

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

Project No.: 447085-1	Cored By: Elipsis Engineering and Consulting	Date: November 8, 2021	Page No.: 1 of 3
County: Brevard	Highway Sect. No.: 70011	From: SR 520	To: SR 528 / Industry Rd
Road No.: SR 501	Begin MP: 0.000	End MP: 3.313	Length: 3.313

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-9.5	FC-6 / FC-12.5	Type S / SP	Type II w/ Shell	Type S	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class					Extent
101	0.069	3.0	R2	X		1.6	1.6				3.2	LR	9.4	B	SL	I	M	P			
102	0.490	9.5	R2	X		1.6	4.8				6.4	LR	6.6	B	ST	II	S	P			
103	1.173	5.5	R2			1.3	1.6				2.9	LR	16.4	B	SL	II	S	P			
104	1.789	5.0	R2			1.5	1.5				3.0	LR	13.8	B	SL	II	S	P			
105	2.309	2.5	R2	X	1.3		2.5				3.8	LR	12.7	2.4	Br	II	S	P			
106	2.713	7.5	R2		1.5		3.8				5.3	LR	16.7	B	SL	II	M	P			Depression in RWP near inlet
107	2.374	17.5	L2		1.5		1.7				3.2	LR	10.1	B	SL	II	S	P			
108	1.893	3.5	L2	X		0.7	2.2				2.9	LR	8.6	B	Br	I	L	P			
109	1.893	6.0	AUX			1.6	1.7				3.3	LR	9.7	-	-	-	-	F			Bus Lane
110	1.082	4.5	L2			1.5	0.9	0.3	3.3		6.0	LR	13.5	B	ST	III	S	P			
111	0.750	8.0	L2			1.3	2.2				3.5	LR	8.1	B	Br	III	S	P			
112	0.301	7.0	L2			0.9	2.1				3.0	LR	8.8	B	A	II	S	P			
113	0.104	2.5	R1	X		0.8	2.1				2.9	LR	8.9	B	Br	I	S	P			
114	0.287	2.0	RTL	X		1.1	2.6				3.7	LR	8.8	B	SL	III	S	P			To Lake Dr Crown: Top value slopes to L1 ; Bottom value slopes to R1
115	0.556	5.0	R1			0.9	2.9				3.8	LR	8.7	B	SL	III	S	P			
116	1.249	2.5	R1	X		1.2	1.3				2.5	LR	8.3	B	SL	II	S	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; 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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117	1.811	6.0	R1			1.1	2.9				4.0	LR	10.4	B	ST	III	S	P			
118	2.309	9.0	R1	X	1.4		1.9				3.3	LR	11.8	B	SL	III	S	P			
119	2.392	5.0	R1		1.3		1.3				2.6	LR	19.4	B	ST	I	L	P			
120A	2.616	4.0	R1		0.9		4.1				5.0	SBRM	5.3	B	SL	I	S	P			Severe Rutting in both wheelpaths East side of Core
120B	2.616	4.0	R1		0.9		7.8				8.7	LR	3.3	B	SL	I	S	P			Severe Rutting in both wheelpaths West side of Core
121	1.878	4.0	L1			0.9	2.4				3.3	LR	10.0	B	ST	II	L	P			
122	1.337	4.0	L1			0.9	1.3				2.2	LR	11.6	B	SL	III	S	P			
123	0.873	8.0	L1			1.7	2.1				3.8	LR	9.6	B	Br	II	S	P			
124	0.373	5.5	CTL			0.8	1.9				2.7	LR	7.9	B	ST	III	S	P			Crown: Top value slopes to R1 ; Bottom value slopes to L1
125	0.152	8.5	L1	X		0.6	2.1				2.7	LR	9.1	B	A	III	S	P			Severe Rutting
126	2.820	9.0	R2	X	1.3		2.4				3.7	LR	10.4	2.5	Br	II	L	P			Core broke during extraction
127	2.831	1.5	R1		1.4		2.8				4.2	LR	11.6	1.4	Br	I	S	P			
128	3.207	10.5	R1		0.8		2.1				2.9	LR	7.6	B	Br	III	S	P			Raveling & Severe Rutting Friction layer is FC-2
129A	3.306	5.0	L1		1.1		2.7				5.6	ABC	1.8	B	Br	II	S	P			North side of Core
129B	3.306	5.0	L1		1.1		3.2				4.3	LR	10.8	B	Br	II	S	P			South side of Core
130	2.891	9.0	L1	X	1.7		2.1				3.8	LR	9.7	2.7	A	II	S	P			Severe Rutting

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
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131	2.871	11.5	LLTL		1.2		7.5				8.7	LR	5.2	0.9	Br	II	S	P			To Walmart Entrance			
132	2.720	8.5	LRTL	X	1.2		3.2				4.4	LR	12.0	B	ST	II	M	P			To Otterbein Ave			
133	2.714	3.5	L1	X	0.8			0.6		0.6	2.0	SBRM	7.3	B	Bl	II	S	P			Severe Rutting			
134	2.650	3.0	L1	X	1.2		0.5				1.7	SBRM	8.7	B	A	II	S	P			Severe Rutting			

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