(Section 79040-101)
35	0.111	16.0	MXO		0.9	2.3					3.2	COQ	9.3	-	-	-	-	F			Both cross slope values slope to L1 (Section 79040-101)
36	0.142	2.0	RLTL	X	1.1	1.9					3.0	COQ	12.5	-	-	-	-	F			Northbound left turn onto unnamed road (access rd to power plant) ; Raveling (Section 79040-101)
37A	0.401	5.0	RLTL		1.2	2.5					3.7	LR	18.1	B	J	I	S	F			Northbound left onto Barwick Rd. (Core on Joint), NB Side of Core (Section 79040-101)
37B	0.401	5.0	RLTL		1.0	2.5					3.5	LR	18.3	B	J	I	S	F			Northbound left onto Barwick Rd. (Core on Joint) SB Side of Core (Section 79040-101)
38	0.397	8.0	R1		1.2	2.1					3.3	LR	-	B	Br	III	S	P			LR Pumping (Section 79040-101)
39	0.477	2.0	R1	X	0.8	2.6					3.4	LR	9.1	B	Br	II	S	P			
40	0.517	2.5	R1	X	0.5	2.8					3.3	LR	-	1.4	Br	II	S	P			Take core on north side of patch
41	0.573	8.5	R1	X	0.6	2.5					3.1	LR	10.9	B	Bl	III	S	P			
42	1.123	3.0	R1	X	0.6	3.4					4.0	LR	11.5	B	Br	II	S	P			
43	1.201	5.0	RLTL		2.0	2.4					4.4	LR	8.1	-	-	-	-	F			Northbound left turn onto Ft. Florida Rd.
44	1.854	8.5	R1	X	0.7	3.3					4.0	LR	-	B	ST	II	M	P			
45	1.935	6.0	RLTL		0.7	3.1					3.8	LR	10.2	-	-	-	-	F			Northbound left onto Benson Junction Rd.
46	2.561	5.0	CTL		1.1	2.3					3.4	LR	10.6	-	-	-	-	F			Crown: Top Value Slopes to L1, Bottom Value Slopes to R1
47	2.701	7.5	R1		1.0	3.2					4.2	LR	10.8	0.1	SL	I	L	F			

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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-9.5 / FC-12.5	Type SP				Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
48	3.463	8.0	R1		0.6	3.1					3.7	LR	–	B	Br	III	S	P			
49	3.499	6.0	CTL		1.0	3.7					4.7	LR	9.3	–	–	–	–	F			Crown: Top Value Slopes to L1, Bottom Value Slopes to R1
50	3.716	2.5	RLTL		1.1	3.4					4.5	LR	10.5	B	SL	II	M	P			Northbound left turn onto W. Highbanks Rd.
51	4.009	2.5	R1		1.5	3.1					4.6	LR	10.8	0.2	SL	I	M	P			
52	4.736	9.0	R1		0.8	3.8					4.6	LR	10.1	1.8	ST	II	L	P			
53	4.812	5.0	RLTL		0.9	3.3					4.2	LR	11.8	–	–	–	–	F			Northbound left turn onto Hollow Pine Dr.
54	5.025	3.0	L1		0.9	3.1					4.0	LR	16.2	2.6	SL	II	L	P			
55	4.577	4.0	L1		0.7	3.2					3.9	LR	–	1.8	SL	II	L	P			
56	3.865	8.0	L1		1.3	2.5					3.8	LR	14.1	3.4	SL	II	S	P			
57	3.800	5.5	LLTL		1.6	1.4					3.0	LR	10.0	1.6	SL	I	S	P			Southbound left turn E. Highbanks Rd. (Older Pavement)
58	3.346	1.5	L1		0.7	3.3					4.0	LR	–	B	SL	II	S	P			
59	2.463	8.5	L1		0.6	3.6					4.2	LR	9.8	B	Br	III	S	P			
60	2.011	5.5	LLTL		0.9	3.3					4.2	LR	9.1	–	–	–	–	F			Southbound left turn onto Dirksen Dr.
61	1.783	9.0	L1		1.0	3.2					4.2	LR	–	B	Br	II	S	P			
62	1.732	5.5	LLTL		1.3	1.9					3.2	LR	11.8	–	–	–	–	G			New LLTL
63	1.274	5.5	LLTL		0.7	3.6					4.3	LR	10.2	–	–	–	–	F			Southbound left onto Spring to Spg Trl (Older Pavement)

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					FC-9.5 / FC-12.5	Type SP					Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
64	1.002	5.5	LLTL		0.8	3.0					3.8	LR	10.4	–	–	–	–	F			Southbound left turn into Lifetime Fence and Deck entrance
65	0.940	4.0	L1		0.8	3.6					4.4	LR	9.9	B	ST	II	S	P			
66	0.504	2.0	L1	X	0.5	4.4					4.9	LR	–	B	ST	I	L	P			
67	0.339	8.0	L1		1.3	2.8					4.1	LR	9.9	–	–	–	–	F			Rippling (Section 79040-101)
68	0.320	2.5	LLTL	X	1.6	2.5					4.1	LR	15.2	–	–	–	–	F			Southbound left turn onto Old Deland Rd.: Raveling (Section 79040-101)
69	0.132	2.5	LLTL	X	1.1	2.4					3.5	COQ	12.0	1.8	ST	III	L	P			Southbound left turn onto Lake Monroe Park Cir.; Rippling & Shoving, Core Delamination (Section 79040-101)
70	0.098	2.5	L1	X	1.1	2.0					3.1	COQ	–	1.9	SL	II	S	P			(Section 79040-101)
71	4.892	6.0	R2		1.1	3.4					4.5	LR	–	B	SL	III	S	P			

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