

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

Cored By: Test Lab, Inc.

Coring Completion Date: 10/26/2022

Typical Section: 1: 15190000

W.P.I. No.:				Name: SR 93 (I-275)				Lanes: 6					
Fin. Proj. ID: 449109-2				From: N of I-375				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID: 15190000		To: N of 38th Ave N				Inside: Paved					
County: Pinellas		SR No.: 93		Beg MP: 5.289		End MP: 7.919		Length: 2.630		Outside: Paved			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn: Y		Other:		Curb & Gutter (Y/N): N	

Mainline: 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	SP9.5	S2								ABC-2		LR		DEPTH (IN.)	TYPE			CLASS
75	7.765	S	IL	N		0.9		0.9						1.8		5.7						F		
76	7.820	S	OL	N		1.0								1.0		5.0						F		
77	7.888	S	OR	N		0.8		0.4						1.2	5.6							P	RAVELING.	
78	7.901	S	IR	N		0.9		0.7						1.6	4.7				1.6	B	III	M	F	TRANSVERSE CRACK. BASE CRACK.
AVERAGE					1.42	0.97	1.60	0.71						1.43	4.84	6.92			17.97	1.26				
MAX					1.90	1.40	1.60	1.10						2.70	5.80	11.70			25.10	1.60				
MIN					1.00	0.60	1.60	0.40						1.00	3.00	5.00			11.80	0.60				
LAYER COEF.					0.25	0.25	0.25	0.25							0.16	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.

<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