						]	PAV	EME	Sta NT I	te of EVA	Flori LUA	da De TIO	eparti N AN	ment	of Tr ONI	ansp DITI	ortati ON I	on DATA	A SH	ЕЕТ	
Project	No.:		442882-1				Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date	:		5/27	, 28, 29	/2020		Page No.: 1 of 8
County	:		Brevard				High	way Se	ect. No:	<b>:</b> 70050	)			From	n:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road N	0.:		SR 500				Begi	n MP:			0.0	000		End	MP:			9.676			Length: 9.676 miles
		Distance		Wheel			Paver	nent Laye	r (in.)			В	ase		Cr	ack		Povt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
1 0	.174	3.0	R2	Х	0.8	1.2	2.1	0.3	0.6	2.6	7.6	LR	8.7	4.2	SL	Ш	S	Р			
2 0	.493	9.5	R2	х	0.8	2.2	0.9	0.5	1.2	2.3	7.9	LR	8.5	2.9	Br	Ш	S	Р			
3 0	.493	2.0	OR		0.9	1.0	0.7	_	I		2.6	COQ	5.8	_	-	_	_	F			
4 1	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       -       8.5       LR       6.6       B       Br       III       S       P       Core broke during coring. Core length field measured																				
5 1	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       32" Creek from Bottom																				
6 2	5     1.394     9.0     R2     X     0.0     2.9     1.3     0.0     2.9     1.3     0.0     1.4     0.0     1.5     1.1     1.5     1.6     1.1     1.5     1.6     1.6     1.6       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	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	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	х	0.6	2.4	1.5	0.5	2.2	-	7.2	LR	9.1	4.3	SL	Π	S	Р			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	_	В	SL	Ш	S	Р			Core broke during coring
11 3	.800	3.0	OR		0.9	1.3	2.3	_	I	-	4.5	COQ	5.7	_	-	_	_	F			
12 4	.349	3.0	R2	х	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	Х	0.9	10.7	_	_	-	-	11.6	LR	4.7	_	-	-	_	G			Expected Thin Limerock
15 5	.419	3.5	R2	Х	0.9	2.3	0.8	0.5	3.0	I	7.5	LR	7.9	3.0	Br	Ш	S	Р			3.0" Crack from Bottom
16 5	.419	2.5	OR		0.9	1.6	1.0	_	_	-	3.5	COQ	7.0	-	-	-	_	F			
Remarks	: Cra	ick Depth	n of "B"	indicate	es full o	depth c	rack to	the bas	e.	EOP =	Edge o	of Pave	ment *	= Refe	r to Ae	rial Co	ring Pl	an for a	a more	accurat	e location
Crack Ex	tent:	L= Light	t; $M = M$		e; $S=S$	Severe	Pa D C	vement	Condi	tion: C	Ger Goo	d; $F=1$	Fair; P	= Poor	$\frac{Cra}{C}$	ick Typ	es: A=	Alliga	tor; Bl=	= Block	; Br= Branch
_SL= Sing Base Type	gie Lor s: LR=	ngituaina : Limerock	$a_1; S_1 = 0$	Single Coquina	1  ransv : SC= S	erse; R loil Cem	= Kefle ent: AB(	C= Asph	i= J0111 alt Base	t; UGF SAHM	C= Ope IS= Sand	en-Grace 1 Asphal	iea FC	Stress ( ix with S	Crack Shell: N	B= No F	Base: SB	RMS =	Sand Bit	uminous	Road Mix with Shell: CC= Crushed Concrete

						]	PAV	EME	Sta NT l	te of [ EVA]	Florio LUA	da De TIO	eparti N AN	nent ND C	of Tr ONI	anspo DITI(	ortati ON I	ion DATA	A SH	EET	
Proj	ect No.:		442882-1				Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date	:		5/27	, 28, 29	/2020		Page No.: 2 of 8
Cou	nty:		Brevard				High	way Se	ct. No	<b>:</b> 70050				From	n:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road	l No.:		SR 500				Begi	n MP:			0.0	000		End 1	MP:			9.676			Length: 9.676 miles
		Distance from left		Wheel			Paver	nent Laye	r (in.)			Ba	ise		Cr	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
17	6.004	3.0	R2	Х	0.9	3.9	-	_	_	_	4.8	COQ	_	_	_	_	_	F			
18	6.470	9.0	R2	х	0.9	3.8	-	-	_	-	4.7	COQ	14.3	-	-	-	_	F			Some Rippling, Gouge
19	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																				
20	$\begin{array}{c c c c c c c c c c c c c c c c c c c $																				
21	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$																				
22	7.833	7.0	R2		1.0	4.7	-	-	_	-	5.7	COQ	12.4	2.4	Br	Ш	S	Р			LH Curve
23	8.293	2.0	R2	Х	1.0	4.6	-	-	_	_	5.6	COQ	-	1.8	Br	Π	S	Р			
24	8.843	6.0	R2		0.7	4.8	-	-	_	-	5.5	COQ	12.5	1.9	SL	Π	М	Р			
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	П	S	Р			
27	9.594	7.0	L2		1.0	5.0	-	_	-	_	6.0	COQ	-	0.7	SL	Ι	L	Р			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	П	М	Р			
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	Ш	М	Р			
31	7.638	2.5	L2	х	0.7	2.4	1.5	0.5	_	2.4	7.5	LR	-	2.4	SL	Ш	S	Р			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
Rema Crack SL= S Base T	r <b>ks:</b> Cra <u>Extent</u> : Single Lo <u>ypes</u> : LR=	ack Depth L= Light ngitudina = Limerock	n of "B" t; M= M al; ST= x; COQ=	indicate Ioderate Single ' Coquina	es full o e; S= S Transvo ; SC= S	depth c Severe erse; R oil Cem	rack to <u>Pa</u> = Refle ent; AB	the bas vement ective; J C= Aspha	e. Condi I= Join alt Base	EOP = <u>tion</u> : C t; OGF ; SAHM	Edge o G = GooC = Ope(S = Sand	of Paver d; F= 1 en-Grac 1 Asphal	ment * Fair; P led FC t Hot M	= Refe = Poor Stress ix with S	r to Ae <u>Cra</u> Crack Shell; N	erial Co ack Typ B= No E	oring Pl o <u>es:</u> A= Base; SB	an for a Alliga RMS =	a more a ator; Bl= Sand Bit	accurat = Block uminous	e location ; Br= Branch Road Mix with Shell; CC= Crushed Concrete

						I	PAV	EME	Sta NT I	te of [ EVA]	Flori LUA	da De TIO	eparti N AN	ment ND C	of Tr ONE	ansp DITI(	ortati ON I	ion )AT/	A SH	EET	
Proj	ect No.:		442882-1				Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date	:		5/27	, 28, 29	/2020		Page No.: 3 of 8
Cou	nty:		Brevard				High	way Se	ct. No:	: 70050				From	n:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road	l No.:		SR 500				Begi	n MP:			0.0	000		End	MP:			9.676			Length: 9.676 miles
		Distance					Paver	nent Laye	r (in.)			Ba	ise		Cra	ack		Dovit	Rut	Cross	
Core No.	MP	from left edge of lane (ft)	Lane	W heel Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
33	7.170	9.0	L2	Х	0.8	2.4	1.3	0.4	1.3	1.9	8.1	LR	8.9	2.2	SL	III	S	Р			2.4" Crack from Bottom
34	6.587	4.0	L2		0.5	3.0	1.0	0.5	Ι	2.0	7.0	LR	10.4	2.0	ST	Π	S	Р			
35	6.587	3.0	OL		1.2	1.3	1.8	_	-	_	4.3	COQ	6.2	_	I	-	_	F			
36	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       37     5.522     3.0     L2     X     0.7     1.2     3.1     -     -     5.0     COO     -     1.8     SL     L     P																				
37	5.522	3.0	L2	х	0.7	1.2	3.1	_	-	-	5.0	COQ	-	1.8	SL	Ι	L	Р			
38	5.522	3.0	OL		1.0	1.4	_	_	-	-	2.4	COQ	5.4	_	-	_	_	F			
39	4.972	9.0	L2	Х	0.7	_	3.1	_	-	-	3.8	COQ	9.6	В	Br	III	S	Р			
40	4.447	9.0	L2	х	0.9	_	2.8	_	-	-	3.7	COQ	10.1	В	SL	III	S	Р			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	х	1.0	4.4	-	-	Ι	١	5.4	COQ	13.6	0.7	SL	Ι	М	Р			Wavy Pavement
43	3.112	2.0	L2	Х	0.5	3.8	_	_	-	-	4.3	COQ	١	2.4	SL	П	L	Р			
44	3.112	3.0	OL		1.1	1.3	_	_	_	_	2.4	COQ	5.4	_	-	-	_	Р			Raveling
45	2.597	7.0	L2		1.1	4.0	_	_	_	_	5.1	COQ	12.9	0.7	SL	Π	L	Р			Moved MP to more severe crack
46	2.174	2.5	L2	х	0.8	4.2	_	_	_	-	5.0	COQ	-	2.4	SL	Ш	S	Р			Moved MP to more severe crack
47	2.174	3.0	OL		1.4	1.4	_	_	-	-	2.8	COQ	4.6	_	Ι	Ι	_	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	Ш	S	Р			
Rema Crack SL= S Base T	r <b>ks:</b> Cra Extent: Single Lo ypes: LR=	ack Depth L= Light ngitudina - Limerock	n of "B" t; M= M al; ST= x; COQ=	indicate Ioderate Single ' Coquina	es full o e; S= S Transvo ; SC= S	lepth cr Severe erse; R oil Cem	rack to <u>Pa</u> = Refle ent; AB0	the bas vement ective; J C= Asph	e. Condi [= Joint alt Base;	EOP = $tion$ : C t; OGF sAHM	Edge o d= Goo C= Ope (S= Sano	of Paver d; F= 1 en-Grac 1 Asphal	ment * Fair; P led FC t Hot M	= Refe = Poor Stress ix with S	r to Ae <u>Cra</u> Crack Shell; N	rial Co ck Typ B= No F	ring Pl <u>es:</u> A= Base; SB	an for a Alliga	a more itor; Bl= Sand Bit	accurate = Block uminous	e location ; Br= Branch Road Mix with Shell; CC= Crushed Concrete

						1	PAVI	EME	Sta NT 1	te of [ EVA]	Florio LUA	da De TIO	epartı N A N	nent ID C	of Tr ONI	ansp )ITI(	ortati ON I	ion )AT4	A SH	EET	
Proi	ect No.:		442882-1				Core	d Bv:	Elips	is Engin	eering a	nd Cons	ulting	Date:			5/27	. 28. 29	2020		Page No.: 4 of 8
Cou	nty:		Brevard				High	way Se	ect. No:	<b>:</b> 70050	0		0	From	ı:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road	l No.:		SR 500				Begin	n MP:			0.0	000		End 1	MP:			9.676	-		Length: 9.676 miles
		Distance		Wheel			Paver	nent Laye	r (in.)			Ba	ase		Cra	ack		Povt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
49	1.240	6.0	L2		0.8	3.8	_	-	-	-	4.6	COQ	_	1.8	ST	Π	L	Р			
50	1.240	3.0	OL		0.8	2.1	-	-	-	-	2.9	COQ	4.7	-	-	-	-	F			
51	51       0.640       8.0       L2       0.9       3.4       -       -       -       4.3       COQ       12.1       -       -       -       F       52         52       0.101       5.5       L2       0.6       5.5       -       -       -       6.1       LR       13.4       3.3       SL       III       S       P       Some Raveling																				
52	52     0.101     5.5     L2     0.6     5.5     -     -     -     -     6.1     LR     13.4     3.3     SL     III     S     P       53     0.101     3.0     OL     0.9     2.1     -     -     -     10.7     ABC     7.7     -     -     -     P     Some Raveling																				
53	52     0.101     3.0     0.2     0.0     5.3     -     -     -     -     -     0.1     LK     13.4     5.3     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																				
54	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	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	Π	L	Р			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	Ш	S	Р			
58	1.581	9.0	RLTL	х	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	Ш	М	Р			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	ш	S	Р			2.5" Crack at Bottom
61	2.605	28.0	МХО		1.2	5.1	_	-	_	-	6.3	COQ	18.8	2.3	SL	Π	s	Р			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	ш	S	Р			
63	3.368	3.0	RLTL	х	0.6	3.4	-	-	-	-	4.0	COQ	23.5	Ι	-	-	-	F			EB Left TL to "U-Turn" @ Ocean Prairie Lane
64	3.876	9.0	R1	Х	0.8	2.7	1.9	0.4	1.0	2.5	9.3	LR	9.7	2.3	Br	Ш	S	Р			
Rema	rks: Cra	ack Depth	n of "B"	indicate	es full c	lepth c	rack to	the bas	e.	EOP =	Edge o	f Pave	ment								
Crack	Extent:	L= Light	t; M= M	Ioderate	e; $S=S$	Severe	Pa	vement	Condi	tion: C	i= Goo	d; $F=1$	Fair; P	= Poor	Cra	ick Typ	es: A=	Alliga	tor; Bl=	= Block	; Br= Branch
SL = S	Single Lo	ngitudina	al; ST=1	Single '	Transve	erse; R	= Refle	ective; J	= Join	t; OGF	C= Ope	en-Grao	led FC	Stress (	Crack						

Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

						]	PAV	EME	Sta NT 1	te of ] EVA]	Flori LUA	da De TIO	eparti N AN	nent ND C	of Tr ONI	anspo DITI(	ortati ON I	ion )AT/	A SH	ЕЕТ	
Proj	ect No.:		442882-1				Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date			5/27	, 28, 29	/2020		Page No.: 5 of 8
Cou	nty:		Brevard				High	way Se	ect. No	<b>:</b> 70050			U	From	n:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road	l No.:		SR 500				Begi	n MP:			0.0	000		End I	MP:			9.676			Length: 9.676 miles
		Distance		Wheel			Paver	nent Laye	r (in.)			Ba	ise		Cr	ack		Povt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
65	4.201	2.5	R1	Х	0.7	1.6	1.1	0.4	0.5	2.3	6.6	LR	_	-	_	-	_	G			
66	4.549	8.0	МХО			3.4	_	_	-	_	3.4	COQ	12.9	0.6	Br	П	М	Р			Entire MXO slopes to L1
67	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																				
68	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     COO     11.7     1.8     SL     II     S     P																				
69	06       5.307       7.0       R1       0.7       2.0       1.7       0.3       2.1       -       7.0       LK       -       2.0       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       -       1.0       SL       III       S       P       P																				
70	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         70       6.107       5.0       R1       0.5       4.7       -       -       -       5.2       COQ       -       1.9       SL       III       S       P       RH Curve																				
71	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       III       S       P       EB Left TL to "U-Turn"																				
72	71     6.673     9.0     RLTL     X     0.5     4.2     -     -     -     4.7     COQ     12.4     1.9     SL     II     M     P       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	_	_	I	_	5.5	COQ	11.6	2.0	SL	Π	М	Р			
74	7.816	7.5	R1		0.7	4.8	_	_	-	-	5.5	COQ	_	2.7	Bl	ш	S	Р			
75	8.396	27.0	МХО		0.8	4.8	_	_	I	_	5.6	COQ	25.4	_	I	_	-	Р			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	П	S	Р			
77	9.054	4.5	R1		0.9	4.2	_	_	_	-	5.1	COQ	-	2.4	SL	Ш	S	Р			Moved MP away from new pavement
78	9.478	20.0	МХО		0.7	7.6	_	-	_	-	8.3	COQ	22.2	-	-	-	_	Р			Raveling Noted Both halves slope inward to centerline = Valley
79	9.590	2.0	R1	Х	0.8	3.2	_	_	I	_	4.0	COQ	19.8	0.9	SL	Π	S	Р			
80	9.594	2.5	L1	Х	1.0	3.8	_	_	_	_	4.8	COQ	25.2	0.6	SL	Ι	L	Р			Moved MP away from new pavement
Rema Crack SL= S Base T	r <b>ks:</b> Cra Extent: Single Lo <u>ypes</u> : LR=	ack Depth L= Light ngitudina - Limerock	n of "B" t; M= M al; ST= x; COQ=	indicate Ioderate Single ' Coquina	es full o e; S= S Transvo ; SC= S	depth c Severe erse; R oil Cem	rack to <u>Pa</u> = Refle ent; AB0	the bas vement ective; J C= Asph	e. Condi I= Join alt Base	EOP = <u>tion</u> : G t; OGF ; SAHM	Edge o = Goo C= Ope S= Sanc	f Paver d; F= l en-Grac l Asphal	ment * Fair; P led FC t Hot M	= Refe = Poor Stress ix with S	r to Ae <u>Cra</u> Crack Shell; N	erial Co ack Typ B= No F	oring Pl p <u>es:</u> A= Base; SB	an for a Alliga	a more a itor; Bl= Sand Bit	accurate = Block uminous	e location ; Br= Branch Road Mix with Shell; CC= Crushed Concrete

						]	PAV	EME	Sta NT l	te of EVA	Florio LUA	da De TIO	epartı N AN	nent ND C	of Tr ONI	anspo DITI(	ortati ON E	on DATA	A SH	EET	
Proj	ect No.:		442882-1				Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date	:		5/27	, 28, 29/	/2020		Page No.: 6 of 8
Cou	nty:		Brevard				High	way Se	ct. No	: 70050				From	n:		Osceo	la Coun	ty Line		To: West of I-95 Interchange
Road	l No.:		SR 500				Begi	n MP:			0.0	000		End	MP:			9.676			Length: 9.676 miles
		Distance from left		Wheel		1	Paver	nent Laye	r (in.)			Ba	ise		Cr	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
81	9.047	6.5	LLTL		1.2	4.6	—	-	-	-	5.8	COQ	20.7	1.6	SL	Π	М	Р			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	Ш	s	Р			
83	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	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	64     64     64     64     64     64     64     65     65     65     66     64     7     2.6     51     11     53     7       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	85       7.851       2.0       LL1L       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	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       RH Curve, 2" Crack at the bottom																				
88	6.787	6.5	LLTL		1.5	4.5	-	-	-	-	6.0	COQ	11.8	1.5	SL	Π	L	Р			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	Ш	S	Р			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	Ш	S	Р			LH Curve
91	5.733	7.5	L1		0.6	4.2	_	-	-	-	4.8	COQ	14.2	0.6	SL	Ι	М	Р			
92	5.174	4.0	L1		1.1	3.6	—	_	-	_	4.7	COQ	12.9	2.7	ST	П	М	Р			
93	4.728	4.0	L1		0.9	_	3.3	-	-	-	4.2	COQ	10.8	0.6	Br	Ι	L	Р			
94	4.321	4.0	L1		0.8	_	3.6	-	-	-	4.4	COQ	11.4	1.5	Br	Π	S	Р			
95	3.826	4.5	L1		0.6	4.4	_	-	-	-	5.0	COQ	-	0.9	SL	Π	М	Р			
96	3.700	5.0	LLTL		1.0	4.8	_	_	-	_	5.8	COQ	12.0	1.6	SL	п	М	Р			WB Left TL to Radar Road
Rema	r <b>ks:</b> Cra	ick Deptl	n of "B"	indicate	es full o	depth c	rack to	the bas	e.	EOP =	Edge o	f Paver	ment *	= Refe	r to Ae	rial Co	ring Pl	an for a	a more	accurate	elocation
Crack	Extent:	L= Light	; M= M		e; S= S	Severe	Pa Def	vement	Condi	tion: G	i= Goo	d; $F=1$	Fair; P	= Poor	<u>Cra</u>	ick Typ	<u>es:</u> A=	Alliga	tor; Bl=	= Block	; Br= Branch
$\underline{SL} = S$ $\underline{Base} T$	ypes: LR=	Limerock	u; SI = 0 ; COQ = 0	Single Coquina	; $SC=S$	oil Cem	ent; AB	C= Asph	= JOIN alt Base	; SAHM	C= Ope S= Sand	i Asphal	t Hot Mi	ix with S	crack Shell; N	B= No E	Base; SB	RMS =	Sand Bit	uminous	Road Mix with Shell; CC= Crushed Concrete

						I	PAV	EME	Sta NT I	te of [ EVA]	Flori LUA	da De TIO	eparti N AN	ment ND C	of Tr ONI	ansp DITI	ortati ON I	ion )AT/	A SH	ЕЕТ	
Proj	ect No.:		442882-1	1			Core	d By:	Elips	is Engin	eering a	nd Cons	ulting	Date			5/27	, 28, 29	/2020		Page No.: 7 of 8
Cou	nty:		Brevard				High	way Se	ct. No:	<b>:</b> 70050				Fron	1:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road	l No.:		SR 500				Begi	n MP:			0.0	000		End ]	MP:			9.676			Length: 9.676 miles
		Distance from left		Wheel			Paver	nent Laye	r (in.)			Ba	ase		Cr	ack		Pavt	Rut	Cross	
Core No.	MP	edge of lane (ft)	Lane	Path	FC-5	Type SP	Type S	ARMI	Type I	Binder	Core Length (in)	Туре	Thick- ness (in)	Depth (in)	Туре	Class	Extent	Cond.	Depth (in)	Slope (%)	Comments
97	3.348	7.0	Ll		0.7	3.6	_	_	_	_	4.3	COQ	12.2	2.0	SL	Π	М	Р			
98	2.806	4.0	L1		0.9	4.0	-	-	Ι	-	4.9	COQ	-	-	-	-	-	F			
99	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       WB Left TL to Radar Road, Some Rippling																				
100	100     2.265     5.0     L1     0.9     4.3     -     -     -     5.2     COQ     12.5     0.9     ST     II     L     P       101     1754     5.0     L1     0.9     3.7     -     -     -     4.6     COQ     -     1.6     SL     II     SL     P																				
101	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$																				
102	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$																				
103	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	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       M       P       WB Left TL to Driveway/Access to Drainage Road																				
105	0.501	2.0	Ll	х	0.8	3.7	-	-	-	-	4.5	COQ	12.5	2.1	SL	III	S	Р			
106	0.233	5.0	L1		1.0	5.3	-	-	-	-	6.3	LR	-	2.2	SL	ш	S	Р			
Rema Crack SL= S	<b>rks:</b> Cra <u>Extent</u> : Single Lo	ack Deptl L= Ligh ngitudina	h of "B" t; M= M al; ST=	indicate Ioderate Single '	es full o e; S= S Transvo	lepth cr Severe erse; R	rack to <u>Pa</u> = Refle	the bas <u>vement</u> ective; J	e. <u>Condi</u> = Join	EOP = <u>tion</u> : C t; OGF	Edge o d= Goo C= Ope	of Paves d; F=1 en-Grad	ment * Fair; P ded FC	= Refe = Poor Stress	r to Ae <u>Cra</u> Crack	erial Co ack Typ	ring Pl <u>es:</u> A=	an for a Alliga	a more a ator; Bl=	accurate = Block	e location ; Br= Branch
Base T	ypes: LR=	= Limerock	; COQ=	Coquina	; SC= S	oil Cem	ent; AB	C= Asph	alt Base;	SAHM	IS= Sano	i Aspha	lt Hot M	ix with S	hell; N	B= No I	Base; SB	RMS =	Sand Bit	uminous	Road Mix with Shell; CC= Crushed Concrete

							PAV	/EM	St ENT	ate of EVA	f Florid LUAT	a Dej FION	partn I AN	ient o D CC	f Tra )ND]	nspoi [TIO	rtatio N D	n ATA	SHE	ЕТ	
Proje	ect No.:		442882-1				Core	d By:	Elij	psis Eng	ineering and	l Consul	lting	Date:			5/27	, 28, 29	2020		Page No.: 8 of 8
Cour	ty:		Brevard				High	way Se	ct. No:	70050				From	:		Osceo	ola Coun	ty Line		To: West of I-95 Interchange
Road	No.:		SR 500				Begi	n MP:			0.00	0		End M	MP:			9.676			Length: 9.676 miles
		Distance from left		Wheel			Pav	ement La	yer (in.)			В	ase		Cra	ack		Pavt	Rut	Cross	
Core No.	e No.       MP       edge of lane (t)       Lane       Path       Asphalt       Type       Type       Tick, ness (in)       Depth (in)       Type       Class       Extent       Cond.       Depth       Stope       Comments         phot Overlay Thickness of Approach / Leave Slope (Leave Slope (Topol)) / Topol)       Type       Tick, ness (in)       Depth (in)       Type       Class       Extent       Cond.       Depth (in)       Stope (%)																				
Asphalt	Overlay T	hickness at	t Approact	n / Leave	Slabs (1	Hand-dr	illed ):	Sawgrass	Creek H	Bridges #	(m) 700212 / 70	0018	<u> </u>								
D-1	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-12	P1     1.770     5.3     K2     C     S.0     PCC     -     -     -     -     -     F     Approach Side - Bridge Over Sawgrass Creek       >-12     1.990     6.0     L1     Image: Constraint of the second seco																				
D-6	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       Leave Slab Bridge Over Sawgrass Creek																				
D-7	D-6       2.005       5.5       L2       Image: Display Control of the system of the syst																				
Asphalt	Overlay T	hickness at	Approach	n / Leave	Slabs (1	Hand-dr	illed )	St. John'	s River I	Relief Bri	dges # 7000	23 / 7002	213								
D-11	phalt Overlay Thickness at Approach / Leave Slabs (Hand-drilled)       St. John's River Relief Bridges # 700023 / 700213         >-11       6.026       5.5       L1																				
D-2	-11       6.026       5.5       L1       Image: Constraint of the second se																				
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 T	hickness at	Approach	n / Leave	Slabs (]	Hand-dr	illed)	St. John'	s River H	Bridges #	700214 / 70	0215				-			1		
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	-	-	Ι	Ι	-	F			Leave Slab Bridge over St. John's River
D-9	7.074	6.0	R1								3.6	PCC	-	-	Ι	-	-	F			Leave Slab Bridge over St. John's River
D-4	7.078	5.5	L2								4.6	PCC	-	-	Ι	-	-	F			Approach Slab Bridge over St. John's River
Rema	rks: Cra	ack Deptl	n of "B" i	indicate	s full d	epth cr	ack to t	he base	e. E	EOP = F	Edge of Pa	vement	t * = R	efer to A	Aerial C	Coring l	Plan fo	r a mor	e accura	ate loca	tion
Crack	Extent:	L= Light	; M= M	oderate	; S=Se	evere	Pav	ement (	Condition	<u>on</u> : G=	Good; F=	= Fair;	P= Poo	or <u>Cr</u>	ack Ty	pes: A	= Allig	ator; B	l= Bloc	k; Br=	Branch
SL=S	ingle Lo	ngitudina	l; $ST=S$	ingle T	ransver	se; R=	Reflec	tive; J=	Joint;	OGFC	= Open-G	raded F	C Stres	s Crack							
Base T	<u>ypes</u> : LR=	= Limerock	; COQ=C	Coquina;	SC= So	oil Ceme	nt; ABC	= Aspha	lt Base;	SAHMS	= Sand Asp	halt Ho	t Mix wi	th Shell;	NB= N	o Base; S	SBRMS	= Sand	Bitumino	ous Road	Mix with Shell; CC= Crushed Concrete