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

Project No.: 442882-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 5/27, 28, 29/2020	**Page No.:** 1 of 8
County: Brevard	**Highway Sect. No:** 70050	**From:** Osceola County Line	**To:** West of I-95 Interchange
Road No.: SR 500	**Begin MP:** 0.000	**End MP:** 9.676	**Length:** 9.676 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	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	0.174	3.0	R2	X	0.8	1.2	2.1	0.3	0.6	2.6	7.6	LR	8.7	4.2	SL	III	S	P			
2	0.493	9.5	R2	X	0.8	2.2	0.9	0.5	1.2	2.3	7.9	LR	8.5	2.9	Br	III	S	P			
3	0.493	2.0	OR		0.9	1.0	0.7	–	–	–	2.6	COQ	5.8	–	–	–	–	F			
4	1.105	9.5	R2	X	0.6	2.7	1.1	0.5	–	–	4.9	LR	–	B	Br	III	S	P			Possible LR Pump
5	1.594	9.5	R2	X	0.6	2.9	1.5	0.6	2.9	–	8.5	LR	6.6	B	Br	III	S	P			Core broke during coring. Core length field measured
6	2.047	9.0	R2	X	0.7	2.7	0.6	0.5	3.1	–	7.6	LR	8.5	3.9	Br	III	S	P			3.2" Crack from Bottom
7	2.047	2.5	OR		1.4	2.8	–	–	–	–	4.2	COQ	6.4	–	–	–	–	F			
8	2.609	10.0	R2	X	0.7	2.4	1.0	0.5	2.9	–	7.5	LR	–	B	Br	III	S	P			
9	3.172	9.0	R2	X	0.6	2.4	1.5	0.5	2.2	–	7.2	LR	9.1	4.3	SL	II	S	P			2.2" Crack from Bottom
10	3.800	4.0	R2		0.7	2.2	0.5	0.6	1.0	2.0	7.0	LR	–	B	SL	III	S	P			Core broke during coring
11	3.800	3.0	OR		0.9	1.3	2.3	–	–	–	4.5	COQ	5.7	–	–	–	–	F			
12	4.349	3.0	R2	X	0.9	11.0	–	–	–	–	11.9	LR	4.4	–	–	–	–	G			Expected Thin Limerock
13	4.349	2.0	OR		0.9	2.2	–	–	–	–	3.1	COQ	4.9	–	–	–	–	G			
14	4.900	9.0	R2	X	0.9	10.7	–	–	–	–	11.6	LR	4.7	–	–	–	–	G			Expected Thin Limerock
15	5.419	3.5	R2	X	0.9	2.3	0.8	0.5	3.0	–	7.5	LR	7.9	3.0	Br	III	S	P			3.0" Crack from Bottom
16	5.419	2.5	OR		0.9	1.6	1.0	–	–	–	3.5	COQ	7.0	–	–	–	–	F			

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County: Brevard	**Highway Sect. No:** 70050	**From:** Osceola County Line	**To:** West of I-95 Interchange
Road No.: SR 500	**Begin MP:** 0.000	**End MP:** 9.676	**Length:** 9.676 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	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
17	6.004	3.0	R2	X	0.9	3.9	–	–	–	–	4.8	COQ	–	–	–	–	–	F			
18	6.470	9.0	R2	X	0.9	3.8	–	–	–	–	4.7	COQ	14.3	–	–	–	–	F			Some Rippling, Gouge
19	6.771	8.5	RRTL	X	0.7	4.5	–	–	–	–	5.2	COQ	13.6	–	–	–	–	F			EB Right TL to Camp Holly, Gouge
20	7.210	7.0	R2		0.7	4.2	–	–	–	–	4.9	COQ	–	0.8	SL	I	L	P			Gouge
21	7.210	2.5	OR		1.0	1.3	–	–	–	–	2.3	COQ	4.5	–	–	–	–	F			
22	7.833	7.0	R2		1.0	4.7	–	–	–	–	5.7	COQ	12.4	2.4	Br	III	S	P			LH Curve
23	8.293	2.0	R2	X	1.0	4.6	–	–	–	–	5.6	COQ	–	1.8	Br	II	S	P			
24	8.843	6.0	R2		0.7	4.8	–	–	–	–	5.5	COQ	12.5	1.9	SL	II	M	P			
25	8.843	3.0	OR		1.1	1.7	–	–	–	–	2.8	COQ	6.2	–	–	–	–	F			
26	9.334	7.0	R2		0.9	4.2	–	–	–	–	5.1	COQ	12.9	1.8	SL	II	S	P			
27	9.594	7.0	L2		1.0	5.0	–	–	–	–	6.0	COQ	–	0.7	SL	I	L	P			Moved MP away from new pavement
28	8.881	8.0	L2		1.1	2.8	0.7	0.6	–	1.4	6.6	LR	8.7	2.6	SL	II	M	P			
29	8.881	3.0	OL		1.6	1.1	2.0	–	–	–	4.7	COQ	6.1	–	–	–	–	F			
30	8.393	4.0	L2		0.7	2.6	1.1	0.5	–	1.9	6.8	LR	10.3	2.4	SL	III	M	P			
31	7.638	2.5	L2	X	0.7	2.4	1.5	0.5	–	2.4	7.5	LR	–	2.4	SL	III	S	P			RH Curve, 1" Crack from ARMI Layer
32	7.638	2.5	OL		1.5	1.2	1.1	–	–	–	3.8	COQ	6.2	–	–	–	–	F			RH Curve

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PAVEMENT EVALUATION AND CONDITION DATA SHEET

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County: Brevard	**Highway Sect. No:** 70050	**From:** Osceola County Line	**To:** West of I-95 Interchange
Road No.: SR 500	**Begin MP:** 0.000	**End MP:** 9.676	**Length:** 9.676 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	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
33	7.170	9.0	L2	X	0.8	2.4	1.3	0.4	1.3	1.9	8.1	LR	8.9	2.2	SL	III	S	P			2.4" Crack from Bottom
34	6.587	4.0	L2		0.5	3.0	1.0	0.5	–	2.0	7.0	LR	10.4	2.0	ST	II	S	P			
35	6.587	3.0	OL		1.2	1.3	1.8	–	–	–	4.3	COQ	6.2	–	–	–	–	F			
36	6.017	4.5	L2		0.9	2.7	1.1	0.6	–	1.1	6.4	LR	10.1	3.0	ST	III	S	P			Core separation at 2.5" down from top
37	5.522	3.0	L2	X	0.7	1.2	3.1	–	–	–	5.0	COQ	–	1.8	SL	I	L	P			
38	5.522	3.0	OL		1.0	1.4	–	–	–	–	2.4	COQ	5.4	–	–	–	–	F			
39	4.972	9.0	L2	X	0.7	–	3.1	–	–	–	3.8	COQ	9.6	B	Br	III	S	P			
40	4.447	9.0	L2	X	0.9	–	2.8	–	–	–	3.7	COQ	10.1	B	SL	III	S	P			Moved MP to more severe crack
41	4.447	2.5	OL		1.2	1.0	–	–	–	–	2.2	COQ	5.4	–	–	–	–	F			
42	3.912	9.0	L2	X	1.0	4.4	–	–	–	–	5.4	COQ	13.6	0.7	SL	I	M	P			Wavy Pavement
43	3.112	2.0	L2	X	0.5	3.8	–	–	–	–	4.3	COQ	–	2.4	SL	II	L	P			
44	3.112	3.0	OL		1.1	1.3	–	–	–	–	2.4	COQ	5.4	–	–	–	–	P			Raveling
45	2.597	7.0	L2		1.1	4.0	–	–	–	–	5.1	COQ	12.9	0.7	SL	II	L	P			Moved MP to more severe crack
46	2.174	2.5	L2	X	0.8	4.2	–	–	–	–	5.0	COQ	–	2.4	SL	III	S	P			Moved MP to more severe crack
47	2.174	3.0	OL		1.4	1.4	–	–	–	–	2.8	COQ	4.6	–	–	–	–	F			Moved MP to more severe crack
48	1.923	6.5	L2		0.5	3.8	–	–	–	–	4.3	COQ	12.0	2.0	SL	III	S	P			

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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	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
49	1.240	6.0	L2		0.8	3.8	–	–	–	–	4.6	COQ	–	1.8	ST	II	L	P			
50	1.240	3.0	OL		0.8	2.1	–	–	–	–	2.9	COQ	4.7	–	–	–	–	F			
51	0.640	8.0	L2		0.9	3.4	–	–	–	–	4.3	COQ	12.1	–	–	–	–	F			
52	0.101	5.5	L2		0.6	5.5	–	–	–	–	6.1	LR	13.4	3.3	SL	III	S	P			Some Raveling
53	0.101	3.0	OL		0.9	2.1	–	–	–	–	10.7	ABC	7.7	–	–	–	–	P			Some Raveling
54	0.342	3.5	R1	X	0.8	2.7	–	0.3	0.6	2.5	6.9	LR	–	2.6	SL	III	S	P			Some Raveling
55	0.634	3.0	R1	X	0.6	2.6	1.2	0.4	0.8	2.1	7.7	LR	9.6	2.3	Br	III	S	P			Some Raveling, 1.7" Crack at Bottom
56	0.918	4.0	RLTL		0.6	4.3	–	–	–	–	4.9	COQ	20.1	2.5	ST	II	L	P			EB Left TL to "U-Turn"
57	1.516	5.0	R1		0.7	2.8	1.6	0.4	3.0	–	8.5	LR	–	2.7	SL	III	S	P			
58	1.581	9.0	RLTL	X	0.7	4.5	–	–	–	–	5.2	COQ	20.1	–	–	–	–	F			EB Left TL to Caracara Lane
59	1.976	7.0	R1		0.7	2.7	–	0.4	3.0	–	6.8	LR	8.5	2.4	ST	III	M	P			2.6" Crack at Bottom
60	2.446	8.0	R1		0.7	2.6	0.5	0.4	2.6	–	6.8	LR	8.5	2.8	SL	III	S	P			2.5" Crack at Bottom
61	2.605	28.0	MXO		1.2	5.1	–	–	–	–	6.3	COQ	18.8	2.3	SL	II	S	P			Raveling Noted…. Both halves slope inward to centerline = Valley
62	3.050	4.5	R1		1.0	3.0	1.1	0.3	2.1	–	7.5	LR	–	2.5	SL	III	S	P			
63	3.368	3.0	RLTL	X	0.6	3.4	–	–	–	–	4.0	COQ	23.5	–	–	–	–	F			EB Left TL to "U-Turn" @ Ocean Prairie Lane
64	3.876	9.0	R1	X	0.8	2.7	1.9	0.4	1.0	2.5	9.3	LR	9.7	2.3	Br	III	S	P			

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					FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
65	4.201	2.5	R1	X	0.7	1.6	1.1	0.4	0.5	2.3	6.6	LR	–	–	–	–	–	G			
66	4.549	8.0	MXO			3.4	–	–	–	–	3.4	COQ	12.9	0.6	Br	II	M	P			Entire MXO slopes to L1
67	4.830	9.5	R1	X	0.8	2.2	1.0	0.3	2.8	–	7.1	LR	8.9	–	–	–	–	G			
68	5.309	7.0	R1		0.9	2.5	1.7	0.3	2.1	–	7.5	LR	–	2.5	SL	III	S	P			
69	5.883	4.0	R1		0.5	4.1	–	–	–	–	4.6	COQ	11.7	1.8	SL	II	S	P			
70	6.107	5.0	R1		0.5	4.7	–	–	–	–	5.2	COQ	–	1.9	SL	III	S	P			RH Curve
71	6.673	9.0	RLTL	X	0.5	4.2	–	–	–	–	4.7	COQ	12.4	1.9	SL	II	M	P			EB Left TL to "U-Turn"
72	6.775	6.5	R1		0.6	4.4	–	–	–	–	5.0	COQ	14.7	2.3	Br	II	M	P			
73	7.301	7.0	R1		0.9	4.6	–	–	–	–	5.5	COQ	11.6	2.0	SL	II	M	P			
74	7.816	7.5	R1		0.7	4.8	–	–	–	–	5.5	COQ	–	2.7	Bl	III	S	P			
75	8.396	27.0	MXO		0.8	4.8	–	–	–	–	5.6	COQ	25.4	–	–	–	–	P			Raveling & Trailer Gouges Both halves slope inward to centerline = Valley
76	8.439	7.0	R1		0.6	5.0	–	–	–	–	5.6	COQ	11.8	2.2	SL	II	S	P			
77	9.054	4.5	R1		0.9	4.2	–	–	–	–	5.1	COQ	–	2.4	SL	III	S	P			Moved MP away from new pavement
78	9.478	20.0	MXO		0.7	7.6	–	–	–	–	8.3	COQ	22.2	–	–	–	–	P			Raveling Noted…. Both halves slope inward to centerline = Valley
79	9.590	2.0	R1	X	0.8	3.2	–	–	–	–	4.0	COQ	19.8	0.9	SL	II	S	P			
80	9.594	2.5	L1	X	1.0	3.8	–	–	–	–	4.8	COQ	25.2	0.6	SL	I	L	P			Moved MP away from new pavement

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					FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
81	9.047	6.5	LLTL		1.2	4.6	–	–	–	–	5.8	COQ	20.7	1.6	SL	II	M	P			WB Left TL to Simon Road
82	8.985	8.0	L1		1.0	2.8	0.8	0.5	–	1.8	6.9	LR	–	2.7	SL	III	S	P			
83	8.650	2.5	L1	X	0.6	2.4	1.4	0.4	–	1.2	6.0	LR	9.1	1.9	SL	III	S	P			0.9" Crack at the bottom
84	8.187	5.0	L1		1.0	2.8	1.5	0.5	–	1.1	6.9	LR	–	2.8	SL	III	S	P			
85	7.851	2.0	LLTL	X	1.0	4.6	–	–	–	–	5.6	COQ	19.8	1.8	SL	II	S	P			WB Left TL to Sweetwater Drive, RH Curve
86	7.699	8.0	L1		0.7	2.7	1.4	0.4	–	2.3	7.5	LR	9.0	2.2	SL	III	S	P			RH Curve, 2" Crack at the bottom
87	7.256	8.0	L1		1.2	2.8	1.7	0.3	–	2.0	8.0	LR	–	2.7	SL	III	S	P			
88	6.787	6.5	LLTL		1.5	4.5	–	–	–	–	6.0	COQ	11.8	1.5	SL	II	L	P			WB Left TL to "U-Turn" near Camp Holly, Some Rippling
89	6.677	4.5	L1		0.9	2.6	1.1	0.3	–	1.5	6.4	LR	9.0	2.6	Br	III	S	P			1.6" Crack from the bottom
90	6.290	7.5	L1		1.2	2.5	1.4	0.2	–	2.3	7.6	LR	–	3.3	Br	III	S	P			LH Curve
91	5.733	7.5	L1		0.6	4.2	–	–	–	–	4.8	COQ	14.2	0.6	SL	I	M	P			
92	5.174	4.0	L1		1.1	3.6	–	–	–	–	4.7	COQ	12.9	2.7	ST	II	M	P			
93	4.728	4.0	L1		0.9	–	3.3	–	–	–	4.2	COQ	10.8	0.6	Br	I	L	P			
94	4.321	4.0	L1		0.8	–	3.6	–	–	–	4.4	COQ	11.4	1.5	Br	II	S	P			
95	3.826	4.5	L1		0.6	4.4	–	–	–	–	5.0	COQ	–	0.9	SL	II	M	P			
96	3.700	5.0	LLTL		1.0	4.8	–	–	–	–	5.8	COQ	12.0	1.6	SL	II	M	P			WB Left TL to Radar Road

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

Project No.: 442882-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 5/27, 28, 29/2020	**Page No.:** 7 of 8
County: Brevard	**Highway Sect. No:** 70050	**From:** Osceola County Line	**To:** West of I-95 Interchange
Road No.: SR 500	**Begin MP:** 0.000	**End MP:** 9.676	**Length:** 9.676 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	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
97	3.348	7.0	L1		0.7	3.6	–	–	–	–	4.3	COQ	12.2	2.0	SL	II	M	P			
98	2.806	4.0	L1		0.9	4.0	–	–	–	–	4.9	COQ	–	–	–	–	–	F			
99	2.647	4.5	LLTL		1.0	3.7	–	–	–	–	4.7	COQ	12.8	1.0	SL	I	L	P			WB Left TL to Radar Road, Some Rippling
100	2.265	5.0	L1		0.9	4.3	–	–	–	–	5.2	COQ	12.5	0.9	ST	II	L	P			
101	1.754	5.0	L1		0.9	3.7	–	–	–	–	4.6	COQ	–	1.6	SL	II	S	P			
102	1.321	5.5	L1		0.6	3.8	–	–	–	–	4.4	COQ	12.4	1.7	Br	III	S	P			
103	0.820	7.5	L1		0.6	4.0	–	–	–	–	4.6	COQ	–	2.3	ST	II	M	P			
104	0.630	3.0	LLTL	X	0.8	2.9	–	–	–	–	12.6	ABC	8.9	2.8	ST	II	L	P			WB Left TL to Driveway/Access to Drainage Road
105	0.501	2.0	L1	X	0.8	3.7	–	–	–	–	4.5	COQ	12.5	2.1	SL	III	S	P			
106	0.233	5.0	L1		1.0	5.3	–	–	–	–	6.3	LR	–	2.2	SL	III	S	P			

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Road No.: SR 500	**Begin MP:** 0.000	**End MP:** 9.676	**Length:** 9.676 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
											Asphalt Thickness (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
Asphalt Overlay Thickness at Approach / Leave Slabs (Hand-drilled) Sawgrass Creek Bridges # 700212 / 700018																					
D-1	1.990	5.5	R2								3.0	PCC	–	–	–	–	–	F			Approach Slab - - Bridge Over Sawgrass Creek
D-12	1.990	6.0	L1								3.0	PCC	–	–	–	–	–	F			Leave Slab - - Bridge Over Sawgrass Creek
D-6	2.005	5.5	L2								3.6	PCC	–	–	–	–	–	F			Approach Slab - - Bridge Over Sawgrass Creek
D-7	2.009	6.0	R1								3.5	PCC	–	–	–	–	–	F			Leave Slab - - Bridge Over Sawgrass Creek
Asphalt Overlay Thickness at Approach / Leave Slabs (Hand-drilled) St. John's River Relief Bridges # 700023 / 700213																					
D-11	6.026	5.5	L1								3.6	PCC	–	–	–	–	–	F			Leave Slab - - Bridge over St. John's River Relief
D-2	6.027	5.5	R2								3.5	PCC	–	–	–	–	–	F			Approach Slab - - Bridge over St. John's River Relief
D-5	6.069	5.5	L2								4.0	PCC	–	–	–	–	–	F			Approach Slab - - Bridge over St. John's River Relief
D-8	6.071	6.0	R1								3.4	PCC	–	–	–	–	–	F			Leave Slab - - Bridge over St. John's River Relief
Asphalt Overlay Thickness at Approach / Leave Slabs (Hand-drilled) St. John's River Bridges # 700214 / 700215																					
D-3	6.864	5.5	R2								5.0	PCC	–	–	–	–	–	F			Approach Slab - - Bridge over St. John's River
D-10	6.866	6.0	L1								3.2	PCC	–	–	–	–	–	F			Leave Slab - - Bridge over St. John's River
D-9	7.074	6.0	R1								3.6	PCC	–	–	–	–	–	F			Leave Slab - - Bridge over St. John's River
D-4	7.078	5.5	L2								4.6	PCC	–	–	–	–	–	F			Approach Slab - - Bridge over St. John's River

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