

Pavement Evaluation Coring and Condition Data

| Cored By: NicNevol Engineering Services | | Date: 09/27/23 | | Page 1 of 1 | | Typical Section: 1 of 1 | | | | | | | | | | | | | | | | | |
|---|-----------|---------------------------|------------|----------------|---------|-------------------------|--------|---------|--------|---------|-------------|------------|-------|-------|------|-------|--------------------|--------------------|-----------------|----------------------------|---|--------|-----------------------|
| Project No.: 209542-2 | | Name: SR A1A | | | | Lanes: 2 | | | | | | | | | | | | | | | | | |
| State Road No.: SR A1A | | From: SR 116 (Wonderwood) | | | | Shoulders | | | | | | | | | | | | | | | | | |
| County: Duval | | To: Coast Guard Station | | | | Inside: N/A | | | | | | | | | | | | | | | | | |
| Section No: 72240000 | | Beg MP: 0.992 | | End MP: 2.852 | | Length: 1.860 | | | | | | | | | | | | | | | | | |
| Outside: 4' Paved | | | | | | | | | | | | | | | | | | | | | | | |
| Core Number | Mile Post | Lane | Wheel Path | Pavement Layer | | | | | | | Core Length | Base Type | Crack | | | | Pavement Condition | Rut Depth (inches) | Cross Slope (%) | Slope Direction (in / out) | Comments: | | |
| | | | | ← Top | FC 12.5 | SP 12.5 | Type S | Type II | Type I | Type II | | | ST | Depth | Type | Class | | | | | | Extent | |
| 1 | 1.060 | R1 | O | 1.5 | 1.6 | 1.7 | | | | | 4.8 | LR = 9.3 | 0.30 | B | II | L | P | | | | Raveling | | |
| 2 | 1.534 | R1 | O | 1.5 | 1.7 | | | 1.4 | | 0.7 | 5.3 | LR | 5.3 | B | II | M | P | | | | Spalling; Raveling, +/- 10' | | |
| 3 | 1.569 | R1 | O | 0.9 | 1.3 | | 0.8 | 1.0 | 0.7 | 0.9 | 5.6 | Conc. | 0.8 | B | IB | L | P | | | | Raveled; Bridge #720077 Leave Slab | | |
| 4 | 1.779 | R1 | I | 1.8 | 1.7 | | 2.2 | | | 0.8 | 6.5 | LR = 6.1 | 6.5 | B | II | L | P | | | | Raveled; Spalling | | |
| 5 | 2.000 | R1 | O | 2.4 | 3.4 | | | | | | 5.8 | LR | 1.0 | B | IB | L | P | | | | Raveling; Spalling | | |
| 6 | 2.327 | R1 | O | 1.5 | 1.8 | | | | | | 3.3 | LR | | | | | P | | | | Superelevation; Raveling | | |
| 7 | 2.800 | R1 | I | 1.4 | 1.6 | | 1.9 | | | 1.0 | 5.9 | LR | 3.2 | B | II | L | P | | | | Transverse Crack; Raveled; Spalls; Sep @ 1.4" | | |
| 8 | 1.000 | L1 | N | 1.3 | 1.6 | 1.6 | | | | 1.9 | 6.4 | LR | | | | | P | | | | | | |
| 9 | 1.353 | L1 | O | 1.5 | 2.0 | | | | | | 3.5 | LR=8.8" ** | 3.5 | B | IB | L | P | | | | Spalling; Raveling; Separated at 1.5" | | |
| 10 | 1.536 | L1 | O | 1.8 | | | 0.3 | | | 1.6 | 3.7 | Conc. | 1.6 | B | IB | L | P | | | | Spall depth 0.9"; Bridge # 720077 Leave Slab | | |
| 11 | 1.570 | L1 | O | 1.6 | 2.4 | 5.0 | | | | 3.3 | 12.3 | LR | 12.3 | B | II | L | P | | | | Spalling; Raveling +/- 10'; asphalt settlement | | |
| 12 | 2.040 | L1 | I | 1.4 | 1.8 | | | | | | 3.2 | LR | 2.0 | B | IB | L | P | | | | Raveling; Spall to 1.1" | | |
| 13 | 2.649 | L1 | N | 2.0 | 2.3 | | | | | | 4.3 | ABC = 8.5 | | | | | P | | | | Patch 155 x 4 ft half lane/Superelevation/Ravel | | |
| 14 | 1.050 | OR | | OMIT | | | | | | | | | | | | | | | | | | | |
| 15 | 2.327 | OR | NA | 1.6 | 1.8 | | | | | | 3.4 | LR=8.2 | | | | | F | | | | Superelevation | | |
| 16 | 1.353 | OL | NA | 1.4 | 2.2 | | | 2.3 | | | 5.9 | LR | | | | | F | | | | | | |
| 17 | 2.040 | OL | NA | 1.7 | | | | | | | 1.7 | LR | | | | | F | | | | | | |
| 18 | 1.120 | OR | NA | 1.4 | 2.0 | 1.0 | | | | | 4.4 | LR | | | | | F | | | | Widening | | |
| 19 | 1.050 | LRTTL | N | 1.8 | 1.7 | | 2.7 | | | | 6.2 | LR | | | | | G | | | | At Wonderwood | | |
| 20 | 1.078 | RLTTL | | OMIT | | | | | | | | | | | | | | | | | | | At Apartment Entrance |
| 21 | 1.120 | RTO | | OMIT | | | | | | | | | | | | | | | | | | | At Bayshore Drive |
| 22 | 2.633 | RRTTL | O | 1.3 | 2.0 | | | | | | 3.3 | ABC = 6.9 | | | | | P | | | | Mayport N Station; Superelev.; Spall = 0.91"; Shell stab. | | |
| 23 | 2.850 | LTO | | OMIT | | | | | | | | | | | | | | | | | | | At Coast Guard |
| 24 | 1.096 | R1 | O | 1.1 | 1.8 | 1.7 | | | | | 4.6 | LR | 2.8 | B | II | M | P | | | | At Bayshore Drive; Spall; Raveling; Separated at 1.1" | | |
| 25 | 1.394 | R1 | O | 1.2 | 2.0 | | 0.3 | | | 0.4 | 3.9 | LR | 3.9 | B | II | M | P | | | | Spalling; Raveling; Separated at 1.2" | | |

Remarks: ** Core No. 9 - Half of base is 8.8" LR inside and 8.8" ABC outside.
 Core No. 7 - Bottom up crack 1"; Core No. 13 patch is from erosion.