

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

Project No.: 237650-6	Cored By: Elipsis Engineering and Consulting	Date: 8/1/2012	Page No.: 1 of 1
County: Brevard	Highway Sect. No.: 70012	From: Malabar Road	To: Biddle Street
Road No.: SR 507 (Babcock St)	Begin MP: 0.000	End MP: 0.240	Length: 0.24 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-12.5	SP-12.5					Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent		
1	0.060	6.5	RRTL		1.3	3.2					4.5	LR	—	—	—	—	—	G			To Racetrac, No Base Check		
2	0.140	6.0	RRTL		1.5	2.9					4.4	LR	11.1	—	—	—	—	G			To "Future Development"		
3	0.240	4.5	RLTL		1.3	3.3					4.6	LR	9.9	—	—	—	—	G			U-Turn at Biddle St		
4	0.170	5.5	LLTL		1.4	3.1					4.5	LR	10.0	—	—	—	—	G			To "Future Development"		

NOTE: SR 507 was last milled and resurfaced in 2009 under FPN 421991-1-52-01. The above core data represents turn lane pavement that has been added/constructed since the 2009 mill/resurface project.

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; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; NB= No Base

FPN 237650-6; SR 507 (Babcock St.) Widening Project from SR 514 (Malabar Rd.) to CR 516 (Palm Bay Rd.)
Core Data from 421991-1 project is altered with milling depth and resurfacing design used on the project

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PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.: 421991-1	Cored By: Universal Engineering Sciences	Date: 10/9/2007	Page No.: 1 of 3
County: Brevard	Highway Sect. No.: 70012	From: SR 514 (Malabar Road)	To: 0.258 mile S. of CR 516 (Palm Bay Rd.)
Road No.: SR 507	Begin M.P.: 0.000	End M.P.: 2.270	Length: 2.270

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)					Core Length (in)	Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments
					FC-4	FC-12.5	Type S	Type SP-C	Revised Type S		Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
14	0.160	4	R1		1.0	1.5	3.4		2.9	4.4	LR	11.5					F			
17	1.101	4	R1		0.9	1.5	3.4		2.8	4.3	LR						F			
21	1.730	1	R1		0.4	1.5	5.5	1.5	2.9	5.9	LR		1.0	SL	II	M	F			
23	2.190	5.5	R1		0.8	1.5	3.3	1.5	1.1	4.1	LR	12.0					F			
32	0.211	6.5	L1		0.8	1.5	3.6		2.9	4.4	LR	12.0					F			
29	0.890	1	L1		0.9	1.5	3.4		2.8	4.3	LR		1.0	SL	I	M	P			
28	1.025	5.5	L1							2.0	CONC						F		South End of Approach Slab Bridge# 700190	
26	1.568	5.5	L1		1.5	1.5	3.2	1.5	1.7	4.7	LR	10.5					F			
25	2.050	6	L1		1.1	1.5	3.9	1.5	2.0	5.0	LR						F			
1	0.697	6.5	R2		0.6	1.5	3.7		2.2	4.3	LR						F			
2	1.252	6.5	R2		0.8	1.5	4.0		3.3	4.8	LR	13.0					F			
4	1.518	8.5	R2	X	0.6	1.5	4.3	1.5	1.9	4.9	LR		1.0	SL	II	L	P		Top layer separation (0.6" from top)	
5	1.849	7.5	R2	X	1.0	1.5	3.5	1.5	1.5	4.5	LR		0.3	SL	I	L	P			
6	2.088	8.5	R2	X	1.1	1.5	3.7	1.5	1.8	4.8	LR	15.0	1.1	SL	I	M	P		Top layer separation (1.1" from top)	
12	0.500	6	L2		1.0	1.5	3.5		3.0	4.5	LR	11.5					F			
11	1.003	5.5	L2							2.0	CONC						F		North End of Approach Slab Bridge# 700190	

Remarks: A=Alligator 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

FPN 237650-6; SR 507 (Babcock St.) Widening Project from SR 514 (Malabar Rd.) to CR 516 (Palm Bay Rd.)
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Road No.: SR 507	Begin M.P.: 0.000	End M.P.: 2.270	Length: 2.270

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-4	FC-12.5	Type S	Type SP-C	Revised Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
10	1.134	6.5	L2		4.3	1.5	3.3	-	1.8	4.6	LR						F			
9	1.672	5	L2		4.2	1.5	3.8	1.5	0.8	5.0	LR		1.2	SL	II	S	P			
8	1.949	8	L2		4.3	1.5	4.1	1.5	1.1	5.4	LR		3.3	BR	II	S	P		2nd layer separation (3.3" from top)	
7	2.163	2	L2	X	0.9	1.5	4.4	1.5	1.4	5.3	LR	12.0	B	SL	II	S	P		2nd layer separation (2.7" from top)	

Remarks: A=Alligator BL=Block BR=Branch Cracking OGFC= Open-Graded FC Stress Cracks SL=Single Longitudinal Crack L=Light Cracking
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					FC-4	FC-12.5	Type S	Type SP-C	Revised Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent						
3	1.375	7	RRTL		0.8	1.5	3.7	1.5	0.7		4.5	LR	16.0					F			To Port Malabar Blvd (East)	
15	0.373	5	RLTL		0.9	1.5	3.2	-	1.7		4.1	LR	12.0					F			To Charles Blvd	
16	0.927	5	RLTL		1.0	1.5	3.9	-	2.4		4.9	LR	10.0					F			To Omega Street	
18	1.260	5.5	RLTL		1.2	1.5	4.3	-	2.8		5.5	LR	9.0					F			To Shopping Plaza	
19	1.390	5	RLTL		1.2	1.5	3.9	1.5	0.9		5.1	LR	20.0					F			To Port Malabar Blvd (West)	
20	1.615	4	RLTL		1.0	1.5	3.2	1.5	0.2		4.2	LR	16.5					F			To Sunny Brook Lane	
22	2.155	5.5	RLTL		1.2	1.5	4.5	1.5	1.5		5.7	LR	11.5					F			To Darus Drive	
13	0.083	7	LRTL	X	0.9	1.5	3.5	-	2.0		4.4	LR	9.5					F			To SR 514 / Malabar Road (West)	
34	0.050	5	LLTL1		0.8	1.5	4.2	-	2.7		5.0	LR	8.5					P			To SR 514 / Malabar Road (East)	
33	0.068	6.5	LLTL2		0.7	1.5	3.7	-	2.2		4.4	LR	9.5					P			To SR 514 / Malabar Road (East)	
31	0.270	6	LLTL		1.2	1.5	3.4	-	1.9		4.6	LR	11.5					P			To Biddle Street	
30	0.620	5.5	LLTL		0.7	1.5	3.7	-	2.2		4.4	LR	11.0					P			To Apahce Street	
27	1.450	6.5	LLTL		1.0	1.5	5.3	1.5	2.3		6.3	LR	12.0					F			To Port Malabar Blvd (East)	
24	2.090	5	LLTL		1.4	1.5	3.9	1.5	0.9		5.3	LR	12.5					F			To Palm Place Drive	
Remarks: A=Alligator 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																						