

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

Cored By: TEST LAB INC

Coring Completion Date: 10/5/2023

Typical Section: PINELLAS / 15020000

W.P.I. No.:	Name: Bayshore Drive	Lanes: 2
Fin. Proj. ID: 451073-1	From: Wilson Street	Shoulder Type and Condition:
F.A. Project No.:	To: Curlew Road	Inside: NONE
County: Pinellas	Roadway ID: 15020000	Outside: C&G, LAWN, GOOD
SR No.: 595	Beg MP: 3.988	End MP: 5.909
Overall Pavement Condition (from DMO field review): Fair	Length: 1.921	Curb & Gutter (Y/N): Y
	Median Curbed (Y/N): N	Paved X
	Lawn	Other:

**Mainline and Bridge Cores (ML/BR)**

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	S	SP12.5	T1	S	S2	BIND	LR		ABC-2	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT			
1	3.999	ML	R1	N	1.5		0.8		1.7		1.7		5.7	9.0			15.0				F		
4	4.291	ML	R1	N	1.3		0.7				1.2		3.2	12.0							F		
7	4.618	ML	R1	N	1.3		0.8				0.5		2.6	9.3							F		
10	4.927	BR	R1	N	2.0		0.9						2.9			UNK					F	Conc Box Culvert Approach slab	
11	4.940	ML	R1	N	1.5		0.8		0.9		1.6		4.8	12.0							F		
16	5.202	ML	R1	N	1.7			2.7	1.3	0.8	1.7		8.2	10.3							F		
19	5.396	ML	R1	N	1.9				3.2	0.9	1.5		7.5	8.0			14.5				P	WIDENING CRCK - LEFT, BOTT UP CRCK, BASE CRCK	
20	5.396	ML	R1	Y	1.6				3.7				5.3	8.0				5.3	B	III	M	P	WIDENING CRACK - CENTER
21	5.396	ML	R1	Y	1.5				3.7				5.2	10.0								P	WIDENING CRACK - RIGHT
22	5.523	BR	R1	N	1.6				1.8	0.8	1.5		5.7	14.0								F	No Approach Slab Found
23	5.543	BR	R1	N	1.6				0.6		1.4		3.6			UNK						F	Bridge Overlay
24	5.578	BR	R1	N	2.2				2.2	0.8	1.4		6.6	10.3								F	No Departure Slab Found
26	5.705	ML	R1	Y	2.1				3.4				5.5		5.8							F	
28	5.815	ML	R1	N	1.6				1.9				3.5		6.2			3.5	B	IB	L	F	Longitudinal Crack, Base Crack
32	5.773	ML	L1	Y	1.9				2.3		1.4		5.6	11.8								F	
34	5.562	BR	L1	N	1.5		3.5						5.0	2.0								F	Bridge Overlay
35	5.486	ML	L1	Y	1.4				2.9		1.4		5.7	8.3				5.7	B	II	M	F	
39	5.043	ML	L1	Y	1.8				4.2				6.0	17.8								F	
41	4.932	BR	L1	N	1.6				1.6				3.2			UNK						F	Conc Box Culvert Approach slab
42	4.769	ML	L1	Y	1.4		1.4						2.8	10.3				2.8	B	IB	L	F	
43	4.427	ML	L1	Y	1.4				0.6		1.6		3.6	7.8			11.5					F	
44	4.114	ML	L1	Y	1.4				0.5		1.1		3.0	11.5								F	
45	5.526	BR	R1	N	1.6				2.0	0.9	1.5		6.0	14.8								F	No Approach Slab Found
<b>AVERAGE</b>					<b>1.63</b>		<b>1.27</b>	<b>2.70</b>	<b>2.14</b>	<b>0.84</b>	<b>1.39</b>		<b>4.83</b>	<b>10.40</b>	<b>6.00</b>		<b>13.67</b>	<b>4.33</b>					
<b>MAX</b>					<b>2.20</b>		<b>3.50</b>	<b>2.70</b>	<b>4.20</b>	<b>0.90</b>	<b>1.70</b>		<b>8.20</b>	<b>17.80</b>	<b>6.20</b>		<b>15.00</b>	<b>5.70</b>					
<b>MIN</b>					<b>1.30</b>		<b>0.70</b>	<b>2.70</b>	<b>0.50</b>	<b>0.80</b>	<b>0.50</b>		<b>2.60</b>	<b>2.00</b>	<b>5.80</b>		<b>11.50</b>	<b>2.80</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>			<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>					

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
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	<u>Lane Type</u> 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
---	--	---	--	--	---	--	---

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

Cored By: TEST LAB INC

Coring Completion Date: 10/5/2023

Typical Section: PINELLAS / 15020000

W.P.I. No.:		Name: Bayshore Drive		Lanes: 2	
Fin. Proj. ID: 451073-1		From: Wilson Street		Shoulder Type and Condition:	
F.A. Project No.:		To: Curlew Road		Inside: NONE	
County: Pinellas		SR No.: 595		Outside: C&G, LAWN, GOOD	
Overall Pavement Condition (from DMO field review): Fair		Beg MP: 3.988		End MP: 5.909	
		Paved X		Length: 1.921	
		Median Curbed (Y/N): N		Other:	
				Curb & Gutter (Y/N): Y	

**Turn Lane Cores (TL)**

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	S	SP12.5	T1	S	S2	BIND	LR		ABC-2	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT			
2	4.066	TL	C	N	1.6		0.9		0.4		1.6		4.5	9.3							F		
3	4.214	TL	C	N	1.6		1.0		0.5		1.1		4.2	10.0							F		
5	4.357	TL	C	N	1.6		1.0		0.6		1.2		4.4	10.5							F		
6	4.519	TL	C	N	1.6		1.0				2.2		4.8	11.3			0.9	B	II	L	F		
8	4.687	TL	C	N	1.5		0.6				0.8		2.9	13.5							F		
9	4.893	TL	C	N	1.5		0.8				2.0		4.3	6.5		19.5					F		
13	4.958	TL	RL	N	1.5		0.7		2.5		1.3		6.0	8.5							F	Core Separated from S Layer, Base Crack, bottom up crack	
14	5.053	TL	RL	Y	2.0	0.8		3.4	0.9		1.1		8.2	8.0							F		
15	5.167	TL	RL	N	2.0	0.5		3.6	0.9		2.2		9.2	8.3		10.5					F		
18	5.243	TL	RR	N	1.7				2.0				3.7		7.1						F		
25	5.654	TL	RL	N	2.0				1.0	0.9	1.5		5.4	9.0							F		
30	5.852	TL	RL	N	1.8				2.1	0.9	1.7		6.5	8.0			0.5	B	IB	L	F		
31	5.890	TL	RR	Y	1.5				3.5				5.0		2.5		9.5				F		
36	5.394	TL	LR	N	1.3				2.4				3.7		6.3		16.0	3.7	B	III	M	P	Longitudinal Crack
37	5.315	TL	LL	Y	2.0	2.6		1.2		0.7	1.3		7.8	8.8			2.8	A	II	L	P	Core Separated from S Layer	
38	5.102	TL	LL	Y	2.0	0.7		1.9		0.7	1.4		6.7	7.8			10.5	3.6	A	II	M	P	Core Separated from S Layer
<b>AVERAGE</b>					<b>1.70</b>	<b>1.15</b>	<b>0.86</b>	<b>2.53</b>	<b>1.53</b>	<b>0.80</b>	<b>1.49</b>		<b>5.46</b>	<b>9.19</b>	<b>5.30</b>		<b>13.20</b>	<b>2.30</b>					
<b>MAX</b>					<b>2.00</b>	<b>2.60</b>	<b>1.00</b>	<b>3.60</b>	<b>3.50</b>	<b>0.90</b>	<b>2.20</b>		<b>9.20</b>	<b>13.50</b>	<b>7.10</b>		<b>19.50</b>	<b>3.70</b>					
<b>MIN</b>					<b>1.30</b>	<b>0.50</b>	<b>0.60</b>	<b>1.20</b>	<b>0.40</b>	<b>0.70</b>	<b>0.80</b>		<b>2.90</b>	<b>6.50</b>	<b>2.50</b>		<b>9.50</b>	<b>0.50</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>			<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>					

- Notes:
- 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.
  - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
  - The cross slope is approximate and measured in the center of the lane. 5. A blank cell indicates measurement was not 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	<u>Lane Type</u> 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
---	--	---	--	--	---	--	---

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

Cored By: TEST LAB INC

Coring Completion Date: 10/5/2023

Typical Section: PINELLAS / 15020000

W.P.I. No.:				Name: Bayshore Drive				Lanes: 2				
Fin. Proj. ID: 451073-1				From: Wilson Street				Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID: 15020000		To: Curlew Road				Inside: NONE				
County: Pinellas		SR No.: 595		Beg MP: 3.988		End MP: 5.909	Length: 1.921	Outside: C&G, LAWN, GOOD				
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved X	Lawn	Other:	Curb & Gutter (Y/N): Y			

**Shoulder Cores (S)**

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	S	SP12.5	T1	S	S2	BIND	LR		ABC-2	CONC	DEPTH (IN.)		TYPE	CLASS	EXTENT				
12	4.943	S	OR	N	1.4				3.4		2.1			6.9	8.3							F		
17	5.204	S	OR	N	1.5				2.8					4.3		4.8						F	Core Separated from Base	
27	5.707	S	OR	N	2.0				0.7					2.7		2.9			9.3			F		
29	5.817	S	OR	N	1.6				1.2					2.8		2.7						F	Base Crack	
33	5.771	S	OL	N	1.4				1.8		1.8			5.0	10.5							F	Longitudinal Crack	
40	5.042	S	OL	N	1.3				3.8					5.1	0.5				14.5			F		
<b>AVERAGE</b>					<b>1.53</b>				<b>2.28</b>		<b>1.95</b>			<b>4.47</b>	<b>6.43</b>	<b>3.47</b>			<b>11.90</b>					
<b>MAX</b>					<b>2.00</b>				<b>3.80</b>		<b>2.10</b>			<b>6.90</b>	<b>10.50</b>	<b>4.80</b>			<b>14.50</b>					
<b>MIN</b>					<b>1.30</b>				<b>0.70</b>		<b>1.80</b>			<b>2.70</b>	<b>0.50</b>	<b>2.70</b>			<b>9.30</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>				<b>0.18</b>	<b>0.16</b>	<b>UNKW</b>		<b>0.08</b>					

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
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
---	--	---	--	---	--	---