

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

Project No.: 448792-1					Cored By: Elipsis Engineering and Consulting							Date: 5/15 & 5/16/2023					Page No.: 1 of 3				
County: Brevard					Highway Sect. No: 70008							From: SR 518 (Eau Gallie Blvd)					To: SR 404 (Pineda Causeway)				
Road No.: SR 513					Begin MP: 0.000							End MP: 5.232					Length: 5.232				
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-12.5	Type SP	Type S	Type I w/ Shell	Binder	Surf. Trmnt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
1	5.089	9.0	L2	X	1.6	1.5	0.8				3.9	COQ	10.9	2.6	SL	II	M	P			L2 / Merge Lane
2	5.089	3.0	OL		1.8	1.1					6.9	ABC	4.0	—	—	—	—	F			
3	4.973	5.0	L1		1.9	2.7					4.6	NB	0.0	B	ST	II	M	P			
4	4.798	6.5	CTL		1.8	2.8	1.4			0.6	6.6	SBRM	7.4	—	—	—	—	F			Both cross-slope values slope to L1
5	4.422	3.5	L1	X	1.4	1.7	3.7				6.8	LR	8.2	—	—	—	—	F			Raveling
6	4.422	2.5	OL		1.7	2.8					14.3	ABC	9.8	—	—	—	—	F			
7	4.248	7.0	CTL		1.4	5.1	0.9				7.4	SBRM	5.2	—	—	—	—	F			Both cross-slope values slope to L1
8	3.812	9.0	L1	X	2.1	1.3					3.4	NB	5.9	B	ST	I	L	P			at Shepard Blvd Raveling
9	3.114	8.0	L1		1.4	1.1					2.5	LR	4.0	B	ST	II	M	P			Longitudinal Cracking -- RWP (near Red Cap RV & Boat Storage entrance) Depression
10	3.114	2.0	OL		1.8	3.1					11.5	ABC	6.6	—	—	—	—	F			
11A	2.800	6.5	CTL		1.0	1.2			0.9		3.1	LR	8.2	B	J	II	S	P			Both cross-slope values slope to L1 East side of Core
11B	2.800	6.5	CTL		1.0	1.0					2.0	LR	9.3	B	J	II	S	P			Both cross-slope values slope to L1 West side of Core
12	2.783	9.0	L1	X	0.8	1.1		1.2			3.1	NB	-3.1	B	A	II	S	P			Alligator Cracking -- RWP (near Fountain Blvd) Limerock found on East side of base. Additional Core taken (Core #45)
13	2.047	3.5	CTL	X	1.5	1.1			1.3		3.9	LR	8.6	B	ST	II	M	P			Crown: Top Values slopes to R1, Bottom values slopes to L1
14	1.962	9.0	L1	X	1.5						1.5	COQ	12.0	B	A	I	S	P			Alligator Cracking with Limerock pumping - - RWP (just north of Lansing Island Dr.) Depression
15	1.962	3.5	LRTL	X	0.8	3.4					8.1	ABC	3.9	—	—	—	—	F			Southbound Right Turn Lane to Lansing Island Dr. Light Raveling

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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					FC-12.5	Type SP	Type S	Type I w/ Shell	Binder	Surf. Trtmt	Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent				
16	1.404	3.5	L1	X	0.8	4.4					12.0	ABC	6.8	2.4	SL	II	S	P			Longitudinal Cracking -- LWP
17	1.337	1.5	OL		1.2	2.3					9.4	ABC	5.9	2.7	SL	III	S	P			Longitudinal Cracking (just north of Inwood Lane) 1.5" crack at bottom of core
18	0.576	13.0	CTL		0.8	2.1					2.9	COQ	10.1	—	—	—	—	F			This location is in a median crossover (MXO) -- take core on SB side Crown: Top values slopes to R1, Bottom values slopes to L1
19	0.392	8.5	L1	X	1.4	3.1					4.5	COQ	5.0	2.1	SL	I	M	P			
20	0.071	5.5	L1		1.5	2.3					3.8	COQ	10.7	—	—	—	—	F			
21	0.052	6.5	LLTL		0.9	1.7					2.6	COQ	10.4	B	SL	I	L	F			Southbound Left Turn Lane to Eau Gallie Causeway
22	0.104	9.0	R2	X	0.7	2.3					3.0	COQ	10.0	1.4	SL	I	S	P			Longitudinal Cracking -- RWP
23	0.212	2.5	RRTL	X	2.0	1.6					3.6	COQ	10.8	—	—	—	—	F			Northbound Right Turn Lane to Parkside Pl Rutting
24	0.244	9.5	R2	X	1.5	2.0					3.5	COQ	10.5	1.5	Br	II	M	P			Branch Cracking / Wearing of Friction Course -- RWP
25	0.381	5.0	RLTL		1.5	3.5					5.0	COQ	10.5	—	—	—	—	F			Northbound Left Turn Lane to Datura Dr.
26	1.016	4.0	R1		1.3	9.2					10.5	LR	8.5	3.5	ST	II	M	P			Branch Cracking -- LWP (near Stirp Mall - Ace Hardware / Dance Arts Center Core broke during extraction, Core length field measured
27	1.016	2.0	OR		1.3	3.1					11.8	ABC	7.4	—	—	—	—	F			
28	1.471	9.0	R1	X	1.0	2.8					11.2	ABC	7.4	3.0	SL	III	S	P			Longitudinal Cracking -- both wheelpaths 1.2" Thin COQ layer
29	1.548	3.0	RRTL	X	1.1	2.6					10.7	ABC	7.0	1.6	Br	II	M	P			Northbound Right Turn Lane to Tomahawk Dr. Rippling
30	2.026	5.5	R1		1.0	1.1			1.5		3.6	LR	8.4	B	J	II	M	P			Joint separation / Longitudinal Cracking (north of Desoto Pkwy)
31	2.026	3.0	OR		1.3	2.5			1.2		5.0	LR	8.5	—	—	—	—	F			

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32	2.701	9.0	R1	X	1.6	1.4			1.4		4.4	LR	8.1	2.5	SL	I	M	P			Light Branch Cracking
33	3.116	8.0	R1		1.1	1.4			1.2		3.7	LR	8.3	—	—	—	—	P			Slippage (near 'School Zone' pavement markings) -- RWP
34	3.116	2.5	OR		1.7	1.5			1.1		4.3	LR	9.3	—	—	—	—	F			
35	3.655	1.5	R1	X	1.4	1.5			1.2		4.1	LR	9.5	2.0	SL	II	L	P			Longitudinal Cracking -- LWP
36	3.655	5.0	RRTL		1.2	1.5					2.7	LR	9.5	—	—	—	—	F			Northbound Right Turn Lane to Shrike Dr.
37	3.983	5.5	RRTL		1.5	1.7					3.2	LR	11.3	—	—	—	—	F			Northbound Right Turn Lane to Shearwater Pkwy Rippling
38	4.153	2.0	R1	X	1.2						1.2	SBRM	8.4	B	Br	II	L	P			Just north of Tortoise Dr
39	4.153	2.0	OR		1.7	1.3					3.0	SBRM	7.0	—	—	—	—	F			
40	5.071	6.0	R2		1.5	1.5					3.0	SBRM	8.8	B	ST	II	S	P			Longitudinal Cracking -- RWP
41	5.071	2.5	OR		1.7	1.6					7.9	ABC	4.6	1.8	ST	II	M	P			
42	5.158	8.5	R1	X	1.2	1.7	1.6			0.7	5.2	SBRM	6.8	3.2	Br	II	S	P			Logitudinal / Transverse Cracking -- RWP
43	5.195	5.0	R2		1.7	1.6	2.1	0.9		0.5	6.8	SBRM	5.7	B	ST	III	S	P			Longitudinal Cracking -- LWP
44	0.101	2.5	LRTL-2	X	1.4	1.3					2.7	COQ	10.4	B	Br	I	L	P			Southbound Right Turn Lane to Eau Gallie Causeway (LRTL-2) -- just south of Azalea Terrace
45	2.783	1.5	L1	X	1.6	3.9					5.5	LR	10.0	—	—	—	—	F			Extra Core
46	3.805	4.5	R1		1.5	1.6			0.6		3.7	LR	7.7	B	SL	I	L	P			Extra Core

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