

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

Project No.: 427232-1	Cored By: Ellis & Associates	Date: 2/24/2011	Page No.: 1 of 6
County: Flagler	Highway Sect. No.: 73020	From: East of I-95	To: SR A1A / Ocean Shore Drive
Road No.: SR 100	Begin M.P.: 4.920	End M.P.: 8.191	Length: 3.271

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-2	FC-5	Type S	Type SP 12.5			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
1	4.985	7.0	RRTL	X	0.6	-	3.9	-	-	-	4.5	L/R	10.0	1.5	Br	III	S	P			To Old Kings Highway; Air Voids in Structural Course, Ripples in vicinity of core
2	5.200	2.0	OR	-	0.6	-	2.1	-	-	-	2.7	L/R	3.8	-	-	-	-	F			
3	5.229	8.1	R2	X	0.5	-	4.3	-	-	-	4.8	L/R	9.7	1.8	Br	III	S	P			Ripples in vicinity of core location
4	5.788	3.8	R2	X	0.5	-	4.1	-	-	-	4.6	L/R	10.9	1.5	Br	III	S	P			Ripples in vicinity of core location
5	6.200	1.5	OR	-	0.3	-	2.1	-	-	-	2.4	L/R	3.6	-	-	-	-	F			
6	6.210	9.7	R2	X	0.4	-	3.5	-	-	-	3.9	L/R	10.1	B	Br	II	S	P			Ripples in vicinity of core location
7	6.725	8.8	R2	X	0.3	-	3.3	-	-	-	3.6	L/R	9.9	1.2	Br	II	S	P			
8	6.876	8.4	RRTL	X	-	0.5	-	3.5	-	-	4.0	L/R	11.0	-	-	-	-	F			to CVS (Turn Lane Extension)
9	6.913	3.0	RRTL	X	0.6	-	3.8	-	-	-	4.4	L/R	9.6	B	Br	III	S	P			To John Andersen Road Ripples in vicinity of core location
10	7.200	1.5	OR	-	0.6	-	1.3	-	-	-	1.9	L/R	5.1	-	-	-	-	F			
11	7.255	6.4	R2	-	0.5	-	2.5	-	-	-	3.0	L/R	11.0	B	Br	III	S	P			
12	7.200	2.8	OL	-	0.5	-	1.2	-	-	-	1.7	L/R	2.3	-	-	-	-	F			
13	7.142	3.5	L2	X	0.5	-	3.1	-	-	-	3.6	L/R	11.4	0.7	Br	II	S	P			Ripples in vicinity of core location
14	7.056	7.3	LRTL	-	0.5	-	4.4	-	-	-	4.9	L/R	10.1	0.5	Br	II	L	F			
15	6.913	8.8	LRTL	X	-	0.5	-	4.0	-	-	4.5	L/R	12.5	-	-	-	-	F			No crack in vicinity of core location
16	6.794	8.2	LRTL	X	-	0.5	-	3.8	-	-	4.3	L/R	12.7	-	-	-	-	F			No crack in vicinity of core location

Remarks: Crack Types: L=Longitudinal, T=Transverse, A=Alligator, Bl=Block, Br=Branch, C=Combination
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Road No.: SR 100	Begin M.P.: 4.920	End M.P.: 8.191	Length: 3.271

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-2	FC-5	Type S	Type SP 12.5			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
17	6.605	9.5	L2	-	0.5	-	3.8	-	-	-	4.3	L/R	13.7	1.8	L	II	S	P			Ripples in vicinity of core location
18	6.475	9.6	LRTL	-	0.5	-	4.3	-	-	-	4.8	L/R	11.2	2.4	L	III	S	P			To Colbert Lane Ripples in vicinity of core location
19	6.425	1.5	LRTL	-	-	-	2.6	-	-	-	2.6	L/R	13.4	B	L	I	M	P			To Unfinished Plaza Development
20	6.235	2.1	L2	X	0.5	-	3.8	-	-	-	4.3	L/R	11.2	B	L	III	S	P			Ripples in vicinity of core location
21	6.200	2.2	OL	-	0.3	-	2.2	-	-	-	2.5	L/R	6.5	-	-	-	-	P			Severe raveling present in core location
22	5.665	9.6	L2	X	0.3	-	3.8	-	-	-	4.1	L/R	8.4	B	Br	III	S	P			Ripples in vicinity of core location
23	5.200	1.7	OL	-	0.7	-	1.7	-	-	-	2.4	L/R	4.1	-	-	-	-	F			
24	5.195	9.4	L2	X	0.3	-	4.3	-	-	-	4.6	L/R	8.9	2.3	Br	III	S	P			Ripples in vicinity of core location
25	5.186	8.5	LRTL	X	0.8	-	3.3	-	-	-	4.1	L/R	10.2	-	-	-	-	F			To Kings Pointe Center No crack in vicinity of core location
26	4.914	7.0	L2	X	0.5	-	4.0	-	-	-	4.5	L/R	11.3	1.5	L	I	S	P			New Asphalt to the South higher than old asphalt
27	4.930	9.3	R1	X	0.4	-	4.5	-	-	-	4.9	L/R	9.6	1.0	Br	I	M	P			
28	5.129	2.7	RLTL	X	1.0	-	3.3	-	-	-	4.3	L/R	16.7	-	-	-	-	F			To Kings Pointe Center No crack in vicinity of core location
29	5.528	7.0	R1	X	0.5	-	4.0	-	-	-	4.5	L/R	11.0	0.5	Br	II	M	P			Air voids in Structural Course Ripples in vicinity of core location
30	5.903	7.5	R1	X	0.5	-	4.0	-	-	-	4.5	L/R	14.0	2.2	Br	III	S	P			Ripples in vicinity of core location
31	6.368	5.7	RLTL	-	0.5	-	4.1	-	-	-	4.6	L/R	9.4	2.2	Br	III	M	P			To Unfinished Plaza Development
32	6.439	5.8	R1	X	0.5	-	3.5	-	-	-	4.0	L/R	12.0	B	Br	III	L	P			Ripples in vicinity of core location

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Road No.: SR 100	Begin M.P.: 4.920	End M.P.: 8.191	Length: 3.271

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-2	FC-5	Type S	Type SP 12.5			Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
33	6.507	5.0	RLTL	-	0.8	-	3.8	-	-	-	4.6	L/R	11.7	B	Br	III	M	P			To Cobert Lane
34	6.716	2.9	RLTL	X	-	0.8	-	3.3	-	-	4.1	L/R	18.4	-	-	-	-	F			To Publix Plaza No crack in vicinity of core location
35	6.775	5.0	R1	-	0.5	-	3.8	-	-	-	4.3	L/R	9.7	B	L	III	S	P			Severe Deterioration/Crumbling of Structural Course Ripples in vicinity of core location
36	7.157	3.3	R1	X	0.5	-	2.8	-	-	-	3.3	L/R	10.7	1.3	Br	III	S	P			
37	7.164	8.3	LLTL	X	0.5	-	3.0	-	-	-	3.5	L/R	10.5	1.2	Br	II	S	P			To Palm Drive Air Voids in Structural Course
38	7.035	8.5	L1	X	0.5	-	3.7	-	-	-	4.2	L/R	10.3	1.7	Br	II	M	P			Ripples in vicinity of core location
39	6.637	2.7	L1	X	0.5	-	3.6	-	-	-	4.1	L/R	10.4	B	Br	III	S	P			Ripples in vicinity of core location
40	6.176	8.3	L1	X	0.6	-	4.1	-	-	-	4.7	L/R	10.1	2.7	Br	III	S	P			Ripples in vicinity of core location
41	5.577	3.9	L1	X	0.5	-	4.0	-	-	-	4.5	L/R	10.0	1.6	Br	III	S	P			Ripples in vicinity of core location
42	5.531	3.1	LLTL	X	0.3	-	3.8	-	-	-	4.1	L/R	10.4	-	-	-	-	P			To Junk Yard Business Severe raveling in vicinity of core location
43	5.144	2.4	L1	X	0.5	-	3.9	-	-	-	4.4	L/R	10.6	2.0	Br	III	S	P			
44	7.832	9.8	R2	X	0.6	-	2.8	-	-	-	3.4	L/R	5.6	B	Br	III	M	P			
45	7.850	4.4	OR	-	0.3	-	0.8	-	-	-	1.1	L/R	11.9	B	L	II	M	P			
46	8.018	4.3	R2	LWP	0.5	-	4.8	-	-	-	5.3	L/R	10.2	0.5	Br	II	S	P			
47	8.018	8.9	R2	RWP	0.4	-	5.0	-	-	-	5.4	L/R	10.1	1.7	Br	III	S	P			
48	8.138	10.5	R2	RWP	0.7	-	3.7	-	-	-	4.4	L/R	11.1	B	Br	III	S	P			

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					FC-2	FC-5	Type S	Type SP 12.5	Type I		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent	
49	8.138	7.3	R2	RWP	0.5	-	3.4	-	-	-	3.9	L/R	11.6	B	Br	III	S	P				
50	8.175	4.2	R2	LWP	0.5	-	4.2	-	-	-	4.7	L/R	3.3	3.0	Br	III	S	P				Asphalt 0.50 inches above gutter
51	8.175	9.8	R2	RWP	0.5	-	5.2	-	-	-	5.7	L/R	9.3	-	-	-	-	P				No crack in vicinity of core location
52	8.142	3.7	L2	LWP	0.6	-	2.7	-	1.1	-	4.4	L/R	3.9	B	L	III	S	P				Thicker pavement on South side of core Asphalt 0.25 inches above gutter
52A	8.142	3.7	L2	LWP	0.6	-	2.6	-	-	-	3.2	L/R	5.1	B	L	III	S	P				Thinner pavement on North side of core Asphalt 0.25 inches above gutter
53	8.142	8.3	L2	RWP	0.4	-	4.1	-	-	-	4.5	L/R	8.8	-	-	-	-	P				Shell Fragments Noted in Limerock Base
54	8.061	2.4	L2	LWP	0.5	-	1.8	-	-	-	2.3	L/R	14.7	B	L	III	S	P				
55	8.061	7.8	L2	RWP	0.7	-	4.8	-	-	-	5.5	L/R	11.5	-	-	-	-	P				No crack in vicinity of core location
56	7.868	7.3	L2	X	0.4	-	2.9	-	-	-	3.3	L/R	10.7	B	Br	III	S	P				
57	7.850	1.1	OL	-	0.5	-	1.5	-	-	-	2.0	L/R	3.5	B	Br	III	S	P				
58	7.832	3.0	L2	LWP	0.5	-	3.3	-	-	-	3.8	L/R	10.7	-	-	-	-	P				No crack in vicinity of core location
59	7.832	8.0	L2	RWP	0.5	-	3.2	-	-	-	3.7	L/R	10.8	B	Br	III	S	P				
60	7.965	5.5	RLTL	-	1.0	-	2.6	-	-	-	3.6	L/R	9.4	0.5	Br	II	M	P				To N. Flagler Avenue Air voids in Structural Course
61	7.985	3.7	R1	LWP	0.5	-	5.2	-	-	-	5.7	SBRM	7.0	B	L	III	S	P				No Limerock
62	7.985	9.2	R1	RWP	0.5	-	3.8	-	-	-	4.3	L/R	8.7	B	L	III	S	P				Split Core; Other half is 5.3" thick
63	8.095	2.9	R1	LWP	0.3	-	4.7	-	-	-	5.0	SBRM	9.5	B	L	III	S	P				No Limerock

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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-2	FC-5	Type S	Type SP 12.5	Type I	Type II Shell	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
64	8.095	9.1	R1	RWP	0.5	-	4.2	-	-	-	4.7	SBRM	4.3	B	L	III	S	P			3.3 inches of L/R found below SBRM SBRM Broke Off - Depth Measured in Core Hole
65	8.150	2.3	R1	LWP	0.5	-	4.1	-	-	-	4.6	SBRM	7.4	-	-	-	-	F			No crack in vicinity of core location SBRM Broke Off - Depth Measured in Core Hole
66	8.150	5.4	R1	RWP	0.5	-	4.8	-	-	0.7	6.0	SBRM	7.8	4.5	L	II	M	P			5.5 inches of L/R found below SBRM SBRM Broke Off - Depth Measured in Core Hole
67	8.160	5.3	L1	LWP	0.5	-	3.2	-	-	-	3.7	SBRM	8.8	B	T	III	M	P			SBRM Broke Off - Depth Measured in Core Hole
68	8.160	9.0	L1	RWP	0.5	-	3.9	-	-	3.3	7.7	L/R	4.8	B	T	III	M	P			
69	8.145	3.0	L1	LWP	0.5	-	3.0	-	-	-	3.5	L/R	10.5	B	T	III	S	P			
70	8.135	8.7	L1	RWP	1.0	-	2.8	-	-	-	3.8	SBRM	6.7	B	T	III	S	P			5.0 inches of L/R found below SBRM SBRM Broke Off - Depth Measured in Core Hole
71	8.135	5.0	LLTL	-	0.5	-	4.0	-	-	-	4.5	SBRM	6.0	B	L	III	M	P			To Central Ave. (CTL) SBRM Broke Off - Depth Measured in Core Hole
72	8.060	3.8	LLTL	X	0.4	-	3.0	-	-	-	3.4	SBRM	8.9	B	T	III	M	P			To S. Daytona Ave. (CTL) SBRM Broke Off - Depth Measured in Core Hole
73	8.050	2.6	L1	LWP	0.5	-	4.2	-	-	-	4.7	SBRM	7.3	B	L	III	S	P			SBRM Broke Off - Depth Measured in Core Hole
74	8.050	7.9	L1	RWP	0.5	-	6.5	-	-	-	7.0	L/R	6.5	B	T	III	M	P			
75	7.995	9.2	LLTL	-	0.5	-	3.3	-	-	-	3.8	SBRM	8.7	B	T	III	M	P			To S. Flagler Ave. (CTL) Ripples in vicinity of core location
76	7.843	5.2	L1	-	0.5	-	2.6	-	-	-	3.1	L/R	10.4	B	L	II	M	P			
77	4.990	1.5	OR	-	0.5	-	2.1	-	-	-	2.6	L/R	10.4	-	-	-	-	F			Grass is 3 inches above shoulder, poor drainage
78	5.170	9.5	RLTL	X	-	0.7	1.7	-	-	-	2.4	L/R	9.6	-	-	-	-	F			In MXO Area -- To Kings Pointe Center
79	5.480	25.0	MXO	-	-	-	3.3	-	-	-	3.3	L/R	9.7	B	L	II	M	P			See Cross Slope sheet for MXO slope values

Remarks: Crack Types: L=Longitudinal, T=Transverse, A=Alligator, Bl=Block, Br=Branch, C=Combination **NOTE:** Center Lane (LLTL) is Crowned. Two Slope Values Provided for Core 71, 72, 75.

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80	5.982	17.5	MXO	-	-	-	3.4	-	-	-	3.4	L/R	9.6	B	Br	II	M	P			See Cross Slope sheet for MXO slope values			
81	6.420	4.5	RLTL	X	-	-	4.3	-	-	-	4.3	L/R	12.7	B	Br	II	M	P			In MXO Area --To Unfinished Plaza Development			
82	7.027	2.0	OL	-	0.8	-	1.7	-	-	-	2.5	L/R	4.0	-	-	-	-	F						

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