

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			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 <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	FC12.5	SP12.5	SP9.5	S	BIND						LR		CONC	ABC-2	DEPTH (IN.)	TYPE			CLASS
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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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 <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	FC12.5	SP12.5	SP9.5	S	BIND								LR		CONC	ABC-2	DEPTH (IN.)	TYPE		
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 .		
<b>AVERAGE</b>					<b>0.87</b>	<b>1.34</b>	<b>1.44</b>	<b>2.90</b>	<b>3.73</b>	<b>1.50</b>			<b>4.99</b>	<b>9.69</b>		<b>8.80</b>		<b>12.00</b>	<b>3.92</b>						
<b>MAX</b>					<b>1.60</b>	<b>1.70</b>	<b>2.10</b>	<b>6.50</b>	<b>4.70</b>	<b>1.50</b>			<b>10.50</b>	<b>12.20</b>		<b>8.80</b>		<b>12.00</b>	<b>6.90</b>						
<b>MIN</b>					<b>0.50</b>	<b>0.90</b>	<b>0.60</b>	<b>0.40</b>	<b>2.90</b>	<b>1.50</b>			<b>1.70</b>	<b>4.96</b>		<b>8.80</b>		<b>12.00</b>	<b>2.20</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>				<b>0.18</b>	<b>UNKW</b>	<b>0.16</b>		<b>0.08</b>							

