

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

Project No.: 448794-1				Cored By: DC/AB (PSI)						Date: 1/23/2023 - 1/26/2023				Page No.: 1 of 7								
County: Brevard				Highway Sect. No.: 70030						From: Minnie Lane				To: Volusia County Line								
Road No.: SR 5 (US 1)				Begin MP: 8.845						End MP: 17.528				Length: 8.683 miles								
Core No.	MP	Distance from left edge of lane (ft.)	Lane	Wheel Path	FC-5	Type SP	Type S	ARMI	Binder	Surf. Treatment	Core Length (in.)	Type	Thickness (in.)	Depth (in.)	Type	Class	Extent	Pav. Cond.	Rut Depth (in.)	Cross Slope (%)	Comments	
1	8.938	9.0	R2	X	0.7	1.5			0.5		2.7	LR	-	B	Br	III	M	F				Raveling
2	9.578	10.0	R2	X	0.6	2.4			1.6		4.6	LR	8.5	-	-	-	-	F				Raveling
3	9.578	2.0	OR		1.0	1.7					2.7	RAP	6.5	-	-	-	-	G				4.5 ft Shoulder RAP Base crumbled - thickness measured in hole
4	10.006	2.0	OR		1.0	1.9					2.9	COQ	8.0	-	-	-	-	G				4.5 ft Shoulder Shoulder Core of RRTL to Brockett Rd.
5	10.310	9.0	R2	X	0.6	2.0			1.4		4.0	LR	-	B	Al	III	S	P				Raveling
6	10.703	2.5	OR		0.9	1.3					2.2	LR	10.3	-	-	-	-	G				4.5 ft Shoulder Shoulder Core of RRTL to Irwin Ave.
7	10.864	3.0	R2	X	0.7	2.3			1.2		4.2	LR	10.5	B	Br	II	M	F				
8	11.048	8.5	R2	X	0.6	2.5			1.0		4.1	LR	-	B	Br	I	L	F				
9	11.048	1.5	OR		0.7	1.8					2.5	RAP	7.0	-	-	-	-	G				4.5 ft Shoulder RAP Base crumbled - thickness measured in hole
10	11.230	2.5	OR		1.0	1.3					2.3	LR	12.0	-	-	-	-	G				5.5 ft Shoulder Shoulder Core of RRTL to Lionel Rd.
11	11.604	6.0	R2		1.0	2.0			0.5		3.5	LR	8.9	B	S/Br	III	M	P				
12	12.098	9.0	R2	X	0.8	1.7			1.8		4.3	LR	-	B	Br	III	M	P				Super Elevation
13	12.580	11.0	R2		1.0	1.0	6.0		1.5		9.5	LR	11.2	1.0	S	I	L	F				
14	12.580	2.0	OR		1.0	1.5	1.7				4.2	RAP	6.5	-	-	-	-	G				RAP Base crumbled - thickness measured in hole
15	13.009	3.5	R2	X	1.0	2.0	1.0		1.5		5.5	LR	-	2.8	S	II	L	F				
16	13.441	9.5	R2	X	0.6	2.5			1.4		4.5	LR	7.4	B	Br/S	II	M	P				

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; BI= 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; SBRM= Sand Bituminous Road Mix; RAP= Recycled Asphalt Pavement; NB= No Base

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17	14.189	10.5	R2	X	0.5	1.5	9.8		1.5		13.3	LR	-	1.3	S	I	L	F			Super Elevation
18	14.189	2.5	OR		1.0	1.1	3.5				5.6	RAP	2.9	-	-	-	-	G			5 ft Shoulder, Bottom of core disintegrated
19	14.700	9.0	R2	X	1.2	3.0			1.0		5.2	LR	8.0	3.0	S	III	M	P			
20	14.949	7.8	RRTL	X	0.5	2.5					12.1	ABC	9.1	-	-	-	-	G			NB Right TL to CC National Cemetery
21	15.704	9.5	R2	X	0.6	1.7	1.3		0.8		4.4	LR	-	1.0	S	I	L	F			
22	15.704	3.0	OR		1.0	1.5	1.7				4.2	RAP	3.8					G			5 ft Shoulder, Bottom of core disintegrated RAP Base crumbled - thickness measured in hole
23	16.386	8.0	R2	X	0.8	1.5	1.2		1.0		4.5	LR	8.0	B	III	L/S	S	P			Localized Patched Area on Left WP
24	16.985	8.5	R2	X	0.8	2.0			1.5		4.3	LR	-	2.2	III	S	M	F			
25	17.389	10.0	R2	X	0.5	2.0			1.5		4.0	LR	9.5	1.0	III	S/Br	M	P			Partial Debonding at 3"
26	17.389	1.5	OR		0.7	1.5	0.7				2.9	RAP	4.6	-	-	-	-	G			5 ft Shoulder, Bottom of core disintegrated RAP Base crumbled - thickness measured in hole
27	17.478	9.0	L2	X	0.5	1.0	1.1 / 1.3	0.3		1.4	5.6	LR	7.0	B	S/Br	III	M	P			ARMI 2.6" down from top
28	17.042	7.0	L2		0.7	1.0	2.5	0.3		1.0	5.5	LR	-	3.0	SL Br	III	M	P			ARMI 4.2" down from top
29	16.706	7.0	L2		1.1	0.9	0.8 / 1.4	0.4		1.1	5.7	LR	9.2	2.5	SL Br	III	M	P			ARMI 2.8" down from top
30	16.692	6.0	Merge		1.0	1.0	2.5				4.5	LR	12.2	B	SL Br	II	M	P			SB Merge Lane from Deering Parkway
31	15.942	7.5	L2	X	0.8	1.3	1.1 / 0.6	0.3		1.2	5.3	LR	-	2.7	SL Br	II	S	P			ARMI 3.2" down from top
32	15.935	2.5	OL		0.8	1.5	1.2				3.5	RAP	6.2	-	-	-	-	G			5 ft Shoulder, SE Curve Core Separated - thickness measured in hole

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

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Road No.: SR 5 (US 1)							Begin MP: 8.845							End MP: 17.528					Length: 8.683 miles		
Core No.	MP	Distance from left edge of lane (ft.)	Lane	Wheel Path	FC-5	Type SP	Type S	ARMI	Binder	Surf. Treatment	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent	Pavt Cond.	Rut Depth (in.)	Cross Slope (%)	Comments
33	15.302	2.5	L2		0.8	1.0	0.8 / 2.2	0.3		0.7	5.8	LR	6.4	3.0	SL Br	III	M	P			ARMI 2.6" down from top
34	14.764	7.0	L2	X	0.9	1.0	1.3 / 5.5	0.4		0.5	9.6	LR	-	2.5	Bl	III	S	P			Super Elevation ARMI 3.2" down from top
35	14.754	1.0	OL		0.7	1.3	1.5				3.5	RAP	5.8	-	-	-	-	G			Bottom of core disintegrated RAP Base crumbled - thickness measured in hole
36	14.223	5.8	L2		1.0	1.0	0.7 / 2.8	0.4	2.4*	4.5**	12.8	N/A		3.2	SL Br	III	S	P			SE, Unable to get full depth to base ARMI 2.7" down from top * Type II with Shell ** Type S
37	13.657	7.0	L2		0.5	1.6	1.1 / 0.7	0.5		8.6*	13.0	N/A		2.0	SL Br	II	M	F			SE, Unable to get full depth to base ARMI 3.2" down from top * Type I
38	13.241	10.0	L2		1.0	1.2	0.4 / 0.8	0.4	0.5		4.3	LR	9.8	B	SL Br	II	M	P			ARMI 2.6" down from top
39	13.227	1.0	OL		0.6	1.4	1.5				3.5	RAP	5.5	-	-	-	-	G			
40	12.771	8.0	L2	X	0.8	1.3	0.6 / 2.4	0.4	0.5		6.0	LR	-	2.3	SL Br	II	M	P			ARMI 2.7" down from top
41	12.289	2.5	L2	X	0.7	1.4	2.0	-	0.5		4.6	LR	9.9	2.0	SL Br	II	M	F			ARMI not visible in core
42	11.830	8.0	L2	X	0.7	1.3	0.8 / 5.9	0.4	0.6		9.7	LR	-	B	Bl	II	M	P			ARMI 2.8" down from top
43	11.824	1.0	OL		0.8	1.2	1.2				3.2	RAP	6.2	-	-	-	-	G			Bottom of core disintegrated RAP Base crumbled - thickness measured in hole
44	17.477	1.5	OL		0.6	1.0	1.1				2.7	RAP	5.6	-	-	-	-	F			Bottom of core disintegrated RAP Base crumbled - thickness measured in hole
45	11.295	8.5	L2	X	0.8	1.5	3.9	-	0.5		6.7	LR	9.5	B	SL Br	III	M	P			3.5" Bottom up crack and 1.7 top down crack ARMI not visible in core
46	10.744	9.0	L2	X	1.0	1.0	- / 3.0	0.4	0.6		6.0	LR	-	3.0	Br	III	M	P			ARMI 2" down from top
47	10.511	9.0	L2	X	0.7	0.8	0.2 / 12.6	0.3	0.5		15.1	LR	13.0	2.0	SL Br	III	S	P			Super Elevation
48	10.505	2.5	OL		1.0	1.0					2.0	RAP	5.9	-	-	-	-	G			5 ft Shoulder RAP Base crumbled - thickness measured in hole

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49	10.018	11.0	L2	X	0.8	1.0	0.9 / 3.1	0.3			6.1	LR	-	2.5	Bl	III	M	P			ARMI 2.7" down from top
50	9.477	10.5	L2	X	0.8	1.0	4.3				6.1	LR	8.9	1.8	SL Br	III	M	P			
51	9.102	5.0	LRTL		1.1	1.0	1.2				3.3	LR	11.9	-	-	-	-	F			SB Right TL To Post Office
52	9.025	3.5	LRTL	X	1.1	0.9	2.3				4.3	LR	11.5	-	-	-	-	F			SB Right TL To Fuel Tech, Inc.
53	8.933	9.5	L2	X	1.1	1.0	0.4 / 4.9	0.5		1.0*	8.9	LR	-	B	L Br	II	M	P			ARMI 2.5" down from top *Type II w/ Shell
54	8.930	2.0	OL		0.9	1.2	0.9				3.0	RAP	5.5	-	-	-	-	G			Bottom of core disintegrated RAP Base crumbled - thickness measured in hole
55	8.886	4.5	R1		1.0	1.9			1.2		4.1	LR	9.9	-	-	-	-	F			Raveling
56	9.314	8.0	RLTL		1.2	3.0	1.2				5.4	LR	11.9	1.6	Tr	II	M	P			NB Left TL to Dunn St.
57	9.631	4.0	R1		0.8	1.6			1.0		3.4	LR	-	-	-	-	-	F			Light Raveling
58	10.005	6.0	RLTL		0.8	2.6					3.4	LR	10.7	-	-	-	-	P			NB Left TL to Anglers Ln.
59	10.424	3.0	R1	X	0.9	1.3	6.7		1.5		10.4	LR	14.0	2.5	L	III	S	P			
60	10.840	5.0	R1		0.9	1.6			1.2		3.7	LR	-	-	-	-	-	F			
61	11.462	2.0	R1	X	1.0	2.0					3.0	LR	-	B	Br	III	L	P			
62	11.809	6.0	R1		1.1	2.2			1.1		4.4	LR	9.1	-	-	-	-	F			
63	12.466	7.0	R1		0.8	2.5	3.7		1.3		8.3	LR	-	2.0	L Br	III	M	P			Light Raveling
64	13.160	5.5	R1		1.0	0.6	2.5				4.1	LR	9.9	-	-	-	-	F			Light Raveling

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65	13.732	3.0	R1	X	0.9	2.1			1.5		4.5	LR	-	-	-	-	-	F				
66	14.222	6.5	R1		1.0	2.2			1.5		4.7	LR	8.9	-	-	-	-	F				
67	14.626	5.0	R1		1.1	2.7					3.8	LR	-	-	-	-	-	F				
68	15.058	7.5	LRTL		1.0	1.8					13.8	ABC	11.0	-	-	-	-	F				NB Left TL to Spring St.
69	15.394	6.0	R1		0.7	2.4					3.1	LR	-	-	-	-	-	F				
70	15.926	4.0	R1		1.0	3.0					4.0	LR	12.2	-	-	-	-	F				
71	16.598	2.5	R1	X	0.9	2.1			1.0		4.0	LR	-	1.8	SL Br	II	M	F				
72	16.802	4.5	R1		0.9	2.1	5.4		1.0		9.4	LR	8.9	3.4	SL Br	III	M	P				
73	17.115	6.0	R1		0.8	2.8	6.9		1.5		12.0	LR	-	2.9	SL Br	III	M	P				
74	17.470	3.0	R1	X	1.0	2.0	1.5		1.3		5.8	LR	10.1	-	-	-	-	F				Light Raveling
75	17.028	4.0	L1		0.6	1.7	1.6			1.1	5.0	LR	11.4	2.8	SL Br	II	M	P				
76	16.108	6.5	L1		1.0	1.0	1.5/0.4	0.5		1.2	5.6	LR	11.2	-	-	-	-	F				Mechanical Gouging ARMI 3.5" down from top
77	15.377	2.5	L1	X	1.0	1.0	1.0/1.5	0.5		0.6	5.6	LR	-	2.7	SL Br	III	M	P				
78	15.290	7.5	LLTL		1.0	2.5	1.5				5.0	LR	7.4	-	-	-	-	G				SB Left TL to Summer St.
79	15.113	3.5	L1		1.0	2.5		0.5	-		4.0	LR	10.7	B	SL Br	II	M	P				ARMI 3.5" down from top
80	15.062	5.5	LLTL		0.6	3.4					12.1	ABC	8.1	1.9	SL	I	L	F				SB Left TL to CC National Cemetery

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81	14.969	3.0	L1	X	1.0	1.0	1.5	0.4		0.5	4.4	LR	-	B	SL Br	II	M	P			ARMI 3.5" down from top
82	14.677	2.5	L1	X	1.0	1.0	0.8 / 0.3	0.4		0.5	4.0	LR	10.9	2.2	SL Br	II	M	P			ARMI 2.8" down from top
83	14.251	8.5	L1	X	0.7	1.0	1.8 / 1.6	0.5	3.5*	9.4**	18.5	N/A	-	2.0	SL Br	II	M	P			ARMI 3.5" down from top * Type II with Shell ** Type S
84	13.612	3.5	L1	X	0.8	1.3	1.1 / 4.4	0.4		0.5	8.5	LR	10.2	2.3	SL Br	II	M	P			ARMI 3.2" down from top
85	12.906	2.5	L1	X	0.7	1.5	0.8 / 0.7	0.3	0.5		4.5	LR	8.0	2.2	SL Br	II	M	P			ARMI 3.0" down from top
86	12.634	2.5	L1	X	0.7	2.4		0.3	0.4		3.8	LR	-	B	SL Br	II	M	P			ARMI 3.3" down from top
87	11.933	3.0	L1	X	0.7	1.3	0.7	0.4			3.1	LR	9.1	B	SL Br	III	S	P			ARMI 2.7" down from top
88	11.657	3.5	L1	X	0.7	1.5	0.6 / 0.7	0.5	0.5		4.5	LR	-	2.4	SL Br	III	M	P			ARMI 2.8" down from top
89	11.322	7.5	LLTL		1.0	1.0	4.0				6.0	LR	12.5	2.2	Br	II	L	F			SB Left TL to Lionel Rd.
90	11.085	3.0	L1	X	1.0	2.0	- / 1.9	0.4			5.3	LR	8.5	2.2	Tr Br	II	M	P			ARMI 3.0" down from top
91	10.481	5.0	L1		0.9	1.0	4.0		0.5		6.4	LR	-	3.0	Br	III	S	P			ARMI not visible in core
92	10.097	3.0	L1	X	1.0	1.4	1.0		0.5		3.9	LR	10.1	B	SL Br	II	L	P			ARMI not visible in core
93	9.607	3.0	L1	X	1.0	1.0	0.8		0.7		3.5	LR	11.1	B	SL Br	III	S	P			ARMI not visible in core
94	9.397	3.0	L1	X	0.7	1.5					2.2	LR	-	B	SL Br Bl	III	S	P			ARMI not visible in core
95	9.152	5.0	LLTL		1.1	1.0	2.2				4.3	LR	10.2	-	-	-	-	G			SB Left TL to Wiley Ave.
96	8.881	5.0	LLTL		1.0	4.5					5.5	LR	9.9	-	-	-	-	G			SB Left TL to Tractor Supply Co.

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; SBRM= Sand Bituminous Road Mix; RAP= Recycled Asphalt Pavement; NB= No Base

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

Project No.: 448794-1	Cored By: DC/AB (PSI)	Date: 1/23/2023 - 1/26/2023	Page No.: 7 of 7
County: Brevard	Highway Sect. No.: 70030	From: Minnie Lane	To: Volusia County Line
Road No.: SR 5 (US 1)	Begin MP: 8.845	End MP: 17.528	Length: 8.683 miles

Core No.	MP	Distance from left edge of lane (ft.)	Lane	Wheel Path	FC-5	Type SP	Type S	ARMI	Binder	Surf. Treatment	Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent	Part Cond.	Rut Depth (in.)	Cross Slope (%)	Comments
97	8.861	7.0	L1		0.8	1.5	1.2	0.4	1.0		4.9	LR	11.7	1.0	OGFC	II	M	P			Moderate Raveling ARMI 3.5" down from top
98	17.385	3 W	MXO		1.2	1.1	3.7				6.0	LR	4.2	-	-	-	-	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
99	15.975	5 W	MXO		1.5	1.5	2.6				5.6	LR	9.2	-	-	-	-	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
100	15.375	5 E	MXO		1.0	1.0	3.5		2.5		8.0	LR	9.0	-	-	-	-	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
101	14.603	4.5 E	MXO		1.3	1.0	3.9				6.2	LR	9.7	2.5	Br	III	M	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
102	13.705	6.5 W	MXO		1.5	-	5.0		2.0		8.5	LR	8.4	2.5	Br	III	M	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
103	12.693	0	MXO		1.5	2.5	2.5				6.5	LR	10.2	1.3	Br	III	M	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
104	11.650	5 W	MXO		1.0	1.5	3.0				5.5	LR	9.8	-	-	-	-	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
105	10.625	1 E	MXO		0.9	1.1	1.0		0.5		3.5	LR	8.9	-	-	-	-	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling
106	9.186	6 E	MXO		1.1	1.9	1		1.5		5.5	LR	9	2	Br	II	L	P			Inverted Crown - Left and Right Value Slopes to the Center of MXO. Severe raveling

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