

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

Project No.: 432346-1		Cored By Elipsis Engineering and Consulting				Date: November 19, 2014				Page No.: 1 of 2												
County: Flagler		Highway Sect. No: 73040				From: W. of Bunnell City Limits				To: SR 5 (US 1)												
Road No.: SR 20/100		Begin MP: 16.978				End MP: 17.684				Length: 0.706												
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-3	Type S	Surf. Treat.	Type II	Leveling Course	Type S	Binder Course	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	17.652	8.5	L1	X	1.1	1.0		1.0			1.9	5.0	LR	7.0	B	SL	II	S	P			Targeted core - 0-2 feet from Edge of Pavement
2	17.587	1.5	L1		0.8	1.2		0.8		0.5		3.3	PCC	7.3	B	ST	II	M	F			Targeted core - Inside Wheelpath; LH Curve Cored through Keyway, PCC disintegrated
3	17.587	9.0	L1	X	1.0	1.3		0.8		1.2		4.3	PCC	7.0	—	—	—	—	F			Targeted core - 0-2 feet from Edge of Pavement; LH Curve Subgrade at bottom of hole
4A	17.587	3.0	OL		1.6	2.3						3.9	PCC	8.9	—	—	—	—	F			PCC to L1 LH Curve
4B	17.587	3.0	OL		1.6	3.1						4.7	ABC	—	—	—	—	—	F			ABC to OL. Base was compromised during extraction and could not be measured; LH Curve
5	17.455	9.0	L1	X	0.9	3.1						4.0	LR	12.5	B	SL	II	M	F			New Construction LH Curve
6	17.455	9.0	OL			3.3						3.3	NB	—	—	—	—	—	F			LH Curve
7	17.210	2.0	L1	X	1.1	3.4						4.5	LR	10.5	2.4	Br	II	S	P			New Construction LH Curve
8	17.210	8.0	OL			2.1						2.1	NB	—	—	—	—	—	F			New Construction LH Curve
9	17.132	7.0	L1		1.0	3.6						4.6	LR	9.4	1.4	Br	II	S	P			New Construction LH Curve
10	17.132	2.5	OL		1.3	1.4						2.7	LR	7.3	—	—	—	—	F			New Construction LH Curve
11	17.014	2.5	L1	X	1.3	1.0	0.7		0.3			3.3	PCC	7.6	B	Br	III	S	P			Targeted Core - Inside Wheelpath
12	17.014	10.0	L1	X	1.5	1.0	0.5		0.8			9.0	ABC	5.2	—	—	—	—	P			Targeted core - 0-2 feet from Edge of Pavement Moved by FDOT from Crack to get closer to EOP
13	17.014	2.0	OL			2.8						4.7	ABC	1.9	—	—	—	—	F			
14	17.014	1.5	R1		0.8	2.3						3.1	PCC	7.9	—	—	—	—	F			Targeted Core - Inside Wheelpath Likely Repaired Earlier
15	17.014	10.0	R1	X	1.2	1.4	0.8		0.8			10.1	ABC	5.9	—	—	—	—	F			Targeted core - 0-2 feet from Edge of Pavement

Remarks: A=Alligator B=Base BL=Block BR=Branch Cracking OGFC= Open-Graded FC Stress Cracks SL=Single Longitudinal Crack L=Light Cracking
M=Moderate Cracking S=Severe Cracking G=Good F=Fair P=Poor ST=Single Transverse Crack LR=Limerock LML=Westbound Merge Lane
ABC = Asphalt Base Course SC= Soil Cement RRTL=North or Eastbound Right Turn Lane RLTL=North or Eastbound Left Turn Lane
SE = Super-elevated LRTL= South or Westbound Right Turn Lane LLTL=South or Westbound Left Turn Lane NB=No Base

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16	17.014	2.0	OR		1.2	2.4						6.5	ABC	2.9	—	—	—	—	—					
17	17.128	7.0	R1		1.0	4.2						5.2	LR	9.3	0.3	SL	I	L	F					
18	17.128	3.0	OR		1.3	1.8						3.1	LR	5.9	—	—	—	—	—				New Construction RH Curve	
19	17.208	6.5	R1		1.4	3.8						5.2	LR	10.8	1.8	SL	II	M	P				New Construction RH Curve	
20	17.208	5.0	OR		1.2	2.0						3.2	LR	6.3	—	—	—	—	—				New Construction RH Curve	
21	17.452	8.0	R1	X	1.0	3.9						4.9	LR	10.1	2.3	SL	III	S	P				New Construction RH Curve	
22	17.452	4.5	OR		1.1	1.4						2.5	LR	7.0	—	—	—	—	—				New Construction RH Curve	
23	17.587	1.5	R1		1.2	1.6					0.8	3.6	PCC	7.2	—	—	—	—	—				Targeted core - Inside Wheelpath RH Curve	
24	17.587	10.0	R1	X	2.4	2.1						7.0	ABC	2.5	—	—	—	—	—				Targeted core - 0-2 feet from Edge of Pavement RH Curve	
25	17.587	3.0	OR		2.1	2.4						4.5	LR	5.0	—	—	—	—	—				RH Curve	
26	17.682	6.0	Leg "A"			1.9*						1.6	3.5	LR	9.5	B	SL	II	L	F			Leg "A" to US 1 - *=SP12.5? RH Curve	

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