

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

<b>Project No.:</b> 441016-1					<b>Cored By:</b> Elipsis Engineering and Consulting					<b>Date:</b> March 3, 2021					<b>Page No.:</b> 1 of 3							
<b>County:</b> Brevard					<b>Highway Sect. No:</b> 70070					<b>From:</b> SR 5 (US 1)					<b>To:</b> SR 401							
<b>Road No.:</b> SR 528					<b>Begin MP:</b> 5.445					<b>End MP:</b> 12.897					<b>Length:</b> 7.452							
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	ARMI	Type S	Type I	Type II w/ Shell	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	12.314	4.0	L2		0.5	1.3	0.4	0.8		1.1	4.1	LR	-	B	SL	II	S	P				12.470 - 12.165
2	11.738	10.0	L2	X	0.6	1.0	0.5	1.7		1.2	5.0	LR	9.5	B	SL	III	S	P				11.825 - 11.650, Core broke during extraction
3	10.997	1.5	L2		0.6	1.3	0.6	2.0			4.5	COQ	-	B	A	II	S	P				11.115 - 10.890
4	10.797	2.0	L2	X	0.8	2.0	0.3	0.4		1.0	4.5	LR	10.9	2.0	SL	I	L	P				10.875 - 10.750
5	10.475	8.0	L2		0.8	1.3	0.5	0.9		1.0	4.5	LR	-	B	Br	II	S	P				10.580 - 10.375
6	10.039	6.0	L2		0.5	1.6	0.5	1.4			4.0	LR	9.0	3.3	SL	II	M	P				10.105 - 9.965
7	8.900	6.5	L2		0.5	2.4	0.5		0.6	1.0	5.0	LR	-	3.1	Br	III	S	P				8.995 - 8.800, 0.6" Crack at bottom of core
8	8.574	9.0	L2	X	0.8	1.3	0.3	1.0	1.2	1.3	5.9	LR	9.6	2.4	SL	III	S	P				8.655 - 8.460
9A	8.131	3.0	L2	X	0.8	1.2	0.4		1.5	1.1	5.0	LR	8.4	1.9	Br	II	M	P				8.125 - 7.960, North Side of Core (facing OL)
9B	8.131	3.0	L2	X	0.8	1.1	0.4	0.4			2.7	LR	10.7	1.9	Br	II	M	P				8.125 - 7.960, South Side of Core (facing L1 )
10	7.750	10.0	L2	X	0.9	2.5	0.6				4.0	LR	-	B	SL	III	S	P				Requires Deeper Milling, 8.200 - 7.550, LR Pumping
11	7.619	9.0	L2	X	0.8	2.1	0.5			1.1	4.5	LR	8.3	B	A	III	S	P				Requires Deeper Milling, 8.200 - 7.550
12	5.766	9.0	L2	X	0.5	2.9	0.3		0.6		4.3	LR	8.3	B	A	III	S	P				Base/Subgrade Sampling, Requires Deeper Milling, 5.790 - 5.475
13	5.605	10.0	L2	X	0.8	1.4		1.0	1.0		4.2	LR	8.6	B	A	III	S	P				Requires Deeper Milling, 5.790 - 5.475
14	7.152	10.0	R2	X	0.6	1.6					2.2	COQ	-	B	Br	III	S	P				7.145 - 7.245, Coquina Pumping
15	7.831	9.5	R2	X	0.5	1.1		1.4	0.8		3.8	COQ	7.5	B	Br	II	S	P				7.825 - 7.880, Coquina Pumping

**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; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell; CC= Crushed Concrete

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<b>Road No.:</b> SR 528	<b>Begin MP:</b> 5.445	<b>End MP:</b> 12.897	<b>Length:</b> 7.452

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	ARMI	Type S	Type I	Type II w/ Shell	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
16	8.264	10.0	R2	X	0.5	0.9		1.8			3.2	COQ	-	B	Br	II	S	P			8.125 - 8.290, Coquina Pumping
17	8.961	9.0	R2	X	0.5	0.8		1.4	1.1		3.8	COQ	9.2	B	Br	II	S	P			8.930 - 8.990, Coquina Pumping
18	9.406	7.0	R2		0.6	1.1		0.9	1.4		4.0	COQ	-	B	ST	II	S	P			9.025 - 10.160, Coquina Pumping
19	9.784	10.0	R2	X	0.9	1.1		1.1	1.0		4.1	COQ	7.7	B	ST	II	M	P			9.025 - 10.160, Additional base depth possible
20	10.740	8.0	R2		0.7	0.9		1.1	1.3		4.0	COQ	7.5	B	ST	II	M	P			10.610 - 10.870
21	11.143	9.0	R2	X	0.7	1.5		1.1	0.7		4.0	COQ	-	B	SL	II	S	P			10.985 - 11.160
22	11.293	9.0	R2	X	0.6	1.6		0.9	0.9		4.0	COQ	8.6	B	Br	II	S	P			11.220 - 11.360
23	12.552	12.0	L3 / MERGE		1.2	1.4		0.9			3.5	LR	10.3	B	A	III	S	P			WB Accel Lane from SR 401
24	328' from SR 3	6.5	RAMP		0.4	0.8			1.5	1.1	3.8	LR	9.3	B	Br	III	S	P			WB Outside Ramp Lane from SR 3 / Courtenay Pkwy Approx. 400-ft from SR 3
25	8.154	2.5	MERGE	X	0.8	1.4		1.2	0.8	1.3	5.5	LR	8.5	B	Br	III	S	P			WB Accel Lane from SR 3 / Courtenay Pkwy, Include Maintenance Patch in Photo
26	7.932	8.0	L2		0.4	1.2	0.4		0.9	1.3	4.2	LR	10.1	B	A	III	S	P			Base/Subgrade Sampling, Requires Deeper Milling, 8.200 - 7.550
27	7.839	7.5	L2		0.9	2.9	0.6				4.4	LR	8.5	B	Br	III	S	P			Base/Subgrade Sampling, Requires Deeper Milling, 8.200 - 7.550
28	8.007	4.0	L1		0.8	1.2	0.6		0.5	0.7	3.8	LR	-	2.5	SL	III	S	P			8.150 - 7.925
29	7.935	4.5	L1		0.9	1.2	0.6		0.1	1.1	3.9	LR	7.6	B	Br	III	S	P			Base/Subgrade Sampling, Requires Deeper Milling, 8.200 - 7.670
30	7.816	2.5	L1	X	0.8	1.2	0.4		0.4	0.7	3.5	LR	-	B	Br	III	S	P			8.200 - 7.670
31	7.735	9.0	L1	X	0.9	1.3	0.7		1.0	1.1	5.0	LR	8.8	B	A	III	S	P			Base/Subgrade Sampling, Requires Deeper Milling, 8.200 - 7.670. Core length field measured, Core photo not available

**Remarks:** Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement \* = Refer to Aerial Coring Plan for a more accurate location  
Crack Extent: L= Light; M= Moderate; S= Severe    Pavement Condition: G= Good; F= Fair; P= Poor    Crack Types: A= Alligator; B= Block; Br= Branch  
SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack  
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