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

$ \begin{array}{c c c c c c c c c c c c c c c c c c c $								
Fin. Proj. 10 451073-1 Shoulder Type and Condition: Shoulder Type and Condition: Fin. Proj. 10 Fin. Proj. 10 Shoulder Type and Condition: Inside: MONE Fin. Proj. 10 Shoulder Type and Condition: Inside: MONE County Parkenet Condition (from DM field review); Fair TO Redward (YN); N End MP: 5.909 Length: 1.927 Other: Curve 3/2 Curve 3/2 Shoulder Type and Condition: Output: Parkenet Coldition (from DM field review); Fair TO Median Curved (YN); N Parket Colspan="4">End MP: 5.909 Lane Shoulder Type and Condition: MILE Should Type and Condition: To Main Curve (YN); N Parket Condition: Curve Type and Condition: Control Parket Curve Type and Condition: Should Type and Condition: To The Main Curve (YN); N Parket Type and Condition: Curve Type and Condition: Content Curve (YN); N Parket Type and Condition: Should Type and Condition: <th <="" colspan="4" td=""><td colspan="4">Lanes: 2</td></th>	<td colspan="4">Lanes: 2</td>				Lanes: 2			
Index marks in the second se								
County Pinellas SR No.:595 Beg MP: 3.988 End MP: 5.909 Length: 1.921 Outside: C&UAN, GOOD Overall Pavement Condition (from DMO field review); Fair Median Curbed (Y/N); N Paved X Lawn Other: Curb & Gutter (Y/N); Y County if Pavement Condition (from DMO field review); Fair Median Curbed (Y/N); N Paved X Lawn Other: Curb & Gutter (Y/N); Y County if Pavement Condition (from DMO field review); Fair Match Condition (from DMO field review); Fair Match Condition (from DMO field review); Fair County if Pavement Condition (from DMO field review); Fair Mile Pavement Condition (from DMO field review); Fair Total and fair Condition (from DMO field review); Fair Match Condition (from DMO field review); Fair Mile Pavement Condition (from DMO field review); Fair TotAL Autor Condition (from DMO field review); Fair Match Condition (from DMO field review); Fair S pave S Condition (from DMO field review); Fair Mile Pave A Cane Condition (from DMO field review); Fair S pave A Condition (from DMO field review); Fair								
Overall Pavement Condition (from DMO field review): [Fair Median Curbed (Y/N): [N Paved X Lawn Other: Curb & Gutter (Y/N): [Y] Corps a Gutter (Y/N): [A Base Base Base Base Curb & Gutter (Y/N): [Y] Corps a Gutter (Y/N): [Y] Median Curbed (Y/N): [N Paved X Lawn Other: Curb & Gutter (Y/N): [Y] Corps a Gutter (Y/N): [Y] Corps a Gutter (Y/N): [Y] Curb & Gutter (Y/N): [Y] Curb & Gutter (Y/N): [Y] CORE NO. MILE POST ² IANE V Value								
Mainline and Bridge Cores (ML/BR) CORE NO. MILE POST ² LANE TYPE LANE LANE WP (Y/N) FC12.5 S SP12.5 T1 S S2 BIND T0 TAL ASPHALT THICKNESS (N) T0 TAL ASPHALT THICKNESS (N) LR ABC-2 CONC T0 TAL S S7 S7 T0 TAL ASPHALT THICKNESS (N) ABC-2 CONC T0 TAL S S8 S7 LANE S S9 LANE S S9 LANE S S912.5 T1 S S2 BIND T1								
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$								
CORE NO. MILE POST ² LANE TYPE LANE NO. FL2.5 S SP12.5 T1 S S2 BIND L TOTAL ASPHALT THICKNESS (N). LR ABC-2 CONC LN LN LN LN LN LN LN S1.5 N 1.7 N S2 BIND I S1.7 S1.7 <td></td>								
1 3.999 ML R1 N 1.5 0.8 1.7 1.7 5.7 9.0 15.0 F F 4 4.291 ML R1 N 1.3 0.7 1.2 3.2 12.0 6 F F 7 4.618 ML R1 N 1.3 0.8 0.5 2.6 9.3 Image: Constraint of the process size 10 4.927 BR B1 N 2.0 0.9 Image: Constraint of the process size 2.9 Image: Constraint of the process size F								
4 4.291 ML R1 N 1.3 0.7 1.2 3.2 12.0 0.7 0.0 F Concentration 7 4.618 ML R1 N 1.3 0.8 0.5 2.6 9.3 0.7 0.7 F F 10 4.927 BR R1 N 2.0 0.9 0.5 2.9 10 10.4 F Conc Box Culvert Approach slab								
7 4.618 ML R1 N 1.3 0.8 0.5 2.6 9.3 1.0 0.0 F 10 4.927 BR B1 N 2.0 0.9 0.5 1.0 2.9 1.0 1.0K 1.0 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 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 3.2 UNK F Conc Box Culvert Approach slab								
42 4.769 ML L1 Y 1.4 1.4 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								
AVERAGE 1.63 1.27 2.70 2.14 0.84 1.39 4.83 10.40 6.00 13.67 4.33 10.40<								
MAX 2.20 3.50 2.70 4.20 0.90 1.70 8.20 17.80 6.20 15.00 5.70								
MIN 1.30 0.70 2.70 0.50 0.80 0.50 2.60 2.00 5.80 11.50 2.80								
LAYER COEF. 0.25 0.25 0.25 0.25 0.25 0.25 0.20 0.18 0.16 UNKW 0.08								

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.

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	Extent	Pavement Condition
ride	L - Light	G - Good
ch	M - Moderate	F - Fair
	S - Severe	P - Poor

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

	Cored By:	TEST L	AB INC									Coring Com	pletion Date:	10/5/2023								Т
	W.P.I. No.:											Name: Bayshore Drive									Г	
F	in. Proj. ID:	451073-	451073-1									From: Wilson Street									S	
F.A. F	Project No.:	Roadway ID: 15020000								To: Curlew Road									Γ			
	County:	Pinellas					SR No.:	595					Beg MP:	3.988		End MP:	5.909		Length: 1.921			Γ
	Overa	I Paveme	ent Condit	ion (from	DMO field	review):	Fair	-				Median	Curbed (Y/N):	Ν	Paved X	-	Lawn		Other:			Γ
													Turn	Lane Co	res (Tl	_)						
								PA	VEMENT	LAYER (I	N.)					, BA	SE				CR/	۱C
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC12.5	S	SP12.5	T1	S	S2	BIND			TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2	солс		STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	
2	4.066	TL	С	Ν	1.6		0.9		0.4		1.6			4.5	9.3							
3	4.214	TL	С	Ν	1.6		1.0		0.5		1.1			4.2	10.0							
5	4.357	TL	С	Ν	1.6		1.0		0.6		1.2			4.4	10.5							
6	4.519	TL	С	Ν	1.6		1.0				2.2			4.8	11.3					0.9	В	
8	4.687	TL	С	N	1.5		0.6				0.8			2.9	13.5							
9	4.893	TL	С	Ν	1.5		0.8				2.0			4.3	6.5				19.5		l	
13	4.958	TL	RL	Ν	1.5		0.7		2.5		1.3			6.0	8.5							
14	5.053	TL	RL	Y	2.0	0.8		3.4	0.9		1.1			8.2	8.0							
15	5.167	TL	RL	Ν	2.0	0.5		3.6	0.9		2.2			9.2	8.3				10.5			
18	5.243	TL	RR	Ν	1.7				2.0					3.7		7.1						
25	5.654	TL	RL	N	2.0				1.0	0.9	1.5			5.4	9.0							Γ
30	5.852	TL	RL	Ν	1.8				2.1	0.9	1.7			6.5	8.0					0.5	В	
31	5.890	TL	RR	Y	1.5				3.5					5.0		2.5			9.5			
36	5.394	TL	LR	Ν	1.3				2.4					3.7		6.3			16.0	3.7	В	ſ
37	5.315	TL	LL	Y	2.0	2.6		1.2		0.7	1.3			7.8	8.8					2.8	Α	
38	5.102	TL	LL	Y	2.0	0.7		1.9		0.7	1.4			6.7	7.8				10.5	3.6	Α	
AVERAGE					1.70	1.15	0.86	2.53	1.53	0.80	1.49			5.46	9.19	5.30			13.20	2.30		
MAX					2.00	2.60	1.00	3.60	3.50	0.90	2.20			9.20	13.50	7.10			19.50	3.70		
MIN					1.30	0.50	0.60	1.20	0.40	0.70	0.80			2.90	6.50	2.50			9.50	0.50		
LAYER COEF.					0.25	0.25	0.25	0.23	0.25	0.25	0.20				0.18	0.16	UNKW		0.08			
Notes:																						

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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 \leq 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 $\leq 1/4$ 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			

Typical Section: PINELLAS / 15020000

Lanes:	2
houlder Type an	d Condition:
Inside:	NONE
Outside:	C&G, LAWN, GOOD
Curb & Gut	ter (Y/N): Y

К			
CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
		F	
		F	
		F	
	L	F	
		F	
		F	
		F	Core Seperated from S Layer, Base Crack, bottom up crack
		F	
		F	
		F	
		F	
IB	L	F	
		F	
	М	Р	Longitudinal Crack
	L	Р	Core Seperated from S Layer
	Μ	Р	Core Seperated from S Layer

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F	in. Proj. ID:	451073-	1								From: Wilson Street								Sł	
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12	4.943	S	OR	Ν	1.4				3.4		2.1		6.9	8.3						
17	5.204	S	OR	N	1.5				2.8				4.3		4.8					
27	5.707	S	OR	Ν	2.0				0.7				2.7		2.9		9.3			
29	5.817	S	OR	N	1.6				1.2				2.8		2.7					Γ
33	5.771	S	OL	Ν	1.4				1.8		1.8		5.0	10.5						
40	5.042	S	OL	Ν	1.3				3.8				5.1	0.5			14.5			
AVERAGE					1.53				2.28		1.95		4.47	6.43	3.47		11.90			Γ
MAX					2.00				3.80		2.10		6.90	10.50	4.80		14.50			
MIN					1.30				0.70		1.80		2.70	0.50	2.70		9.30			
LAYER COEF.					0.25	0.25	0.25	0.23	0.25	0.25	0.20			0.18	0.16	UNKW	0.08			
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CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
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		F	Core Separated from Base
		F	
		F	Base Crack
		F	Longitudinal Crack
		F	