

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

Cored By: Test Lab, Inc.

Coring Completion Date: 8/23/2021

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

W.P.I. No.:		Name:	I-4/SR 400		Lanes:	2							
Fin. Proj. ID:	443316-1	From:	WB Exit Ramp (126)		Shoulder Type and Condition:								
F.A. Project No.:		Roadway ID:	10190xxx <sup>7</sup>	To:	Park Road Interchange								
County:	Hillsborough	SR No.:	400	Beg MP:	29.889	End MP:	30.018	Length:	0.129	Inside:	Paved	Outside:	Paved
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):		Paved	Lawn	Other:		Curb & Gutter (Y/N):	N	

Tur

<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	FC12.5	SP12.5	S										LR					DEPTH (IN.)	TYPE		
1	29.889	TL	LL	Y	1.0		1.0	2.0							4.0	15.0								F	126 WB OFF RAMP	
2	29.968	TL	LL	Y	1.0		1.5	1.6							4.1	11.0								F	126 WB OFF RAMP	
3	29.930	TL	LR	N	0.3		1.7	0.7							2.7	16.5					2.7	B	IB	S	F	126 WB OFF RAMP; Widening Crack
4	30.010	TL	LR	Y	0.6		2.3								2.9	10.5								F	126 WB OFF RAMP	
5	30.018	S	IL	N	1.0			1.5							2.5	10.0								F	126 WB OFF RAMP	
6	29.982	S	OL	N		1.0	1.4								2.4	7.3					39.2				F	126 WB OFF RAMP
7	29.945	S	IL	N	1.0		1.9	0.5							3.4	15.8								F	126 WB OFF RAMP; Possible Widening	
8	29.923	S	OL	N		0.7	1.6								2.3	9.4								F	126 WB OFF RAMP	
9	29.896	GO	GORE	N	1.0		1.2	1.5							3.7	14.0								F	126 WB OFF RAMP	
<b>AVERAGE</b>					<b>0.84</b>	<b>0.85</b>	<b>1.58</b>	<b>1.30</b>						<b>3.11</b>	<b>12.17</b>					<b>22.17</b>	<b>2.70</b>					
<b>MAX</b>					<b>1.00</b>	<b>1.00</b>	<b>2.30</b>	<b>2.00</b>						<b>4.10</b>	<b>16.50</b>					<b>39.20</b>	<b>2.70</b>					
<b>MIN</b>					<b>0.30</b>	<b>0.70</b>	<b>1.00</b>	<b>0.50</b>						<b>2.30</b>	<b>7.30</b>					<b>11.50</b>	<b>2.70</b>					
<b>LAYER COEF.</b>					<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</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 mileposts on this table are referenced to SR 400 (I-4) and not the mile post for the 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 this ramp is provided in the comments.

<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				