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

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|---|---|---|---|
| **Project No.:** 442874-1 | **Cored By:** Elipsis Engineering and Consulting | **Date:** April 8, 2021 | **Page No.:** 1 of 2 |
| **County:** Volusia | **Highway Sect. No:** 79080 | **From:** N. of SR 40 (Granada Blvd) | **To:** N. of Roberta Road |
| **Road No.:** SR A1A | **Begin MP:** 6.713 | **End MP:** 9.839 | **Length:** 3.126 miles |

| 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-6 | Type SP | ARMI | Type I | Surf. Trtmnt. | Type II w/ Shell | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 1 | 6.765 | 12.0 | R1 | X | | 0.6 | 3.5 | | | | | 4.1 | LR | 14.1 | B | BR | II | S | P | | | Just after the PC (merging lanes… wide width R1) |
| 2A | 6.861 | 6.5 | R1 | | | 1.3 | 2.0 | 0.1 | 0.4 | | 2.8 | 6.6 | LR | 2.9 | B | BR | II | S | P | | | West Side of Core |
| 2B | 6.861 | 6.5 | R1 | | | 1.3 | 1.8 | 0.3 | 0.4 | | 3.5 | 7.3 | LR | 3.0 | B | BR | II | S | P | | | East Side of Core |
| 3 | 7.303 | 5.5 | R1 | | | 1.3 | 2.6 | 0.1 | 0.9 | 0.2 | | 5.1 | SBRM | 5.0 | 0.9 | SL | II | S | P | | | Just after Traffic Loop |
| 4 | 7.303 | 3.0 | OR | | | 1.5 | 2.5 | | | | | 7.9 | ABC | 3.9 | B | BR | II | L | P | | | |
| 5 | 7.793 | 2.5 | R1 | X | | 1.2 | 2.1 | 0.2 | 0.8 | 0.2 | | 4.5 | SBRM | 5.4 | B | BR | III | S | P | | | |
| 6 | 8.446 | 5.0 | R1 | | | 1.3 | 2.2 | 0.1 | 1.2 | 0.3 | | 5.1 | SBRM | 4.4 | B | ST | III | S | P | | | Core broke during extraction |
| 7 | 8.446 | 2.0 | OR | | | 1.3 | 4.8 | | | | | 6.1 | SBRM | 2.7 | B | ST | II | S | P | | | SBRM thickness field measured, base disintegrated while coring |
| 8 | 8.726 | 8.5 | R1 | X | | 1.5 | 2.4 | 0.3 | 0.8 | | | 5.0 | SBRM | 1.5 | B | SL | I | L | P | | | Taken on RWP for widening strip core |
| 9 | 8.743 | 9.5 | CTL | X | | 1.4 | 1.9 | | | 0.2 | | 3.5 | SBRM | 4.7 | 1.4 | SL | I | M | P | | | RLTL to Circle K / Shell Gas Station |
| 10 | 8.899 | 10.0 | R1 | X | 1.3 | | 0.9 | | | | | 8.0 | ABC | 5.8 | – | – | – | – | F | | | Taken on RWP for widening strip core (2-ft left of white edge line) |
| 11 | 9.160 | 9.0 | R1 | X | | 2.1 | 2.4 | | | | | 11.8 | ABC | 7.3 | – | – | – | – | F | | | Taken on RWP for widening strip core (2-ft left of white edge line) |
| 12 | 9.539 | 6.5 | R1 | | | 1.5 | 2.2 | 0.5 | 1.1 | 0.2 | | 5.5 | SBRM | 5.4 | B | ST | II | M | P | | | |
| 13A | 9.539 | 2.5 | OR | | | 1.2 | 1.9 | | | | | 9.5 | ABC | 6.4 | – | – | – | – | F | | | Core length field measured, remaining ABC layer disintigrated while coring |
| 13B | 9.539 | 2.5 | OR | | | 1.2 | 4.5 | | | | | 5.7 | PCC | 5.8 | – | – | – | – | F | | | PCC thickness field measured |
| 14 | 9.713 | 2.0 | L1 | X | | 1.7 | 2.3 | 0.4 | 1.4 | 0.3 | | 6.1 | SBRM | 7.2 | 1.5 | ST | I | L | 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

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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| **Road No.:** SR A1A | **Begin MP:** 6.713 | **End MP:** 9.839 | **Length:** 3.126 miles |

| 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-6 | Type SP | ARMI | Type I | Surf. Trtmnt. | Type II w/ Shell | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 15 | 9.713 | 3.0 | OL | | | 1.8 | 1.5 | | | | | 7.7 | ABC | 4.4 | – | – | – | – | P | | | |
| 16 | 9.366 | 9.0 | L1 | X | | 1.3 | 1.9 | 0.4 | | | | 3.6 | SBRM | 5.3 | B | BR | II | S | F | | | SBRM Thickness field measured |
| 17 | 9.225 | 9.0 | L1 | X | | 1.7 | 1.3 | 0.3 | 6.7* | | | 10.0 | SBRM | 0.9 | – | – | – | – | P | | | * = Below the ARMI Layer, 5.4" of Type S with 1.3" of Type I |
| 18 | 9.225 | 3.5 | OL | | | 1.5 | 5.0 | | 2.3 | | | 8.8 | SBRM | 0.2 | – | – | – | – | P | | | |
| 19 | 9.164 | 7.0 | CTL | | | 1.3 | 1.6 | 0.4 | 2.7 | 0.2 | | 6.2 | SBRM | 5.1 | B | ST | III | S | P | | | SBRM Thickness field measured<br>Crown: Top Value slopes to R1, Bottom value slopes to L1 |
| 20 | 9.048 | 5.5 | L1 | | | 1.1 | 2.1 | 0.3 | 0.3 | 0.2 | | 4.0 | SBRM | 4.8 | B | BR | II | S | F | | | SBRM Thickness field measured |
| 21 | 9.026 | 3.5 | LRTL | X | | 1.2 | 1.8 | 0.3 | 2.9* | | | 6.2 | LR | 6.1 | B | ST | II | S | P | | | To Publix Shopping Center<br>* = 2.9" of Type S |
| 22 | 8.907 | 10.0 | L1 | X | 1.5 | | 2.6 | | | | | 9.3 | ABC* | 5.2 | – | – | – | – | F | | | Taken on RWP for widening strip core (2-ft left of white edge line)<br>* = 6.1" of LR below ABC base |
| 23 | 8.719 | 9.0 | L1 | X | | 1.6 | 2.1 | 0.3 | 1.2 | | | 5.2 | SBRM | 3.3 | B | BR | I | S | P | | | Taken on RWP for widening strip core (2-ft left of white edge line) - just before painted crosswalk / Brooks Drive, SBRM Thickness field measured |
| 24 | 8.499 | 5.5 | L1 | | | 1.1 | 2.1 | 0.3 | 0.3 | 0.2 | | 4.0 | SBRM | 4.9 | B | ST | II | S | P | | | SBRM Thickness field measured |
| 25 | 8.499 | 2.5 | OL | | | 0.7 | 2.3 | | | | | 6.3 | ABC | 3.3 | B | ST | II | S | P | | | |
| 26 | 7.777 | 8.0 | L1 | | | 1.1 | 2.3 | 0.2 | 0.9 | 0.1 | | 4.6 | SBRM | 5.4 | B | BR | II | S | P | | | SBRM Thickness field measured |
| 27 | 7.004 | 5.0 | L1 | | | 1.3 | 2.2 | 0.3 | 1.0 | 0.2 | | 5.0 | SBRM | 4.8 | B | ST | II | S | P | | | SBRM Thickness field measured |
| 28 | 6.762 | 10.0 | L2 | X | 1.4 | | | | | | | 1.4 | LR | 11.6 | B | A | I | M | P | | | Core on L2 Lane (after pavement change), No SP layer |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |

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