State of Florida Department of Transportation

PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.: 450666-1	**Cored By:** NV5, Inc.	**Date:** 4/14/2024	**Page No.:** MASTER
County: Volusia	**Highway Section No:** 79180	**From:** SR 5 (US 1)	**To:** Davis Street
Road No.: SR A1A (Dunlawton Blvd./S. Atlantic Ave.)	**Begin MP:** 0.000	**End MP:** 6.515	**Length:** 6.515 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-12.5	Type SP	Type S	Type I	Binder	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent				
From MP 0.000 to MP 1.239 (Dunlawton Blvd.)																					
8	0.115	10.0	L2	X	1.5		1.6	1.0			4.1	LR	11.9	1.4	Br	I	L	F			Light Rippling
13	0.117	2.5	L1	X	0.6		2.0	1.7			4.3	LR	10.7	B	SL	II	L	F			
1	0.126	5.0	R2		0.9		2.1	1.5			4.5	LR	10.0	B	SL	II	S	P			
9	0.441	2.0	R1	X	0.6		2.2	1.9			4.7	LR	10.3	2.2	SL	I	L	F			
6	0.481	10.0	L2	X	0.6		2.6	0.4			3.6	LR	14.4	0.8	A	I	M	P			
12	0.515	8.5	L1	X	0.8		2.2	1.6			4.6	LR	12.4	1.0	SL	I	L	F			Light Wearing
				AVG	0.8		2.1	1.4			4.3		11.6								
				STD. DEV.	0.35		0.33	0.55			0.40		1.65								
				MIN.	0.6		1.6	0.4			3.6		10.0								
				MAX.	1.5		2.6	1.9			4.7		14.4								
4	1.013	3.5	L2	X		1.0		2.6			3.6	LR	10.7	2.0	Br	II	M	P			Rippling
10	1.113	2.5	R1	X		1.3		1.8			3.1	LR	11.9					F			Rippling
11	1.162	2.5	L1	X		1.2		3.1			4.3	LR	10.2	1.2	Br	I	L	F			Rippling
				AVG		1.2		2.5			3.7		10.9								
				STD. DEV.		0.15		0.66			0.60		0.87								
				MIN.		1.0		1.8			3.1		10.2								
				MAX.		1.3		3.1			4.3		11.9								
7	0.400	2.0	OL		0.4			1.6			2.0	LR	4.5					F			Light Wearing
2	0.400	4.0	OR		0.7			2.4			3.1	LR	2.9	B	SL	II	M	P			
				AVG	0.6			2.0			2.6		3.7								
				STD. DEV.	0.21			0.57			0.78		1.13								
				MIN.	0.4			1.6			2.0		2.9								
				MAX.	0.7			2.4			3.1		4.5								
3	0.490	7.0	RRTL		0.5			2.2			2.7	LR	10.0	B	SL	III	S	P			EB Right TL to Sea Bird Island
5	0.526	7.5	LRTL		1.0			0.8			1.8	LR	12.2	B	SL	II	M	F			WB Right TL to Port Orange Causeway Park
				AVG	0.8			1.5			2.3		11.1								
				STD. DEV.	0.35			0.99			0.64		1.56								
				MIN.	0.5			0.8			1.8		10.0								
				MAX.	1.0			2.2			2.7		12.2								
From MP 1.239 to MP 6.515 (S. Atlantic Avenue)																					
36	1.321	9.0	L2	X		1.4		1.0			2.4	LR	10.3	B	SL	II	S	P			
35	1.845	9.0	L2	X		1.2		1.0			2.2	LR	--	B	Br	I	S	P			
57	1.945	3.0	L1	X		1.4		0.5		0.8	2.7	LR	9.6					F			Superficial Longitudinal Cracking
56	2.355	4.5	L1			1.2		0.7		0.6	2.5	LR	--	B	SL	I	L	F			
34	2.462	8.5	L2	X		1.1		1.5			2.6	LR	13.4	B	A	III	S	P			
55	2.834	3.0	L1	X		1.5		0.7		0.9	3.1	LR	8.9					F			Superficial Branch Cracking
33	2.901	4.5	L2			1.7		0.6		0.9	3.2	LR	--	B	ST	III	S	F			Binder layer exist in 1/2 core Other 1/2 core has all 1.5" Type S
54	3.274	2.0	L1	X		1.4		0.6		0.8	2.8	LR	--	B	SL	I	L	F			
32	3.350	10.5	L2			1.8		1.0		0.5	3.3	LR	8.2	2.0	SL	I	L	F			
31	3.928	10.5	L2			1.8		1.2		0.9	3.9	LR	--	2.0	SL	II	M	F			
53	3.968	3.5	L1			1.1		1.1		1.0	3.2	LR	10.1	1.8	SL	II	L	F			
30	4.357	12.0	L2			1.3		2.0			3.3	LR	8.9	B	A	III	S	P			
52	4.487	2.0	L1	X		1.4		1.5			2.9	LR	--	B	SL	III	S	F			
29	4.800	9.0	L2	X		1.4		0.9			2.3	LR	--	B	Br	II	M	P			
51	4.823	2.0	L1			1.8		0.6		0.7	3.1	LR	9.4	B	SL	II	M	F			
50	5.069	8.0	L1			1.1		0.8		0.6	2.5	LR	9.8					F			Light Wearing
28	5.330	4.5	L2			1.5		0.7		0.4	2.6	LR	12.9	B	SL	I	M	F			
49	5.350	2.5	L1	X		1.4		0.9		0.8	3.1	LR	--	B	SL	III	M	F			
48	5.668	8.5	L1			1.0		1.3			2.3	LR	9.2	B	SL	II	M	F			
27	5.745	6.5	L2			1.3		1.0		0.5	2.8	LR	--					F			Wearing Down of Surface
47	6.290	3.0	L1	X		1.3		1.0		1.0	3.3	LR	--	1.2	SL	I	L	F			
26	6.338	9.5	L2	X		1.2		1.4		0.7	3.3	LR	12.2	1.1	SL	I	L	F			
14	1.292	6.5	R1			1.2			0.7	1.2	3.1	LR	10.5					F			Raveling
15	1.736	6.5	R2			1.3		0.3	1.1		2.7	LR	--	B	Bl	II	L	F			
37	1.752	3.0	R1	X		1.0		1.0		0.8	2.8	LR	8.7	B	SL	II	M	F			
38	2.196	6.0	R1			1.2				0.3	1.5	LR	--	B	SL	III	S	F			
16	2.226	8.5	R2	X		1.2		1.4			2.6	LR	10.9	B	Br	II	S	P			
39	2.453	6.5	R1			1.2		0.6		0.5	2.3	LR	9.4	B	SL	III	S	F			Light Wearing
17	2.794	9.0	R2	X		1.5		1.2			2.7	LR	--	B	SL	II	S	P			Excess Air Voids in FC-12.5 Layer
40	2.942	1.5	R1			1.5				0.6	2.1	LR	--	B	SL	III	S	F			
18	2.996	11.5	R2			1.2		2.0			3.2	LR	8.8	B	SL	III	S	P			
19	3.368	4.0	R2			1.2		0.2		1.0	2.4	LR	--	B	SL	I	L	P			Light Wearing
41	3.634	8.5	R1	X		1.1		1.2	0.8		3.1	LR	8.4	B	SL	II	M	F			
20	3.742	5.5	R2			1.2		1.8			3.0	LR	14.0	B	ST	II	M	F			
42	4.079	9.5	R1	X		1.0		0.9	1.2		3.1	LR	--	B	ST	III	S	P			
21	4.320	10.0	R2	X		1.4		1.0	1.8		4.2	LR	--	1.0	SL	I	L	F			
43	4.576	7.0	R1			1.2		0.8			2.0	LR	9.5	B	Br	III	S	F			
22	4.835	6.5	R2			1.5		0.8	1.2		3.5	LR	10.0	B	SL	II	S	P			
44	5.052	3.0	R1	X		1.8		0.5		0.6	2.9	LR	--	B	SL	II	L	F			
23	5.381	6.0	R2			1.5		0.3		0.7	2.5	LR	--	B	SL	II	L	F			Binder layer exist in 1/2 core Other 1/2 core has all 1.0" Type S
45	5.659	8.0	R1			1.1		0.7			1.8	LR	10.8	B	Br	I	L	P			
24	5.834	8.5	R2	X		1.3		1.1			2.4	LR	15.6	B	SL	I	L	F			
25	6.251	9.5	R2	X		1.3		1.1		0.9	3.3	LR	--	B	ST	III	S	F			FC-12.5 fractured apart. Bottom layer looks to be ST, noted in Binder column instead
46	6.414	2.0	R1	X		1.3		1.6			2.9	LR	8.8	1.2	A	II	L	P			
				AVG		1.3		1.0		0.7	2.8		9.9								
				STD. DEV.		0.22		0.43		0.22	0.52		1.40								
				MIN.		1.0		0.2		0.3	1.5		8.2								
				MAX.		1.8		2.0		1.2	4.2		13.4								
1	0.145	9.5	R2								5.0							P			Approach Slab - Halifax River Bridge #790147
2	0.291	10.5	R2								5.3							P			Leave Slab - Halifax River Bridge #790147
3	0.606	9.3	R2								6.0							F			Approach Slab - Halifax River Bridge #790148
4	0.989	8.9	R2								6.0							P			Leave Slab - Halifax River Bridge #790148
5	0.989	9.5	L2								5.0							P			Approach Slab - Halifax River Bridge #790148
6	0.606	8.6	L2								4.5							P			Leave Slab - Halifax River Bridge #790148
7	0.291	8.2	L2								4.5							F			Approach Slab - Halifax River Bridge #790147
8	0.145	9.7	L2								4.8							F			Leave Slab - Halifax River Bridge #790147
9	0.145	2.8	R1								4.0							F			Approach Slab - Halifax River Bridge #790147
10	0.291	3.2	R1								4.3							F			Leave Slab - Halifax River Bridge #790147
11	0.606	2.3	R1								5.3							F			Approach Slab - Halifax River Bridge #790148
12	0.989	3.5	R1								6.5							F			Leave Slab - Halifax River Bridge #790148
13	0.989	4.6	L:1								5.5							G			Approach Slab - Halifax River Bridge #790148
14	0.606	2.2	L1								5.0							F			Leave Slab - Halifax River Bridge #790148
15	0.291	3.5	L1								4.3							F			Approach Slab - Halifax River Bridge #790147
16	0.145	3.5	L1								5.0							F			Leave Slab - Halifax River Bridge #790147
											5.0										
											0.70										
											4.0										
											6.5										

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement Note(s):

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; SAHM= Sand Asphalt Hot Mix; SBRM= Sand Bituminous Road Mix; NB= No Base; SHCC = Shell Base-Cemented Coquina