

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

Project No.: 450946-1					Cored By: Elipsis Engineering and Consulting								Date: September 13, 2023					Page No.: 1 of 3				
County: Volusia					Highway Sect. No: 79080								From: North of Sandra Drive					To: Flagler County Line				
Road No.: SR A1A					Begin MP: 10.290								End MP: 16.726					Length: 5.232				
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	LR Rating
					FC-9.5	Type SP	ARMI	Type I	Level Course	Type SP	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	16.683	6.0	L1		0.8	2.8	0.2	1.5	0.2		5.5	SBRMS	4.8	2.5	ST	II	S	P			1.8" Crack at bottom of core	—
2	16.683	1.5	OL		0.9	1.0					10.0	ABC	8.1	—	—	—	—	F			Core broke during extraction	—
3	16.183	4.0	L1		0.8	2.7	0.2	0.9	0.2		4.8	SBRMS	5.7	1.4	Br	II	S	P				—
4	15.480	7.0	L1		0.9	3.6	0.2	1.0	0.1		5.8	SBRMS	4.6	1.1	ST	II	M	P			1.0" crack at bottom of core	—
5	15.480	2.0	OL		1.2	0.7					9.9	ABC	8.0	—	—	—	—	F				—
6	14.891	6.0	L1		1.1	3.3	0.4	0.3	0.1		5.2	SBRMS	5.1	2.0	ST	II	M	P				—
7	13.866	8.5	L1	X	1.0	3.2	0.1	0.1	0.1		4.5	SBRMS	5.9	2.1	ST	I	L	P				—
8	13.866	2.0	OL		0.5	1.6					13.0	ABC	10.9	—	—	—	—	F				—
9	13.721	6.5	LRTL		0.9	4.0					4.9	LR	18.3	—	—	—	—	F			Right Turn onto Coqunia Key Dr.	4
10	13.282	5.5	LRTL		0.8	3.2					4.0	LR	8.3	—	—	—	—	F			Right Turn onto Seabridge Dr. Vegetation overgrown onto lane	3
11	13.221	5.5	LRTL		0.8	2.8					3.6	LR	8.9	—	—	—	—	F			Right Turn onto Sea Dunes Terrace Vegetation overgrown onto lane	3
12	12.858	8.5	L1	X	0.8	3.0	0.3			1.3	5.4	LR	10.4	—	—	—	—	F				4
13	12.858	2.0	OL		0.5	8.0					8.5	LR	2.5	—	—	—	—	F			Vegetation overgrown onto shoulder	2
14	12.060	6.0	L1		0.9	2.7	0.4	1.1	0.2		5.3	SBRMS	4.2	1.9	SL	II	M	P				—
15	11.419	3.5	L1	X	0.9	2.9	0.4				4.2	SBRMS	4.8	B	ST	II	S	P				—
16	11.419	2.0	OL		0.9	3.1					4.0	LR	4.3	—	—	—	—	F			Vegetation overgrown onto shoulder	2

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

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					FC-9.5	Type SP	ARMI	Type I	Level Course	Type SP	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
17	10.621	3.0	L1	X	0.8	2.8	0.4				4.0	SBRMS	5.0	B	SL	II	M	P				
18	10.567	3.0	R1		0.7	3.2	0.5				4.4	SBRMS	6.7	2.3	ST	II	M	P				
19	11.545	2.5	R1	X	0.5	2.8	0.4	0.4	0.2		4.3	SBRMS	8.2	2.1	ST	I	L	P				0.5" Crack at bottom of core
20	12.131	5.5	R1		0.8	2.8	0.3		0.2		4.1	SBRMS	5.0	3.0	SL	II	S	P				
21	12.626	3.0	RLTL	X	1.2	1.8		2.9	0.1		6.0	SBRMS	4.6	B	ST	II	S	P				Left Turn onto Sand Dollar Dr. Both cross slope values slope to L1
22	12.717	4.5	RLTL		1.2	2.6		2.3	0.1		6.2	SBRMS	4.7	B	ST	II	S	P				Left Turn onto Capistrano Dr., Core broke during extraction Crown: Top Value slopes to L1; Bottom value slopes to R1
23	12.762	2.5	OR		0.5	3.2					3.7	LR	4.6	—	—	—	—	F				Paved shoulder / Beach Access Parking
24	13.157	3.0	RLTL	X	1.2	1.8		2.9	0.2		6.1	SBRMS	4.5	B	ST	II	S	P				Left Turn onto Sea Dunes Terrace Crown: Top Value slopes to L1; Bottom value slopes to R1
25	13.518	9.0	R1	X	1.1	3.0	0.3	0.7	0.1		5.2	SBRMS	4.8	—	—	—	—	F				
26	13.518	2.0	OR		0.7	3.9					4.6	LR	4.4	—	—	—	—	F				
27	13.658	7.0	RLTL		1.2	1.6		1.1	0.2		4.1	SBRMS	5.4	B	ST	II	S	P				Left Turn onto Coquina Key Dr. Both cross slope values slope to L1
28	14.262	5.0	R1		0.9	3.0	0.4	1.0			5.3	SBRMS	6.7	2.3	SL	I	M	P				Core broke during extraction
29	15.340	8.0	R1		0.9	3.1	0.3	0.1	0.1		4.5	SBRMS	4.7	2.4	ST	I	M	P				
30	15.488	15.5	OR		1.6						1.6	CC	14.4	B	ST	II	L	P				Beach Access Asphalt Parking -- Core parking spot
31	16.092	6.0	R1		0.7	3.4	0.4				4.5	SBRMS	4.5	2.2	SL	II	S	P				
32	16.615	5.0	R1		0.7	3.1	0.4	0.8	0.2		5.2	SBRMS	6.1	2.2	SL	II	S	P				

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