

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

**Project No.:** 448800-1      **Cored By:** Elipsis Engineering and Consulting      **Date:** January 12, 2023      **Page No.:** 1 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

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-9.5	FC-12.5	Type SP	Type S	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	0.200	3.0	L2	X	1.3		1.5	2.2			5.0	LR	9.0	-	-	-	-				
2	0.200	2.0	OL / On-Street Parking	X	1.3		5.4				12.0	ABC	5.3	-	-	-	-				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	B	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	B	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	B	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	B	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	-	-	-	-				Wearing of friction course -- just north of traffic 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	-	-	-	-				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	B	ST	II	S	P			North Side of Core
12B	0.530	8.0	L1			1.6	3.1				4.7	PCC	6.5	B	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	B	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	B	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	B	ST	II	S	P			Transverse cracking -- both wheelpaths

**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; 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

