

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

Cored By: Madrid Engineering Group

Coring Completion Date: 7/19/2022

Typical Section: **Combined: 15000072_15050003_15050001 MPs based on 15050003**

W.P.I. No.:		Name:	SR 590 Drew Street			Lanes:	4
Fin. Proj. ID:	445681-1	From:	Osceola Avenue			Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	15050003_*50001_*00072			Inside:	Unpaved
County:	Pinellas	SR No.:	590			Outside:	Paved
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):		Paved: Y	Lawn: Planting	Other: Center Turn Lane
						Curb & Gutter (Y/N):	Outside Y, Inside Y

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	COMMENTS
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	WC	T1	S2	T1	BIND	WC	SAHM		LR	ABC-1	BRCK	CONC	RCA	SCEM 300		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	-0.076	SS	TL	N			0.8		0.7									1.5	15.0						0.0					F	OSCEOLA AVE, RRTL (1ST)
2	0.000	SS	R1	Y				1.3	1.2		0.5	2.4					2.0	7.4			3.0									F	FT HARRISON AVE
3	0.062	ML	R2	N		0.4			2.2									2.6					8.0		2.6	C	III	L	F		
4	0.117	ML	R2	Y			0.8		1.9									2.7					11.0		2.7	B	III	S	P	PATCH, CORE FELL APART, BAD BASE	
5	0.127	ML	R2	Y			0.7		2.1									2.8					10.5		2.8	B	III	S	P	BAD BASE, MIXED WITH SOIL, POOR COMPACTION	
6	0.238	ML	R2	N			0.6			1.0								1.6	12.0											F	
7	0.247	SS	R2	N					3.7									3.7	10.0											F	SR 595 / ALT US 19 / MYRTLE
8	0.500	SS	R1	Y			0.8		2.4									3.2			2.5									F	MLK AVE
9	0.753	SS	R1	N				1.5		0.9					1.4			3.8	6.0											F	MISSOURI AVE
10	0.814	ML	R2	Y				1.5	1.8	1.0								4.3		7.0										F	
11	1.116	ML	R2	N				1.5	1.2									2.7				UNK			2.7	B	III	L	F	BOX CULVERT, BOTTOM OF ASPHALT FELL APART	
12	1.215	ML	R2	N				1.5	1.9									3.4		4.7					1.8	A	III	M	P	CORE FELL APART, BOTTOM UP CRACK, OIL SLICK IN GROUNDWATER	
13	1.510	SS	TL	N				1.5		1.2								2.7		5.1										F	HIGHLAND AVE, RRTL (1ST)
14	1.781	ML	R2	Y				1.5	0.9		0.5							2.9	9.0						2.9	C	II	M	F		
15	2.012	ML	R2	Y			0.9		4.8									5.7	9.0						5.7	C	II	M	P	PATCH	
16	2.247	SS	TL	N				1.5	10.7									12.2	8.0					18.0						P	KEENE RD, RRTL (1ST), CORE FELL APART

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F.A. Project No.:		To:	US 19			Inside:	Unpaved
County:	Pinellas	Beg MP:	-0.076	End MP:	4.290	Length:	4.366
Overall Pavement Condition (from DMO field review):	Fair	SR No.:	590	Median Curbed (Y/N):		Paved:	Y
				Lawn:	Planting	Other:	Center Turn Lane
				Curb & Gutter (Y/N):		Outside Y, Inside Y	

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	COMMENTS	
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	WC	T1	S2	T1	BIND	WC	SAHM		LR	ABC-1	BRCK	CONC	RCA	SCEM 300		DEPTH (IN.)	TYPE	CLASS	EXTENT			
17	2.439	S	OR	N				1.5	7.5										9.0	5.0						11.0					P	
18	2.775	SS	R2	Y				1.6	2.9										4.5		10.9									F	HERCULES AVE	
19	2.895	ML	R2	Y				1.6	10.0										11.6	8.0										F		
20	2.900	S	OR	N				1.5	10.4										11.9	7.5										F		
21	3.084	ML	R2	Y	1.3					1.8									3.1	19.0							3.1	A	III	S	P	
22	3.285	ML	R2	N				2.0		2.3									4.3		6.4					9.0					F	
23	3.347	S	OR	N	1.3					2.4									3.7	11.0										F		
24	3.453	ML	R2	Y	1.3					2.2									3.5	11.5							3.5	A	III	S	P	
25	3.939	ML	R2	Y	1.4					1.7									3.1	10.0							3.1	C	III	L	F	
26	3.942	S	OR	N	1.4					2.0									3.4	9.0										F		
27	4.031	SS	TL	N	1.4					1.7									3.1	12.0							3.1	A	III	M	P	OLD COACHMAN AVE RRTL (1st), BASE CRACK
28	4.192	ML	R2	N			1.3			2.1									3.4	11.0							1.4	C	III	S	P	SEVERE SLIPPAGE
29	4.196	TL	RR	Y			1.0			2.2	2.1								5.3	10.0										P	RRTL (1ST), CORE FELL APART	
30	4.246	TL	RR	Y			1.1			2.5									3.6	10.0							3.6	C	IB	L	F	RRTL (1ST)
31	4.260	SS	L1	Y				1.5		2.8									4.3	19.5							4.3	C	III	M	F	US19 W SERVICE RD
32	4.287	ML	L2	Y				1.5		2.5									4.0		9.3						2.4	C	II	M	P	

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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	COMMENTS
					FC3	FC5	FC9.5	FC12.5	SP9.5	S	WC	T1	S2	T1	BIND	WC	SAHM		LR	ABC-1	BRCK	CONC	RCA	SCEM 300		DEPTH (IN.)	TYPE	CLASS	EXTENT		
33	4.260	SS	TL	Y				1.7	4.3									6.0	8.0									F	US19 W SERVICE RD, LRTL (1ST)		
34	4.231	ML	L2	Y				1.7	1.7									3.4	11.0					18.0				F	PATCH, BOTTOM UP CRACK		
35	4.223	S	OL	N				1.9	2.3									4.2	11.0									F			
36	4.138	ML	L2	Y	0.9					2.4								3.3	10.0						3.3	A	III	S	P	BASE CRACK	
37	4.031	SS	L2	N	1.6													1.6	11.0									F	OLD COACHMAN AVE		
38	3.674	S	OL	N	1.9					1.6								3.5	10.0									F			
39	3.382	ML	L2	Y	1.5					1.7								3.2	11.0					10.0				F			
40	3.381	S	OL	N	1.4					2.1								3.5	10.0					12.0				F			
41	3.285	SS	L2	Y			1.0			9.0								10.0	9.0									F	BELCHER RD		
42	2.890	SS	TL	Y				1.6	3.4									5.0		7.2								F	COACHMAN RRTL (RAMP) FROM WB DREW ST, RDWY ID 15050004 MP 0.027		
43	2.890	SS	R2	Y				1.5		1.3		1.1				0.6		4.5	6.0						4.5	C	II	M	F	SR 590 COACHMAN RD., 2.6 IN ASPHALT BRICK UNDER LR BASE, RDWY ID 15050004 MP 0.142	
44	2.890	SS	OR	N				1.7	2.1				5.7					9.5	2.0									F	SR 590 COACHMAN RD, RDWY ID 15050004 MP 0.097		
45	2.890	SS	R1	N			1.1		1.0				1.4		0.4			3.9	5.0									F	SR 590 COACHMAN RD, 13.5 IN CONC UNDER LR BASE, RDWY ID 15050004 MP 0.296		
46	2.890	SS	OL	N			1.1		5.4									6.5	4.0									F	SR 590 COACHMAN RD, RDWY ID 15050004 MP 0.229		
47	2.890	SS	L1	N			1.1		12.3									13.4	6.0									F	SR 590 COACHMAN RD, RDWY ID 15050004 MP 0.017		
48	2.775	SS	L2	Y			1.2		16.0									17.2	8.0									F	HERCULES AVE		

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					FC3	FC5	FC9.5	FC12.5	SP9.5	S	WC	T1	S2	T1	BIND	WC	SAHM		LR	ABC-1	BRCK	CONC	RCA	SCEM 300		DEPTH (IN.)	TYPE	CLASS	EXTENT		
65	1.362	ML	R1	N				1.5	1.9	0.8			2.1			1.1		7.4			3.2								F		
66	1.484	TL	RL	Y				1.7		1.5			2.7	1.3		1.1		8.3			2.9							F	RLTL, CORE FELL APART		
67	1.556	TL	RL	Y				1.7		1.3			2.4	1.7	0.9	0.5		8.5	8.0						11.0			F	RLTL		
68	2.221	TL	RL	Y				1.5	7.0									8.5	8.0									F	RLTL		
69	2.437	ML	R1	Y				1.5	7.7									9.2	6.0									P			
70	2.593	CO	CO	Y				1.0	7.8									8.8	9.0							2.0	C	III	S	F	
71	2.747	TL	RL	N				1.0	9.1									10.1	11.0							4.1	C	II	M	P	RLTL
72	2.824	TL	RL	N				1.5	8.2									9.7	10.5									F	RLTL (1st) ONTO SR590 COACHMAN		
73	2.855	TL	RL	Y				1.3	6.7									8.0	10.0							4.2	C	II	M	P	RLTL (2nd) ONTO SR590 COACHMAN
74	3.030	CO	CO	N				1.5	1.2									2.7	11.0									F			
75	3.097	ML	R1	Y	1.3					1.8								3.1	18.0							3.1	C	II	S	P	
76	3.251	TL	RL	Y	1.5					1.9								3.4	10.0									F	RLTL (1ST)		
77	3.343	ML	R1	Y	1.3						1.6							2.9	7.0							2.9	C	II	M	F	BASE CRACK
78	3.518	CO	CO	N	1.1						1.4							2.5	10.0					18.0				F			
79	4.006	TL	RL	N	1.5						1.5							3.0	14.0									F	RLTL (1ST)		
80	4.134	TL	RL	N	1.4						2.1							3.5	13.0									F	RLTL (1ST)		

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					FC3	FC5	FC9.5	FC12.5	SP9.5	S	WC	T1	S2	T1	BIND	WC	SAHM		LR	ABC-1	BRCK	CONC	RCA	SCEM 300		DEPTH (IN.)	TYPE	CLASS	EXTENT			
81	4.182	ML	R2	Y				1.5		1.1								2.6	10.0								2.6	A	II	M	F	
82	4.239	TL	RL	N				1.5		2.0								3.5	13.0											F	RLTL (1ST), ONTO US19 SERVICE RD NB	
83	4.277	ML	R1	Y				1.6	2.4									4.0		8.5										F		
84	4.055	TL	LL	Y	1.1					1.6								2.7	11.0											F	LLTL (1ST)	
85	3.982	ML	L1	Y	1.1					1.7								2.8	12.0							2.8	A	III	S	P		
86	3.850	TL	LL	N	1.3					1.4								2.7	11.5											F	LLTL (1ST)	
87	3.692	ML	L1	N	0.7					2.1								2.8	12.0							2.8	C	II	M	F	BASE CRACK	
88	3.301	TL	LL	Y				1.5	1.8									3.3	12.0											F	LLTL (1ST)	
89	2.976	ML	L1	N				1.7	1.6									3.3	10.0					16.0						F		
90	2.853	TL	LL	Y				1.5	6.7									8.2	13.0							2.4	C	III	S	F	LLTL	
91	2.487	ML	L1	N				1.6	7.3									8.9	10.0											P		
92	2.272	TL	LL	N			1.1		7.9									9.0	8.0											F	LLTL (2ND) ONTO KEENE RD	
93	2.169	TL	LL	Y				1.5	7.5									9.0	7.0							2.7	C	II	S	P	LLTL	
94	1.867	ML	L1	Y				1.5	1.1				1.5	1.1		0.6		5.8	12.0							1.9	C	II	M	P		
95	1.808	ML	L1	Y				1.5	1.3					0.4		0.5		3.7	10.0							2.0	C	III	S	F		
96	0.899	ML	L1	N				1.5	1.3				0.6	2.3		0.5		6.2				2.3								F	ASPHALT BRICK BASE	

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97	0.230	ML	L1	Y		0.5			2.1									2.6	11.0							2.6	C	II	M	F	BASE CRACK
98	-0.035	ML	L1	N	0.7				2.0									2.7	12.0							2.7	C	II	M	P	
AVERAGE					1.28	0.48	0.98	1.55	4.03	1.86	0.50	1.82	2.01	1.40	1.23	1.02	0.80	5.15	10.08	7.72	2.83		15.50	10.38	11.25	3.01					
MAX					1.90	0.60	1.30	2.00	16.00	9.00	0.50	2.70	5.70	3.10	1.40	2.00	0.80	17.20	19.50	10.90	3.20		17.00	12.00	18.00	5.70					
MIN					0.70	0.40	0.60	1.00	0.70	0.80	0.50	0.50	0.60	0.40	0.90	0.40	0.80	1.50	2.00	4.70	2.30		14.00	8.00	0.00	1.40					
LAYER COEF.					0.17	0.00	0.25	0.25	0.25	0.25	UNKW	0.23	0.25	0.23	0.20	UNKW	0.11		0.18	0.14	UNKW	UNKW	0.18	0.15	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. A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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