

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 McIntosh Road Interchange				Lanes	2				
Fin. Proj. ID	443319-1	From										
F.A. Project No.		Roadway ID	10000622	To				Inside	Paved			
County	Hillsborough	SR No.		Beg MP	0.302	End MP	0.612	Length	0.310	Outside	Paved	
Overall Pavement Condition (from DMO field review)			Fair	Median Curbed (Y/N)	N	Paved	Lawn	X	Other:		Curb & Gutter (Y/N)	N

**All Cores - McIntosh Rd.**

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS			
					FC5	FC12.5	FC9.5	SP12.5	SP9.5	S	BIND					LR		ABC-2	RCA	DEPTH (IN.)	TYPE						CLASS	EXTENT	
1	0.469	ML	R1	Y			1.3			1.3	1.0			3.6	10.0							F							Core Separated between Friction Course & S Layer
2	0.570	ML	R1	Y			1.3			0.5	1.0			2.8	8.0							P							Patch; Core Disintegrated
3	0.604	ML	R1	Y			1.0			2.1				3.1			17.3					F							
4	0.492	ML	L1	N						1.8	0.8	1.5		4.1	8.0							F							Core Separated: Bottom Up Cracking
5	0.379	ML	L1	Y			2.6							2.6	6.0							P							Pothole Patch
6	0.360	TL	LL	Y			1.2				5.0			6.2	7.0							F							LLTL 1ST; Bottom Up Cracking
7	0.451	TL	LL	Y			1.3				1.5	1.4		4.2	9.5				16.0			F							LTL; 1ST; Base Crack
8	0.515	TL	RL	Y			0.9				1.2	1.5		3.6	10.2							F							RLTL 1ST
9	0.588	TL	RL	N			1.1				2.0			3.1			12.5					F							RLTL 1ST
10	0.532	CO	CO	N			1.2					1.6		2.8	9.8							F							
11	0.431	CO	CO	N			1.0				0.7	1.0		2.7	11.1							F							
12	0.575	S	OR	N						1.8	0.5	1.2		3.5	8.8							F							
13	0.390	S	OR	N			1.5			0.6				2.1			0.5					F							
32	0.380	ML	L1	Y			1.1				1.6			2.7	10.8							P							Possible Widening Crack
33	0.482	S	OR	N						4.2				4.2			6.3		12.0			F							
34	0.536	ML	R1	Y			0.6				1.0	1.4		3.0	9.5							D							
<b>AVERAGE</b>							<b>1.24</b>			<b>2.08</b>	<b>1.41</b>	<b>1.29</b>		<b>3.39</b>	<b>9.05</b>		<b>3.40</b>	<b>14.90</b>			<b>14.00</b>	<b>2.98</b>							
<b>MAX</b>							<b>2.60</b>			<b>4.20</b>	<b>5.00</b>	<b>1.60</b>		<b>6.20</b>	<b>11.10</b>		<b>6.30</b>	<b>17.30</b>			<b>16.00</b>	<b>4.20</b>							
<b>MIN</b>							<b>0.60</b>			<b>0.60</b>	<b>0.50</b>	<b>1.00</b>		<b>2.10</b>	<b>6.00</b>		<b>0.50</b>	<b>12.50</b>			<b>12.00</b>	<b>2.10</b>							
<b>LAYER COEF.</b>							<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>			<b>0.18</b>	<b>0.16</b>	<b>0.18</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.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

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

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

W.P.I. No.:		Name:	SR 400 (I-4) at McIntosh Road Interchange			Lanes:	2
Fin. Proj. ID:	443319-1	From:					
F.A. Project No.:		Roadway ID:	10190### <sup>7</sup>	To:			
County:	Hillsborough	SR No.:		Beg MP:	21.100	End MP:	21.600
				Length:	0.500	Inside:	Paved
Overall Pavement Condition (from DMO field review):	Fair	Median Curbed (Y/N):		Paved	Lawn	Other:	
						Curb & Gutter (Y/N):	N

All Cores - Ramps																												
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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
					FC5	FC12.5	SP12.5	SP9.5	S	BIND						LR	ABC-2	RCA		DEPTH (IN.)	TYPE	CLASS	EXTENT					
14	21.181	ML	L1	Y		1.4	3.8							5.2	11.0				6.7					F				108 WB ON McIntosh Rd.
15	21.175	S	OL	N			2.6							2.6		3.8								F				108 WB ON McIntosh Rd.; Base Crack
16	21.179	S	IL	N			6.0							6.0	6.0									F				108 WB ON McIntosh Rd.
17	21.150	TL	RR	Y		1.4	2.0		0.3	1.8				5.5	11.0				6.5					F				109 EB OFF McIntosh Rd.
18	21.147	S	OR	N			2.7							2.7		4.3								F				<del>109</del> EB OFF McIntosh Rd.
19	21.144	TL	RL	Y		1.4	1.5		0.8	1.4				5.1	12.3									F				<del>109</del> EB OFF McIntosh Rd.
20	21.139	S	IR	N			3.0							3.0		7.0								G				<del>109</del> EB OFF McIntosh Rd.
21	21.383	S	IL	N			1.8		3.2					5.0	13.0									F				<del>108</del> WB OFF McIntosh Rd.
22	21.392	ML	L1	Y			4.2							4.2	11.0				14.7					F				110 WB OFF McIntosh Rd.
23	21.401	S	OL	N			1.2		1.4					2.6	9.5									F				110 WB OFF McIntosh Rd.
24	21.386	S	IR	N			2.5							2.5	6.3									F				111 EB ON McIntosh Rd.
25	21.379	ML	R1	N			2.6		1.6					4.2	11.5				20.0					F				<del>108</del> EB ON McIntosh Rd.
26	21.369	S	OR	N			2.5							2.5	7.8									F				<del>101</del> EB ON McIntosh Rd.
29	21.586	ML	L1	N		1.6	5.1							6.7	14.2									F				110 WB OFF McIntosh Rd.
30	21.184	S	GORE	N			4.1							4.1	10.0									F				108 WB ON McIntosh Rd.
31	21.152	S	GORE	N			3.6			1.2				4.8	9.5									F				109 EB OFF McIntosh Rd.
<b>AVERAGE</b>						<b>1.45</b>	<b>3.08</b>		<b>1.46</b>	<b>1.47</b>				<b>4.17</b>	<b>10.24</b>	<b>5.03</b>			<b>11.98</b>									
<b>MAX</b>						<b>1.60</b>	<b>6.00</b>		<b>3.20</b>	<b>1.80</b>				<b>6.70</b>	<b>14.20</b>	<b>7.00</b>			<b>20.00</b>									
<b>MIN</b>						<b>1.40</b>	<b>1.20</b>		<b>0.30</b>	<b>1.20</b>				<b>2.50</b>	<b>6.00</b>	<b>3.80</b>			<b>6.50</b>									
<b>LAYER COEF.</b>						<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>				<b>0.18</b>	<b>0.16</b>	<b>0.18</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. The mile posts on this table are in reference to SR 400 (I-4) and not the mile post for each ramp.
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.
7. Roadway ID for each ramp is provided in the comments.