

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

Cored By: AREHNA

Coring Completion Date: 10/25/2021

Typical Section: 1

W.P.I. No.:		Name:	I-4/SR 400 RAMPS				Lanes:	6
Fin. Proj. ID:	446346-1	From:	Galloway Road Overpass				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16320000				Inside:	G
County:	Polk	SR No.:	400				Outside:	G
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N

RAMPS

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS
					FC5	FC12.5	SP12.5	S	CONC						LR	ABC-2			DEPTH (IN.)	TYPE	CLASS					
80	2.593	ML	L1	N	0.8		6.7					7.5	12.0			12.0	2.4	C	II	M	P				053 WB ON RAMP	
81	2.655	ML	L2	N	0.8		4.8					5.6	15.0								F				053 WB ON RAMP	
82	2.678	S	IL	N		1.3						1.3	15.0								F				053 WB ON RAMP	
83	2.773	S	OL	N		1.8						1.8	15.0								F				053 WB ON RAMP	
84	2.809	ML	L1	N	0.7		5.7					6.4	18.0								F				053 WB ON RAMP	
85	2.905	ML	L1	N	0.7		4.5					5.2	15.0								P				053 WB OFF RAMP	
86	2.934	S	OL	N		1.7						1.7	18.0								P				053 WB OFF RAMP	
87	2.965	ML	L1	Y	0.9		4.5					5.4	15.0				2.0	C	IB	L	P				053 WB OFF RAMP	
88	3.006	S	IL	N		1.7						1.7	UNK								F				REFUSAL ON LR BASE, 053 WB OFF RAMP	
89	4.920	S	OL	N	1.1		6.0					7.1	12.0								F				061 WB ON	
90	5.048	ML	L2	N	1.1		4.2					5.3	15.0		12.0		3.1	C	II	M	P				061 WB ON	
91	5.067	ML	L2	N	0.8		3.8					4.6	15.0								P				061 WB ON	
92	5.076	ML	L1	N	1.0		2.6					3.6	14.0								F				061 WB ON	
93	5.090	ML	L1	N		2.0	1.5					3.5	15.0				2.3	A	IB	L	P				061 WB ON	
94	5.135	ML	L2	N	0.6		4.6					5.2	13.0								F				062 WB OFF	
95	5.143	ML	L3	N	1.1		4.8					5.9	15.0				0.5	C	IB	L	F				062 WB OFF	
96	5.172	ML	L1	N	0.9		4.3					5.2	18.0								F				062 WB OFF	
97	5.234	S	OL	N	1.1		2.5					3.6	7.0								F				062 WB OFF	
98	5.357	ML	L1	N	0.6		4.7					5.3	14.0		12.0						P				062 WB OFF	
99	6.193	ML	L1	N			5.6					5.6	15.0		12.0						G				070 WB ON	
100	6.195	ML	L1	N			5.3					5.3	15.0								G				070 WB ON	
101	6.256	S	OL	N			3.2					3.2	15.0								G				070 WB ON	
102	6.331	ML	L2	N			5.8					5.8	15.0								G				070 WB ON	
103	6.414	ML	L2	N			7.6					7.6	14.0								G				070 WB ON	
104	6.469	ML	L1	N			6.5					6.5	14.0								G				073 WB OFF	
105	6.548	ML	L2	N			6.5					6.5	14.0								G				073 WB OFF	
106	6.574	S	IL	N			4.1					4.1	12.0								G				073 WB OFF	
107	6.616	ML	L3	N			6.4					6.4	12.0								G				073 WB OFF	
108	6.711	S	OL	N			3.1					3.1	9.0								G				073 WB OFF	
109	2.619	S	OR	N	0.8		1.8					2.6	13.0								F				SR 546	
110	2.716	ML	R1	N	0.7		5.6					6.3	12.0								F				SR 546	
111	2.761	S	IR	N	1.7		2.1					3.8	11.0								F				SR 546	
112	2.994	ML	R1	N	0.6		4.9					5.5	12.0								F				054 EB ON	

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County:	Polk	SR No.:	400				Outside:	G	
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N):	N
		Beg MP:	2.570	End MP:	6.890	Length:	4.320		

RAMPS																														
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ⁴	COMMENTS			
					FC5	FC12.5	SP12.5	S	CONC							LR	ABC-2			DEPTH (IN.)	TYPE	CLASS						EXTENT		
113	3.052	S	OR	N	0.7		5.6						6.3		5.0														054 EB ON	
114	3.113	ML	R1	N	1.0		4.0						5.0	10.0					12.0	2.4	C	II	M	P					054 EB ON	
115	4.838	S	OL	N	0.8		6.5						7.3		9.6														060 EB OFF	
116	4.881	ML	R1	N	0.9		6.6						7.5		9.1			12.0	7.5	C	III	S	P					060 EB OFF		
117	4.999	S	IR	N	1.4		2.8						4.2		9.0														060 EB OFF	
118	5.047	ML	R2	N	1.3		3.9						5.2	12.0															060 EB OFF	
119	5.076	ML	R3	N	0.9		3.6						4.5	12.0															060 EB OFF	
120	5.087	ML	R1	N	1.1		4.5						5.6	12.0															060 EB OFF	
121	5.127	ML	R1	N		1.4	2.6						4.0	12.0					3.3	C	II	M	P						063 EB ON	
122	5.143	ML	R1	N		1.5	2.7						4.2	12.0															063 EB ON	
123	5.172	ML	R2	N		1.2	2.2						3.4	12.0															063 EB ON	
124	5.246	S	OR	N		1.0	2.7						3.7	12.0															063 EB ON	
125	3.109	ML	R1	N			7.6						7.6	12.0															071 EB OFF	
126	6.160	S	OR	N			3.8						3.8	12.0															071 EB OFF	
127	6.268	ML	R1	N			6.1						6.1	13.0				12.0											071 EB OFF	
128	6.338	ML	R3	N			5.5						5.5	12.0															071 EB OFF	
129	6.379	ML	R1	N			5.2						5.2	12.0															071 EB OFF	
130	6.410	ML	R2	N			5.8						5.8	12.0															071 EB OFF	
131	6.459	ML	R1	N			6.2						6.2	12.0															072 EB ON	
132	6.471	ML	R1	N			7.2						7.2	12.0				12.0											072 EB ON	
133	6.537	ML	R2	N			6.4						6.4	12.0															072 EB ON	
134	6.661	S	OR	N			3.2						3.2	12.0															072 EB ON	
AVERAGE					0.93	1.51	4.67						5.02	13.18	8.18			12.00	2.94											
MAX					1.70	2.00	7.60						7.60	18.00	9.60			12.00	7.50											
MIN					0.60	1.00	1.50						1.30	7.00	5.00			12.00	0.50											
LAYER COEF.					0.00	0.25	0.25	0.25	UNKW					0.18	0.16			0.08												

- 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.

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County:	Polk	SR No.:	400			Outside:	G
Overall Pavement Condition (from DMO field review):		Median Curbed (Y/N):	N	Paved	Lawn	Other:	Curb & Gutter (Y/N): N

RAMPS

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

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