

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

Cored By: Test Lab

Coring Completion Date: 5/28/21-6/1/21; 6/13/21

Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 400 (I-4) at Thonotosassa Road Interchange				Lanes:	2			
Fin. Proj. ID:	443317-1	From:									
F.A. Project No.:		Roadway ID:		To:					Inside:	Paved	
County:	Hillsborough	SR No.:		Beg MP:		End MP:		Length:	0.000	Outside:	Paved
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	N

<b>All Cores</b>																										
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	
					FC5	FC9.5	FC12.5	FC5	SP12.5	SP9.5	S	T1	BIND		LR	ABC-3				DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	26.747	S	IL	N	1.1				0.7		0.6		1.6		4.0	10.5								F	120 WB OFF; Bottom Up Cracking	
2	26.814	TL	LL	N	1.0				1.6		1.2				3.8	13.7								F	120 WB OFF; LLTL 1ST	
3	26.763	TL	RR	Y	0.9				2.3						3.2	15.0								F	120 WB OFF; RRTL 1ST	
4	26.789	TL	RR	Y	0.7				3.0						3.7	14.5								F	120 WB OFF; RRTL 1ST	
19	26.783	S	Gore	N		1.0				1.4	1.0		2.0		5.4	12.0								F	121 EB ON	
21	26.851	TL	RR	Y	1.2					1.6			1.3		4.1	8.3				4.1	B	III	S	P	119 EB OFF; RRTL 1ST; Widening Crack; Base is LR/ABC	
22	26.852	S	Gore	N	1.3					1.7	0.6		1.4		5.0	8.7								F	119 EB OFF	
23	26.849	TL	RL	N	1.1					2.0	1.2				4.3	18.0								F	119 EB OFF; RLTL 1ST	
24	26.864	S	Gore	N	1.1					1.0	2.1		2.0		6.2	7.5								F	121 EB ON	
25	26.881	ML	R1	Y	1.1					1.3	0.5		1.6		4.5	7.0			19.0					F	121 EB ON; Base Crack; Bottom Up Cracking	
26	26.893	ML	R1	N	1.3					0.6					1.9	14.5				1.9	B	III	S	P	121 EB ON	
28	26.768	TL	LL	N	0.9					1.1			3.2		5.2	7.2			17.0					F	120 WB OFF; LLTL 1ST	
29	26.848	TL	RR	Y	0.5					0.7	0.5		1.8		3.5	10.1			11.5					P	119 EB OFF; RRTL 2ND	
30	26.850	S	Gore	N		0.9				2.5					3.4	14.0								F	119 EB OFF	
32	26.889	TL	RR	N	1.4					1.4	1.2				4.0	13.5								F	121 EB ON; RRTL 1ST	
34	26.761	S	OL	N	0.9	0.8									1.7	10.0								F	120 WB OFF	
36	26.887	S	Gore	N	1.7					1.6	1.4				4.7	11.5								F	121 EB ON	
<b>AVERAGE</b>					<b>1.08</b>	<b>0.90</b>			<b>1.90</b>	<b>1.41</b>	<b>1.03</b>	<b>3.20</b>	<b>1.67</b>		<b>4.04</b>	<b>11.53</b>			<b>15.83</b>	<b>3.00</b>						
<b>MAX</b>					<b>1.70</b>	<b>1.00</b>			<b>3.00</b>	<b>2.50</b>	<b>2.10</b>	<b>3.20</b>	<b>2.00</b>		<b>6.20</b>	<b>18.00</b>			<b>19.00</b>	<b>4.10</b>						
<b>MIN</b>					<b>0.50</b>	<b>0.80</b>			<b>0.70</b>	<b>0.60</b>	<b>0.50</b>	<b>3.20</b>	<b>1.30</b>		<b>1.70</b>	<b>7.00</b>			<b>11.50</b>	<b>1.90</b>						
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>			<b>0.18</b>	<b>0.20</b>			<b>0.08</b>						

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.

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Typical Section: \_\_\_\_\_

W.P.I. No.:		Name:	SR 400 (I-4) at Thonotosassa Road Interchange				Lanes:	2	
Fin. Proj. ID:	443317-1	From:							
F.A. Project No.:		Roadway ID:	10030001	To:				Inside:	Paved
County:		SR No.:		Beg MP:	End MP:	Length:	0.000	Outside:	Paved
Overall Pavement Condition (from DMO field review):			Fair	Median Curbed (Y/N):	Paved	Lawn	X	Other:	
								Curb & Gutter (Y/N):	N

<b>All Cores</b>																										
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
					FC5	FC9.5	FC12.5	FC5	SP12.5	SP9.5	S	T1	BIND	LR		ABC-3			DEPTH (IN.)		TYPE	CLASS	EXTENT			
5	0.720	TL	RL	Y		1.0				10.7					11.7	6.0				18.5					F	RLTL 1ST
6	0.712	TL	LR	N		1.1				1.7				2.8		1.2									F	LRLT 1ST
7	0.702	ML	R1	Y		1.0			1.9		0.9			3.8	8.8					0.9	A	IB	L		F	
8	0.709	TL	RR	N		1.2				9.3				10.5	6.0										F	RRTL 1ST
9	0.683	S	OR	N		1.0				1.7				2.7	8.5				14.0						F	
10	0.699	ML	L2	Y		1.0				2.5	1.6			5.1	9.3										F	
11	0.739	S	Gore	N			0.6		2.7					3.3	11.3					2.9	A	II	L		F	
12	0.786	TL	LL	Y		1.0					1.3			2.3	11.2					2.3	C	II	M		F	LLTL 1ST; Widening crack; Base is LR/S Layer/Binder
13	0.785	ML	R1	Y		0.9				1.3	0.6		1.4	4.2	9.3										F	
14	0.774	ML	L1	Y		1.0				1.0	1.4		1.9	5.3	8.2				25.5						F	
15	0.826	ML	L1	N		1.0				1.0	1.3		1.4	4.7	9.5										F	
16	0.850	ML	R1	Y		1.0				1.3	0.9		1.2	4.4	11.0										F	
17	0.882	TL	RL	N		0.9				1.1	1.0		1.8	4.8	7.7					0.9	C	III	S		P	RLTL 1ST; Slippage; Bottom Up Cracking
18	0.893	CO	CO	N		0.9				0.9	0.9		1.5	4.2	8.5										F	
20	0.719	ML	L1	Y		0.7				2.0	0.8		2.0	5.5	8.0										F	
27	0.794	S	OR	N		0.8				1.9				2.7	9.5										F	Bike Lane
31	0.674	TL	LL	N		1.0				8.7				9.7	10.5										F	LLTL 1ST; Widening crack; Base is LR/S Layer/Binder
33	0.713	S	OL	N		1.2		0.5						1.7		1.8									F	
35	0.770	S	OL	N		1.8				1.4				3.2	9.1										F	Bike Lane
<b>AVERAGE</b>						<b>1.03</b>	<b>0.60</b>	<b>0.50</b>	<b>2.30</b>	<b>3.10</b>	<b>1.07</b>		<b>1.60</b>	<b>4.87</b>	<b>8.96</b>	<b>1.50</b>			<b>19.33</b>	<b>1.75</b>						
<b>MAX</b>						<b>1.80</b>	<b>0.60</b>	<b>0.50</b>	<b>2.70</b>	<b>10.70</b>	<b>1.60</b>		<b>2.00</b>	<b>11.70</b>	<b>11.30</b>	<b>1.80</b>			<b>25.50</b>	<b>2.90</b>						
<b>MIN</b>						<b>0.70</b>	<b>0.60</b>	<b>0.50</b>	<b>1.90</b>	<b>0.90</b>	<b>0.60</b>		<b>1.20</b>	<b>1.70</b>	<b>6.00</b>	<b>1.20</b>			<b>14.00</b>	<b>0.90</b>						
<b>LAYER COEF.</b>						<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.20</b>		<b>0.18</b>	<b>0.20</b>			<b>0.08</b>						

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