

State of Florida Department of Transportation																					
PAVEMENT EVALUATION AND CONDITION DATA SHEET																					
Project No.:		450729-1				Cored By:		NV5, Inc.				Date:		11/6/2023				Page No.: 1 of 2			
County:		Brevard				Highway Section No: 70180-000				From:				West of I-95				To: East of SR 507			
Road No.:		SR 514 (Malabar Rd)				Begin MP:		2.480				End MP:		3.347				Length: 0.867 miles			
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/S			Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent					
1	2.495	9.0	R3	X	1.0		6.0			12.4	ABC	5.4	2.0	SL	III	L	F				
2	2.495	2.0	OR		0.8		6.0			13.8	ABC	7.0					F			Rippling Pavement. Not enough space for 6' smart level to get accurate slope and rut.	
3	2.871	9.0	R3	X	1.0		4.1			5.1	LR		2.0	Br	III	S	P			No base check	
4	2.998	2.0	OR			1.0	4.8			5.8	LR	18+					P			Tire trim. Total Depth greater than 24" depth check tool	
5	3.064	5.5	RRTL			1.0	4.2			5.2	LR	11.5					P			Delamination, right turn onto S Babcock St	
6	3.074	2.0	RRTL			1.0	3.5			4.5	LR		B	ST	III	M	P			No base check/Delamination also observed adjacent to core, right turn onto S Babcock St	
7	3.235	7.5	RLTL			1.0	3.8			4.8	LR	10.0					F			Rippling, U turn lane	
8	3.200	3.5	LRTL	X		1.0	3.7			4.7	LR	8.4+					F			Rippling. could not get through base for measurement, right turn onto S Babcock St	
9	3.162	8.5	L2	X		1.1	2.9			4.0	LR	10.0					F			Slight Raveling. Adjacent lanes Rippling	
10	2.935	3.5	L3	X		0.8	4.1			4.9	LR	9.6					F			Slight Rippling and Raveling	
11	2.935	2.5	OL			1.6	3.8			5.4	LR	10.6					F			Rippling	
12	2.737	2.0	L3		1.0		6.0			13.5	ABC	6.5	7.5	ST	III	S	F			Rippling	
13	2.490	12.0	R1		1.0		6.0			16.0	ABC	9.0	0.1	SL	lb	L	F				
14	2.500	11.0	RLTL-1		1.0		6.0			18.5	ABC	11.5					F			Rippling, left turn onto I-95	
15	2.895	8.0	R1	X		1.2	4.0			5.2	LR	12.1					F			Rippling	
16	3.050	3.5	RLTL-1	X		0.8	3.6			4.4	LR	10.0					P			Slight Rippling, more severe rippling on edge of lane, left turn onto S Babcock St	
Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement Note: The crew advanced 15" (length of core barrel) into the pavement and was unable to retrieve a core sample for #19 at this location.																					
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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					FC-3	Fe-9.5	FC-4	Type SP/S			Core Length (in.)	Type	Thick-ness (in.)	Depth (in.)	Type	Class	Extent										
17	3.185	7.0	LLTL-1			0.5		4.2			4.7	LR	19.5+					G			Rippling. Total depth exceeds 24" of depth tool, left turn onto S Babcock St						
18	2.974	3.5	L1	X		1.0		3.1			4.1	LR	9.4	B	A	II	M	P			Slight Rippling						
19	2.831	3.5	L1	X	1.0			4.2			5.2	LR		3.0	Br	II	S	P			No check depth/Rippling on edge of lane						
20	3.010	9.5	R3	X		1.0		4.8			5.8	LR	6.5	B	SL	III	M	F									
21	3.324	5.0	GORE				0.5	6.3			12.8	SBRM	6.0					P			Rippling and Raveling. Dist from LT measured facing east, tapered end at the 2 to 4 lane section						
22	3.324	3.5	R1				0.6	9.5			13.5	SBRM	3.4	6.3	SL	III	S	P			core split during extraction process, in two parts						
23	3.324	1.5	L1				0.5	4.5			14.0	ABC	9.0	2.8	Br	III	S	P			Raveling						
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