STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid Engineering Group   Coring Completion Date: 1/13/2022   Typical Section:

W.P.I. No.:		Name:	SR 594 (I-175)			Lanes:	6
Fin. Proj. ID:	445864-1	From:	E 16th Street S			Shoulder Type and Condition: PAVED, GOOD	
F.A. Project No.:	Roadway ID: 15003000	To:	4th Street S			Inside:	15.0' paved with warn
County: Pinellas	SR No.: 594	Beg MP:	0.298	End MP: 1.285	Length: 0.987	Outside:	8' paved with warn
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other: Barrier	Curb & Gutter (Y/N): Y

All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) CONC	PAVEMENT LAYER (IN.) FC12.5	TOTAL ASPHALT THICKNESS (IN.)	BASE SCEM 300	BASE ABC-1	STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	CRACK TYPE	CRACK CLASS	CRACK EXTENT	PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%)[4]	COMMENTS
1	1.249	ML	L2	N	9.1		9.1	10.5			9.1	C	III	S	P				
2	1.108	BR	L2	N	9.7		9.7	6.5							F				
3	1.014	ML	L2	N	9.5		9.5	6.5							F				
4	1.013	S	OL	N		1.5	1.5		4.4	7.0					F				
5	0.810	S	OL	N	9.2		9.2	9.3							F				
6	0.785	ML	L2	N	10.0		10.0	8.5							F				
7	0.702	ML	L2	N	10.0		10.0	6.5			10.0	C	III	S	P				
8	0.352	ML	R4	N	9.0		9.0	7.5							F				
9	0.354	S	OR	N		1.2	1.2		4.8		6.0	C	III	S	P				BASE CRACK
18	0.408	ML	R2	N	8.9		8.9	6.5							F				
19	0.672	ML	R2	N	9.7		9.7	7.5			9.7	C	III	S	P				
20	0.674	S	OR	N	10.5		10.5	7.5							F				
21	0.784	ML	R2	N	9.7		9.7	8.0							F				
22	0.794	ML	R2	N	9.0		9.0	7.0		0.0	9.0	C	III	S	P				
23	0.893	ML	R1	N	9.8		9.8	6.0		0.0	9.8	C	III	S	P				
30	0.475	ML	L3	N	9.0		9.0	7.0		0.0					F				
31	0.548	ML	R1	N	9.6		9.6	8.0							F				
32	1.068	BR	L1	Y	9.5		9.5	7.0			9.5	C	IB	L	F				
33	0.897	ML	L1	Y	11.0		11.0	7.5							F				
34	0.837	ML	L1	N	10.2		10.2	8.0			10.2	C	IB	L	F				
35	0.836	S	IL	N		2.1	2.1		5.2	0.0	0.7	C	IB	L	F				
37	0.578	ML	R1	N	9.3		9.3	7.0							F				

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All Cores

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE [3]	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) [4]	COMMENTS
					CONC	FC12.5										SCEM 300	ABC-1				DEPTH (IN.)	TYPE	CLASS	EXTENT				
38	0.579	S	IR	N		2.5									2.5		5.0			12.0	1.0	C	IB	L	F				
39	0.897	ML	R1	N	9.5										9.5	6.5				0.0					P				VOID BELOW CORE
40	0.962	S	IR	N		1.7									1.7		4.8			8.0	0.7	C	IB	L	F				
41	1.067	BR	R1	N	9.4										9.4	9.5									F				
42	1.107	BR	R1	Y	9.4										9.4	9.5					9.4	C	IB	L	F				
43	1.137	S	OR	N		1.4									1.4		4.2			0.0					F				
45	0.527	ML	L3	N	8.7										8.7	7.5									F				
46	0.893	ML	R1	Y	9.6										9.6	8.0									P				
AVERAGE					***9.55***	***1.73***									***7.99***	***7.64***	***4.73***			***3.00***	***7.09***								
MAX					***11.00***	***2.50***									***11.00***	***10.50***	***5.20***			***12.00***	***10.20***								
MIN					***8.70***	***1.20***									***1.20***	***6.00***	***4.20***			***0.00***	***0.70***								
LAYER COEF.					***UNKW***	***0.25***										***0.15***	***0.14***			***0.08***									

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. Base material SCEM 300 is Soil Cement (300 psi)

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	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