

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

Cored By: Madrid Engineering Group

Coring Completion Date: 3/16/2022

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

W.P.I. No.:	Name: Alt US 19/SR 595	Lanes: 2
Fin. Proj. ID: 437710-1	From: S of Curlew PL	Shoulder Type and Condition: Paved, Lawn, fair
F.A. Project No.:	Roadway ID: 15 020 000	To: N of Country Club CT
County: Pinellas	SR No.: 595	Beg MP: 12.000
	End MP: 12.225	Length: 0.225
Overall Pavement Condition (from DMO field review): Poor	Median Curbed (Y/N): N	Paved X
	Lawn	Other:
		Outside: RT - Lawn, LT - Paved, lawn
		Inside: None
		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	
					FC12.5	FC9.5	SP9.5	S	WC	S2	T1					LR	BRCK				DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	12.005	ML	R1	N	1.2		1.3	3.3				1.2				7.0	5.0				0.0	7.0	B	III	S	P	
2	12.017	TL	RL	N	1.3		1.7		0.5			2.2				5.7	4.0				0.0	5.7	C	III	S	P	LT into shopping center
3	12.034	ML	R1	N	1.3		1.8	2.6							5.7	13.0				0.0	5.7	C	II	M	P		
4	12.034	S	OR	N	1.2		1.5	2.8							5.5	10.0				0.0					F	1ft Shoulder	
5	12.070	ML	R1	N	1.5		2.0	2.7	0.6						6.8	10.0				0.0	6.8	C	III	S	P	Transverse Crack	
6	12.072	S	OR	N	1.6		1.7			1.2					4.5	10.0				0.0					F	1ft Shoulder	
7	12.098	SS	R1	N	1.8					0.6					2.4	5.0				0.0	2.4	C	II	M	P	Curlew PL	
8	12.156	SS	R1	N		0.7	2.0								2.7	10.0				0.0	2.7	C	II	M	P	St Andrews DR	
9	12.190	ML	R1	Y	1.3		1.5		0.6	0.6	0.7				4.7	11.0				5.0	2.3	C	III	S	P		
10	12.192	S	OR	N		1.0	2.1								3.1	6.0				0.0					F		
11	12.218	SS	R1	Y	1.4		2.0			1.3	0.5				5.2	23.0					2.6	C	II	M	P	Country Club CT	
12	12.208	CO	C	N		0.7	1.6			1.1					3.4	20.0				0.0					F		

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		Inside: None
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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
					FC12.5	FC9.5	SP9.5	S	WC	S2	T1	LR	BRCK	DEPTH (IN.)		TYPE	CLASS	EXTENT								
13	12.189	ML	L1	Y	1.3		1.5				2.6				5.4	11.0					5.4	C	II	M	P	
14	12.188	S	OL	N		0.9	0.9							1.8	10.0				12.0	1.8	C	II	M	P		
15	12.154	ML	L1	Y		1.0	2.2							3.2	7.0					3.2	B	II	M	P		
16	12.092	CO	C	N	1.4		1.5		0.5		4.3			7.7	2.3	3.0				2.5	C	III	S	P	1.7 BIND, 3.0 ASPHALT BRICK UNDER LIMEROCK	
17	12.075	ML	L1	Y	1.9		0.6	1.1	0.6	2.9	0.9			8.0	9.0					2.2	C	II	M	P		
18	12.075	S	OL	N		0.8	1.4				2.3			4.5	5.0									F		
19	12.046	TL	LL	N		1.1	1.7		0.6	0.9	0.8			5.1	3.5	2.5				2.5	C	II	M	P	1.3 BIND, 2.5 ASPHALT BRICK UNDER LIMEROCK	
20	12.012	ML	L1	Y		1.1	1.8		0.7	1.6	1.2			6.4	9.0					2.2	C	IB	L	P		
21	12.010	S	OL	N		1.1	1.6				4.5			7.2	5.0				0.0					F		
<b>AVERAGE</b>					<b>1.43</b>	<b>0.93</b>	<b>1.62</b>	<b>2.50</b>	<b>0.59</b>	<b>1.42</b>	<b>1.86</b>			<b>5.05</b>	<b>8.99</b>	<b>2.75</b>			<b>1.31</b>	<b>3.67</b>						
<b>MAX</b>					<b>1.90</b>	<b>1.10</b>	<b>2.20</b>	<b>3.30</b>	<b>0.70</b>	<b>2.90</b>	<b>4.50</b>			<b>8.00</b>	<b>23.00</b>	<b>3.00</b>			<b>12.00</b>	<b>7.00</b>						
<b>MIN</b>					<b>1.20</b>	<b>0.70</b>	<b>0.60</b>	<b>1.10</b>	<b>0.50</b>	<b>0.60</b>	<b>0.50</b>			<b>1.80</b>	<b>2.30</b>	<b>2.50</b>			<b>0.00</b>	<b>1.80</b>						
<b>LAYER COEF.</b>					<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>0.15</b>	<b>UNKW</b>	<b>0.15</b>	<b>0.15</b>				<b>0.18</b>	<b>UNKW</b>			<b>0.08</b>							

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Overall Pavement Condition (from DMO field review): Poor				Median Curbed (Y/N): N		Paved X	Lawn	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
					FC12.5	FC9.5	SP9.5	S	WC	S2	T1	LR		BRCK	DEPTH (IN.)	TYPE	CLASS		EXTENT					

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