

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Tierra, Inc.

Coring Completion Date: 5/22/2024

Typical Section: 1

W.P.I. No.:		Name:	I-275 On Ramps				Lanes:	
Fin. Proj. ID:	447616-1-32-01	From:	Scott Street				Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	10000551	To:	I-275			Inside:
County:	Hillsborough	SR No.:		Beg MP:	0.190	End MP:	0.264	Outside:
Overall Pavement Condition (from DMO field review):				Median Curbed (Y/N):		Paved	Lawn	Curb & Gutter (Y/N):
						Other:		

10000551 - All Cores																										
CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP9.5	S2	BIND								LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	0.198	ML	R3	N	1.1	1.2	0.5	1.2							4.0	12.0					4.0	B	IB	L	F	
2	0.203	ML	R1	Y	1.2		1.5	1.0							3.7	12.8					3.7	B	II	M	F	Base crack
3	0.207	ML	R2	Y	1.2	0.7	0.8	1.3							4.0	11.4				12.0	4.0	B	II	M	F	Base crack
4	0.211	ML	R2	Y	1.2	0.6	0.8	1.1							3.7	11.8					3.7	B	IB	L	F	Base crack
5	0.213	ML	R2	Y	1.2		1.0	1.2							3.4	11.1					3.4	B	II	M	F	Base crack
6	0.218	ML	R2	Y	1.1	1.0		1.2							3.3	11.5					3.3	B	IB	L	F	Base crack
7	0.234	ML	R2	N	1.0	0.9		1.2							3.1	13.8				12.0	3.1	B	II	M	F	Base crack
8	0.240	ML	R1	Y	1.4	0.5		1.8							3.7	12.3									F	
9	0.244	ML	R1	Y	1.5	1.0		1.3							3.8	12.0					3.8	B	IB	L	F	Base crack
10	0.257	TL	RR	N	1.2	2.1		2.2							5.5	11.5				12.0	5.5	B	IB	L	F	Base crack
AVERAGE					1.21	1.00	0.92	1.35							3.82	12.00				12.00	3.83					
MAX					1.50	2.10	1.50	2.20							5.50	13.75				12.00	5.50					
MIN					1.00	0.50	0.50	1.00							3.10	11.13				12.00	3.10					
LAYER COEF.					0.25	0.25	0.25	0.20								0.18				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.

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Tierra, Inc.

Coring Completion Date: 5/22/2024

Typical Section: 2

W.P.I. No.:		Name:	I-275 On Ramps				Lanes:	Ramps				
Fin. Proj. ID:	447616-1-32-01		From:	Scott Street				Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID:	10000551		To:	I-275			Inside:			
County:	Hillsborough		SR No.:		Beg MP:	0.190	End MP:	0.264	Length:	0.074	Outside:	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	

10190011, 10190454, and 10190072 - Ramps - All Cores

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC9.5	SP9.5	S2	BIND	CONC							LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
11	0.001	ML	R1	Y	1.1	0.9	1.7								3.7	8.1					3.7	B	III	M	F	RAMP 10190011 - Base Crack
12	0.026	ML	R1	Y					9.1						9.1					12.0					F	RAMP 10190011
13	0.006	ML	R1	Y	1.0	0.6		1.8							3.4	8.6					3.4	B	IB	L	F	RAMP 10190454
14	0.015	ML	R1	Y					8.9						8.9					12.0	8.9	B	II	M	F	RAMP 10190454
15	0.000	ML	R1	N	1.5	1.5									3.0	9.0				12.0	3.0	C	IB	M	P	RAMP 10190072 - Base Crack
16	0.046	ML	R1	Y					8.5						8.5										F	RAMP 10190072
17	0.120	ML	R1	Y					8.7						8.7					12.0	8.7	B	II	M	F	RAMP 10190072 - Concrete Joint
AVERAGE					1.20	1.00	1.70	1.80	8.80						6.47	8.58				12.00	5.54					
MAX					1.50	1.50	1.70	1.80	9.10						9.10	9.00				12.00	8.90					
MIN					1.00	0.60	1.70	1.80	8.50						3.00	8.13				12.00	3.00					
LAYER COEF.					0.25	0.25	0.25	0.20	UNKW							0.18				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.

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