

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

Cored By: Madrid Engineering Group

Coring Completion Date: 12/29/2021

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

W.P.I. No.:				Name: SR 60				Lanes: 4					
Fin. Proj. ID: 441651-1				From: Causeway Parking Ent				Shoulder Type and Condition: Lawn, Good					
F.A. Project No.:		Roadway ID: 15045000		To: W of Memorial Causeway				Inside: Curb and Lawn					
County: Pinellas		SR No.: 60		Beg MP: 0.000		End MP: 0.167		Length: 0.167		Outside: Pavement and Lawn			
Overall Pavement Condition (from DMO field review): Poor				Median Curbed (Y/N): Y		Paved		Lawn X		Other:		Curb & Gutter (Y/N): 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	COMMENTS
					FC9.5	SP9.5	ARMI	S	ARMI	S	S2	T1	FC3	BIND		LR	ABC-2	RAP	SHEL	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.117	ML	L2	Y	1.0	2.4									3.4	16.0						3.4	C	III	S	F	
23	0.000	SS	R2	N											1.7	7.0										F	DRIVEWAY TO CAUSEWAY PARKING
24	0.036	ML	R2	Y	1.0	2.4									3.4	10.0					18.0	3.4	C	II	M	P	DCP
36	0.015	ML	R1	Y	1.3	2.3									3.6	12.0						2.0	C	III	M	P	
<b>AVERAGE</b>					<b>1.10</b>	<b>2.37</b>									<b>3.03</b>	<b>11.25</b>					<b>18.00</b>	<b>2.93</b>					
<b>MAX</b>					<b>1.30</b>	<b>2.40</b>									<b>3.60</b>	<b>16.00</b>					<b>18.00</b>	<b>3.40</b>					
<b>MIN</b>					<b>1.00</b>	<b>2.30</b>									<b>1.70</b>	<b>7.00</b>					<b>18.00</b>	<b>2.00</b>					
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.15</b>	<b>0.00</b>	<b>0.15</b>	<b>0.00</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>		<b>0.18</b>	<b>0.12</b>	<b>UNKW</b>	<b>0.18</b>	<b>UNKW</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.
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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				