

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 Mango Road Interchange				Lanes:	2			
Fin. Proj. ID:	443321-1	From:									
F.A. Project No.:		Roadway ID:					Inside:	Paved			
County:	Hillsborough	SR No.:					Outside:	Paved			
Overall Pavement Condition (from DMO field review):		Fair	Median Curbed (Y/N):	Y	Paved	Lawn	X	Other:		Curb & Gutter (Y/N):	Y

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		
					FC9.5	SP9.5	S	S2										LR					DEPTH (IN.)	TYPE			CLASS	EXTENT
9	1.612	S	OR	N	1.2	1.8	2.2									5.2	11.1					5.2	B	II	M	Fair		
10	1.608	ML	R4	Y	0.8	2.1	1.2									4.1	10.0					14.8	3.1	B	II	M	Fair	
11	1.600	ML	R3	Y	1.0		3.5									4.5	9.0					1.0	A	III	L	Fair		
12	1.599	ML	R2	N	1.2		3.3									4.5	11.3					4.5	B	III	S	Fair	Base Crack	
13	1.594	ML	R1	N	1.3		3.4									4.7	9.0					4.7	B	III	S	Fair	Base Crack	
15	1.614	ML	R4	N	0.9	3.4										4.3	10.3					2.7	B	III	S	Fair		
AVERAGE					1.07	2.43	2.72									4.55	10.10					14.75	3.53					
MAX					1.30	3.40	3.50									5.20	11.25					14.75	5.20					
MIN					0.80	1.80	1.20									4.10	9.00					14.75	1.00					
LAYER COEF.					0.25	0.25	0.25	0.25									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.

<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
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				

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All Cores

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					FC9.5	SP9.5	S	S2						LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	17.316	TL	RL	Y	1.2	1.5							2.7	17.5								Fair	103 EB OFF; RLTL 1ST	
2	17.323	TL	RR	N	1.1	2.2	0.7						4.0	14.5								Fair	103 EB OFF; RRTL 1ST	
3	17.329	TL	RR	Y	1.1	2.7	1.0						4.8	12.5								Fair	103 EB OFF; RRTL 2ND	
4	17.356	S	IR	N		1.9							1.9	5.0								Fair	103 EB OFF	
5	17.372	S	OR	N		1.6	0.7						2.3	9.5								Fair	103 EB OFF	
6	17.401	TL	RL	Y	1.0	1.8							2.8	12.5								Fair	103 EB OFF; RLTL 1ST	
7	17.523	TL	RR	Y	1.5	2.3		0.7					4.5	14.5			8.0					Fair	103 EB OFF; RRTL 1ST	
8	17.529	TL	RR	Y	1.1	3.1							4.2	13.3								Fair	103 EB OFF; RRTL 2ND	
14	17.523	S	Gore	N	1.3	2.9							4.2	14.0								Fair	103 EB OFF	
AVERAGE					1.19	2.22	0.80	0.70					3.49	12.59			8.00							
MAX					1.50	3.10	1.00	0.70					4.80	17.50			8.00							
MIN					1.00	1.50	0.70	0.70					1.90	5.00			8.00							
LAYER COEF.					0.25	0.25	0.25	0.25					0.18	0.18			0.08							

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<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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