

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

Cored By: M. Cornwell, P. Zydek, G. Nolasco

Coring Completion Date: 5/10/20-5/13/20; 11/23/20

Typical Section: 1

W.P.I. No.:		Name: I-275 (SR93)		Lanes: 4	
Fin. Proj. ID: 445886-1		From: North End of Skyway Bridge		Shoulder Type and Condition:	
F.A. Project No.:		To: North of Maximo Point Bridges		Inside: Paved	
County: Pinellas		SR No.: 93		Outside: Paved	
Overall Pavement Condition (from DMO field review): Fair		Beg MP: 4.247		End MP: 8.535	
		Length: 4.288		Other:	
		Median Curbed (Y/N): N		Paved	
		Lawn		Curb & Gutter (Y/N): N	

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
					FC9.5	FC5	FC3	SP12.5	SP9.5	S	S2	T1	BIND	WC		LR	CONC	ABC-3		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	4.248	ML	R1	N		0.7		1.4		1.3					3.4		UNK					F	Departure Slab; Core Separated at S Layer		
2	4.248	ML	L1	N		0.7		1.6							2.3		UNK					F	Approach Slab		
3	4.500	S	OR	N				1.0							1.0							F			
4	4.500	ML	R2	N		0.7		2.0		1.1					3.8			2.7				P			
5	4.500	ML	R1	Y		0.8		2.0		1.1					3.9			2.7				F			
6	4.500	S	IR	N				1.5		1.0					2.5							F			
7	4.500	S	IL	N				1.7							1.7			0.9				F			
8	4.500	ML	L1	Y		0.8		2.0		1.1					3.9			4.2				F			
9	4.500	ML	L2	Y		0.7		2.1							2.8			5.5				F	Core Separated at ABC Layer		
10	4.500	S	OL	N				1.5		0.7					2.2							F			
11	5.061	S	OR	N				1.0		1.8					2.8			2.2				F			
12	5.061	ML	R2	Y		0.8		2.0							2.8			6.9				F	Core Separated at ABC Layer		
13	5.061	ML	R1	N		1.0		1.7		1.0					3.7			5.9				F			
14	5.061	S	IR	N				1.3		1.4					2.7			2.8				F			
15	5.061	S	IL	N				1.3		1.0					2.3			3.2				F			
16	5.061	ML	L1	Y		0.9		2.0		0.4					3.3			6.7				F			
17	5.061	ML	L2	Y		1.1		1.7		1.6					4.4			5.3				F			
18	5.061	S	OL	N				1.5		0.4					1.9			3.8				F			
19	5.477	S	OR	N	0.8			3.5							4.3			2.9				P			
20	5.477	ML	R2	Y		0.9		1.7							2.6			3.4		2.6	B	III	S	Core Separated Under SP Layer	
21	5.477	ML	R1	N		0.9		2.3		0.7		0.4		0.5	4.8	8.3						F			
22	5.477	S	IR	N				1.3		2.7					4.0			2.1				F			
23	5.517	S	IL	N				1.9							1.9							F			
24	5.517	ML	L1	Y		1.0		1.8				2.2			5.0	10.4						F			
25	5.517	ML	L2	N		0.8		1.9		1.1		2.1			5.9	10.1						F			
26	5.517	S	OL	N				1.3		0.6					1.9			4.6				F			
27	6.100	S	OR	N				1.3		0.7					2.0							F			
28	6.100	ML	R2	N		1.0		2.4		1.7		0.8		0.5	6.4	9.3						F			
29	6.100	ML	R1	N		1.1		2.0		2.5		0.6		0.5	6.7	10.1						F			
30	6.100	S	IR	N				1.8		2.6					4.4			1.3				F			
31	6.100	S	IL	N				1.1		0.9					2.0							F			
32	6.100	ML	L1	N		0.9		1.8		3.8	0.6	2.3			9.4	8.2			15.0			F			
33	6.100	ML	L2	Y		0.8		1.9		1.3	0.8	2.2			7.0	11.5				7.0	B	II	M	F	
34	6.100	S	OL	N				1.0		1.1					2.1			5.3		2.8	C	II	M	P	
35	6.311	S	OR	N				1.7							1.7	8.4			17.0				P		
36	6.311	ML	R2	Y		1.1		1.6		2.7		0.4		0.6	6.4	8.0				3.0	B	II	L	F	

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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		
					FC9.5	FC5	FC3	SP12.5	SP9.5	S	S2	T1	BIND	WC		LR	CONC	ABC-3		DEPTH (IN.)	TYPE	CLASS	EXTENT				
73	8.393	ML	L2	Y		1.4		1.7			2.6				5.7	10.5									F		
74	8.393	S	OL	N	1.1			0.9							2.0			2.8								F	
75	8.204	ML	L2	Y		1.0		2.6		2.2				5.8	11.0											F	
76	8.204	ML	R1	N		1.1		1.5						2.6			UNK									F	Departure Slab
77	7.655	ML	L1	N		1.3		4.8			1.4			7.5	11.6											F	
78	7.657	ML	R2	N		0.6		0.9						1.5			UNK									F	Approach Slab; Raveling
79	5.937	ML	L1	Y		1.0		0.8		1.4			1.9	5.1			UNK									F	Approach Slab
80	5.940	ML	R2	Y		1.3		0.6		2.8				4.7	8.6											P	
81	5.643	ML	R1	Y		0.8		0.8		3.3				4.9	8.4											F	
82	5.646	ML	L2	Y		1.1		1.0		0.4	1.2		0.8	4.5	6.8					4.5	A	III	S		P	As Measured in Lab; Recovered 50% of core in field	
83	4.954	ML	R1	Y		0.8		0.5		1.7				3.0			UNK									F	Approach Slab
84	4.971	ML	R2	N		0.6		1.2		1.6				3.4			UNK									P	Departure Slab
85	4.954	ML	L2	N		0.7		0.8		1.6				3.1			UNK									P	Departure Slab; Raveling
86	4.971	ML	L1	N		0.5		1.3		1.1				2.9			UNK									F	Approach Slab; Raveling
87	6.222	ML	R1	Y		0.9		1.9		1.5		0.4	0.7	5.4	7.0					2.8	B	II	S		P		
88	4.643	ML	R2	Y		0.6			2.0	2.7		1.0	0.5	6.8	8.3					2.7	B	II	S		P		
89	5.148	ML	R2	Y		0.9		1.9						2.8					25.0	2.8	C	II	S		P		
90	7.346	ML	R2	Y		0.7		1.2		1.5				3.4	8.7					3.4	C	II	S		P		
91	5.586	ML	L1	Y		0.8		2.0		0.5	1.0		2.3	6.6	10.0					6.6	A	III	L		F		
92	6.624	ML	L2	Y		1.0		1.7		0.8	1.1		2.2	6.8	9.2					2.5	B	II	M		P		
93	5.624	ML	L2	Y		0.9		1.8					1.7	4.4	9.8				48.0	4.4	B	III	M		P		
94	5.585	ML	L2	N		0.8		2.2			1.1		2.2	6.3	10.4					6.3	B	III	L		F	Base Crack	
95	4.705	ML	L2	Y		0.8		2.3		1.4				4.5			4.8			4.5	B	III	S		P	002 SB On-Ramp	
96	5.041	ML	L2	Y		0.8		2.2						3.0			5.2								P	005 SB Off-Ramp	
97	6.545	ML	R1	Y	1.0					2.6				3.6						3.6	B	III	L		P	006 NB Off-Ramp (Scenic Overlook)	
98	7.149	ML	R2	Y		1.2		1.9						3.1	8.6					2.0	B	II	L		F	006 NB On-Ramp (Scenic Overlook)	
99	5.041	S	OL	N					2.0	2.9				4.9			2.6			2.4	C	II	S		P	005 SB Off-Ramp	
100	5.252	S	OL	N		0.7		1.9		2.0				4.6			4.9								P	Raveling, Gore Area	
101	5.239	S	OR	N		0.9		3.0						3.9			5.1			4.5	B	II	M		P	Gore Area	
102	5.187	ML	R2	Y		0.6		2.0						2.6			6.0			3.0	C	II	M		P	004 NB On-Ramp	
103	5.187	S	OR	N				1.9						1.9			5.4								F	004 NB On-Ramp	
104	4.700	S	OL	N		1.1		2.5						3.6			4.3			5.0	B	III	S		F	Gore Area	
105	4.705	S	OL	N				1.7		0.7				2.4			5.3								P	002 SB On-Ramp	
106	4.718	S	OR	N		0.6		2.0						2.6			3.3								P	Gore Area	
107	4.740	ML	R1	Y		1.1			2.3					3.4			4.7								F	003 NB Off-Ramp	
108	4.740	S	OR	N				1.8						1.8			5.6								F	003 NB Off-Ramp	

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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	
					FC9.5	FC5	FC3	SP12.5	SP9.5	S	S2	T1	BIND	WC		LR	CONC	ABC-3		DEPTH (IN.)	TYPE	CLASS	EXTENT			
109	6.510	S	OR	N		1.0		2.2		0.9					4.1	7.9					2.8	B	IB	L	F	Gore Area
110	6.545	S	OR	N	0.8					2.5					3.3	4.9									F	006 NB Off-Ramp
111	7.138	S	OR	N		0.8		2.0							2.8						2.8	B	IB	L	F	Gore Area
112	7.149	S	OR	N					1.0	2.0					3.0	5.2					2.9	B	III	M	P	006 On-Ramp; Base Crack
113	7.657	ML	L1	Y		1.3		1.1							2.4		UNK								F	Departure Slab
114	6.510	ML	R2	N		0.5		2.5							3.0	9.4					3.0	B	II	S	P	006 NB Off-Ramp; Base Crack
115	7.138	ML	R2	Y		0.7		1.7		1.7		0.6		0.4	5.1	8.9					2.5	C	IB	M	P	
116	8.201	ML	L2	N		1.2									1.2		UNK								F	Departure Slab
117	6.708	ML	L2	Y		0.7		2.4		1.2	1.0		2.0		7.3	9.6			48.0		3.0	B	IB	S	P	
118	6.436	ML	L2	Y		0.8		2.0		1.4	1.0		2.3		7.5	8.5			30.0						F	
119	6.211	ML	L2	Y		0.9		2.5		0.8	0.9		2.0		7.1	10.4									P	
120	5.382	ML	R2	Y		0.9		1.6		2.4		0.6		0.5	6.0	7.5			22.0		2.8	B	II	S	P	
121	6.627	ML	R1	Y		1.0		2.0		3.9		0.4		0.5	7.8	7.5					3.0	B	II	M	P	
122	7.408	ML	R2	Y		0.9		1.1		1.0					3.0	7.5			18.5		3.0	A	IB	S	P	
123	4.883	S	IL	N	1.6				2.0						3.6			2.7							F	002 SB On-Ramp
124	4.883	ML	L1	N		0.5			3.2						3.7			4.6							P	002 SB On-Ramp; Core Separated at SP Layer
125	4.883	S	OL	N	1.6				2.1						3.7			3.5							F	002 SB On-Ramp
126	4.736	S	IL	N	1.5				1.5						3.0			3.7							F	002 SB On-Ramp
127	4.741	S	IR	N	1.5				1.5						3.0			3.0							F	003 NB Off-Ramp
128	4.881	S	OR	N	1.6				2.8						4.4			4.1							F	003 NB Off-Ramp
129	4.881	ML	R1	Y		0.7			3.3						4.0			4.2	18.0						F	003 NB Off-Ramp
130	4.881	S	IR	N	1.3				1.7						3.0			2.1							F	003 NB Off-Ramp
131	5.048	S	OR	N	1.6				2.8						4.4			3.0							F	004 NB On-Ramp
132	5.048	ML	R1	Y		1.1			3.0						4.1			4.8							F	004 NB On-Ramp
133	5.048	S	IR	N	1.8				1.5						3.3			3.7							F	004 NB On-Ramp
134	5.187	S	IR	N	1.9				1.1						3.0			4.4							F	004 NB On-Ramp
135	5.055	ML	R1	N	1.5				1.5						3.0			2.6							F	011 Frontage Road
136	5.055	ML	L1	Y	1.5				2.0						3.5			2.5							F	011 Frontage Road
137	4.979	ML	R1	Y		0.8			3.2						4.0			4.7			3.4	B	II	S	P	004 NB On-Ramp
138	5.400	ML	R1	Y	0.8				1.3	2.2					4.3			3.0							F	011 Frontage Road
139	5.400	ML	L1	N	1.3				1.1	1.8					4.2			2.4							F	011 Frontage Road
140	5.041	S	IL	N	1.0				2.9						3.9			2.7			2.8	B	IB	L	F	005 SB Off-Ramp
141	5.155	S	IL	N	1.1				1.9						3.0			2.6							F	005 SB Off-Ramp
142	5.155	ML	L1	Y		0.8			2.1	1.2					4.1			4.4	13.6		4.1	B	II	S	P	005 SB Off-Ramp; Core Separated at SP Layer
143	5.155	S	OL	N	1.0				2.1	1.9					5.0			3.5			3.1	B	II	M	P	005 SB Off-Ramp
144	5.062	ML	R1	Y	1.4					2.2					3.6			2.9							F	014 Frontage Road

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		Length: 4.288		Other:	

All Cores

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					FC9.5	FC5	FC3	SP12.5	SP9.5	S	S2	T1	BIND	WC		LR	CONC	ABC-3		DEPTH (IN.)	TYPE	CLASS	EXTENT					
145	5.062	ML	L1	N	1.6					1.5					3.1			2.8					F	014 Frontage Road				
146	5.204	ML	R1	Y	1.1					1.0	1.6				3.7			2.0			2.0	B	IB	L	F	014 Frontage Road		
147	5.204	ML	L1	N	1.5						1.7				3.2			2.6							F	014 Frontage Road		
148	6.963	S	OR	N	1.2					2.3	2.4				5.9	2.0				0.7	B	IB	L	F	006 NB On-Ramp (Scenic Overlook)			
149	6.963	ML	R1	Y	1.3	0.5				1.1	1.3				4.2	7.3			18.0	0.2	B	IB	L	F	006 NB On-Ramp (Scenic Overlook)			
150	6.963	S	IR	N	1.6						1.8				3.4	7.5									F	006 NB On-Ramp (Scenic Overlook)		
151	6.545	S	IR	N	1.0					1.5					2.5			1.0							F	006 NB Off-Ramp (Scenic Overlook)		
152	6.708	S	OR	N	1.1	0.3				0.8	1.4				3.6			1.1							F	006 Ramp (Scenic Overlook)		
153	4.736	ML	R1	Y	1.0					1.3	1.4				3.7			2.7		2.5	B	II	M	P	012 Frontage Road			
154	4.736	ML	L1	N	1.2						2.0				3.2			2.3							F	012 Frontage Road		
155	4.460	S	OR	N	0.8						1.6				2.4			0.5							P	012 Frontage Road		
156	4.460	ML	R1	Y	1.6					1.7	1.2				4.5			2.5	13.0	2.7	C	III	S	P	012 Frontage Road			
157	4.460	ML	L1	Y	1.0					1.1	1.5				3.6			4.7		2.5	C	II	M	P	012 Frontage Road			
158	4.460	S	OL	N						1.1	3.0				4.1			2.4							F	012 Frontage Road		
159	5.286	ML	R1	N	1.5						2.4				3.9			2.7							F	014 Frontage Road		
160	5.538	ML	R1	N	0.6					2.1	0.8				3.5			3.1							F	011 Frontage Road; Raveling		
AVERAGE					1.28	0.87	1.10	1.78	1.79	1.52	1.34	0.53	2.06	0.53	3.85	8.36		3.60	23.23	3.24								
MAX					1.90	1.40	1.10	4.80	3.30	3.90	2.60	1.00	2.40	0.70	9.40	12.00		6.90	48.00	7.00								
MIN					0.60	0.30	1.10	0.50	0.70	0.20	0.60	0.30	0.80	0.40	1.00	2.00		0.50	13.00	0.20								
LAYER COEF.					0.25	0.00	0.17	0.25	0.25	0.25	0.25	0.23	0.20	UNKW		0.18	UNKW	0.20		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	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				