

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

Project No.: 447094-1	Cored By: Elipsis Engineering and Consulting	Date: 2/9, 2/10, 2/11, 2/14, & 2/15/22	Page No.: 1 of 6
County: Brevard	Highway Sect. No: 70050	From: West of SR 9 (I-95)	To: SR 507 (Babcock St)
Road No.: SR 500 (US 192)	Begin MP: 9.667	End MP: 14.969	Length: 5.302

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-3	FC-9.5	Type SP	Type S	Older Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
1	9.668	4.0	R2			1.1*	3.5				4.6	LR	-	1.4	ST	II	L	P			SL in LWP *FC-6
2A	9.726	2.0	RRTL	X		1.6	2.9				4.5	LR	11.5	-	-	-	-	F			EB Right TL to SB I-95, R2 side of core
2B	9.726	2.0	RRTL	X		1.6	2.9				11.4	ABC	6.9	-	-	-	-	F			EB Right TL to SB I-95, Curb side of core
3	9.925	8.0	RRTL			1.7	2.9				4.6	LR	15.0	-	-	-	-	F			EB Right TL to Coastal Lane (Added Lane)
4	10.027	8.0	RRTL			1.5	2.9				4.4	LR	12.6	-	-	-	-	F			EB Right TL to Racetrac, Br Cracking (Added Lane)
5	10.071	3.0	R2	X	0.5			1.5	0.8		2.8	LR	9.8	B	Br	III	S	P			Br in LWP, SL in RWP
6	10.071	1.5	OR		1.5			0.9	0.4		2.8	LR	10.2	-	-	-	-	F			Not Flushed - - 1.2" asphalt lip at C&G Interface
7	10.264	5.0	RRTL		1.1			4.9			6.0	LR	14.1	3.5	ST	II	L	P			EB Right TL to Cinema World Theater (Added Lane) Rippling
8	10.499	8.0	R2		0.8			1.5	0.5		2.8	LR	-	B	Br	III	S	P			SL in LWP, BR in RWP
9	10.982	8.5	R2	X	0.6			1.5	0.6		2.7	LR	9.8	B	Br	II	S	P			SL in RWP
10	11.377	6.5	R2		0.8			1.6	0.5		2.9	LR	-	1.5	SL	II	S	P			SL in center of lane LR Pumping
11	11.613	6.0	R2		0.8			1.7	0.7		3.2	LR	9.4	B	SL	III	S	P			SL in center of lane, Br in LWP
12	12.155	3.5	RRTL	X	1.2			2.5			3.7	LR	10.6	B	SL	I	M	P			EB Right TL to Home Depot
13	12.256	6.5	R2		0.8			1.6	0.7		3.1	LR	-	2.2	Br	I	S	P			SL in center of lane
14	12.256	2.0	OR		1.0			1.3	0.5		2.8	LR	9.8	-	-	-	-	F			Not Flushed - - 0.8" asphalt lip at C&G Interface
15	12.891	8.5	R2	X	0.6			1.6	0.9		3.1	LR	9.9	B	SL	II	S	P			SL in RWP

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; AM= Asphalt Millings; SC= Soil Cement; ABC= Asphalt Base; SAHMS= Sand Asphalt Hot Mix with Shell; NB= No Base; SBRMS = Sand Bituminous Road Mix with Shell

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Road No.: SR 500 (US 192)	Begin MP: 9.667	End MP: 14.969	Length: 5.302

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-3	FC-9.5	Type SP	Type S	Older Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
16	13.520	9.0	R2	X	0.6			1.1	0.6		2.3	LR	-	B	Br	II	S	P			SL in RWP
17	13.916	2.0	RRTL	X		2.1	1.2	1.2			4.5	LR	15.5	3.2	Br	II	S	P			EB Right TL to SB Dairy Rd, Br Cracking (Added Lane)
18	14.002	5.5	R2		0.7			1.6	0.7		3.0	LR	9.8	B	SL	III	S	P			SL in center of lane
19	14.461	5.0	R2		0.8			2.0	0.7		3.5	LR	-	1.7	Br	II	S	P			Br in center of lane
20	14.461	1.5	OR		1.0			1.1	1.2		3.3	LR	9.7	-	-	-	-	F			Not Flushed - - 0.5" asphalt lip at C&G Interface
21	14.832	9.5	R2	X	0.8			1.5	1.4		3.7	LR	7.7	B	ST	II	S	P			ST cracking
22	14.960	2.5	RRTL	X		1.8*	3.3				9.7	ABC	4.6	-	-	-	-	F			EB Right TL to SB SR 507/ Babcock St. *FC-12.5
23	14.851	9.0	L2	X	0.7			1.3	1.4		3.4	LR	8.6	2.5	SL	I	S	P			SL in LWP
24	14.851	1.5	OL		0.8			1.2	0.7		2.7	LR	9.1	-	-	-	-	F			Not Flushed - - 0.5" asphalt lip at C&G Interface
25	14.288	9.0	L2	X	0.9			1.3	0.8		3.0	LR	-	B	SL	II	S	P			SL in RWP
26	13.656	6.5	L2		1.0			1.7	0.5		3.2	LR	9.4	B	SL	III	S	P			SL in center of lane Severe Depression in RWP
27	13.450	3.0	LRTL	X		2.0*	1.3				3.3	LR	14.2	-	-	-	-	F			WB Right TL to Melbourne Square *FC-12.5
28	13.394	4.5	L2		0.8			2.2			3.0	LR	-	B	Br	II	S	P			SL in center of lane LR Pumping
29	13.394	1.5	OL		0.7			1.3	0.3		2.3	LR	9.7	-	-	-	-	F			Not Flushed - - 0.4" asphalt lip at C&G Interface
30	13.334	10.0	LRTL	X	0.7			0.8	0.5		2.0	LR	14.1	-	-	-	-	F			WB Right TL to Melbourne Square
31	12.963	7.0	L2		0.7			1.9	0.5		3.1	LR	8.9	B	SL	III	S	P			Br in LWP, SL in RWP

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					FC-3	FC-9.5	Type SP	Type S	Older Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
32	12.371	3.0	L2	X	0.8			1.8	0.7		3.3	LR	-	B	SL	II	M	P			SL in LWP
33	12.283	6.0	LRTL			1.3	1.9				3.2	LR	10.8	0.3	SL	I	M	P			WB Right TL to Dayton Rippling
34	12.017	6.0	L2		1.0						2.5	LR	9.1	B	SL	III	M	P			SL in center of lane
35	11.519	2.5	L2	X	0.6			1.5	0.8		2.9	LR	-	B	SL	II	S	P			SL in LWP
36	11.128	3.0	L2	X	0.9			1.7	0.5		3.1	LR	8.9	B	Br	III	S	P			Br in LWP
37	10.852	2.5	LRTL	X	1.0				2.3		3.3	LR	14.0	-	-	-	-	F			WB Right TL to Vista Lake Circle
38	10.691	3.0	L2	X	0.5			1.8	1.2		3.5	LR	-	2.1	Br	III	S	P			Br in LWP, SL in RWP
39	10.691	2.0	OL		0.7			1.3	0.5		2.5	LR	9.3	-	-	-	-	F			Not Flushed - - 0.3" asphalt lip at C&G Interface
40	10.392	5.0	LRTL		1.3			5.3			6.6	LR	13.8	1.7	Br	III	S	P			WB Right TL to Lago Circle, Br Cracking (Added Lane)
41	10.232	9.0	L2	X	0.8			1.3	0.8		2.9	LR	9.7	B	Br	III	S	P			Branch in both WP
42	9.931	2.0	LRTL	X		1.7	1.9				14.7	ABC	11.1	-	-	-	-	F			WB Right TL to NB I-95 6.4" of limerock noted below the ABC
43	9.733	2.0	L2	X	1.0		2.2				3.2	LR	-	B	Br	III	S	P			SL in LWP
44	9.720	6.5	R1		1.4		1.1	0.8			3.3	LR	10.0	1.4	SL	II	S	P			SL in RWP
45	9.838	2.5	RLTL	X		1.2	3.1				4.3	LR	8.2	-	-	-	-	F			EB Left TL to NB I-95
46	9.923	4.0	RLTL		1.2		2.0	1.2			4.4	LR	9.0	1.5	Br	II	L	P			EB Left TL to Coastal Lane (Added Lane)
47	10.125	5.5	RLTL-1			0.8	4.2				5.0	LR	15.0	-	-	-	-	F			EB Left TL to NB CR 511 (Added Lane) (RLTL-1)

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					FC-3	FC-9.5	Type SP	Type S	Older Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
48	10.202	8.5	R1	X	0.9			1.6	0.7		3.2	LR	-	B	Br	III	S	P			Br in RWP
49	10.327	7.5	RLTL		1.3			5.0			6.3	LR	11.7	1.7	ST	II	M	P			EB Left TL to Lago Circle (Added Lane)
50	10.423	2.5	R1	X	0.7			1.4	0.9		3.0	LR	10.0	B	SL	III	S	P			SL in LWP, SL in Center of Lane
51	10.449	2.0	RLTL	X	1.1		2.9				10.2	ABC	6.2	-	-	-	-	F			EB Left TL to Baer's Furniture
52	10.800	5.5	RLTL			2.3					4.4	LR	12.6	-	-	-	-	F			EB Left TL to Vista Lake Circle
53	10.878	5.0	R1		0.7			1.4	0.8		2.9	LR	-	2.3	SL	II	S	P			SL in center of lane
54	11.243	5.0	R1		0.9			1.9	0.5		3.3	LR	10.1	B	SL	II	M	P			SL in center of lane
55	11.401	6.0	RLTL			1.3	3.0				9.9	ABC	5.6	-	-	-	-	F			EB Left TL to U-Turn
56	12.134	5.5	R1		0.7			1.9	0.7		3.3	LR	-	B	SL	I	S	P			SL in center of lane
57	12.140	6.0	RLTL			1.4	2.9				10.3	ABC	6.0	-	-	-	-	F			EB Left TL to Dunkin
58	12.762	2.5	R1	X	0.5			1.4	1.0		2.9	LR	11.1	B	Br	II	S	P			SL in LWP
59	13.150	6.0	RLTL			1.2	0.8	0.9			2.9	LR	10.6	-	-	-	-	F			EB Left TL to Melbourne Square
60	13.455	7.0	R1		0.8			1.6	0.8		3.2	LR	-	B	SL	II	S	P			SL in RWP
61	13.750	2.0	R1	X	0.8			1.0	0.8		2.6	LR	9.9	2.0	SL	II	L	P			SL in LWP
62	14.119	2.0	R1	X	0.6			1.5	0.9		3.0	LR	-	B	SL	II	M	P			SL in LWP LR Pumping
63	14.675	3.5	R1	X	0.5			3.1			3.6	LR	9.9	1.1	SL	I	M	P			Rutting Core Separated 1.0" Down From Top

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					FC-3	FC-9.5	Type SP	Type S	Older Type S	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent					
64	14.848	6.0	RLTL			1.8	2.7				12.9	ABC	8.4	2.4	SL	II	M	P			EB Left TL to Greenway Dr Rippling
65	14.901	8.0	R1		1.2			1.4	0.6		3.2	LR	-	B	Br	II	S	P			Br in RWP
66	14.945	2.5	RLTL-1	X		1.2	2.7				10.9	ABC	7.0	-	-	-	-	F			EB Inside Left TL to NB SR 507 / Babcock St. Dual Lefts
67	14.900	2.0	L1	X	0.9			1.4	0.5		2.8	LR	-	B	SL	II	S	P			SL in LWP
68	14.671	3.0	LLTL	X		1.0	3.2				14.8	ABC	10.6	-	-	-	-	F			WB Left TL to U-Turn
69	14.525	2.0	L1	X	0.8			1.4	0.7		2.9	LR	10.8	B	SL	III	S	P			SL in both WP LR Pumping
70	14.502	5.5	LLTL		0.7		3.8				9.8	ABC	5.3	-	-	-	-	F			WB Left TL to U-Turn
71	14.111	7.5	L1		0.8			1.3	0.6		2.7	LR	-	2.2	SL	II	M	P			SL in LWP
72	14.025	5.5	LLTL-1			1.1	10.5				11.6	LR	3.4	-	-	-	-	F			WB Inside Left TL to SB Dairy Road Dual Lefts
73	13.664	2.5	L1	X	0.7			1.3	0.6		2.6	LR	9.0	B	SL	II	S	P			SL in both WP LR Pumping
74	13.132	5.0	L1		1.0			1.5	0.6		3.1	LR	-	B	SL	II	S	P			SL in center of lane
75	13.071	2.5	LLTL	X	0.9		1.6		0.5		3.0	LR	10.5	-	-	-	-	F			WB Left TL to Hollywood BLvd
76	12.456	5.0	L1		1.2			2.6			3.8	LR	9.2	B	ST	II	S	P			Br in LWP
77	12.019	2.5	L1	X	0.7			0.9	0.5		2.1	LR	-	B	SL	I	S	P			SL in both WP LR Pumping
78	11.689	3.0	L1	X	1.2			1.6	0.4		3.2	LR	9.9	B	Br	II	S	P			SL in LWP
79	11.642	6.0	LLTL		0.9			1.6	0.9		3.4	LR	10.6	-	-	-	-	F			WB Left TL to U-Turn

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80	11.091	5.0	L1		0.6			1.7	0.9		3.2	LR	-	2.4	SL	II	S	P				SL in center of lane	
81A	10.873	5.0	LLTL			1.2	8.5				9.7	LR	6.6	-	-	-	-	F				WB Left TL to New York St, Median side of core	
81B	10.873	5.0	LLTL			1.2	2.0				3.2	LR	13.1	-	-	-	-	F				WB Left TL to New York St, L1 side of core	
82	10.781	7.0	L1		0.5			1.0	0.5		2.0	LR	10.3	B	SL	II	S	P				SL in both WP	
83	10.352	8.5	L1	X	0.8			1.5	0.9		3.2	LR	-	B	SL	III	S	P				SL in both WP	
84	10.329	6.0	LLTL		0.5		4.7				5.2	LR	14.3	-	-	-	-	F				WB Left TL to Cinema World Theater	
85	9.830	8.0	L1			0.5	0.6				1.1	LR	7.9	B	Br	I	S	P				Br in both WP	
86	9.819	5.0	LLTL			1.4	0.7				2.1	LR	8.5	-	-	-	-	F				WB Left TL to NB I-95	

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