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

Project No.: 428860-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 8/1/2012	**Page No.:** 1 of 2
County: Brevard	**Highway Sect. No:** 70010	**From:** PC at 1st Street	**To:** North of Rocky Point Road
Road No.: SR 5 (US 1)	**Begin MP:** 5.678	**End MP:** 8.809	**Length:** 3.131 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-5	FC-2	Type SP-C	Type S	Type I		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	8.779	4.0	L2		0.9		4.8				11.5	B-12.5	5.8	1.4	OGFC	II	M	P			
2	8.709	2.5	OL		0.5		1.4				5.0	B-12.5	3.1	–	–	–	–	P			
3	8.631	6.5	L2								2.0	PCC	–	–	–	–	–	F			Approach Slab, Drilled for Depth Only, No Core Was Taken
4	8.602	6.0	L2								2.0	PCC	–	–	–	–	–	F			Leave Slab, Drilled for Depth Only, No Core Was Taken
5	8.512	2.0	OL		0.5		2.5				5.7	B-12.5	2.7	–	–	–	–	F			"Bulge" in Asphalt 4' North
6	8.337	4.0	L2			0.4		2.6	0.7		3.7	LR	12.3	B	SL	III	S	P			Joint Deterioration where LRTL & L2 meet
7	8.297	9.0	LRTL	X		1.0		4.4			5.4	LR	16.2	–	–	–	–	P			To Valkaria Rd.
8	7.713	6.0	L2			0.7		2.8	1.4		4.8	LR	–	1.8	SL	I	L	P			The lane crowns, No Base Check
9	7.479	1.5	OL			0.7		0.6			1.3	PCC	6.7	–	–	–	–	F			It appears to be an abandoned driveway underneath the shoulder.
10	7.317	8.0	L2			0.4		2.7	1.2		4.3	LR	8.8	1.5	T	I	L	P			
11	7.015	1.5	OL			0.9		1.6			2.5	COQ	7.8	–	–	–	–	P			Severe Shoulder Edge Crumbling
12	6.733	8.5	L2	X		0.4		2.2	0.9		3.5	LR	–	B	Br	III	S	P			No Base Check
13	6.662	1.5	OL			0.7		1.9			2.6	COQ	6.4	–	–	–	–	P			
14	6.368	9.0	L2	X		0.5		2.1	1.6		4.2	LR	9.2	1.6	SL	II	M	P			
15	6.238	1.5	OL			0.4		1.7			2.1	COQ	8.4	–	–	–	–	P			
16	5.900	2.0	L2	X		0.3		2.8	2.0		5.1	LR	–	1.3	SL	I	L	P			No Base Check

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

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PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.: 428860-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** June 6th, 2012	**Page No.:** 2 of 2
County: Brevard	**Highway Sect. No:** 70010	**From:** PC at 1st Street	**To:** North of Rocky Point Road
Road No.: SR 5 (US 1)	**Begin MP:** 5.678	**End MP:** 8.809	**Length:** 3.131 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-5	FC-2	Type SP-C	Type S	Type I		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
17	5.707	2.0	OL			1.1					1.1	PCC	7.2	—	—	—	—	P			Concrete Base was 7.2" Thick, as measured in core hole
18	8.800	1.5	LLTL		0.9		3.2				10.8	B-12.5	6.7	—	—	—	—	P			To Rocky Point Rd, RH Curve
19	8.741	4.5	LLTL		0.8		5.3				11.8	B-12.5	5.7	—	—	—	—	P			To Rocky Point Rd, RH Curve
20	8.630	5.5	L1								2.0	PCC	—	—	—	—	—	F			Approach Slab, Drilled for Depth Only, No Core Was Taken
21	8.602	5.5	L1								2.3	PCC	—	—	—	—	—	F			Leave Slab, Drilled for Depth Only, No Core Was Taken
22	8.544	7.5	L1		0.7		5.2				12.0	B-12.5	6.1	0.7	SL	I	L	P			
23	8.152	9.0	L1	X		0.4		2.5	0.9		3.8	LR	—	1.2	SL	I	L	P			No Base Check
24	7.702	8.0	L1			0.4		2.8	1.2		4.4	LR	9.9	1.3	Br	I	L	P			
25	7.333	5.0	L1			0.5		2.8	0.8		4.1	LR	—	2.0	SL	I	M	P			No Base Check
26	6.837	4.0	L1			0.6		2.7	1.0		4.3	LR	9.9	1.6	SL	II	M	P			
27	6.604	7.5	L1			0.7		2.6	0.8		4.1	LR	—	1.6	SL	II	M	P			No Base Check, LH Curve
28	5.989	6.0	LLTL			1.0		4.3	0.5		5.8	LR	8.2	1.9	SL	II	M	P			To Boat Launch Park (Older Pavt)
29	5.983	6.0	L1			0.5		2.8	0.8		4.1	LR	11.7	0.5	Br	I	L	P			
30	5.894	5.0	LLTL			0.9		2.7			3.6	COQ	10.3	—	—	—	—	F			To Boat Launch Park (Newer Pavt)
31	5.844	4.5	MERGE			1.0		3.3			4.3	COQ	10.8	—	—	—	—	F			Merge Lane from Boat Launch Park
32	5.720	6.0	LLTL			0.8		4.0	1.3		6.1	LR	10.2	1.6	SL	I	L	P			To 1st Street

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Lane Identification Notations

Two-Lane Roadway

OL	Southbound / Westbound Paved Shoulder
L1	Southbound / Westbound Travel Lane
R1	Northbound / Eastbound Travel Lane
OR	Northbound / Eastbound Paved Shoulder

Multi-Lane Undivided Roadway (typically in urban areas)

L3	Southbound / Westbound Outside Travel Lane
L2	Southbound / Westbound Center Travel Lane
L1	Southbound / Westbound Inside Travel Lane
CTL	Center (or Bi-Directional)Turn Lane / Paved Median
R1	Northbound / Eastbound Inside Travel Lane
R2	Northbound / Eastbound Center Travel Lane
R3	Northbound / Eastbound Outside Travel Lane

Multi-Lane Divided Roadway (typically in rural areas or interstates)

OL	Southbound / Westbound Outside Paved Shoulder
L3	Southbound / Westbound Outside Travel Lane
L2	Southbound / Westbound Center Travel Lane
L1	Southbound / Westbound Inside Travel Lane
IL	Southbound / Westbound Inside Paved Shoulder
MXO	Median Cross-Overs
IR	Northbound / Eastbound Inside Paved Shoulder
R1	Northbound / Eastbound Inside Travel Lane
R2	Northbound / Eastbound Center Travel Lane
R3	Northbound / Eastbound Outside Travel Lane
OR	Northbound / Eastbound Outside Paved Shoulder

Turn Lane Designation (typically in rural/urban areas)

LRTL	Southbound / Westbound Right Turn Lane
LLTL	Southbound / Westbound Left Turn Lane
RLTL	Northbound / Eastbound Left Turn Lane
RRTL	Northbound / Eastbound Right Turn Lane

For dual turn lanes, the designation is to note the turn lane position similar to how it is done for mainline travel lanes

Example:

RLTL-1	This left turn lane is closest to the centerline/ median
RLTL-2	This left turn lane is in between the first left turn lane (RLTL-1) and the mainline travel lane (R1).