STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: MADRID ENGINEERING GROUP Coring Completion Date: 10/25/2022 Typical Section:

W.P.I. No.:					Name:	SR 580 / SKINNER BLVD								Lanes:	4 Lane Urban Principal Arterial Roadway				
Fin. Proj. ID:	447535-1				From:	ALT US 19 / BROADWAY								Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	15070001		To:	MAIN ST / BASS BLVD								Inside:	None				
County:	PINELLAS	SR No.:	580		Beg MP:	0.000	End MP:	0.479	Length:	0.479				Outside:	Paved				
Overall Pavement Condition (from DMO field review):		Good			Median Curbed (Y/N):	Y	Paved: Y		Lawn: Y		Other: Center Turn Lane			Curb & Gutter (Y/N):	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
					FC12.5	FC9.5	SP12.5	SP9.5								LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.040	ML	R2	Y	1.3		2.0	1.3							4.6	16.0				0.0					F	
2	0.041	S	OR	N	1.3		2.1	1.2							4.6	15.0				0.0					F	
3	0.112	SS	NA	Y		2.0	1.5	1.7							5.2	15.0				0.0					F	SB DOUGLAS AVE SOUTH
4	0.119	SS	NA	Y		1.8	1.5	1.9							5.2	15.3				0.0					F	NB DOUGLAS AVE SOUTH
5	0.236	SS	NA	Y		1.4	2.1	1.4							4.9	16.0									F	SB HIGHLAND AVE SOUTH
6	0.245	SS	NA	N		1.6	2.0	2.0							5.6	15.5				0.0					F	NB HIGHLAND AVE SOUTH
7	0.269	ML	R2	Y	1.9		1.5	2.0							5.4	14.0				0.0					F	
8	0.271	S	OR	N	1.7		1.8	1.8							5.3	15.3				0.0					F	
9	0.447	ML	L2	Y	1.4		1.5	2.2							5.1	10.0									F	
10	0.446	S	OL	N	1.4		1.7	1.9							5.0	15.0				12.0					F	
11	0.243	SS	NA	Y		1.5		2.6							4.1	15.0				0.0					F	NB MLK JR AVE
12	0.234	SS	NA	N		1.0		3.2							4.2	16.0				0.0					F	SB MLK JR AVE
13	0.186	ML	L2	N	1.2		1.5	1.8							4.5	13.0				0.0					F	
14	0.184	S	OL	N	1.4		1.4	1.7							4.5	8.0				0.0					F	
15	0.117	SS	NA	Y		1.5		3.5							5.0	16.0				0.0					F	NB DOUGLAS AVE NORTH
16	0.110	SS	NA	Y		1.7		3.5							5.2	15.0				0.0					F	SB DOUGLAS AVE NORTH
17	0.023	TL	LR	Y	1.4		1.2	1.6							4.2	16.0				0.0					F	LRTL ONTO NB ALT US19
18	0.097	TL	RL	Y	1.4		1.6	0.5							3.5	14.0				0.0					F	RLTL / CTL ONTO NB DOUGLAS AVE
19	0.149	ML	R1	Y	1.3		1.2	1.4							3.9	15.0				11.0					F	
20	0.168	TL	C	N	1.5		1.7	1.1							4.3	13.0				11.0					F	CTL
21	0.258	TL	C	Y	1.6		1.6	1.3							4.5	13.5				0.0					F	CTL
22	0.330	TL	C	Y	1.6		1.2	2.0							4.8	12.0				12.0					F	CTL
23	0.394	TL	C	Y	1.6		1.3	1.6							4.5	12.0				0.0					F	CTL
24	0.407	ML	R1	Y	1.5		7.8								9.3	9.0				0.0					F	
25	0.458	TL	RL	Y	1.4		8.6								10.0	7.0				0.0					F	RLTL / CTL ONTO NB MAIN ST / BASS BLVD
26	0.345	ML	L1	Y	1.5		1.1	1.8							4.4	13.0				0.0					F	

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Overall Pavement Condition (from DMO field review):		Good		Median Curbed (Y/N):	Y	Paved: Y		Lawn: Y	Other: Center Turn Lane	Curb & Gutter (Y/N):	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
					FC12.5	FC9.5	SP12.5	SP9.5								LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
27	0.133	TL	LL	Y	1.5		1.6	1.5							4.6	13.0				0.0					F	LLTL / CTL ONTO SB DOUGLAS AVE
28	0.081	ML	L1	Y	1.4		1.5	2.1							5.0	12.5				0.0					F	
AVERAGE					***1.47***	***1.56***	***2.13***	***1.87***							***5.05***	***13.58***				***1.77***						
MAX					***1.90***	***2.00***	***8.60***	***3.50***							***10.00***	***16.00***				***12.00***						
MIN					***1.20***	***1.00***	***1.10***	***0.50***							***3.50***	***7.00***				***0.00***						
LAYER COEF.					***0.34***	***0.34***	***0.34***	***0.34***								***0.18***				***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.

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