

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

Cored By: Test Lab, Inc.

Date: 8/2/20-8/6/20; 8/9/20

Typical Section: 01

W.P.I. No.:				Name: I-4				Lanes: 6					
Fin. Proj. ID: 445380-1-31-01				From: McIntosh Road				Shoulder Type and Condition:					
F.A. Project No.:				To: County Line Road				Inside: Paved					
County: Hillsborough / 10190000		SR No.: 400		Beg MP: 21.476		End MP: 32.836		Length: 11.360		Outside: Paved			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:		Curb & Gutter (Y/N): N	

SR 400 (I-4) East Bound (Right Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	SP2F	S						LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT					
1	21.519	S	IR	No				13.8						13.8	8.7						Fair	0.0	0.0	2.35			
2	21.519	ML	R1	No	1.0		1.7	11.0						13.7	11.0						Fair	0.0	0.0	2.70			
3	21.519	ML	R2	No	1.1		1.6	3.9						6.6	12.0						Fair	0.0	0.0	1.30			
4	21.519	ML	R3	Yes	0.9		1.7	2.6						5.2	13.0						Fair	0.1	0.2	3.10			
5	22.438	S	IR	No				5.7						5.7	16.5						Fair	0.0	0.0	2.15			
6	22.438	ML	R1	Yes	1.1		2.0	3.9						7.0	19.5						Fair	0.0	0.0	2.35			
7	22.438	ML	R2	Yes	0.9		1.9	4.0						6.8	14.8						Fair	0.0	0.1	2.60			
8	22.438	ML	R3	Yes	0.8		2.0	3.7						6.5	14.0						Fair	0.0	0.1	3.65			
9	23.552	S	IR	No				5.9						5.9	13.0						Fair	0.0	0.0	2.25			
10	23.552	ML	R1	Yes	1.3		2.0	3.7						7.0	14.2						Fair	0.0	0.0	2.35			
11	23.552	ML	R2	Yes	1.0		2.0	3.6						6.6	16.5						Fair	0.1	0.1	2.70			
12	23.552	ML	R3	Yes	1.0		2.0	3.9						6.9	15.5						Fair	0.0	0.1	3.65			
13	23.552	S	OR	No				2.5						2.5	11.5						Poor	0.1	0.1	5.90	Raveling 1/2 core broke apart between layers		
14	24.512	S	IR	No				5.6						5.6	10.5						Fair	0.0	0.0	2.40			
15	24.512	ML	R1	Yes	1.0		1.9	4.0						6.9	12.3						Fair	0.0	0.0	1.90			
16	24.512	ML	R2	Yes	1.3		1.8	3.9						7.0	15.8						Fair	0.0	0.0	2.60			
17	24.512	ML	R3	Yes	0.7		2.0	3.3						6.0	14.3						Fair	0.0	0.1	3.80			
18	24.512	S	OR	No				2.2						2.2	13.0						Poor	0.0	0.0	6.25	Core seperated between layers		
19	25.459	S	IR	No				5.0						5.0	13.0						Poor	0.0	0.0	1.65			
20	25.459	ML	R1	Yes	0.8		1.5	3.8						6.1	15.8						Fair	0.0	0.0	2.05			
21	25.459	ML	R2	No	0.6		2.0	3.2						5.8	14.0						Fair	0.0	0.0	2.75			
22	25.459	ML	R3	Yes	1.3		1.8	3.0						6.1	15.2						Fair	0.0	0.0	3.05			
23	25.459	ML	R4	No	1.1		1.1	4.1						6.3	15.8						Fair	0.0	0.0	3.80			
24	25.459	S	OR	No				2.6						2.6	16.0						Fair	0.0	0.0	6.95			
25	26.584	S	IR	No				5.1						5.1	12.0						Fair	0.0	0.0	1.35			
26	26.584	ML	R1	No	1.1		1.5	3.7						6.3	12.0						Fair	0.0	0.0	2.35			
27	26.584	ML	R2	Yes	0.9		1.7	3.5						6.1	15.3						Fair	0.0	0.0	1.90			
28	26.584	ML	R3	Yes	0.7		1.6	3.6						5.9	15.5						Fair	0.0	0.2	3.30	Raveling		
29	26.584	S	Gore	No	0.9		2.0	3.7						6.6	15.5						Fair	0.0	0.0	2.15			
30	26.584	S	OR	No				2.6						2.6	12.3						Poor	0.0	0.0	4.45			
31	27.424	S	IR	No				5.8						5.8	12.1						Poor	0.0	0.0	1.20			
32	27.424	ML	R1	No	1.0		1.7	3.9						6.6	15.5						Fair	0.0	0.0	2.40			
33	27.424	ML	R2	No	0.9		1.7	3.0						5.6	13.2						Fair	0.0	0.1	2.60			
34	27.424	ML	R3	No	1.1		1.9	3.2						6.2	13.0						Fair	0.0	0.2	2.75			
35	27.424	ML	R4	Yes	0.8		1.0	5.0						6.8	12.0						Fair	0.0	0.0	3.15			

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

Cored By: Test Lab, Inc.

Date: 8/2/20-8/6/20; 8/9/20

Typical Section: 01

W.P.I. No.:				Name: I-4				Lanes: 6					
Fin. Proj. ID: 445380-1-31-01				From: McIntosh Road				Shoulder Type and Condition:					
F.A. Project No.:				To: County Line Road				Inside: Paved					
County: Hillsborough / 10190000		SR No.: 400		Beg MP: 21.476		End MP: 32.836		Length: 11.360		Outside: Paved			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:		Curb & Gutter (Y/N): N	

SR 400 (I-4) East Bound (Right Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	SP2F	S						LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT					
36	27.424	S	OR	No				3.1					3.1	5.5					1.7	B	II	M	Poor	0.0	0.0	3.55	
37	28.411	S	IR	No				5.7					5.7	13.5									Poor	0.0	0.0	1.55	
38	28.411	ML	R1	Yes	1.0		1.3	4.6					6.9	15.2									Fair	0.0	0.0	2.85	
39	28.411	ML	R2	Yes	0.7		1.9	3.7					6.3	15.2									Fair	0.1	0.0	1.70	
40	28.411	ML	R3	No	1.3		2.0	3.6					6.9	15.2									Fair	0.0	0.0	3.80	
41	28.411	S	OR	No				4.6					4.6	8.0									Fair	0.0	0.0	4.85	
42	29.382	S	IR	No				5.8					5.8	13.2									Fair	0.0	0.0	1.20	
43	29.382	ML	R1	No	1.1		2.0	4.1					7.2	13.2									Fair	0.0	0.0	1.55	
44	29.382	ML	R2	Yes	1.0		2.0	3.7					6.7	13.7									Fair	0.0	0.0	1.80	
45	29.382	ML	R3	Yes	0.6		1.9	3.7					6.2	12.0									Fair	0.0	0.1	3.45	Raveling
46	29.382	S	OR	No				2.8					2.8	10.5									Poor	0.0	0.0	5.90	
47	30.595	S	IR	No				5.9					5.9	12.0									Poor	0.0	0.0	1.10	
48	30.595	ML	R1	No	0.9		1.9	3.4					6.2	12.0									Fair	0.0	0.0	2.35	
49	30.595	ML	R2	Yes	0.9		1.6	3.9					6.4	13.0									Fair	0.0	0.0	1.70	
50	30.595	ML	R3	Yes	1.0		1.8	3.8					6.6	11.0									Fair	0.0	0.0	3.75	
51	30.595	S	OR	No				2.5					2.5	9.0					1.8	B	II	M	Poor	0.1	0.1	4.50	1/2 of core separated between layers
52	31.488	S	IR	No				5.5					5.5	12.5									Fair	0.0	0.0	2.15	
53	31.488	ML	R1	No	0.9		1.9	3.7					6.5	15.0									Fair	0.0	0.0	1.80	
54	31.488	ML	R2	Yes	0.7		2.0	4.1					6.8	11.1									Fair	0.0	0.1	1.90	
55	31.488	ML	R3	Yes	0.9		2.0	4.2					7.1	14.0									Fair	0.0	0.0	3.75	
56	31.488	S	OR	No				2.6					2.6	11.2					0.3	B	IB	L	Poor	0.0	0.0	5.20	
57	32.647	S	IR	No				4.0					4.0						1.1	C	IB	L	Poor	0.0	0.0	5.85	
58	32.647	ML	R1	No	0.9		1.8	3.9					6.6										Fair	0.0	0.0	1.10	ABC separated at bottom.
59	32.647	ML	R2	Yes	0.8		1.9	3.8					6.5										Fair	0.0	0.0	1.80	
60	32.647	ML	R3	Yes	0.7		1.6	3.7					6.0										Fair	0.0	0.0	2.50	Core disintegrated below 6"
61	32.647	S	OR	No				5.4					5.4						3.2	C	III	L	Poor	0.1	0.1	2.85	1/2 core separated in S Layer.
62	24.716	ML	R2	No	1.1		1.7						2.8		unk.								Fair	0.0	0.0	2.40	Approach Slab (Concrete thickness unknown, core terminated at the top of the slab).
63	24.751	ML	R2	No	1.5		1.5	3.9					6.9	16.0									Fair	0.0	0.0	2.40	
64	26.781	ML	R1	No	0.9		1.4	2.7					5.0	14.1									Fair	0.0	0.0	2.75	
65	26.809	ML	R1	No	0.6		1.6	3.7					5.9	11.5									Fair	0.0	0.0	2.70	
66	27.999	ML	R3	No	1.3		1.7	3.2					6.2	13.7									Fair	0.0	0.0	2.85	
67	28.040	ML	R3	Yes	0.7		1.8	3.7					6.2	12.3									Fair	0.0	1.3	1.65	S layer broke apart. Departure core.
68	28.560	ML	R1	No	0.6		1.7	4.7					7.0	15.3									Fair	0.0	0.0	2.70	Raveling. Approach Core.
69	28.646	ML	R2	No	0.9		1.8	3.8					6.5	12.8									Fair	0.0	0.0	2.40	Departure Core.
70	29.875	ML	R3	No	1.0								1.0		unk.								Fair	0.1	0.3	2.15	Approach Slab (Concrete thickness unknown, core terminated at the top of the slab). Raveling.

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Typical Section: 01

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County: Hillsborough / 10190000		SR No.: 400		Beg MP: 21.476		End MP: 32.836		Length: 11.360		Outside: Paved	
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:	
										Curb & Gutter (Y/N): N	

SR 400 (I-4) East Bound (Right Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	SP2F	S						LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT					
71	29.907	ML	R2	Yes	1.3		0.4						1.7		unk.						Fair	0.0	0.0	1.65	Departure Slab (Concrete thickness unknown, core terminated at the top of the slab).		
72	31.839	ML	R1	No	0.6		2.0	4.6					7.2	13.2							Fair	0.0	0.0	2.25			
73	31.864	ML	R2	Yes	1.0		2.3	2.8					6.1	13.0							Fair	0.0	0.0	2.05			
74	22.583	ML	R2	Yes	0.9		1.7	4.0					6.6	15.3							Fair	0.0	0.0	2.40			
75	23.254	ML	R2	Yes	0.9		1.9	2.6					5.4	14.0							Poor	0.1	0.5	2.30	2.6 inches bottom up cracking; base crack, raveling		
76	24.201	ML	R2	Yes	0.7		1.9	1.6					4.2	13.3							Poor	0.3	0.0	2.00	Raveling.		
77	24.475	ML	R2	Yes	1.0		1.5	4.2					6.7	15.3							Fair	0.3	0.0	1.55	Core taken in delaminated area, no FC layer observed.		
78	28.002	ML	R2	Yes	1.3		1.6	3.1					6.0	19.0		6.0	6.0	A	III	S	Poor	0.3	0.0	2.35	Core fell apart.		
79	31.862	ML	R2	Yes	0.6		2.1	3.2					5.9	13.1		16.0	5.9	A	III	S	Poor	0.5	0.3	2.40	Raveling.		
80	24.760	ML	R2	Yes	0.8		2.0	3.2					6.0	12.0		18.0					Fair	0.0	0.0	2.00			
81	23.257	ML	R3	Yes	0.4		2.0	2.6					5.0	13.0		23.0					Poor	0.1	1.2	3.30	Core separated at SP layer.		
82	23.254	ML	R3	Yes			2.7	2.2					4.9	11.0		15.0					Good	0.0	1.2	3.30	Delaminated/missing FC. Area patched after coring.		
83	23.250	ML	R3	Yes		1.7	2.0	2.3					6.0	11.4		21.0	3.5	B	IB	S	Poor	0.0	1.1	3.65	Core separated at SP layer.		
84	24.087	ML	R3	Yes	1.1		3.5	2.6					7.2	10.5		17.0	7.2	A	III	S	Poor	0.1	1.3	3.05	Bottom up cracking; core separated at SP layer; raveling.		
85	24.139	ML	R3	Yes	0.7		1.9	3.4					6.0	12.0		18.0	2.6	A	IB	S	Poor	0.0	1.2	3.75	Raveling.		
86	24.522	ML	R3	Yes	0.7		2.0	3.9					6.6	12.5							Fair	0.0	0.1	3.30	Raveling.		
87	24.756	ML	R3	Yes	1.0		1.5	2.7					5.2	12.7		11.5	5.2	A	IB	S	Poor	1.5	0.1	2.60	Core broke apart at SP layer.		
88	26.843	ML	R3	Yes	0.7		1.9	3.3					5.9	14.1		10.0					Poor	1.3	1.3	2.05	Bottom up cracking.		
89	26.843	ML	R3	Yes	0.5		1.7	3.7					5.9	13.1		13.0	2.2	A	IB	S	Poor	1.5	1.5	1.15	Raveling; core broke apart in S layer.		
90	26.815	ML	R3	Yes	0.7		1.8	2.3					4.8	8.2		32.0	0.7	A	IB	S	Poor	0.0	0.5	1.65	Bottom up cracking.		
91	29.288	ML	R3	Yes	0.8		1.9	3.3					6.0	12.8			6.0	A	IB	S	Poor	0.0	0.5	4.15	Base crack.		
92	29.808	ML	R3	Yes	0.6		1.6	4.6					6.8	11.2		18.0	2.4	A	II	S	Poor	0.0	1.0	4.15	Raveling; bottom up cracking.		
93	31.862	ML	R3	Yes	0.5		1.7	4.8					7.0	13.0		23.0					Poor	0.8	1.4	2.05	Raveling.		
94	21.519	S	OR	No				2.3					2.3	16.0			2.3	B	II	M	Poor	0.3	0.3	4.35	Base crack.		
95	23.384	TL/CO	R1	No			5.0						5.0	0.0							Poor	0.0	0.0	0.95			
96	24.436	S	GORE	No	0.8		2.1	4.1					7.0	16.0							Fair	0.1	0.1	2.15			
97	24.930	S	GORE	No	0.8		1.8	5.5					8.1	13.8							Fair	0.0	0.0	3.30			
98	26.460	S	GORE	No	0.7		2.0	4.3					7.0	16.0							Fair	0.1	0.1	3.45	Raveling		
99	27.083	S	GORE	No	0.8		1.8	4.2					6.8	13.5							Fair	0.0	0.0	4.10			
100	27.717	S	GORE	No	1.2		1.8	4.1					7.1	14.0							Fair	0.1	0.1	2.15	Raveling		
101	28.780	S	GORE	No	0.7		1.6	3.9					6.2	12.0							Fair	0.1	0.1	5.90	Raveling		
102	29.537	S	GORE	No	0.8		1.8	4.2					6.8	10.5							Fair	0.1	0.1	3.40			
103	30.256	S	GORE	No	1.0		1.5	4.4					6.9	9.5							Fair	0.1	0.1	3.10			
104	31.214	TL/CO	R1	No		2.3		2.4					4.7								Fair	0.0	0.0	4.35	4 inches L/R under RAP		
105	32.555	S	GORE	No	0.9		2.1	4.0					7.0								Fair	0.2	0.2	3.40	Core separated at S Layer		

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W.P.I. No.:	Name: I-4	Lanes: 6
Fin. Proj. ID: 445380-1-31-01	From: McIntosh Road	Shoulder Type and Condition:
F.A. Project No.:	To: County Line Road	Inside: Paved
County: Hillsborough / 10190000	Beg MP: 21.476	End MP: 32.836
SR No.: 400	Length: 11.360	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Curb & Gutter (Y/N): N

SR 400 (I-4) East Bound (Right Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	SP2F	S						LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT					
106	32.798	S	GORE	No	1.5		1.8	3.2					6.5			7.0					Fair	0.0	0.0	3.30			
107	22.438	S	OR	No				2.4					2.4	10.3							Fair	0.0	0.0	6.90			
108	21.546	ML	R2	Yes	0.7		2.0	3.1					5.8	11.6							Poor	0.2	0.1	2.40			
109	21.806	ML	R3	Yes	0.4		2.0	4.0					6.4	12.8							Poor	0.0	0.6	3.65	Delaminated area. FC layer missing.		
110	22.255	ML	R2	Yes	0.8		1.7	4.0					6.5	11.2							Poor	0.0	0.2	2.85	Raveling		
111	23.123	ML	R3	Yes	1.1		1.8	3.4					6.3	12.4							Fair	0.0	0.0	3.80			
112	24.240	ML	R3	Yes	0.7		2.0	3.2					5.9	13.3				5.9	A	IB	S	Poor	0.0	1.2	3.80		
113	24.549	ML	R2	Yes			1.8	4.4					6.2	12.3							Poor	0.8	0.0	2.50	Delaminated; FC missing.		
114	24.604	ML	R2	Yes	0.3		1.9	3.9					6.1	13.7							Poor	0.8	0.0	3.75	Delaminated; FC missing.		
115	24.790	ML	R3	Yes	0.7		2.2	3.0					5.9	13.0							Poor	0.0	0.8	3.50	Raveling.		
116	26.867	ML	R3	Yes	0.6		1.8	2.8					5.2	13.8				5.2	A	III	S	Poor	0.4	0.8	0.75		
117	27.052	ML	R3	Yes			1.3	2.9					4.2	14.2							Poor	0.0	0.9	3.05	Delaminated; FC missing.		
118	27.825	ML	R3	Yes	0.7		1.8	3.1					5.6	11.5							Poor	0.0	0.0	5.05			
119	31.788	ML	R2	Yes	1.1		1.6	3.1					5.8	13.6							Poor	0.5	0.0	2.00			
120	31.975	ML	R3	Yes	0.8		1.8	3.4					6.0	11.0							Poor	0.0	0.1	4.35			
121	32.084	ML	R3	Yes	0.8		2.0	3.2					6.0	12.3							Poor	0.0	0.3	4.10			
122	32.807	ML	R2	Yes	0.8		1.9	2.8					5.5			8.4					Poor	0.0	0.6	2.00			
AVERAGE					0.88	2.00	1.85	3.85					5.87	12.98		6.50	3.00	17.25	3.38				0.7	0.2	2.96		
MAX					1.50	2.30	5.00	13.80					13.80	19.50		9.20	4.00	32.00	7.20				1.5	1.5	6.95		
MIN					0.30	1.70	0.40	1.60					1.00	0.00		3.00	2.00	6.00	0.30				0.0	0.0	0.75		
LAYER COEF.					0.00	0.25	0.25	0.25						0.18	#N/A	0.16	UNKW	0.08									

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. The cross slope is measured in the center of the lane.
4. A blank cell indicates measurement was not recorded.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>
OL - Outside Left Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline
L1 - 1st Lane Left of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane
	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	SS - Side Street
					CO - Crossover

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

Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

W.P.I. No.:	Name: I-4	Lanes: 6
Fin. Proj. ID: 445380-1-31-01	From: McIntosh Road	Shoulder Type and Condition:
F.A. Project No.:	To: County Line Road	Inside: Paved
County: Hillsborough / 10190000	Beg MP: 21.476	End MP: 32.836
SR No.: 400	Length: 11.360	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Curb & Gutter (Y/N): N

SR 400 (I-4) West Bound (Left Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	FC9.5	FC2	SP2F	SP1F	S2	S	Bind	LR		CONC	ABC-2	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT						
1	21.562	ML	L3	Y	0.9				2.0			3.3			6.2	14.0							P	0.1	0.1	1.85	RAVEL RWP		
2	21.737	S	OL	N			1.1				2.8			3.9	14.0								P	0.1	0.1	3.50	ALLIGATOR CRACKS		
3	21.736	ML	L3	Y	1.0				2.0			3.4			6.4	14.0							P	0.1	0.1		RAVEL RWP		
4	21.847	S	OL	N			0.9				4.7			5.6	12.5								P	0.1	0.1	3.65	LONGITUDINAL CRACK, CORE SEPARATION UNDER FC		
5	21.857	ML	L3	Y	1.0				1.9		3.6			6.5	12.5			12.0					P	0.1	0.1	1.65	FDOT: RAVEL RWP		
6	22.352	S	OL	N			1.0				1.6			2.6	12.0								P	0.1	0.1	2.25	LONGITUDINAL CRACK		
7	22.517	ML	L3	N	0.9				1.7		4.6			7.2	12.0								P	0.3	0.3	0.65			
8	23.260	S	OL	N			0.9				1.9			2.8	12.0								F	0.1	0.1	3.40	LONGITUDINAL CRACK		
9	23.498	ML	L3	N	1.1				2.2		2.5			5.8	13.0								F	0.1	0.1	1.80			
10	24.176	S	OL	N			1.0				2.3			3.3	10.0								F	0.0	0.0				
11	24.378	S	L3	N	1.0				1.6		5.3			7.9	14.0								P	0.1	0.1	1.95	GORE, SMALL HOLES		
12	24.446	ML	L3	Y	0.5				1.8		3.5			5.8	13.3								P	0.3	0.3	1.55	DELAMINATION/RAVEL		
13	24.718	ML	L3	Y	1.2						0.6			1.8									P	0.3	0.3	0.00	DEPARTURE SLAB, RUT		
14	24.750	ML	L3	N	1.4						2.6			4.0									F	0.1	0.1	1.95	APPROACH SLAB		
15	24.942	S	OL	N	0.8				2.0		4.3			7.1	12.0								F	0.0	0.0	2.20	GORE/OL		
16	25.251	S	OL	N			1.6				1.2			2.8	14.0								F	0.0	0.0	3.30			
17	25.752	S	OL	N	0.7						5.4			6.1	15.0								P	0.1	0.1	1.60	GORE/OL BRANCH CRACK		
18	25.751	ML	L3	N	0.9				1.8		3.1			5.8	14.0								F	0.1	0.1	2.00			
19	26.226	S	OL	N	0.7						2.7			5.8	16.0								P	0.1	0.1	1.55	GORE/OL BRANCH CRACK		
20	26.519	S	OL	N	1.0				1.6		4.1			6.7	12.5								F	0.0	0.0	2.20	GORE		
21	26.723	ML	L3	N	0.9				0.8		3.5			5.2	13.0								F	0.0	0.0	2.10			
22	26.746	ML	L3	Y	0.4				2.6		3.2			6.2	18.0			12.0					P	1.0	1.0	1.85	FDOT: CRACKING, PATCH, POT HOLES BASE CRACK, PUMPING		
23	26.803	ML	L3	Y	0.9				0.4					1.3									F	0.1	0.1	1.65	RAVELING, APPROACH SLAB		
24	27.057	S	L3	N	1.0				1.4		4.6			7.0	12.0								F	0.0	0.0	3.40	GORE		
25	27.162	S	OL	N			1.5				2.0			3.5				12.0					F	0.1	0.1	3.65	LONGITUDINAL CRACK		
26	27.572	S	L3	N	1.0				1.3		4.7			7.0	12.0								F	0.1	0.1	2.25	GORE / LONGITUDINAL GAUGE		
27	27.721	ML	L3	Y	0.8				2.4		3.7			6.9	12.0								P	0.1	0.1	1.80			
28	28.005	ML	L3	Y	1.0									1.0									F	0.1	0.1	1.25	DEPARTURE SLAB, CONCRETE UNDERLAYMENT		
29	28.041	ML	L3	N	1.2				1.6		4.3			7.1	12.0								P	0.0	0.0	1.25			
30	28.182	S	OL	N			0.7				5.2			5.9	13.0								P	0.0	0.0	3.20	LONGITUDINAL CRACK		
31	28.476	ML	L3	N	1.2				2.0		2.9			6.1	12.5								F	0.0	0.0	2.35			
32	28.568	ML	L3	N	0.8				2.5		4.2			7.5	11.0								P	0.0	0.0	1.35			
33	28.619	ML	L3	Y	0.9				0.6					1.5									P	0.3	0.3	1.35	REFLECTION CRACK, APPROACH SLAB		
34	28.722	S	L3	N	1.1		1.4				4.4			6.9	11.0								F	0.1	0.1	1.45	GORE		
35	29.133	S	OL	N			1.4							1.4	16.0				12.0				P	0.3	0.3	2.25	RAVELING/DELAMINATION		

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

Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

W.P.I. No.:	Name: I-4	Lanes: 6
Fin. Proj. ID: 445380-1-31-01	From: McIntosh Road	Shoulder Type and Condition:
F.A. Project No.:	To: County Line Road	Inside: Paved
County: Hillsborough / 10190000	Beg MP: 21.476	End MP: 32.836
SR No.: 400	Length: 11.360	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Curb & Gutter (Y/N): N

SR 400 (I-4) West Bound (Left Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)									TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	FC9.5	FC2	SP2F	SP1F	S2	S	Bind		LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT					
36	29.470	ML	L3	N	1.0				2.3			3.6			6.9	14.0						F	0.0	0.0	1.50			
37	29.620	S	L3	Y	1.0				1.6			1.9	1.9	6.4	16.0							F	0.0	0.0	1.25	GORE		
38	29.722	ML	L3	N	0.9				1.9			3.4		6.2	13.0							F	0.0	0.0	1.75	FODT: RIM MARKS		
39	29.896	ML	L3	Y	1.2				1.9			3.0		6.1	12.0							P	0.3	0.3	1.45	BLOCK CRACK, RAVEL, SP LAYER, BASE CRACK		
40	30.119	S	OL	N			1.1				1.6			2.7	8.0							F	0.0	0.0	3.85			
41	30.231	S	OL	N	1.0				1.6			4.7		7.3	11.0							F	0.0	0.0	2.50	OL / GORE		
42	30.310	ML	L3	N	1.0				2.5			3.0		6.5	8.5							P	0.0	0.0	1.75			
43	30.620	ML	L3	Y	0.6				2.9			2.1		5.6	9.5							P	0.0	0.0	1.70	FDOT: BLOCK CRACK, POTHOLE, PUMPING		
44	31.066	S	OL	N			0.9					2.3		3.2	10.0							P	0.0	0.0	2.45			
45	31.125	ML	L3	Y	0.7				2.3			3.1		6.1	12.0							P	1.0	1.0	1.70	FDOT: BLOCK CRACKS, RAVEL, PUMPING		
46	31.388	ML	L3	Y	0.9				2.3			2.9		6.1	12.0							P	1.0	1.0	2.10	BLOCK CRACKS		
47	31.736	ML	L3	Y	0.8				2.8			2.7		6.3	11.5							P	0.3	0.3	1.80	FDOT: BLOCK CRACKS, BASE CRACK, PUMPING		
48	31.903	ML	L3	Y	0.5				2.5			3.1		6.1	13.5							P	1.0	1.0	1.30	BLOCK CRACKS, DELAMINATION		
49	31.926	ML	L3	N	1.1				2.0			2.6		5.7	16.0							P	0.0	0.0	1.10			
50	32.045	S	OL	N			1.5					1.0		2.5	10.5							F	0.0	0.0	5.50			
51	32.330	ML	L3	N	1.0				2.8			4.4		8.2			6.9					F	0.0	0.0	1.65			
52	32.587	S	L3	N	0.8				1.1			4.1		6.0			5.8					F	0.1	0.1	3.10	GORE		
53	21.556	ML	L2	N	0.9				2.0			2.6		5.5	14.0							F	0.1	0.1	1.70			
54	21.795	ML	L2	N	0.9				1.8			2.8		5.5	14.0							F	0.0	0.0	1.65			
55	22.673	ML	L2	N	1.0				1.7			4.1		6.8	14.0							F	0.0	0.0	1.15			
56	23.690	ML	L2	Y	1.0				2.0			2.5		5.5	12.5							F	0.1	1.0	1.35			
57	24.486	ML	L2	N	1.0				2.2			3.6		6.8	12.5							P	0.1	0.1	1.40			
58	24.791	ML	L2	Y	0.7				2.2			3.9		6.8	14.0							P	0.1	0.1	1.25	FDOT: DELAMINATION		
59	25.490	ML	L2	N	1.0				1.8			3.7		6.5	14.0							F	0.0	0.0	1.00			
60	26.541	ML	L2	Y	1.0				2.0			4.5		7.5	12.0							F	0.1	0.1	1.10			
61	26.714	ML	L2	Y	0.9				0.8			5.1		6.8	14.0							P	0.4	0.4	1.15	FDOT: DELAMINATION, RAVELING		
62	27.508	ML	L2	N	1.0				2.3			4.2		7.5	12.5							F	0.0	0.0	0.70			
63	28.510	ML	L2	N	1.1				2.0			4.2		7.3	12.5							F	0.0	0.0	1.10			
64	29.482	ML	L2	N	1.1				2.1			3.5		6.7	14.0							F	0.0	0.0	0.65			
65	29.856	ML	L2	Y	0.9				2.3			2.2		5.4	12.0							P	0.1	0.1	1.35	BLOCK CRACKS, DELAMINATION		
66	29.896	ML	L2	Y	0.7				1.2			2.8	0.9	5.6	12.0							P	0.1	0.1	0.85	FDOT: BLOCK CRACKS, DELAMINATION		
67	30.321	ML	L2	N	0.9				2.0			3.5		6.4	12.0							F	0.0	0.0	0.95			
68	30.421	ML	L2	Y	0.9				2.0			3.2		6.1	12.0							P	0.3	0.3	1.20	RAVELING, SEPARATES AT SP2F		
69	30.573	ML	L2	Y	1.1				1.5			2.9		5.5	14.0							P	0.3	0.3	1.35	BLOCK CRACK		
70	30.601	ML	L2	Y			0.8		1.8					2.6	14.0							P	0.3	0.3	1.20			

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

Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

W.P.I. No.:	Name: I-4	Lanes: 6
Fin. Proj. ID: 445380-1-31-01	From: McIntosh Road	Shoulder Type and Condition:
F.A. Project No.:	To: County Line Road	Inside: Paved
County: Hillsborough / 10190000	Beg MP: 21.476	End MP: 32.836
SR No.: 400	Length: 11.360	Outside: Paved
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Curb & Gutter (Y/N): N

SR 400 (I-4) West Bound (Left Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	FC9.5	FC2	SP2F	SP1F	S2	S	Bind	LR		CONC	ABC-2	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT						
71	31.405	ML	L2	N	0.8					1.9			3.7		6.4	14.0							F	0.0	0.0	0.65			
72	31.689	ML	L2	Y	0.5					2.0			4.0		6.5	22.0					12.0			P	0.3	0.3	1.30	POT HOLE, RUBBER AT 10" -	
73	32.349	ML	L2	N	1.0					2.0			2.5		5.5			8.5					F	0.0	0.0	1.15	SEPARATES 2X AT ABC		
74	21.542	S	IL	N		1.5							2.7		4.2	13.0							F	0.0	0.0	2.15			
75	21.953	ML	L1	N	1.1					6.5					7.6	13.0					12.0			F	0.0	0.0	1.45		
76	21.967	S	IL	N		1.5				4.6					6.1	10.0							F	0.0	0.0	2.50			
77	22.673	S	IL	N					1.2				4.2		5.4	12.0							F	0.0	0.0	2.75			
78	22.910	ML	L1	N	0.9					3.9					4.8	12.0							P	0.3	0.3	2.05			
79	23.378	S	IL	N		1.8							3.7		5.5	13.0							F	0.0	0.0	1.20			
80	23.386	ML	L1	N	1.1					4.6					5.7	12.0							F	0.0	0.0	2.15			
81	23.942	ML	L1	N	1.0					4.8					5.8	13.0							F	0.0	0.0	2.15			
82	24.165	S	IL	N		1.6							3.9		5.5	10.0							F	0.0	0.0	2.60			
83	24.897	ML	L1	N	0.9					1.4			4.5		6.8	14.0							P	0.3	0.3	2.00	LIGHT DELAMINATION		
84	25.254	S	IL	N					1.3				4.2		5.5	13.0				12.0			F	0.0	0.0	1.00			
85	25.751	ML	L1	N	0.8					1.5			4.2		6.5	12.0							F	0.0	0.0	1.70			
86	26.204	S	IL	N					1.4				1.8		3.2	9.0							F	0.0	0.0	2.95			
87	26.715	ML	L1	Y	0.8					1.0			6.7		8.5	11.5							P	0.3	0.3	1.60	RAVELING		
88	27.160	S	IL	N					1.4				4.6		6.0	13.0							F	0.0	0.0	5.50			
89	27.739	ML	L1	Y	0.9					1.6			4.9		7.4	12.0							F	0.0	0.0	2.00			
90	28.182	S	IL	N					1.3				4.8		6.1	13.0							F	0.0	0.0	1.65			
91	28.523	ML	L1	N	1.1					1.5			4.5		7.1	11.5							F	0.0	0.0	1.45			
92	28.619	ML	L1	N	1.4								1.1		2.5						2.5	C	III	S	P	0.0	0.0	1.90	REFLECTION CRACK, APPROACH SLAB
93	29.133	S	IL	N					1.3				4.1		5.4	12.5							F	0.0	0.0	1.45			
94	29.497	ML	L1	N	0.9					1.7			3.7		6.3	12.5							F	0.0	0.0	1.90			
95	30.118	S	IL	N					1.3				4.3		5.6	13.3				12.0			F	0.0	0.0	0.65	RAVELING		
96	30.332	ML	L1	N	1.0					1.5			4.2		6.7	11.0							F	0.0	0.0	1.55			
97	31.066	S	IL	N					1.5				4.2		5.7	14.0					3.3	C	II	M	P	0.0	0.0	2.60	SINGLE CRACK
98	31.426	ML	L1	N	0.8					1.6			3.8		6.2	12.0							F	0.0	0.0	1.30			
99	32.045	S	IL	N					1.3				3.8		5.1	14.0							F	0.0	0.0	2.15	RAVELING		
100	32.383	ML	L1	N	0.9					1.4			3.7		6.0			8.6					F	0.0	0.0	1.15			
142	24.222	ML	L4	Y	0.8					1.9			4.6		7.3	14.0							P	0.3	0.3	1.75			
148	25.217	ML	L4	Y	1.0					1.2			5.3		7.5	14.0							F	0.1	0.1	1.25			
149	25.752	ML	L4	Y	0.7					1.5			4.2		6.4	15.0							F	0.0	0.0	1.85			
153	27.326	ML	L4	N	0.7					1.6			3.8		6.1	12.0							P	0.1	0.1	1.60			
154	27.407	ML	L4	N	1.0					1.2			4.0		6.2	12.0							F	0.0	0.0	1.60			

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
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Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

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Fin. Proj. ID: 445380-1-31-01				From: McIntosh Road				Shoulder Type and Condition:			
F.A. Project No.:				To: County Line Road				Inside: Paved			
County: Hillsborough / 10190000		SR No.: 400		Beg MP: 21.476		End MP: 32.836		Length: 11.360		Outside: Paved	
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:	
				Curb & Gutter (Y/N): N							

SR 400 (I-4) West Bound (Left Roadway)

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC5	FC12.5	FC9.5	FC2	SP2F	SP1F	S2	S	Bind	LR		CONC	ABC-2	RAP	DEPTH (IN.)		TYPE	CLASS	EXTENT						
183	32.540	ML	L4	N	0.6				1.3		2.1			4.0			11.6					F	0.0	0.0	2.10				
AVERAGE					0.92	1.56	1.11	1.33	2.01	1.95	2.10	3.57	1.27	5.66	12.79		8.28		12.00	4.09				0.7	0.7	1.84			
MAX					1.40	1.80	1.60	1.50	6.50	2.70	2.10	6.70	1.90	8.50	22.00		11.60		12.00	6.30				1.0	1.0	5.50			
MIN					0.40	1.40	0.70	1.20	0.40	1.20	2.10	0.60	0.90	1.00	8.00		5.80		12.00	1.00				0.0	0.0	0.00			
LAYER COEF.					0.00	0.25	0.25	0.00	0.25	0.25	0.25	0.25	0.20		0.18	#N/A	0.16	UNKW	0.08										

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. The cross slope is measured in the center of the lane.
4. A blank cell indicates measurement was not recorded.

Lane Designations		Crack Type	Crack Rating	Extent	Pavement Condition	Lane Type	
OL - Outside Left Shoulder	OR - Outside Right Shoulder	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good	ML - Mainline	S - Shoulder
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair	TL - Turn Lane	SS - Side Street
		C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor	CO - Crossover	

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

Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

W.P.I. No.:	Name: I-4	Lanes: 6
Fin. Proj. ID: 445380-1-31-01	From: McIntosh Road	Shoulder Type and Condition: Paved
F.A. Project No.:	To: County Line Road	Inside:
County: Hillsborough / 10190### ⁵	Beg MP: 21.476	End MP: 32.836
SR No.: 400	Length: 11.360	Outside:
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Curb & Gutter (Y/N): N

SR 400 (I-4) Ramps

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC12.5	FC9.5	FC5	SP2F	SP1F	S2	S	BIND	LR	CONC		ABC-2	RAP	DEPTH (IN.)	TYPE		CLASS	EXTENT							
101	21.111	S	OR	N				1.0				0.9			1.9	8.0							G	0.0	0.0	2.75	110 EB OFF To McIntosh - Outside Shoulder		
102	21.131	TL/CO	RRTL	N				3.6							3.6	16.0							G	0.0	0.0	2.80	110 EB OFF To McIntosh - Right Turn		
103	21.141	TL/CO	RLTL	N				3.0							3.0	15.0							G	0.0	0.0	0.25	110 EB OFF To McIntosh - Left Turn		
104	21.266	S	OR	N				3.2							3.2	13.0							G	0.0	0.0	2.20	108 EB ON From McIntosh - Outside Shoulder		
105	21.265	ML	R1	N				2.5			1.2				3.7	15.0			12.0				G	0.0	0.0	3.80	108 EB ON From McIntosh		
106	24.612	ML	R1	Y			1.1	2.2			1.3	1.8	1.4		7.8	14.0							F	0.1	0.1	1.90	113 EB OFF To Branch Forbes - Mainline		
107	24.614	S	OR	N			1.1					1.8			2.9			5.5					F	0.1	0.1	2.85	113 EB OFF To Branch Forbes - Outside Shoulder		
108	24.804	S	OR	N			1.5								1.5	14.5							F	0.1	0.1	2.75	115 EB ON From Branch Forbes - Outside Shoulder		
109	24.803	ML	R1	N				0.7	1.2			1.4			3.3	13.0							F	0.1	0.1	1.10	115 EB ON From Branch Forbes - Mainline		
110	26.643	TL/CO	RLTL	N				1.0	1.2			1.9			4.1	15.0							P	0.1	0.1	0.80	119 EB OFF To Thonotosassa - Left Turn		
111	26.745	TL/CO	RRTL-1	N				1.0	1.3			2.3			4.6	15.0							F	0.0	0.0	2.45	119 EB OFF To Thonotosassa - Right Turn		
112	26.743	S	OR	N			1.7								1.7	10.0							F	0.0	0.0	3.30	119 EB OFF To Thonotosassa - Outside Shoulder		
113	26.819	TL/CO	RRTL-2	N				1.0	9.8						10.8	8.0							F	0.1	0.1	1.15	119 EB OFF To Thonotosassa - Right Turn 2		
114	26.820	S	OR	N		2.0									2.0	10.0							F	0.1	0.1	3.35	119 EB OFF To Thonotosassa - Outside Shoulder		
115	26.954	ML	R1	N				0.9	1.1			1.7			3.7	13.0			12.0				F	0.1	0.1	1.45	121 EB ON From Thonotosassa - Mainline		
116	27.143	S	OR	N			1.0					1.4			2.4	15.5							F	0.1	0.1	2.15	121 EB ON From Thonotosassa - Outside Shoulder : Branch Crack		
117	27.898	ML	R1	N				1.5			1.9				3.4	14.5							P	0.1	0.1	1.20	143 EB OFF To Alexander - Mainline : Branch Crack		
118	27.913	TL/CO	RRTL-1	N			1.2					2.8			4.0	14.5							P	0.1	0.1	0.45	143 EB OFF To Alexander - Right Turn : Branch Crack		
119	27.925	TL/CO	RRTL-2	N					0.7			4.4			5.1	14.0							F	0.1	0.1	3.80	143 EB OFF To Alexander - Right Turn		
120	28.100	ML	R1	N				1.0	1.4			2.2			4.6	12.0							F	0.1	0.1	0.85	141 EB ON From Alexander - Mainline : Separates at SP		
121	28.219	S	IR	N			2.0								2.0	13.0							F	0.1	0.1	1.55	141 EB ON From Alexander - Inside Shoulder		
122	28.512	ML	R1	N				0.9	1.1			1.6			3.6	16.0							F	0.1	0.1	1.15	135 EB ON From Wheeler - Mainline		
123	28.494	S	OR	N				0.9	1.3			4.6			6.8	13.0							F	0.1	0.1	1.40	135 EB ON From Wheeler - Outside Shoulder		
124	28.494	ML	R1	N			1.1					3.7	1.1		5.9	11.5							F	0.1	0.1	1.40	135 EB ON From Wheeler - Mainline		
125	28.709	ML	R1	N				0.8	1.3			4.0			6.1	12.5			12.0				P	0.1	0.1	1.55	135 EB ON From Wheeler - GORE		
126	29.862	S	OR	N			1.8								1.8	9.0							F	0.1	0.1	4.00	379 EB OFF To Park - Outside Shoulder		
127	29.864	TL/CO	RRTL	Y				1.0	1.2			2.2			4.4	15.5							F	0.1	0.1	1.25	379 EB OFF To Park - Right Turn		
128	29.878	TL/CO	RLTL	N				0.8	1.0			2.5			4.3	13.5							F	0.0	0.0	1.05	379 EB OFF To Park - Left Turn		
129	30.012	ML	R1	N				0.7	1.3			1.7			3.7	16.0							F	0.1	0.1	1.35	127 EB ON From Park - Mainline		
130	30.024	S	OR	N			0.4					2.1			2.5								P	0.0	0.3	7.45	127 EB ON From Park - Outside Shoulder : Branch Crack		
131	32.736	S	OR	N		1.1									1.1	13.0							F	0.1	0.1	1.15	133 EB OFF To County Line - Outside Shoulder		
132	32.746	TL/CO	RRTL-1	N				0.8	5.5						6.3	15.0							F	0.1	0.1	5.15	133 EB OFF To County Line - Right Turn		
133	32.757	TL/CO	RRTL-2	N				1.0	1.6			1.8			4.4			5.1					F	0.0	0.0	5.40	133 EB OFF To County Line - Right Turn		
134	32.765	TL/CO	RLTL	N				1.3	1.8			1.9			5.0			6.0					F	0.1	0.1	4.80	133 EB OFF To County Line - Left Turn		
135	32.806	S	IR	N			1.1					2.4			3.5			6.6		12.0			P	0.1	0.1	3.55	137 WB ON From County Line - Inside Shoulder		

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

Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

W.P.I. No.:	Name: I-4	Lanes: 6
Fin. Proj. ID: 445380-1-31-01	From: McIntosh Road	Shoulder Type and Condition: Paved
F.A. Project No.:	To: County Line Road	Inside:
County: Hillsborough / 10190### ⁵	Beg MP: 21.476	End MP: 32.836
SR No.: 400	Length: 11.360	Outside:
Overall Pavement Condition (from DMO field review): Fair	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Curb & Gutter (Y/N): N

SR 400 (I-4) Ramps

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS		
					FC12.5	FC9.5	FC5	SP2F	SP1F	S2	S	BIND	LR	CONC		ABC-2	RAP	DEPTH (IN.)	TYPE		CLASS	EXTENT									
136	32.820	ML	R1	N			0.6	0.9				2.2			3.7			5.6						F	0.0	0.0	2.35	137 WB ON From County Line - Mainline			
137	21.119	S	OL	N				2.1			0.4			2.5	13.0									G	0.0	0.0	1.85	111 WB ON From McIntosh - Shoulder			
138	21.131	ML	R1	Y	1.5			3.8						5.3	13.0									G	0.0	0.0	1.85	111 WB ON From McIntosh - Mainline			
139	21.230	TL/CO	LRTL	N				3.7						3.7	12.0									G	0.0	0.0	1.80	101 WB OFF To McIntosh - Right Turn			
140	21.238	TL/CO	LLTL	N				4.0						4.0	13.0									G	0.0	0.0	2.05	101 WB OFF To McIntosh - Left Turn			
141	21.328	S	OR	N				1.4						1.4	9.0									G	0.0	0.0	2.35	101 WB OFF To McIntosh - Outside Shoulder			
142	24.222	ML	L4	Y			0.8	1.9			4.6			7.3	14.0							12.0		P	0.3	0.3	1.75	112 WB ON From Branch Forbes - Accel Lane			
143	24.674	ML	L1	N			0.9	2.0		0.9		1.5		5.3	12.0							12.0		F	0.1	0.1	1.95	112 WB ON From Branch Forbes- Mainline: Ravel			
144	24.678	S	OL	N		1.3								1.3	10.0									P	0.1	0.1	3.70	112 WB ON From Branch Forbes - Shoulder			
145	24.793	TL/CO	LLTL	N			1.0	1.1			2.2			4.3	15.0							12.0		F	0.1	0.1	1.80	114 WB OFF To Branch Forbes - Left Turn : Raveling			
146	24.797	TL/CO	LRTL	N			0.8	3.2						4.0	15.0									F	0.1	0.1	1.80	114 WB OFF To Branch Forbes - Right Turn : Raveling			
147	24.798	S	OL	N	0.7			1.5						2.2	10.0							12.0		F	0.0	0.0	3.00	114 WB OFF To Branch Forbes - Shoulder			
148	25.217	ML	L4	Y			1.0	1.2			5.3			7.5	14.0									F	0.1	0.1	1.25	114 WB OFF To Branch Forbes - Decel Lane			
149	25.752	ML	L4	Y			0.7	1.5			4.2			6.4	15.0							12.0		F	0.0	0.0	1.85	118 WB ON from Thonotosassa - Accel			
150	26.667	ML	L1	N			0.9	1.4			1.8			4.1	13.5									F	0.0	0.0	0.90	118 WB ON from Thonotosassa - Mainline			
151	26.857	TL/CO	LLTL	N			0.7	1.3	1.1					3.1	17.0									P	0.1	0.1	0.55	120 WB OFF to Thonotosassa - Left Turn			
152	25.858	TL/CO	RLTL	N			0.8	2.9						3.7	17.0									P	0.1	0.1	1.85	120 WB OFF to Thonotosassa - Left Turn			
153	27.326	ML	L4	N			0.7	1.6			3.8			6.1	12.0									P	0.1	1.0	1.50	140 WB ON - Accel			
154	27.407	ML	L1	N			1.0	1.2			4.0			6.2	12.0									F	0.0	0.0	1.70	140 WB ON - Mainline			
155	27.688	ML	L1	Y			0.9				4.6			5.5	13.5							12.0	1.8	C	IB	L	P	0.0	0.0	3.10	458 WB ON From Alexander - Mainline: Longitudinal Crack, Raveling
156	27.802	ML	L1	N			0.8	1.4			5.4			7.6	14.0									F	0.0	0.0	0.75	140 WB ON - Mainline			
157	27.824	ML	L1	N			0.8	1.0			1.9			3.7	14.5									P	0.1	0.1	5.10	150 WB OFF To Alexander - Mainline: Raveling			
158	27.822	S	IL	N		1.4			0.9					2.3	11.0									F	0.0	0.0	0.25	150 WB OFF To Alexander - Shoulder			
159	27.940	TL/CO	LRTL	N		1.6			2.5					4.1	12.5									F	0.1		1.40	150 WB OFF To Alexander - Right Turn			
160	27.931	TL/CO	LLTL	N		1.4					2.2			3.6	12.3									F	0.0	0.0	1.35	150 WB OFF To Alexander - Left Turn			
161	27.914	ML	L1	N		1.6					3.0			4.6	12.0							0.9			IB	L	P	0.1	0.1	1.25	458 WB ON From Alexander - Mainline
162	27.918	S	OL	N		1.5			2.4					3.9	11.3										P	0.1	0.1	3.15	458 WB ON From Alexander - Gore/Shoulder		
163	28.013	ML	L2	Y			1.0	0.9		3.9				5.8	13.0										P	0.0	0.0	1.10	140 WB ON - Mainline		
164	28.043	ML	L2	N			0.8	1.0		4.5				6.3	13.0										F	0.1	0.1	1.80	140 WB OFF - Mainline		
165	28.184	ML	L2	N			0.8	1.1		4.9				6.8	15.0							12.0			F	0.0	0.0	1.15	140 WB ON - Mainline: Separates Below SP		
166	28.198	S	OL	N		1.5				2.0				3.5	11.0							3.5	C	III	S	P	0.1	0.1	3.95	140 WB ON - Outside Shoulder: Transverse Crack	
167	28.239	ML	L1	N			1.0	1.5		4.5				7.0	14.0										P	0.1	0.1	1.40	140 WB ON - Mainline : Ravel		
168	28.249	S	IL	N		1.2				5.0				6.2	12.0										F	0.1	0.1	0.58	140 WB ON - Inside Shoulder		
169	28.474	S	OL	N		1.0								1.0	9.0										F	0.0	0.0	3.75	154 WB OFF To Wheeler - Outside Shoulder		
170	28.495	S	IL	N			0.7			2.3				3.0	5.0										P	0.0	0.0	0.05	154 WB OFF To Wheeler - Inside Shoulder : Transverse Crack		

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

Cored By: Arehna Engineering, Inc.

Date: 8/5-17/2020

Typical Section: 01

W.P.I. No.:				Name: I-4				Lanes: 6					
Fin. Proj. ID: 445380-1-31-01				From: McIntosh Road				Shoulder Type and Condition: Paved					
F.A. Project No.:				To: County Line Road				Inside:					
County: Hillsborough / 10190### ⁵		SR No.: 400		Beg MP: 21.476		End MP: 32.836		Length: 11.360		Outside:			
Overall Pavement Condition (from DMO field review): Fair				Median Curbed (Y/N): N		Paved		Lawn		Other:		Curb & Gutter (Y/N): N	

SR 400 (I-4) Ramps

All Cores

CORE NO.	MILE POST ¹	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ²	CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) ³	COMMENTS
					FC12.5	FC9.5	FC5	SP2F	SP1F	S2	S	BIND		LR	CONC	ABC-2	RAP		DEPTH (IN.)	TYPE	CLASS	EXTENT					
171	28.553	TL/CO	LRTL	N			1.0	1.3		1.0				3.3	10.0							F	0.1	0.1	2.35	154 WB OFF To Wheeler - Right Turn	
172	28.562	TL/CO	LLTL	N			1.0	1.5		1.8				4.3	8.0							F	0.0	0.0	2.70	154 WB OFF To Wheeler - Left Turn	
173	28.559	ML	L1	N			1.1	1.4		1.0				3.5	10.5							F	0.0	0.0	1.80	154 WB ON From Wheeler - Mainline	
174	28.552	ML	L1	N			0.6	1.3		4.1				6.0	13.0							P	0.1	0.1	1.30	140 WB ON - Mainline - Raveling	
175	28.628	ML	L1	N			1.1	1.1		3.8				6.0	16.0			12.0				P	0.1	0.1	0.95	140 WB OFF - Mainline	
176	28.809	ML	L1	N			1.0	1.0		4.2				6.2	11.0							F	0.0	0.0	3.30	140 WB OFF - Mainline	
177	29.819	S	OL	N		1.4			0.7					2.1	8.5							P	0.1	0.1	4.65	380 WB ON From Park - Shoulder : Raveling	
178	29.833	ML	L1	N			1.0	1.2		1.6				3.8	13.0							F	0.0	0.0	1.20	380 WB ON From Park - Mainline	
179	29.999	TL/CO	LLTL	Y			0.9	1.6		1.7				4.2	13.0							F	0.1	0.1	2.70	126 WB OFF To Park - Left Turn	
180	30.011	TL/CO	LRTL	Y			0.8	2.3						3.1	14.0							F	0.0	0.0	2.55	126 WB OFF To Park - Right Turn : Longitudinal Crack	
181	30.018	S	OL	N		1.7			0.8					2.5	6.0							F	0.1	0.1	2.80	126 WB OFF To Park - Outside Shoulder	
182	30.060	ML	L1	N			0.6	1.1		2.6				4.3			7.9					F	0.1	0.1	1.82	126 WB OFF To Park - Mainline	
183	32.540	ML	L1	N			0.6	1.3		2.1				4.0			11.6					F	0.0	0.0	2.10	132 WB ON From County Line - Mainline	
184	32.758	S	OL	N		1.4			2.0					3.4			2.1					F	0.1	0.1	3.70	132 WB ON From County Line - Outside Shoulder	
185	32.785	S	OL	N		1.5								1.5	7.0							F	0.0	0.0	2.50	132 WB ON From County Line - Outside Shoulder	
186	32.795	TL/CO	LLTL	N			1.0	1.6		3.0				5.6			6.0					F	0.0	0.0	0.85	136 WB OFF To County Line - Left Turn	
187	32.800	TL/CO	LRTL	Y			0.7	1.2		2.7				4.6			5.5					F	0.1	0.1	0.40	136 WB OFF To County Line - Right Turn : Separates below SP	
188	32.810	S	OL	N		1.1				3.1				4.2			1.3					P	0.1	0.1	0.50	136 WB OFF To County Line - Outside Shoulder	
AVERAGE					1.33	1.35	0.89	1.86	1.54	2.82	2.65	1.33		4.19	12.60		5.75		12.00	2.04				0.1	0.1	2.13	
MAX					2.00	2.00	1.50	9.80	2.50	5.00	5.40	1.50		10.80	17.00		11.60		12.00	4.40				0.3	1.0	7.45	
MIN					0.70	0.40	0.60	0.70	0.70	0.90	0.40	1.10		1.00	5.00		1.30		12.00	0.90				0.0	0.0	0.05	
LAYER COEF.					0.25	0.25	0.00	0.25	0.25	0.25	0.25	0.20			0.18	#N/A	0.16	UNKW	0.08								

Notes:

1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
3. The cross slope is measured in the center of the lane.
4. A blank cell indicates measurement was not recorded.
5. Roadway ID for each ramp is provided in the comments.

<u>Lane Designations</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>	<u>Lane Type</u>	
OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline	OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline	A - Alligator B - Block C - Combination	Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor	ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street