

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: Test Lab

Coring Completion Date: 11/8/2021

Typical Section:

W.P.I. No.:		Name:	Alternate US 19 / Bayshore Blvd. at SR 586 / Curlew Intersection				Lanes:	2
Fin. Proj. ID:	448486-1	From:					Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	15020000				Inside:	
County:	Pinellas	SR No.:	595				Beg MP:	5.655
							End MP:	6.124
							Length:	0.469
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):		Paved	Lawn	Other:		
							Outside:	Paved
							Curb & Gutter (Y/N):	

**All Cores**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS	
					FC12.5	SP9.5	S	T1	S2	T1	S2	T1	BIND	WC		LR	ABC-2	ECON		DEPTH (IN.)	TYPE	CLASS	EXTENT						
1	5.658	TL	RL	N	1.8	1.6	0.7						1.6		5.7	8.6			10.7					F					
2	5.664	SS	L1	N	2.0										2.0	9.5								F					Tradewinds Dr.
3	5.709	ML	GORE	N	1.9	2.0	0.8						1.4		6.1	8.4							F						
4	5.689	ML	L1	Y	2.3	1.7	0.6						1.4		6.0	12.2							F						
5	5.764	TL	RL	N	2.0	1.2	0.7						1.8		5.7	10.6							F						
6	5.792	SS	L1	N	1.4										1.4	NONE							F					Baywood Dr N.	
7	5.795	ML	R1	N	2.0	2.6									4.6		4.4		17.5					F					
8	5.827	S	OL	N	2.3										2.3		4.0						F						
9	5.834	TL	RL	N	1.9			1.1	0.8	0.6	0.9		1.8		7.1	9.8							F						
10	5.882	ML	L1	Y	1.9			0.6	0.7	0.9	1.0	1.6			6.7	11.7				6.7	B	II	S	P				Base crack	
11	5.883	TL	RR	Y	1.9			2.4							4.3		5.7						F						Base crack
12	5.887	S	GORE	N	2.4					1.3					3.7	14.5							F						
13	5.907	SS	L1	N	1.8		0.6			1.1					3.5	8.6							F					Curlew Rd.	
14	5.914	SS	R1	N	1.5	1.2		1.0						0.6	4.3	9.2				2.8	C	IB	L	F				Curlew Rd.	
17	5.967	TL	LR	Y	1.5	1.1		1.4							4.0		6.6			4.0	B	II	S	P				Base crack	
18	5.974	ML	R1	Y	1.5	1.4	1.1								4.0		8.6						F						
19	6.001	TL	LL	Y	1.6	1.4	0.5	0.6			1.0		1.4		6.5	7.0							F						
20	6.025	S	OR	N	1.6	1.4									3.0		2.5		5.0				F						
21	6.064	TL	RL	N	1.5	1.4				0.3			1.6		4.8	8.6							F					Bottom up cracking	
22	6.075	ML	L1	Y	1.5	1.4							1.4		4.3	8.7							F						
23	6.106	ML	GORE	N	1.3	1.1				0.7			1.6		4.7	7.5							F					Base crack	
<b>AVERAGE</b>					<b>1.79</b>	<b>1.50</b>	<b>0.71</b>	<b>1.18</b>	<b>0.82</b>	<b>0.75</b>	<b>0.97</b>	<b>1.60</b>	<b>1.56</b>	<b>0.60</b>	<b>4.51</b>	<b>9.64</b>	<b>5.04</b>	<b>6.60</b>		<b>11.07</b>	<b>4.50</b>								
<b>MAX</b>					<b>2.40</b>	<b>2.60</b>	<b>1.10</b>	<b>2.40</b>	<b>1.30</b>	<b>0.90</b>	<b>1.00</b>	<b>1.60</b>	<b>1.80</b>	<b>0.60</b>	<b>7.10</b>	<b>14.50</b>	<b>8.60</b>	<b>6.60</b>		<b>17.50</b>	<b>6.70</b>								
<b>MIN</b>					<b>1.30</b>	<b>1.10</b>	<b>0.50</b>	<b>0.60</b>	<b>0.30</b>	<b>0.60</b>	<b>0.90</b>	<b>1.60</b>	<b>1.40</b>	<b>0.60</b>	<b>1.40</b>	<b>7.00</b>	<b>2.50</b>	<b>6.60</b>		<b>5.00</b>	<b>2.80</b>								
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>	<b>UNKW</b>		<b>0.18</b>	<b>0.16</b>	<b>0.12</b>		<b>0.08</b>									

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: Test Lab

Coring Completion Date: 11/8/2021

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	Alternate US 19 / Bayshore Blvd. at SR 586 / Curlew Intersection			Lanes:	2
Fin. Proj. ID:	448486-1	From:				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	15020000			Inside:	
County:	Pinellas	SR No.:	595			Outside:	Paved
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):		Paved	Lawn	Other:

**All Cores**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
					FC12.5	SP9.5	S	T1	S2	T1	S2	T1	BIND	WC		LR	ABC-2	ECON		DEPTH (IN.)	TYPE	CLASS	EXTENT					

6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>		<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	SS - Side Street	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor