STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Test Lab, Inc. | Coring Completion Date: 12/8/2022 | Typical Section: **1: MAINLINE**

W.P.I. No.:				Name:	SR 93 (I-275)					Lanes:	6 Lane Urban Principal Arterial Interstate		
Fin. Proj. ID:	449109-1			From:	N of 38th Ave N					Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	15190000	To:	N of 4th St N					Inside:	Paved		
County:	Pinellas	SR No.:	93	Beg MP:	7.190	End MP:	14.700	Length:	7.510	Outside:	Paved		
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	N	Paved:		Lawn		Other:		Curb & Gutter (Y/N):	N

Mainline: All Cores

CORE NO.	MILE POST[2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC12.5	FC5	SP12.5	S	S2	T1	BIND				TOTAL ASPHALT THICKNESS (IN.)	BASE ABC-2	LR	RCA		STABILIZED SUBGRADE[3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	7.979	S	OL	N	1.5										1.5	4.0					1.5	B	III	M	P	Base crack
2	12.031	S	OL	N	1.5										1.5		7.3								G	
3	8.158	S	IL	N	1.4			0.3							1.7	4.9				17.4					F	
14	8.342	S	IR	N	1.2			0.3							1.5	5.1									F	BR #0096 UP
15	8.357	S	IL	N	1.2			0.6							1.8	5.4									F	BR #0096 UP
24	8.448	S	OL	N	1.9		1.1								3.0	6.2									G	
28	8.524	S	OR	N	1.6		1.5								3.1	4.1									G	
34	8.764	S	IR	N			3.0								3.0	3.8				14.2					G	
35	8.825	S	IL	N			2.9								2.9	5.5									G	
36	8.932	S	OR	N			2.8			5.0					7.8		0.5								G	
37	8.970	S	IR	N	1.5										1.5	5.0					1.5	B	III	S	P	Base crack.
38	9.007	S	OL	N			2.8								2.8	4.7									G	
39	9.476	S	IL	N	1.3										1.3	5.3				12.4	1.3	B	III	S	P	Base crack.
40	9.686	S	IR	N	1.4										1.4	4.5					1.4	B	III	S	P	Base crack.
41	9.941	S	OR	N			2.7								2.7	3.8									G	
42	9.968	S	OR	N			2.7								2.7	4.5									G	
43	10.091	S	OL	N			3.8	0.8							4.6		6.0								G	
45	10.321	S	IL	N			2.9								2.9			UNK							G	
49	10.428	S	IL	N			3.3								3.3			UNK							G	BR #0099 UP
50	10.429	S	IR	N	1.1										1.1	5.8									F	BR #0099 UP
68	10.653	S	IR	N	1.5										1.5	4.6									F	
71	10.835	S	OR	N	1.3										1.3	6.0					1.3	B	II	M	F	Base crack.
76	11.148	S	OL	N			3.5								3.5	6.4									G	
77	11.352	S	IL	N	1.4										1.4	4.7									F	
78	11.400	S	OR	N	2.3										2.3	5.1									F	
79	11.718	S	IR	N			1.9								1.9		3.1								G	

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Mainline: All Cores

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80	11.876	S	OR	N	2.0		1.5								3.5	4.9				7.6					F	
112	13.547	S	IL	N	3.0										3.0		9.5								F	
113	13.598	S	IR	N	2.9										2.9		11.1								G	BR #0250 UP
114	13.608	S	IL	N	1.5		2.2								3.7		8.8								G	BR #0250 UP
115	13.685	S	IR	N	2.5										2.5		11.0								F	
116	13.783	S	IL	N	2.3										2.3		9.7								F	BR #0251 UP
117	13.788	S	IR	N	2.7										2.7		10.8			5.5					G	BR #0251 UP
118	14.213	S	IR	N	3.0										3.0		10.0								F	
119	14.383	S	IR	N			5.0								5.0	6.2				7.8					G	BR #0224 UP
120	14.387	S	IL	N			4.2								4.2	8.8									G	BR #0224 UP. ABC separated from core.
121	14.463	S	IL	N	1.6		3.8		0.8		2.0				8.2		12.3								F	
122	14.608	S	OR	N			3.6								3.6		12.9								G	
123	14.667	ML	L4	N		0.8	3.9								4.7		11.3								F	
124	14.532	ML	L4	N		0.8	3.4								4.2		12.3								F	
125	14.369	TL	LR	N		0.9	2.0				1.7				4.6		7.9								F	LRTL (2nd)
126	14.397	ML	R5	N		0.4	3.6								4.0		11.7								F	Rav. / Delam.
127	14.545	ML	R5	N			3.8								3.8		12.2								G	Merge Lane
AVERAGE					***1.82***	***0.73***	***3.00***	***0.50***	***0.80***	***5.00***	***1.85***				***3.02***	***5.19***	***9.36***			***10.82***	***1.40***					
MAX					***3.00***	***0.90***	***5.00***	***0.80***	***0.80***	***5.00***	***2.00***				***8.20***	***8.80***	***12.90***			***17.40***	***1.50***					
MIN					***1.10***	***0.40***	***1.10***	***0.30***	***0.80***	***5.00***	***1.70***				***1.10***	***3.80***	***0.50***			***5.50***	***1.30***					
LAYER COEF.					***0.25***	***0.00***	***0.25***	***0.25***	***0.25***	***0.23***	***0.20***					***0.16***	***0.18***	***0.18***		***0.08***						

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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