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<b>County:</b> Brevard	<b>Highway Sect. No:</b> 70100	<b>From:</b> West of Tucker Lane	<b>To:</b> Aurora St
<b>Road No.:</b> SR 520	<b>Begin MP:</b> 4.700	<b>End MP:</b> 7.746	<b>Length:</b> 3.046

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	Older Type SP	ARMI	Type S	Type II w/Shell	Leveling	Mineral Seal	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
59	5.486	9.0	L1	X	0.75	1.50	0.25		1.7				4.2	LR	10.8									
57	6.075	9.0	L1	X	0.75	1.50	0.65		3.5			0.2	6.6	SBRM	16.2									
56	6.460	9.0	L1	X	0.75	1.50	0.85		3.2			0.1	6.4	SBRM	15.6									
53	6.730	2.0	L1	X	0.75	1.50	0.95		6.4	1.2		0.2	11.0	SBRM	5.3									
51	6.973	9.0	L1	X	0.75	1.50	0.45		4.4		0.2	0.2	7.5	SBRM	8.3									
50	7.262	4.0	L1	X	0.75	1.50	1.45		7.9	1.4		0.1	13.1	SBRM	7.8									
47	7.626	7.5	L1		0.75	1.50	0.45		4.2		0.2	0.2	7.3	SBRM	17.7									
28	5.486	2.0	L2	X	0.75	2.00			0.85				3.6	LR	11.2									
25	5.775	2.5	L2	X	0.75	2.00	0.35		2.3				5.4	LR	9.1									
54	6.510	10.0	L2	X	0.75	2.00	0.05		3.1				5.9	SBRM	8.6									
23	6.728	3.0	L2	X	0.75	2.00		0.75	2.0		0.1	0.2	5.8	SBRM	7.5									
22	6.974	3.0	L2	X	0.75	2.00		0.45	2.6		0.2	0.2	6.2	SBRM	16.2									
20	7.260	9.5	L2	X	0.75	2.00	0.25	0.6	3.4		0.3	0.2	7.5	SBRM	9.8									
18	7.677	3.5	L2	X	0.75	2.00			1.35	1.3			5.4	SBRM	10.5									

**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; NB= No Base

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<b>Road No.:</b> SR 520	<b>Begin MP:</b> 4.700	<b>End MP:</b> 7.746	<b>Length:</b> 3.046

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	Older Type SP	ARMI	Type S	Type II w/Shell	Level-ing	Mineral Seal	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
35	5.486	3.0	R1	X	0.75	1.50	0.15		1.6				4.0	LR	11.9									
37	5.857	3.0	R1	X	0.75	1.50	1.55		1.2				5.0	LR	—									
39	6.223	9.5	R1	X	0.75	1.50	1.25		1.2				4.7	LR	11.3									
42	6.729	2.0	R1	X	0.75	1.50	0.55		1.1				3.9	LR	12.6									
43	6.973	4.0	R1		0.75	1.50	0.85		1.2				4.3	LR	—									
44	7.227	7.5	R1		0.75	1.50	1.15		1.4				4.8	LR	11.1									
46	7.533	2.0	R1	X	0.75	1.50	0.45		2.1				4.8	LR	—									
3	5.486	10.0	R2	X	0.75	2.00	0.45		2.1				5.3	LR	11.2									
6	5.857	2.5	R2	X	0.75	2.00	0.55		1.3				4.6	LR	11.4									
8	6.225	3.5	R2	X	0.75	2.00			2.95				4.7	LR	10.6									
11	6.730	10.0	R2	X	0.75	2.00			1.95				4.7	LR	11.3									
13	6.975	9.0	R2	X	0.75	2.00	0.45		1.6				4.8	LR	—									
15	7.231	3.0	R2	X	0.75	2.00	0.55		1.9				5.2	LR	10.8									
17	7.556	2.5	R2	X	0.75	2.00			2.35				5.1	LR	—									

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<b>Road No.:</b> SR 520	<b>Begin MP:</b> 4.700	<b>End MP:</b> 7.746	<b>Length:</b> 3.046

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	Older Type SP	ARMI	Type S	Type II w/Shell	Leveling	Mineral Seal	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent								
60	5.486	7.0	LLTL		0.75	1.50	0.35		1.6					4.2	LR	10.3											to U-turn
58	6.075	7.5	LLTL		0.75	1.50	0.45		0.9					3.6	LR	9.9											
52	6.925	2.0	LLTL	X	0.75	1.50	2.85							5.1	LR	16.4											to Honda Dealership
49	7.386	2.5	LLTL	X	0.75	1.50			2.95					5.2	LR	10.4											to Clear Lake Road
27	5.600	10.0	LRTL	X	0.75	2.00								2.7	ABC	11.3	—	—	—	—	F	0.3	3.6			to Brevard County Fire Rescue some pavement rippling	
19	7.410	9.5	LRTL	X	0.75	2.00	0.55							3.3	ABC	9.9	—	—	—	—	F	0.1	2.4			to Clear Lake Rd. core fractured during extraction	
38	6.125	10.0	RLTL	X	0.75	1.50			1.45					3.7	LR	13.3											to Bob Steele Chevrolet
40	6.310	2.0	RLTL	X	0.75	1.50	0.05		1.9					4.2	LR	12.3											
45	7.330	9.0	RLTL	X	0.75	1.50	0.65		2.0					4.9	LR	10.6											to Clear Lake Road
5	5.624	2.0	RRTL	X	0.75	2.00								2.7	LR	12.1											
10	6.462	7.0	RRTL		0.75	2.00			4.25					7.0	LR	7.5											
14	6.975	2.0	RRTL	X	0.75	2.00	0.45							3.2	LR	—											
34	5.465	12.0	MXO			1.5	1.40		2.0					4.9	LR	14.1											
36	5.735	17.5	MXO			1.5	0.50		2.3					4.3	LR	10.2											Marshall S-II bottom layer
41	6.675	10.0	MXO			1.5			0.6					2.1	LR	13.4											
48	7.533	10.0	MXO			1.5	1.60		2.9					6.0	LR	8.0											

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					FC-5	Type SP	Older Type SP	ARMI	Type S	Type II w/Shell	Level-ing	Mineral Seal	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent		
29	5.486	1.5	OL		0.75		1.45						2.2	LR	4.8										
26	5.775	1.5	OL		0.75		1.75						2.5	LR	—										
55	6.510	1.5	OL		0.75								0.8	PCC	7.9										Overlaid PCC driveway
24	6.728	1.5	OL		0.75		1.15						1.9	LR	—										
21	7.260	1.5	OL		0.75		1.45						2.2	LR	4.8										
4	5.486	2.0	OR		0.75		1.05						1.8	LR	6.2										
7	5.857	1.5	OR		0.75		2.15						2.9	LR	—										
9	6.225	2.5	OR		0.75		3.55						4.3	LR	—										
12	6.730	2.0	OR		0.75		1.85						2.6	LR	3.9										
16	7.231	2.0	OR	X	0.75		0.95						1.7	LR	—										

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