

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

Cored By: Madrid Engineering Group

Coring Completion Date: 5/12/2022

Typical Section: RAMPS 15190000

W.P.I. No.:		Name:	SR 93 / I-275 RAMPS				Lanes:	4		
Fin. Proj. ID:	449109-1	From:	N of 38th Ave N				Shoulder Type and Condition: Paved, Lawn, fair			
F.A. Project No.:		Roadway ID:	15190000		To:	N of 4th St N				
County:	Pinellas	SR No.:	93		Beg MP:	7.193	End MP:	14.662		
					Length:	7.469		Outside:	RT - Lawn, LT - Paved, lawn	
Overall Pavement Condition (from DMO field review):				Poor		Median Curbed (Y/N):	N	Paved: X	Lawn:	
					Other:			Curb & Gutter (Y/N):	N	

**Ramps - 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
					FC5	FC9.5	SP9.5	S										LR	CONC				DEPTH (IN.)	TYPE		
1	12.584	ML	R1	Y	1.3			3.6							4.9	10.5							P	031 SR 686 Ramp to I-275 N		
2	12.220	S	OL	N		1.4								1.4	4.0				13.0	0.4	C	IB	L	P	031 SR 686 Ramp to I-275 N	
2	12.586	S	IR	N	1.2			1.7						2.9	5.0								P	074 MLK Ramp to I-275 N		
3	13.644	ML	R1	Y	0.6		2.9							3.5	11.0				14.0					P	074 MLK Ramp to I-275 N	
4	13.646	S	OR	N		1.5								1.5	10.0								P	078 I-275 S Ramp to SR 688		
5	14.078	ML	L2	N	0.9		1.3	1.6						3.8	15.0				2.1	C	III	S	P	078 I-275 S Ramp to SR 688		
6	13.908	ML	L2	Y	0.8		2.7							3.5	10.0				3.5	C	III	S	F	078 I-275 S Ramp to SR 688		
7	12.097	S	OL	N	1.0		4.0							5.0	13.0				3.1	C	III	S	P	078 I-275 S Ramp to SR 688		
7	13.907	S	OL	N		1.6								1.6	6.0								F	076 BR 249 APPROACH		
8	13.709	ML	L2	Y	0.9		2.8							3.7	15.0				3.7	C	III	S	F	076 BR 249 DEPARTURE		
9	13.692	BR	R2	N		1.2	1.2							2.4		UNK							F	076 BR 251 APPROACH		
10	13.719	BR	R1	N	1.7		1.8							3.5		UNK							F	076 BR 251 DEPARTURE		
11	13.739	BR	R2	N	1.0		1.4							2.4		UNK							F	076 SR 688 Ramp to N I-275		
12	13.805	BR	R1	N	1.3		1.1							2.4		UNK							F	076 SR 688 Ramp to N I-275		
13	13.882	ML	R1	Y	1.4		3.7							5.1	12.0				3.4	C	II	M	P	076 SR 688 Ramp to N I-275		
14	13.885	S	IR	N	1.3		2.1							3.4	7.0								P	075 I-275 S Ramp to MLK		
15	14.028	ML	R1	Y	1.2		3.1							4.3	12.0								F	075 I-275 S Ramp to MLK		
16	14.285	ML	R1	Y	1.0		3.0							4.0	10.0				11.0	3.0	C	III	S	F	075 BR 250 APPROACH	
16	11.738	ML	L1	Y	1.1		3.4							4.5	12.0				11.0					F	075 BR 250 DEPARTURE	
17	13.709	S	IL	N	0.7		3.4							4.1	10.0								P	077 SR 688 Ramp to S I-275		
18	13.641	BR	L2	Y	1.0		0.9							1.9		UNK							P	077 SR 688 Ramp to S I-275		
19	13.603	BR	L1	N	0.9		1.5							2.4		UNK							P	077 SR 688 Ramp to MLK		
20	13.577	ML	L1	Y	0.8		3.7							4.5	12.0				3.8	C	II	M	F	003 SR 686A Ramp to S I-275		
21	14.288	S	OR	N		2.1								2.1	5.0								P	003 SR 686A Ramp to S I-275		
21	13.573	S	OL	N	0.8	4.0								4.8	12.0				3.9	C	II	M	P	003 SR 686A Ramp to S I-275		
22	13.648	ML	L1	Y	1.2		3.1							4.3	11.0								P	000 SR 687 Ramp to N I-275		
23	12.211	ML	L2	N		1.6		3.2						4.8	12.0								F	000 SR 687 Ramp to N I-275		

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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

**Ramps - 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
					FC5	FC9.5	SP9.5	S										LR	CONC				DEPTH (IN.)	TYPE		
<b>AVERAGE</b>					1.05	1.91	2.48	2.53							3.43	10.21				12.25	2.99					
<b>MAX</b>	14.288				1.70	4.00	4.00	3.60							5.10	15.00				14.00	3.90					
<b>MIN</b>	11.738				0.60	1.20	0.90	1.60							1.40	4.00				11.00	0.38					
<b>LAYER COEF.</b>					0.00	0.15	0.15	0.15								0.18	UNKW			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>	<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	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