

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: W of Clearwater Harbor Channel				Shoulder Type and Condition: Lawn, Good					
F.A. Project No.:		Roadway ID: 15220000		To: Causeway Parking Ent				Inside: Curb and Lawn					
County: Pinellas		SR No.: 60		Beg MP: 0.197		End MP: 1.225		Length: 1.028		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		
2	1.197	ML	L2	Y	1.1	2.0		2.6			0.8			1.7	8.2					6.8	0.0	8.2	C	III	S	P	BASE CRACK
3	0.774	ML	L2	Y	1.3	0.9	0.6	0.7	0.6	0.7					4.8					6.7	0.0	4.8	C	III	S	P	BASE CRACK
4	0.774	S	OL	N	1.0	1.0								2.0			4.4			0.0	2.0	C	III	S	F	BASE CRACK	
5	0.699	TL	LR	N	1.5	1.5								3.0		14.2				0.0							
6	0.651	SS	L2	Y	0.6	2.0						2.5		5.1				7.0		0.0	5.1	C	III	S	P	ISLAND WAY, CORE SHATTERED	
7	0.642	SS	L2	N	1.0	2.8						2.2		6.0				6.0		0.0	6.0	C	III	S	P	ISLAND WAY	
8	0.561	ML	L2	N	1.3	1.3	0.5							3.1					7.7	0.0	3.1	C	III	S	P	BASE CRACK	
9	0.561	S	OL	N	1.0	1.0								2.0			6.6			0.0					F		
10	0.456	ML	L2	N	1.2	0.9	1.3						1.2	4.6					6.9	18.0	4.6	C	III	S	P	DCP, BASE CRACK	
11	0.408	ML	L2	Y	1.1	1.0	0.5				1.2		1.3	5.1	9.5					0.0	2.9	C	III	S	P		
12	0.261	BR	L2	N	1.3	2.7								4.0						0.0					P	BR APPROACH, RECUT: ORIG CORE ON WP SHATTERED	
13	0.198	BR	L2	N	0.9	1.3					0.9		2.2	5.3						0.0					F	BRIDGE DEPARTURE	
14	0.198	BR	R2	N	1.1	1.1							1.8	4.0						0.0					P	BRIDGE APPROACH	
15	0.261	BR	R2	N	1.2	1.7	0.5						1.1	4.5						0.0					P	BRIDGE DEPARTURE	
16	0.264	BR	R2	N	1.0	1.6	0.5						1.6	4.7	12.0					18.0	2.5	C	III	S	P	DCP, BRIDGE DEPARTURE	
17	0.438	ML	R2	Y	1.3	1.4	0.6						1.9	5.2	8.0					0.0	3.5	C	II	M	P		
18	0.450	ML	R2	Y	1.0	1.5	0.5						1.7	4.7	9.0					0.0	3.0	C	II	M	P		
19	0.567	ML	R2	Y	1.1	1.2	0.6						0.6	3.5				4.1		0.0	3.0	C	III	S	P		
20	0.567	S	OR	N	0.9	1.6								2.5			2.1			0.0					F		
21	0.945	ML	R2	Y	1.0	1.4	0.5						1.4	4.3						0.0					F		
22	0.945	S	OR	N	0.9	1.1								2.0			5.3			0.0	0.5	C	II	M	F		
25	1.197	ML	L1	N	1.3	2.3							1.9	5.5				5.5		0.0	2.8	C	III	S	F	WIDENING CRACK, CONCRETE AND LR BASE	
26	1.071	CO	CO	N	0.9	1.8								2.7				6.0		0.0	2.7	C	III	S	F	BASE CRACK, TRANSVERSE JOINT	
27	0.939	ML	L1	Y	1.1	1.8	0.5						0.6	4.0				5.5		0.0	2.5	C	II	M	F	BASE CRACK	
28	0.588	ML	L1	Y	1.2	1.3	0.9						0.6	4.0				6.0		0.0					F		
29	0.507	CO	CO	N	1.0	2.0							1.4	4.4				6.8		0.0	4.4	C	III	S	F	BASE CRACK, TRANSVERSE JOINT	
30	0.453	ML	L1	Y	1.5	1.3	0.6						0.8	4.2	12.0					0.0	3.0	C	III	S	P		
31	0.264	BR	R1	Y	1.0	3.5								4.5						0.0	4.5	C	III	S	P	BRIDGE DEPARTURE	
32	0.438	ML	R1	Y	1.3	1.2	0.5						1.8	4.8	8.0					0.0	3.1	C	III	S	P		
33	0.609	TL	RL	N	1.0	1.9								2.9			13.6			0.0	1.8	C	II	M	P		
34	0.696	ML	R1	N	1.2	1.4	0.5						1.2	4.3				5.7		0.0							

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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		
35	1.128	ML	R1	Y	1.3	1.2								1.0	3.5					5.8	0.0	3.5	C	II	M	P	BASE CRACK
37	1.197	ML	L1	N	1.4	2.0								1.9	5.3					5.1	0.0						TAKEN ABOVE WIDENING CRACK AT CORE 25
38	1.198	ML	L1	N	1.1	2.5								2.0	5.6	14.0					0.0						TAKEN BELOW WIDENING CRACK AT CORE 25
<b>AVERAGE</b>					<b>1.12</b>	<b>1.62</b>	<b>0.61</b>	<b>1.65</b>	<b>0.60</b>	<b>0.70</b>	<b>0.97</b>	<b>2.35</b>		<b>1.41</b>	<b>4.24</b>	<b>10.36</b>	<b>13.90</b>	<b>4.60</b>	<b>6.50</b>	<b>6.16</b>	<b>1.06</b>	<b>3.52</b>					
<b>MAX</b>					<b>1.50</b>	<b>3.50</b>	<b>1.30</b>	<b>2.60</b>	<b>0.60</b>	<b>0.70</b>	<b>1.20</b>	<b>2.50</b>		<b>2.20</b>	<b>8.20</b>	<b>14.00</b>	<b>14.20</b>	<b>6.60</b>	<b>7.00</b>	<b>7.70</b>	<b>18.00</b>	<b>8.20</b>					
<b>MIN</b>					<b>0.60</b>	<b>0.90</b>	<b>0.50</b>	<b>0.70</b>	<b>0.60</b>	<b>0.70</b>	<b>0.80</b>	<b>2.20</b>		<b>0.60</b>	<b>2.00</b>	<b>8.00</b>	<b>13.60</b>	<b>2.10</b>	<b>6.00</b>	<b>4.10</b>	<b>0.00</b>	<b>0.50</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>0.18</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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
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				