

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

| | | | |
|------------------------------|-------------------------------------|----------------------------------|------------------------------------|
| Project No.: 427277-1 | Cored By: Ellis & Associates | Date: 6/15/2011 | Page No.: 1 of 6 |
| County: Flagler | Highway Sect. No.: 73010 | From: Volusia County Line | To: South of Bridge #730074 |
| Road No.: SR 5 | Begin M.P.: 0.000 | End M.P.: 8.840 | Length: 8.840 |

| 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-5 | SP-C | Type S | Type I | Binder | ST | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 1 | 0.222 | 7.0 | RRTL | - | 1.0 | - | 3.0 | - | - | - | 11.4 | ABC | 7.4 | 1.2 | L | I | M | P | | | To Plantation Bay Road Crack width is wider at the top |
| 2 | 0.439 | 3.5 | R2 | X | 0.6 | - | 3.2 | - | - | - | 3.8 | LR | - | 0.5 | Br | I | M | P | | | Crack width is wider at the top/ Raveling present in mat |
| 3 | 0.550 | 1.5 | OR | - | 0.5 | - | 3.7 | 2.0 | - | 0.6 | 6.8 | LR | 8.3 | 1.3 | Br | I | M | P | | | Crack width is wider at the top |
| 4 | 0.926 | 9.0 | R2 | X | 0.7 | - | 3.7 | 1.2 | 1.0 | - | 6.6 | LR | 8.9 | 0.8 | Br | I | M | P | | | Crack width is wider at the top |
| 5 | 1.371 | 4.0 | R2 | X | 0.9 | - | 3.1 | 1.2 | - | 0.4 | 5.6 | LR | - | 1.9 | Br | II | M | P | | | Crack width is wider at the top/Shoulder erosion, 4.5" dropoff from pavement to soil |
| 6 | 1.830 | 3.5 | R2 | X | 0.7 | - | 3.3 | 1.0 | - | 0.9 | 5.9 | LR | 9.1 | B | Br | II | M | P | | | Crack width is wider at the top |
| 7 | 2.550 | 1.0 | OR | - | 1.1 | - | 3.1 | - | - | - | 4.2 | LR | 4.8 | - | - | - | - | F | | | No crack in vicinity of core location |
| 8 | 2.826 | 2.3 | R2 | X | 0.7 | - | 3.2 | 1.2 | - | 0.7 | 5.8 | LR | - | 4.7 | Br | II | M | P | | | Crack width is wider at the top |
| 9 | 3.442 | 3.0 | R2 | X | 0.6 | - | 3.5 | 1.3 | 1.0 | | 6.4 | LR | 8.6 | B | Br | I | M | P | | | Crack width is wider at the top |
| 10 | 4.021 | 4.8 | R2 | X | 0.8 | - | 3.4 | 1.1 | - | 0.6 | 5.9 | LR | - | 2.5 | Br | I | M | P | | | Crack width is wider at the top |
| 11 | 4.021 | 1.3 | OR | - | 1.1 | - | 3.0 | - | - | - | 4.1 | LR | 4.2 | - | - | - | - | F | | | No crack in vicinity of core location |
| 12 | 4.489 | 3.8 | R2 | X | 1.0 | - | 4.8 | - | - | 0.6 | 6.4 | LR | 6.6 | 1.8 | Br | I | L | P | | | Crack width is wider at the top/Raveling present in mat |
| 13 | 4.740 | 6.8 | RRTL | X | 0.9 | - | 1.0 | 2.2 | 1.3 | | 5.4 | LR | 9.1 | B | Br | I | M | P | | | To Old Dixie Highway |
| 14 | 5.300 | 1.3 | OR | - | 1.0 | - | 2.4 | - | - | - | 3.4 | LR | 4.1 | - | - | - | - | F | | | No crack in vicinity of core location |
| 15 | 5.600 | 8.3 | R2 | X | 1.0 | 1.0 | 2.2 | - | - | - | 4.2 | LR | - | - | - | - | - | F | | | No crack in vicinity of core location |
| 16 | 5.852 | 10.0 | RRTL | X | 0.7 | 3.8 | - | - | - | - | 13.5 | ABC | 9.0 | - | - | - | - | F | | | To Seminole Woods Blvd (Widened Portion) No crack in vicinity of core location |

Remarks: Crack Types: L=Longitudinal, T=Transverse, A=Alligator, Bl=Block, Br=Branch, C=Combination

S/S = Stabilized Subgrade, LR = Limerock, SBRM = Sand Bituminous Road Mix, ABC = Asphalt Base Course

Crack Extent: L=Light, M=Moderate, S=Severe Pavement Condition: G=Good, F=Fair, P=Poor

Note:

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PAVEMENT EVALUATION AND CONDITION DATA SHEET**

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| County: Flagler | Highway Sect. No.: 73010 | From: Volusia County Line | To: South of Bridge #730074 |
| Road No.: SR 5 | Begin M.P.: 0.000 | End M.P.: 8.840 | Length: 8.840 |

| 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-5 | SP-C | Type S | Type I | Binder | ST | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 17 | 6.445 | 8.0 | R2 | X | 0.9 | 1.1 | 1.0 | - | 1.6 | - | 4.6 | LR | 7.4 | - | - | - | - | F | | | No crack in vicinity of core location |
| 18 | 6.700 | 1.3 | OR | - | 0.5 | - | 2.1 | - | - | - | 2.6 | LR | 4.7 | - | - | - | - | F | | | No crack in vicinity of core location |
| 19 | 7.263 | 8.3 | R2 | X | 0.8 | 0.8 | 0.8 | - | 1.5 | - | 3.9 | LR | - | - | - | - | - | F | | | No crack in vicinity of core location |
| 20 | 7.780 | 10.0 | RRTL | - | 1.0 | 2.0 | - | - | - | - | 9.2 | ABC | 6.2 | - | - | - | - | F | | | To Belle Terre Blvd (Widened Portion) Crack 12"-18" left of core location |
| 21 | 8.200 | 1.5 | OR | - | 0.8 | 0.8 | 0.9 | - | - | - | 2.5 | LR | - | - | - | - | - | F | | | SS material along shoulder to eliminate dropoff. No crack in vicinity of core location |
| 22 | 8.200 | 2.0 | OL | - | 1.2 | 0.8 | 1.1 | - | - | - | 7.6 | ABC | 4.5 | - | - | - | - | F | | | No crack in vicinity of core location |
| 23 | 7.697 | 9.0 | L2 | X | 0.7 | 2.3 | 1.0 | - | - | 3.2 | 7.2 | LR | 6.6 | B | Br | I | S | P | | | Total Pavement Thickness Measured in Core Hole |
| 24 | 7.195 | 8.3 | L2 | X | 0.5 | 2.0 | 1.0 | - | - | 1.8 | 5.3 | LR | 8.2 | 2.4 | Br | I | S | P | | | Total Pavement Thickness Measured in Core Hole |
| 25 | 6.945 | 6.8 | LRTL | X | 1.0 | 1.5 | 1.8 | - | - | - | 4.3 | LR | 11.7 | - | - | - | - | F | | | To Dupont Road / CR 304 Narrow Turn Lane < 10' Wide |
| 26 | 6.700 | 1.8 | OL | - | 0.9 | 1.1 | 0.7 | - | - | - | 6.8 | ABC | 4.1 | - | - | - | - | F | | | No crack in vicinity of core location |
| 27 | 6.447 | 9.8 | L2 | X | 0.5 | 1.0 | 2.5 | - | - | 9.1 | 13.1 | SS | - | B | A | III | S | P | | | Confirmed No Limerock at This Location Total Pavement Thickness Measured in Core Hole |
| 28 | 5.866 | 9.0 | L2 | X | 0.7 | 2.3 | 2.6 | - | - | - | 5.6 | SS | - | B | Br | II | S | P | | | Verification of #28 Not Done Due to MOT Issues Thin Limerock pocket observed in SS section |
| 29 | 5.300 | 2.8 | OL | - | 1.0 | 1.1 | 0.8 | - | - | - | 7.7 | ABC | 4.8 | - | - | - | - | F | | | No crack in vicinity of core location |
| 30 | 5.050 | 9.5 | L2 | X | 0.8 | 1.9 | 0.5 | 1.7 | - | 4.7 | 9.6 | LR | 7.2 | B | A | III | S | P | | | Total Pavement Thickness Measured in Core Hole |
| 31 | 4.750 | 8.0 | L2 | X | 0.8 | 2.2 | - | 1.2 | - | - | 4.2 | PCC | 6.8 | 0.8 | T | I | S | P | | | |
| 32 | 4.100 | 1.8 | OL | - | 0.6 | 1.2 | 1.9 | - | - | - | 3.7 | LR | 6.1 | - | - | - | - | F | | | (Air Voids In Core) Grass 2" above shoulder, poor drainage |

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| Road No.: SR 5 | Begin M.P.: 0.000 | End M.P.: 8.840 | Length: 8.840 |

| 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-5 | SP-C | Type S | Type I | Binder | ST | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 33 | 3.550 | 8.8 | L2 | X | 0.7 | 2.0 | 0.5 | 0.8 | - | - | 4.0 | PCC | 7.0 | B | T | I | S | P | | | Crack width is wider at the top |
| 34 | 2.550 | 8.0 | L2 | X | 0.8 | 2.3 | 0.8 | 1.0 | - | - | 4.9 | PCC | 6.7 | - | - | - | - | P | | | Core not taken on crack, alternating cores taken on cracks for mainline only when PCC present |
| 35 | 2.550 | 1.5 | OL | - | 1.1 | 0.9 | 1.5 | - | - | - | 3.5 | LR | 6.0 | - | - | - | - | F | | | No crack in vicinity of core location |
| 36 | 1.550 | 8.5 | L2 | X | 0.5 | 2.0 | 0.4 | 1.1 | - | - | 4.0 | PCC | 6.4 | B | T | I | S | P | | | Crack width is wider at the top |
| 37 | 0.550 | 6.3 | L2 | - | 0.7 | 2.4 | 0.7 | 1.2 | - | - | 5.0 | PCC | 6.8 | - | - | - | - | P | | | Core not taken on crack, alternating cores taken on cracks for mainline only when PCC present |
| 38 | 0.550 | 1.8 | OL | - | 0.8 | 0.8 | 1.3 | - | - | - | 2.9 | LR | 7.4 | - | - | - | - | F | | | No crack in vicinity of core location |
| 39 | 0.685 | 1.0 | IR | - | 0.8 | - | 1.5 | - | - | - | 7.4 | ABC | 5.1 | 0.8 | Br | I | S | P | | | Crack width is wider at the top |
| 40 | 0.685 | 6.1 | R1 | - | 1.0 | - | 4.7 | - | - | - | 5.7 | LR | - | 2.0 | Br | I | S | P | | | Crack width is wider at the top |
| 41 | 1.508 | 1.1 | R1 | X | 0.7 | - | 3.6 | - | - | - | 4.3 | LR | 10.2 | 1.7 | Br | III | S | P | | | Crack width is wider at the top |
| 42 | 1.970 | 2.5 | R1 | X | 1.0 | - | 4.2 | - | - | - | 5.2 | LR | - | - | - | - | - | F | | | No crack in vicinity of core location |
| 43 | 2.609 | 0.9 | IR | - | 0.9 | - | 1.2 | - | - | - | 6.8 | ABC | 4.7 | 1.0 | Br | I | L | F | | | |
| 44 | 2.609 | 7.1 | R1 | X | 0.9 | - | 3.9 | - | - | - | 4.8 | LR | 8.2 | 2.0 | Br | II | M | P | | | Crack width is wider at the top |
| 45 | 3.532 | 8.0 | R1 | X | 0.8 | - | 4.6 | - | 0.6 | - | 6.0 | LR | - | 0.8 | Br | II | M | P | | | Crack width is wider at the top |
| 46 | 3.818 | 7.1 | R1 | X | 1.1 | - | 4.4 | - | 0.5 | | 6.0 | LR | 9.0 | 2.0 | Br | II | S | P | | | Crack width is wider at the top |
| 47 | 4.190 | 0.8 | IR | - | 1.0 | - | 1.0 | - | - | - | 7.3 | ABC | 5.3 | - | - | - | - | F | | | Grass 2" above shoulder, poor drainage |
| 48 | 4.190 | 8.1 | R1 | X | 1.0 | - | 4.4 | - | 0.5 | - | 5.9 | LR | - | 2.7 | Br | III | S | P | | | Some Air Voids in Core Crack width is wider at the top |

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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-5 | SP-C | Type S | Type I | Binder | ST | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 49 | 4.638 | 3.2 | R1 | X | 0.8 | - | 4.4 | - | 0.7 | - | 5.9 | LR | 8.6 | 0.8 | Br | I | L | P | | | Crack width is wider at the top |
| 50 | 5.031 | 7.6 | R1 | X | 0.5 | - | 4.5 | 1.5 | 1.0 | - | 7.5 | LR | - | 2.2 | Br | III | M | P | | | Crack width is wider at the top |
| 51 | 5.400 | 0.7 | IR | - | 1.7 | 2.8 | - | - | - | - | 8.8 | ABC | 4.3 | - | - | - | - | F | | | Grass 2" above shoulder, poor drainage |
| 52 | 5.400 | 2.4 | R1 | X | 0.9 | 1.2 | 1.0 | - | 1.2 | - | 4.3 | LR | 8.7 | - | - | - | - | F | | | Grass 2" above shoulder, poor drainage No crack in vicinity of core location |
| 53 | 6.094 | 3.3 | R1 | X | 1.1 | 0.9 | 1.5 | - | 0.9 | - | 4.4 | LR | - | - | - | - | - | F | | | Grass 2" above shoulder, poor drainage No crack in vicinity of core location |
| 54 | 6.700 | 0.7 | IR | - | 1.3 | 1.2 | - | - | - | - | 7.9 | ABC | 5.4 | - | - | - | - | F | | | No crack in vicinity of core location |
| 55 | 6.790 | 2.4 | RLTL | X | 0.8 | 0.6 | - | - | 1.4 | - | 2.8 | LR | 4.7 | - | - | - | - | F | | | To Truss System Business No crack in vicinity of core location |
| 56 | 6.900 | 2.6 | RLTL | X | 0.9 | - | 3.4 | - | - | - | 4.3 | LR | 11.7 | - | - | - | - | G | | | To Mobile Gas Station / Dupont Road - - No cracks in vicinity of core location - - FC is FC 9.5 with Granite |
| 57 | 7.429 | 7.5 | R1 | X | 0.6 | 1.0 | - | 11.4 | 1.2 | - | 14.2 | LR | 8.3 | 1.4 | Br | II | S | P | | | Crack width is wider at the top Curves Right - Overbuild of Type I = SE |
| 58 | 7.800 | 2.8 | R1 | X | 0.9 | 1.0 | 1.1 | - | 1.4 | - | 4.4 | LR | - | - | - | - | - | F | | | No crack in vicinity of core location |
| 59 | 8.200 | 1.0 | IR | - | 0.6 | 1.2 | - | - | - | - | 7.1 | ABC | 5.3 | - | - | - | - | F | | | No crack in vicinity of core location |
| 60 | 8.741 | 1.5 | L1 | - | 0.8 | 2.2 | 1.1 | - | - | 1.7 | 5.8 | LR | - | - | - | - | - | F | | | No crack in vicinity of core location |
| 61 | 8.371 | 2.8 | LLTL | X | 0.6 | 1.1 | 1.3 | - | - | - | 3.0 | LR | 8.6 | - | - | - | - | F | | | To Kankakee Trail No crack in vicinity of core location |
| 62 | 8.200 | 1.0 | IL | - | 0.9 | 2.1 | - | - | - | - | 7.3 | ABC | 4.3 | - | - | - | - | F | | | No crack in vicinity of core location |
| 63 | 8.000 | 2.2 | L1 | X | 0.8 | 2.4 | 1.3 | - | - | 5.1 | 9.6 | LR | 6.6 | - | - | - | - | F | | | Total Pavement Thickness Measured in Core Hole |
| 64 | 7.145 | 3.1 | L1 | X | 0.5 | 2.5 | 2.0 | - | - | 2.0 | 7.0 | LR | - | B | Br | II | S | P | | | Crack width is wider at the top |

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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-5 | SP-C | Type S | Type I | Binder | ST | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | | |
| 65 | 6.702 | 2.8 | L1 | X | 0.5 | 1.7 | 0.9 | - | - | 1.7 | 4.8 | LR | 8.4 | B | Br | II | S | P | | | | |
| 66 | 6.700 | 0.9 | IL | - | 1.0 | 1.1 | - | - | - | - | 7.7 | ABC | 5.6 | - | - | - | - | F | | | | Grass 2" above shoulder, poor drainage No crack in vicinity of core location |
| 67 | 6.148 | 2.3 | L1 | X | 0.6 | 2.1 | 1.1 | - | - | 1.2 | 3.8 | LR | 6.0 | B | Br | II | S | P | | | | ST Layer Loose/Crumbled |
| 68 | 5.445 | 1.5 | IL | - | 1.3 | 1.7 | - | - | - | - | 7.0 | ABC | 4.0 | - | - | - | - | F | | | | No crack in vicinity of core location 7.3" of Limerock below the asphaltABC core |
| 69 | 5.445 | 2.5 | L1 | X | 0.5 | 2.1 | 1.6 | - | - | 1.2 | 5.4 | LR | 8.2 | 1.7 | Br | I | M | P | | | | ST Layer Loose/Crumbled |
| 70 | 4.850 | 2.5 | L1 | X | 0.8 | 2.2 | 0.6 | 0.9 | - | - | 4.5 | PCC | 6.5 | B | T | I | S | P | | | | |
| 71 | 4.660 | 3.3 | LLTL | - | 0.9 | 2.1 | 1.0 | 1.0 | 1.9 | - | 6.9 | LR | 7.6 | - | - | - | - | F | | | | To U-Turn / Park Place No crack in vicinity of core location |
| 72 | 4.340 | 2.3 | LLTL | - | 1.3 | - | 3.9 | - | - | - | 5.2 | LR | 8.8 | - | - | - | - | F | | | | To Continental Granite & Marble Friction course is dense-graded -- FC-6 |
| 73 | 4.250 | 8.2 | L1 | X | 1.0 | 2.5 | 1.3 | - | - | - | 4.8 | PCC | 7.8 | B | L | II | S | P | | | | Longitudinal Reflective Crack - - Different PCC thickness |
| 74 | 4.250 | 1.0 | IL | - | 0.9 | 1.7 | 0.7 | 1.0 | - | - | 4.3 | PCC | 7.3 | B | T | I | M | P | | | | |
| 75 | 3.250 | 5.5 | L1 | - | 0.7 | 2.1 | 1.1 | 1.1 | - | - | 5.0 | PCC | 8.5 | - | L | I | S | P | | | | Core not taken on crack, alternating cores taken on cracks for mainline only when PCC present |
| 76 | 2.250 | 2.5 | L1 | X | 0.6 | 2.3 | - | 1.0 | - | - | 3.9 | PCC | 7.0 | B | T | I | S | P | | | | Different Concrete Thickness on each "half" of core |
| 77 | 2.250 | 0.9 | IL | - | 1.3 | 1.5 | - | 0.8 | - | - | 3.6 | PCC | 8.0 | 0.4 | T | I | S | P | | | | |
| 78 | 1.250 | 3.0 | L1 | X | 0.6 | 2.0 | 0.5 | 1.2 | - | - | 4.3 | PCC | 7.2 | - | T | I | S | P | | | | Core not taken on crack, alternating cores taken on cracks for mainline only when PCC present |
| 79 | 0.250 | 3.9 | L1 | X | 0.7 | 2.2 | - | 1.2 | - | - | 4.1 | PCC | 6.5 | B | T | I | S | P | | | | |
| 80 | 0.250 | 0.5 | IL | - | 1.2 | 1.2 | - | 1.5 | - | - | 3.9 | PCC | 8.0 | 1.0 | T | I | S | P | | | | |

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