



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

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**July 3, 2024**

**TO:** Eric Brule, PE  
HNTB Corporation  
Consultant – Florida Department of Transportation  
PLEMO – Scope Development  
Office: 386-943-5567

**Subject:** Pavement Condition Assessment Report

Dear Mr. Brule,

The attached Pavement Condition Assessment report for SR 524, Section #70070-000, from MP 0.000 to MP 5.200 is submitted on behalf of NV5.

The information has been verified by FDOT staff and is satisfactory for submission to the Planning and Environmental Management Office.

***This report is being resubmitted to PLEMO on July 3, 2024. The report was completed May 22, 2024.***

Respectfully,

Giovanni Spatazza  
FDOT – District 5  
Materials Coordinator – Pavement  
Office 386-740-3518  
Giovanni.Spatazza@dot.state.fl.us

Date: May 22, 2024

To: Eric Brule, FDOT Consultant – Scope Development

From: Kevin Khadar, NV5

Scope Notes for Section 70070000

FPN 454218-1

SR 524 from SR 520 to SR 528

MP 0.000 to MP 5.200

DATE OF SCOPING: May 16, 2024

## PAVEMENT CONDITION ASSESSMENT:

The assessment is broken up into sections for ease of discussing the pavement condition.

Mainline Travel Lanes R1, L1 \_\_\_\_\_ :

Condition: Fair to Poor

Direction of Travel: Northbound ☒ Eastbound ☐

Southbound ☒ Westbound ☐

Crack Type:      Severity of Distress      Frequency      Severity of Distress      Frequency

Block

Branch      Light      Semi-Continuous      Light      Semi-Continuous

Alligator      Light to Moderate      Isolated      Light to Moderate      Isolated

Transverse

Longitudinal      Light      Semi-Continuous      Light to Moderate      Semi-Continuous

Limerock Pumping

In all mainline travel lanes, longitudinal and branch cracking with light wearing of friction course was observed at random throughout the project limits. From approximate MP 0.000 to MP 0.200 in all mainline travel lanes, longitudinal cracking and alligator cracking with delamination was observed.

In the R1 travel lane, alligator cracking with delamination was observed near MP 1.715 (SR 524 and I-95 NB off ramp) and MP 1.836 (intersection of SR 524 and Friday Dr.).

In the L1 travel lane, alligator cracking with delamination and pavement joint separation was observed near MP 1.836 (intersection of SR 524 and Friday Rd.). Light shoving and wearing of friction course was observed near MP 1.695 (intersection of SR 524 and I-95 NB To Ramp).

A pavement change was observed in all mainline travel lanes from approximate MP 0.000 to MP 0.200, MP 2.300 to MP 5.200. Near MP 5.072, a maintenance patch (119-ft) was observed on the SR 528 Eastbound On-Ramp. Maintenance patches were observed in all mainline travel lanes from approximate MP 1.850 to MP 1.950.

Critical      YES ☒      NO ☐

Photos of Severe Pavement Distresses (if applicable)

YES ☒



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## Paved Shoulders:

Outside Paved Shoulders (OL/OR) YES ☒ NO ☐  
Bike Lane YES ☐ NO ☒

Inside Paved Shoulders (IL/IR) YES ☐ NO ☒

Condition: Fair

Direction of Travel: Northbound ☒ Eastbound ☐

Southbound ☒ Westbound ☐

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Longitudinal

Transverse

Branch Moderate Isolated

In the Northbound outside paved shoulder (OR), branch cracking, shoving, and wearing of friction course with delamination was observed near MP 1.935 (SR 524 and I-95 underpass).

## Turn Lanes RRTL, RLTL, LLTL, LRTL :

Condition: Fair

Direction of Travel: Northbound ☒ Eastbound ☐

Southbound ☒ Westbound ☐

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Block

Branch

Alligator

Transverse

Longitudinal

Limerock Pumping

Moderate wearing of friction course with delamination was observed in the Southbound right turn lane (LRTL onto Cox Rd.) near MP 2.916. In the Southbound left turn lane (LLTL onto Cox Rd.), there was newer pavement found from approximate MP 2.900 to MP 3.000.

Critical YES ☐ NO ☒

Photos of Severe Pavement Distresses (if applicable) YES ☐



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Median Crossover (MXO): YES ☐ NO ☒

FC-5 Friction Course: YES ☐ NO ☐

Condition:

Distress Type: Severity of Distress

Raveling

Shoving

## Curb and Gutter:

Condition: Good

Direction of Travel: Northbound ☒ Eastbound ☐

Southbound ☒ Westbound ☐

Type F YES ☒ NO ☐

YES ☒ NO ☐

Type E YES ☐ NO ☒

YES ☐ NO ☒

Traffic Separator YES ☒ NO ☐

YES ☒ NO ☐

There is an inside Type F curb and gutter/grass median from approximate MP 1.450 to MP 1.950.

Pavement Condition Survey:

The current 2024 Pavement Condition Survey shows a near deficient crack rating from MP 1.977 to MP 4.762. The PCS ratings show a 2.5 drop in the crack rating (8.5 - 2023 / 6.0 - 2024). There are no deficiencies in the ride or rut.

PAVEMENT TYPE RECOMMENDATION:

Pavement coring will be needed to determine existing pavement thickness, and the extent for cracking.

**Pavement coring will be needed to determine existing pavement thickness, and the extent for cracking. For Long Range Estimating (LRE) Purposes, 3.0 inches of milling should be used for the mainline travel lanes. A 1.5-inch milling depth should be used for the turn lanes, and outside shoulders.**

We recommend that the rehabilitation of this roadway be given the following priority based on the observed cracking on the roadway and the current PCS crack rating:

- ☐ Low
- ☐ Medium
- ☒ High



**Northbound (In the Direction of Travel):**



Photo 1: SR 524, Northbound, R1 near MP 0.200, longitudinal and alligator cracking with delamination and pavement change.



Photo 2: SR 524, Northbound, R1 near MP 1.635, shoving and wearing of friction course with delamination at outside paved shoulder (OR).





Photo 3: SR 524, Northbound, R1 near MP 1.715, longitudinal and alligator cracking with delamination at I-95 NB Off Ramp.



Photo 4: SR 524, Northbound, R1 near MP 1.836, longitudinal and alligator cracking with wearing of friction course and delamination at the intersection of SR 524 and Friday Dr.



Photo 5: SR 524, Northbound, R1 near MP 1.850, maintenance patches. Note the light branch cracking with limerock pumping.



**Southbound (In the Direction of Travel):**



Photo 6: SR 524 Southbound, L1 near MP 5.212, wearing of friction course with delamination at the intersection of SR 524 and Industry Rd.



Photo 7: SR 524 Southbound, L1 near MP 2.450, longitudinal and branch cracking.





Photo 8: SR 524 Southbound, L1 near MP 2.916, wearing of the friction course with delamination on right turn lane (LRTL) onto Cox Rd.



Photo 9: SR 524 Southbound, L1 near MP 1.950, branch cracking with limerock pumping and wearing of friction course with delamination. Note the multiple maintenance/pothole patches.





Photo 10: SR 524 Southbound, L1 near MP 1.836, alligator cracking and joint separation at the intersection of SR 524 and Friday Rd.



Photo 11: SR 524 Southbound, L1 near MP 1.695, shoving and wearing of friction course at I-95 NB On Ramp. Note the visible rutting in the outside wheelpath.