

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

Cored By: AREHNA

Coring Completion Date: 2/14/2022

Typical Section: Section 2: Culew 15009000

W.P.I. No.:		Name: Curlew Road at Alt 19	Lanes: 3
Fin. Proj. ID: 448486-1		From: US Alt 19	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 15009000	To: St Marks Drive	Inside: -
County: Pinellas	SR No.: 586	Beg MP: 0.000	End MP: 0.224
		Length: 0.224	Outside: F
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved
		Lawn	Other:
			Curb & Gutter (Y/N): WB is Curbed

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		
					FC12.5	SP12.5	FC9.5	SP9.5	S	S2	T1	S2	BIND	WC		LR	ABC-1			DEPTH (IN.)	TYPE	CLASS	EXTENT							
23	0.076	ML	L1	Y	1.5	24.5									26.0	10.0				0.0					F				Core Separated	
24	0.114	ML	L1	Y	1.2	16.2					2.0	4.0		0.6	24.0	4.0				12.0					F				Core Separated	
25	0.156	ML	L1	N	1.4	9.0					1.6	4.7			16.7	7.0					6.0				P				Core Separated	
26	0.209	ML	L1	Y	1.3	3.7					1.4	0.5		0.6	7.5	7.5					2.0				P					
27	0.028	ML	L2	N	1.3	3.7									5.0		6.5			0.0					F					
28	0.039	ML	L2	N	1.5	3.5									5.0		6.0			0.0					F					
29	0.088	ML	L2	Y			0.9	4.9							5.8		17.2			12.0	2.0				F				Base Crack	
30	0.149	ML	L2	Y			1.0	1.6							2.6		7.7			3.6	1.8				P					
31	0.159	S	OL	N			1.2	2.8							4.0		6.7								F					
32	0.190	S	OL	N			0.9	2.3							3.2		5.2								P					
33	0.000	ML	R1	Y			1.0			0.8					1.8	9.1					1.8				P				Base Crack	
34	0.129	ML	R1	Y			1.0	7.9			3.4				12.3	9.0					3.4				P					
35	0.157	ML	R1	N			1.1	6.6	1.7					0.4	9.8	7.0					2.0				P					
36	0.193	ML	R1	Y			1.0	2.0			0.9	4.5			8.4	9.6					0.3				P					
37	0.109	S	OR	N			1.0	1.3							2.3		4.7				1.3				P					
38	0.151	S	OR	N			1.3	1.9							3.2		4.4								F					
39	0.000	TL	RR	N			0.8			1.0					1.8	9.1					1.8				P				Base Crack	
40	0.000	TL	RL	N			1.5			1.1					2.6	9.3				0.0					F				Base Crack, Bottom-Up Crack	
41	0.057	TL	LL	N			1.2	19.9		0.9	0.6			0.5	23.1	5.0					1.2				F				Could Not Get All the Way Through Base	
42	0.118	TL	RL	N			1.2	16.7			1.4			0.7	20.0	10.0				12.0					F					
43	0.206	TL	RL	Y			1.2	4.0			1.5			0.6	7.3	7.8					3.2				P					
44	0.224	SS	SS	N			1.0	1.7	1.3						4.0	5.5					4.0				P				Base Crack - Honeymoon Park (St Marks Drive)	
AVERAGE					1.37	10.10	1.08	5.66	1.50	0.95	1.60	3.43		0.57	2.89	7.85	7.30			4.95	2.37									
MAX					1.50	24.50	1.50	19.90	1.70	1.10	3.40	4.70		0.70	26.00	10.00	17.20			12.00	6.00									
MIN					1.20	3.50	0.80	1.30	1.30	0.80	0.60	0.50		0.40	0.00	4.00	4.40			0.00	0.30									
LAYER COEF.					0.25	0.25	0.25	0.25	0.25	0.25	0.23	0.25	0.20	UNKW		0.18	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.

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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
					FC12.5	SP12.5	FC9.5	SP9.5	S	S2	T1	S2	BIND	WC		LR	ABC-1			DEPTH (IN.)	TYPE	CLASS	EXTENT					

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	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