

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

Cored By: AREHNA

Coring Completion Date: 3/22/2022

Typical Section: 1

W.P.I. No.:			Name: SR 400 / I-4					Lanes: 8		
Fin. Proj. ID: 446132-1			From: East of Tampa Bypass Canal					Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID: 10190000	To: West of I-75					Inside: Good		
County: Hillsborough		SR No.: 400	Beg MP: 14.731	End MP: 15.444	Length: 0.713	Outside: Good				
Overall Pavement Condition (from DMO field review): Fair			Median Curbed (Y/N):	N	Paved	Lawn	Other:			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				
					FC5	FC12.5	SP12.5	S	CONC									LR		ABC-1		DEPTH (IN.)	TYPE			CLASS	EXTENT		
1	14.799	S	IR	N		1.4		3.5							4.9	14.0										G			
2	15.266	S	IR	N		1.4		3.7							5.1	13.9											G		
3	14.897	ML	R1	Y	0.8		1.5	3.1							5.4	12.5			12.0								G		
4	15.191	ML	R1	Y	0.7		1.8	2.3							4.8	14.3											G		
5	14.964	ML	R2	N	0.8		1.9	3.2							5.9	14.0											G		
6	15.307	ML	R2	Y	0.7		1.5	2.8							5.0	16.0											G		
7	15.232	ML	R3	Y	0.8		6.3								7.1	11.5			12.0								G		
8	14.954	ML	R3	N	1.0		6.5								7.5	14.5											G		
9	15.404	ML	R3	N	1.0		6.4								7.4	11.5											G		
10	15.081	ML	R4	N	0.7		6.4								7.1	12.9											G		
11	15.293	ML	R4	N	1.0		6.0								7.0	22.5											G	Patch in Center. 0.4 of FC9.5 on top of core (see photo)	
12	15.352	ML	R4	N	1.1		8.1								9.2	11.5											G		
13	15.400	ML	R4	N	1.1		6.7								7.8	11.3											G		
14	14.746	S	OR	N			2.8								2.8	8.3											G		
15	14.890	S	OR	N			1.9								1.9	8.9											G		
16	15.025	S	OR	N			1.7	1.3							3.0	10.0											G		
17	15.276	S	OR	N			1.6	0.9							2.5	10.5											G		
AVERAGE						0.88	1.40	4.07	2.60						5.55	12.82			12.00										
MAX						1.10	1.40	8.10	3.70						9.20	22.50			12.00										
MIN						0.70	1.40	1.50	0.90						1.90	8.25			12.00										
LAYER COEF.						0.00	0.25	0.25	0.25	UNKW					0.18	0.14			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
		BR - Bridge Approach/Departure				