

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

Cored By: Intertek- PSI

Coring Completion Date: 1/26/2023

Typical Section: **1: MAINLINE**

W.P.I. No.:				Name: I-275 (SR 93)				Lanes: 4					
Fin. Proj. ID: 449187-1				From: I-75				Shoulder Type and Condition: Paved, Fair					
F.A. Project No.:		Roadway ID: 13175000		To: Terra Ceia River				Inside: Y					
County: Manatee		SR No.: 93		Beg MP: 1.347		End MP: 3.553		Length: 2.206		Outside: Y			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved: N		Lawn: Y		Other:		Curb & Gutter (Y/N): N	

Mainline Cores: 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
					FC5	FC12.5	SP12.5	SP9.5	S	BIND						LR		CONC	ABC-2	DEPTH (IN.)	TYPE		
1	1.348	ML	R2	Y	0.9		1.1	3.3					5.3			8.8		3.2	B	II	M	P	Branch cracking.
2	1.408	ML	R3	N	0.9		1.3	6.5					8.7	11.4				4.1	B	II	M	P	Aux lane. Longitudinal cracking.
3	1.456	S	OR	N		1.0		1.1					2.1	7.7								F	
4	1.485	ML	R2	Y	1.6		1.2	6.1					8.9	11.7			12.0					P	UP. Gillette Road.
5	1.664	ML	R1	Y	0.9		1.1	4.7					6.7	11.2								F	
6	1.759	ML	R2	Y	1.0		1.5	4.6					7.1	12.2								F	
7	1.863	S	IR	N		1.7		1.6					3.3	5.0								F	
8	1.951	BR	R1	N	0.8		1.3	1.3					3.4		UNK			3.4	B	II	S	P	Approach slab. Frog Creek.
9	1.981	BR	R2	Y	0.5		1.2	2.3					4.0		UNK							F	Departure slab. Frog Creek. Core measured on hole.
10	2.182	ML	R2	Y	0.9		1.3	4.8					7.0	11.3				3.0	B	IB	L	F	Longitudinal cracking.
11	2.256	BR	R2	Y	1.0		1.1	0.9					3.0		UNK							F	Approach slab. US 41 Diamond #200. Core measured on hole.
12	2.304	BR	R1	N	1.1		1.4	0.7					3.2		UNK							F	Departure slab. US 41 Diamond #200.
13	2.401	ML	R2	Y	0.7		1.5	4.7					6.9	9.5				4.2	B	II	M	F	
14	2.557	BR	R2	Y	0.6		1.8	1.3					3.7		UNK			3.7	B	II	M	F	Approach slab. CSX Railroad.
15	2.594	BR	R1	Y	1.0			2.5					3.5		UNK			2.5	B	II	L	F	Departure slab. CSX Railroad.
16	2.704	S	OR	N	1.0			6.5					7.5	10.1								F	
17	2.877	BR	R1	Y	0.5		0.6	0.6					1.7		UNK							F	Approach slab. Bayshore Rd.
18	2.915	BR	R2	N	0.6		1.4	1.0					3.0		UNK							F	Departure slab. Bayshore Rd.
19	3.118	ML	R1	N	1.3		1.2	4.6					7.1	11.1								F	
20	3.209	S	IR	N		1.5		1.3					2.8	6.0								F	
21	3.379	S	OR	N		1.1		1.0					2.1	9.3								F	
22	3.410	ML	R2	Y	0.5		1.3	4.0					5.8	11.2			12.0	4.3	B	II	M	F	
23	3.458	S	IR	N		1.6		1.6					3.2	9.0								F	
24	3.537	ML	R1	N	0.8		1.5	3.5	4.7				10.5	9.3								F	
25	3.544	ML	L2	N	0.8		1.5	3.5	3.6				9.4	7.2								F	
26	3.472	S	OL	N		1.3		1.5					2.8	5.1								F	
27	3.423	ML	L1	N	1.6		1.4	4.5					7.5	8.2								F	
28	3.384	S	IL	N		0.9		1.2					2.1	5.0								F	
29	3.252	ML	L2	Y	1.0		1.3	4.9					7.2	11.0								F	
30	3.094	S	OL	N		1.0		0.9					1.9	10.5								F	
31	2.931	BR	L2	Y	0.6		1.5	1.0					3.1		UNK							F	Approach slab. Bayshore Rd.
32	2.890	BR	L1	Y	0.6		1.8	0.6					3.0		UNK							F	Departure slab. Bayshore Rd.

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					FC5	FC12.5	SP12.5	SP9.5	S	BIND								LR		CONC	ABC-2		DEPTH (IN.)			TYPE	CLASS
33	2.829	ML	L2	Y	0.8		1.5	6.2							8.5	10.7					5.0	B	II	M	F	Longitudinal cracking.	
34	2.770	S	IL	N		1.7								1.7	6.0						12.0				F		
35	2.600	BR	L1	Y	1.0		1.6	0.5						3.1		UNK								F	Approach slab. CSX Railroad.		
36	2.565	BR	L2	Y	1.0		1.6	0.7						3.3		UNK								F	Departure slab. CSX Railroad.		
37	2.511	ML	L1	Y	0.7		1.4	4.6						6.7	11.3						5.2	B	II	M	F	Branch cracking.	
38	2.435	ML	L1	N	0.9		1.5	2.5		1.5				6.4	11.5									F			
39	2.305	BR	L1	N	0.9		1.7	0.5						3.1		UNK					3.1	B	II	S	P	Approach slab. US 41 Diamond #200,	
40	2.256	BR	L2	N	1.3		1.8	0.4						3.5		UNK								F	Departure slab. US 41 Diamond #200.		
41	2.161	S	OL	N		1.6		1.1						2.7	8.5						12.0				F		
42	1.983	BR	L2	N	0.8		2.0							2.8		UNK					2.8	B	II	S	P	Approach slab. Frog Creek.	
43	1.950	BR	L1	Y	0.7		1.3							2.0		UNK								F	Departure slab. Frog Creek.		
44	1.842	ML	L1	Y	0.8		1.5	5.1						7.4	11.5						3.3	B	II	M	F		
45	1.751	ML	L2	Y	1.0		1.6	4.9						7.5	11.5									P			
46	1.751	ML	L3	Y	0.5		1.6	4.8						6.9	11.4						6.9	B	II	S	P	Aux lane. Potential joint crack. Core measured on hole.	
47	1.751	ML	L3	N	0.5		1.6	4.2						6.3	11.4					12.0	3.2	B	II	M	P	Aux lane. Core measured on hole.	
48	1.751	ML	L3	Y	0.8		1.3	1.4						3.5	11.4						3.5	B	II	S	P	Aux lane. Potential joint crack. Base half-LR / half-ABC.	
49	1.540	ML	L2	Y	0.9		1.3	5.0						7.2	9.8									F			
50	1.519	ML	L3	N	0.9		1.6	4.4						6.9	10.9						6.9	B	II	S	P	Aux lane.	
51	1.485	ML	L3	N	1.0		2.1	4.4						7.5	10.2									F	UP @ Gillette Rd. Aux lane.		
52	1.406	ML	L1	Y	0.8		1.3		2.9					5.0	10.0						2.2	B	III	S	P	Transverse cracking. Possible joint. Base half-LR / half-ABC .	
AVERAGE					0.87	1.34	1.44	2.90	3.73	1.50				4.99	9.69		8.80			12.00	3.92						
MAX					1.60	1.70	2.10	6.50	4.70	1.50				10.50	12.20		8.80			12.00	6.90						
MIN					0.50	0.90	0.60	0.40	2.90	1.50				1.70	4.96		8.80			12.00	2.20						
LAYER COEF.					0.00	0.25	0.25	0.25	0.25	0.20					0.18	UNKW	0.16				0.08						

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					FC5	FC12.5	SP12.5	SP9.5	S	BIND						LR		CONC	ABC-2		DEPTH (IN.)			TYPE	CLASS	EXTENT	

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.
- A blank cell indicates measurement was not recorded.
- 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