

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

Project No.: 434742-1	Cored By Elipsis Engineering and Consulting	Date: February 19, 2015	Page No.: 1 of 3
County: Brevard	Highway Sect. No: 70020	From: N. of Barnes Blvd	To: South of Park Ave
Road No.: SR 5 (US 1)	Begin MP: 16.299	End MP: 18.273	Length: 1.974

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-12.5	Type SP	Type S	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	16.350	8.5	R2	X	0.8		2.7	2.0			5.5	LR	8.5	B	ST	II	L	F				
2	16.358	2.0	OR		0.7		1.2				4.6	ABC	2.7	-	-	-	-	F				
3	16.677	8.0	R2	X	0.5		2.7	2.7			5.9	LR	-	2.8	SL	I	M	F				
4	16.677	1.5	OR		0.7		1.1				4.0	ABC	2.2	-	-	-	-	F				
5	17.061	4.0	RRTL	X	0.7		4.4				5.1	LR	11.9	0.7	SL	I	M	P				To Unsigned Pavement Heaving and Rippling
6	17.061	2.5	OR		1.0		1.3				4.0	ABC	1.7	-	-	-	-	F				To Unsigned
7	17.174	3.0	R2	X	0.7		1.6	2.7			5.0	LR	11.0	B	ST	I	L	F				
8	17.302	7.5	R2		0.8		1.7	3.0			5.5	LR	10.5	B	ST	III	M	P				
9	17.393	8.0	R2	X	0.7		1.2	0.7	1.1		3.7	LR	9.1	B	ST	III	M	P				Multiple Patches in Area
10	17.552	2.5	R2	X	1.0		1.0	0.7	1.5		4.2	LR	-	-	-	-	-	F				
11	17.552	2.0	OR		0.9		1.6				5.9	ABC	3.4	-	-	-	-	F				
12	17.852	8.0	R2	X	1.1		1.3	0.5	1.4		4.3	LR	8.6	-	-	-	-	F				
13	17.852	2.0	OR		0.9		1.0				5.1	ABC	3.2	-	-	-	-	F				
14	18.203	2.5	RRTL	X	0.7		3.8				4.5	LR	11.8	-	-	-	-	F				To Sinai Walk-in Clinic
15	18.203	2.5	OR		0.5		1.0				1.5	LR	10.0	-	-	-	-	F				To Sinai Walk-in Clinic
16	18.028	8.0	L2	X	0.7		1.5	2.4			4.6	LR	9.9	2.4	SL	II	S	P				

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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17	18.028	2.0	OL		0.7		1.4				7.1	ABC	5.0	-	-	-	-	F			
18	17.301	2.5	L2	X	1.0		1.2	1.1	1.0		4.3	LR	8.2	-	-	-	-	F			
19	17.301	2.0	OL		0.8		1.5				5.7	ABC	3.4	-	-	-	-	F			
20	17.101	2.5	LRTL	X	0.8		0.9	1.2			2.9	LR	9.1	-	-	-	-	F			To Gus Hipp Blvd
21	16.863	6.5	L2		0.7		2.2	0.8	1.4		5.1	LR	8.4	B	ST	II	M	P			
22	16.863	2.5	OL		0.7		1.3				5.2	ABC	3.2	-	-	-	-	F			
23	16.410	2.5	L2	X	1.2		1.6	3.5	1.0		7.3	LR	-	4.6	SL	I	M	F			
24	16.410	2.5	OL		1.1		1.3				5.7	ABC	3.3	-	-	-	-	F			
25	16.469	24.0	MXO				2.7	1.8			4.5	LR	7.0	-	-	-	-	F			Valley = + slopes to L1, - slopes to R1 Moved MP per Bill Wall
26	16.469	2.5	R1		1.1		1.6	1.5			4.2	LR	10.3	-	-	-	-	F			Moved MP per Bill Wall
27	16.877	8.4	R1	X	1.0		1.8	5.3			8.1	LR	-	-	-	-	-	F			
28	17.173	6.0	R1		1.0		1.6	2.5			5.1	LR	9.9	B	ST	III	S	P			ST crack traverses R1 & R2
29	17.302	8.0	R1	X		1.6	1.3	3.4			6.3	LR	10.7	-	-	-	-	P			Cored in patched area per Bill Wall
30	17.395	2.0	R1	X	0.7		1.5	0.6	1.5		4.3	LR	10.2	-	-	-	-	P			
31	18.080	8.0	R1	X	0.9		1.3	0.5	1.4		4.1	LR	-	-	-	-	-	F			
32	18.226	3.5	L1	X	0.8		1.6	3.9			6.3	LR	-	2.7	SL	II	S	P			

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					FC-5	FC-12.5	Type SP	Type S	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent							
33	17.743	21.0	MXO				2.5					2.5	LR	12.9	-	-	-	-	F			Crown = negative slopes to R1, positive slopes to L1		
34	17.743	7.0	LLTL				1.6			1.8		3.4	LR	9.1	-	-	-	-	F			To MacGruder & Unsigned		
35	17.552	2.0	L1	X	0.6		0.9	0.6	1.6			3.7	LR	7.8	-	-	-	-	F			1.6" Crack upwards from bottom		
36	17.130	2.5	LLTL	X	0.9		3.7					4.6	LR	11.9	-	-	-	-	P			To Unsigned Pavement Rippling		
37	16.977	27.0	MXO				2.0			1.4		3.4	LR	-	B	SL	I	S	P			Crown = negative slopes to R1, positive slopes to L1		
38	16.977	2.5	L1	X	0.7		1.8			1.3		3.8	LR	-	2.1	ST	I	L	P					
39	16.578	7.0	L1		1.1		3.1	2.5	0.9			7.6	LR	9.4	1.0	ST	II	S	P			Pavement Rippling		

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