#### 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	Lanes: 8			
Fin. Proj. ID:	446132-1			From:	East of Tamp	oa Bypass C	anal			Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID:	10190000	To:	West of I-75					Inside	Fair			
County:	Hillsborough	SR No.:	400	Beg MP:	14.731		End MP:	15.444	Length: 0.713	Outside	Fair			
Overal	Pavement Condition (from DMO field	Median Curbed (Y/N):	N	Paved		Lawn	Other:	Curb &	Gutter (Y/N): N					

													All Cor	es									
								P	AVEMENT	LAYER (II	N.)				В	4SE			CRA	ACK			
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5	s	CONC				TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-1		STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
18	14.737	S	OR	N			1.8						1.8	7.3								G	145 Ramp
19	14.739	ML	R1	Υ	0.9		1.6	2.3					4.8	12.1								G	145 Ramp
20	14.741	ML	R2	Υ	8.0		1.6	1.3					3.7	13.3								G	145 Ramp
21	14.755	S	IR	N			1.8						1.8	10.0								G	145 Ramp
22	15.553	S	IR	N			1.5						1.5	11.1								G	342 Ramp - Not enough room to record cross-slope
23	15.575	S	OR	N			1.9						1.9	7.0									342 Ramp - Not enough room to record cross-slope
24	15.641	ML	R1	N	0.9		4.4						5.3	11.8								_	342 Ramp
25	15.712	ML	R1	N	1.0		4.0						5.0		6.2							G	342 Ramp - Refusal below asphalt - Per Brent, appeared to have soil cement/concrete below asphalt
26	15.719	S	OR	N					9.8				9.8		х								342 Ramp - Refusal below pavement - Appeared to have asphalt below pavement - Not enough room to record cross-slope
27	15.726	S	IR	Ν		1.5	1.5						3.0		5.5							G	342 Ramp - Refusal below asphalt - Appeared to have soil cement/concrete below asphalt - Not enough room to record cross-slope
28	15.709	ML	R1	Υ	0.7		2.6						3.3		6.5							G	344 Ramp - Refusal below asphalt - Appeared to have soil cement/concrete below asphalt
29	15.721	ML	R1	Υ	1.0		3.0						4.0		9.3		10.5					G	344 Ramp - No Pavement Change
30	15.717	S	OR	N					9.7				9.7		х							G	344 Ramp - Refusal below pavement - Per Brent appeared to have asphalt below pavement - Not enough room to record cross-slope
31	15.732	S	IR	N			2.5						2.5		5.4							G	344 Ramp - Refusal below asphalt - appeared to have soil cement/concrete below asphalt - Not enough room to record cross-slope
AVERAGE					0.88	1.50	2.35	1.80	9.75				4.15	10.36	6.58		10.50						
MAX					1.00	1.50	4.40	2.30	9.80				9.80	13.25	9.30		10.50						
MIN					0.70	1.50	1.50	1.30	9.70				1.50	7.00	5.40		10.50						
LAYER COEF.					0.00	0.25	0.25	0.25	UNKW					0.18	0.14		0.08						

#### 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 Tamp	oa Bypass (	Canal			Shoulder Type and Condition:		
F.A. Project No.:		Roadway ID:	10190000	To:	West of I-75					Inside: Fair		
County:	Hillsborough	SR No.:	400	Beg MP:	14.731		End MP:	15.444	Length: 0.713	Outside:	Fair	
Overa	Pavement Condition (from DMO field	Median Curbed (Y/N):	N	Paved		Lawn	Other:	Curb &	Gutter (Y/N): N			

	All Cores																									
	PAVEMENT LAYER (IN.)							BASE				CRACK														
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	SP12.5	s	CONC						TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-1			STABILIZED SUBGRADE 3	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS

### 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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP		Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
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