State of Florida Department of Transportation PAVEMENT EVALUATION AND CONDITION DATA SHEET																					
<b>Project No.:</b> 448800-1							Cored By: Elipsis Engineering and Consulting							Date: January 12, 2023							<b>Page No.:</b> 1 of 2
Cour	nty:		Brevard	Highway Sect. No: 70030-101							From: FEC Railroad Bridge							To: Grace Street			
Road	l No.:		SR 5 (US 1)				Begin MP: 0.000							<b>End MP:</b> 1.397							<b>Length:</b> 1.397
Core No.	MP	Distance from left edge of lane (ft)	n Lane	Wheel Path			Paven	nent Laye	Layer (in.)			Base		Crack			1	Pavt	Rut	Cross	
					FC-9.5	FC-12.5	Type SP	Type S	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
1	0.200	3.0	L2	X	1.3		1.5	2.2			5.0	LR	9.0	_	ı	-	_	I			
2	0.200	2.0	OL / On- Street Parking	X	1.3		5.4				12.0	ABC	5.3	I	I	I	I	I			4-ft shoulder added during 411666-1 (investigate pavement composition)
3	0.467	7.0	L2			1.2	2.2				3.4	PCC	6.0	В	ST	I	S	P			Branch/Longitudinal/Transverse Cracking both wheelpaths (Save-A-Lot entrance)
4	0.608	6.0	L2			1.3	1.2	1.7			4.2	PCC	5.5	В	Br	II	S	P			Longitudinal / Branch cracking RWP
5	0.608	2.0	OL / On- Street Parking	X		1.2	1.1	1.2			3.5	PCC	5.3	В	ST	II	M	P			Transverse cracking On-street parking
6	0.931	3.0	L2	X		1.7	2.7	0.3	2.0		6.7	LR	7.5	-	-	-	-	-			Limerock base expected RCP / Obstruction found 14.2" below asphalt terminated base check
7	0.931	7.0	OL / On- Street Parking			1.8	3.1	5.0			9.9	PCC	5.0	_	-	-	-	-			Outside shoulder / stripped area PCC base expected 4.8" crack at bottom of core
8	1.053	7.0	L2			2.3	3.5	3.0			8.8	PCC	6.0	В	R	I	S	P			Reflective cracking take on patched apavement
9	1.339	2.5	L2	X		1.6	1.9		1.1		4.6	LR	9.4	_	ı	-	_	-			Wearing of friction course — just north of traffice loop / Grace Street  1.1" crack at bottom of core
10	0.216	8.0	LLTL		0.7		1.5	1.2			3.4	LR	11.1	_	ı	-	-	-			SB Left Turn Lane to Sand Point Park
11	0.339	3.5	L1	X	1.0		0.9	1.7			3.6	LR	8.5	1.0	Br	I	L	P			Longitudinal cracking LWP (just north of Cumberland Farms Gas Station entrance)
12A	0.530	8.0	L1			1.6	2.2				3.8	PCC	18.2	В	ST	II	S	P			North Side of Core
12B	0.530	8.0	L1			1.6	3.1				4.7	PCC	6.5	В	ST	II	S	P			South Side of Core, 1" of PCC above River Rock PCC (included in Base depth)
13A	0.650	3.0	L1	X		1.9	2.6				4.5	PCC	14.5	В	ST	I	M	P			North Side of Core
13B	0.650	3.0	L1	X		1.9	2.0	2.1			6.0	LR	16.0	В	ST	I	M	P			South Side of Core
14	0.747	5.0	L1			1.7	2.2	2.1			6.0	PCC	5.3	В	ST	II	S	P			Transverse cracking both wheelpaths

**Remarks:** Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

<u>Crack Extent</u>: L= Light; M= Moderate; S= Severe <u>Pavement Condition</u>: G= Good; F= Fair; P= Poor <u>Crack Types</u>: 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; AM= Asphalt Millings; SC= Soil Cement; ABC= Asphalt Base; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell

## **State of Florida Department of Transportation** PAVEMENT EVALUATION AND CONDITION DATA SHEET Cored By: Elipsis Engineering and Consulting Project No.: 448800-1 Date: January 12, 2023 **Page No.:** 2 of 2 County: Brevard Highway Sect. No: 70030-101 From: FEC Railroad Bridge To: Grace Street Road No.: SR 5 (US 1) Begin MP: 0.000 End MP: 1.397 **Length:** 1.397 Pavement Layer (in.) Base Crack Cross Wheel Pavt left edge of lane (ft) Depth Comments Core No MP Lane Slope Cond. FC-12.5 Class Type (%) ength (i 2.2 0.806 2.5 L1 X 1.3 1.6 5.1 PCC 4.9 В ST II S Longitudinal / Transverse cracking (Palmetto Street) X 1.3 PCC 26.5 В SL Π S 16A 1.044 2.0 L1 1.7 3.0 Eastbound Side of Core 16B 1.044 2.0 L1 X 1.7 1.3 3.0 PCC 6.8 В SL II S P Westbound Side of Core, River Rock PCC 17A 1.057 X 1.2 1.8 PCC 6.4 В SL Π M P 2.0 L1 3.0 Eastbound Side of Core, 1" of PCC at 3" of depth X PCC 5.4 SL Р 17B 1.057 2.0 L1 1.2 2.8 4.0 В II M Westbound Side of Core, River Rock PCC LLTL X 1.7 LR 7.6 1.352 3.0 1.7 3.4 F SB Left Turn Lane to Grace Street

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement \* = Refer to Aerial Coring Plan for a more accurate location

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