STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By:	D1 & D7 DMO STAFF		Coring Completion Date:	5/16/2022			Typical Section: 2: SR 39 (10070000) & CR 39 (ALT MILE POSTS) ²						
W.P.I. No.:				Name:	SR 39				Lanes: 4				
Fin. Proj. ID:	443426-1			From:	SR 60				Shoulder Type and Condition:				
F.A. Project No.:		Roadway ID:	10070000	To:	To: 550 FEET NB OF SR 60							Ν	
County:	HILLSBOROUGH	SR No.:	60	Beg MP:	: 0.000 & 0.000 ²		End MP:	0.110 & 0.047 ²	Length:	0.110 & 0.047 ²	Outside:	Y	
Overal	I Pavement Condition (from DMO field	d review): Fair		Median Curbed (Y/N):	Ν	Paved		LAWN - 08			Curb & Gut	ter (Y/N): PARTIAL	

													S	SR 39	& CR 39:	All Co	ores									
						-		PA	VEMENT	LAYER (II	N.)	-	-	-			BA	ASE	_			CRA	ACK	-		
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	FC9.5	SP9.5	T1	ARMI	S	S2	BIND		TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2			STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PA VEMENT CONDITION	COMMENTS
35	0.075	ML	R1	Y	0.7			2.8		0.5		2.2			6.2	11.0				12.0					F	SR 39.
36	0.104	TL	RL	Y	0.8			3.5					2.1		6.4	10.0				12.0					F	SR 39, RLTL.
37	0.075	ML	L1	Ν		1.6		1.8			3.7	2.4	1.8		11.3	7.5				12.0					F	SR 39.
38	0.050	GO	GO	Ν		1.6		1.3			2.7		0.8		6.4	13.5				12.0					F	SR 39, LL/L1 GORE.
39	0.050	TL	LL	Y		1.5		5.3							6.8		9.6			12.0					F	SR 39, LLTL TO CR 39.
40	0.098	S	OR	Ν	0.7			3.3			4.9				8.9	7.0				12.0					F	SR 39.
41	0.098	ML	R2	Y	0.6			2.0		0.6			2.4		5.6	11.0				12.0	3.0	С	Ш	М	F	SR 39.
42	0.060	ML	L2	Ν		1.5		1.1			2.7		2.2		7.5	8.5				12.0					F	SR 39.
43	0.060	TL	LR	Y		2.2					0.8	1.6			4.6	12.0				12.0						SR 39, LRTL.
44	0.003	ML	L1	Ν		2.0						2.7			4.7	11.0				12.0					F	CR 39 - ALT. MILE POST ² , L1/MERGE.
45	0.017	GO	GO	Ν		2.0					3.4				5.4	12.0				12.0					F	CR 39 - ALT. MILE POST ² , RL/R1 GORE.
46	0.017	TL	RL	Y		1.8		4.8							6.6		9.2			12.0					F	CR 39 - ALT. MILE POST ² , RLTL TO SR 60.
47	0.017	ML	R1	Ν		1.5		3.4				0.6			5.5	11.0				12.0					F	CR 39 - ALT. MILE POST ² .
48	0.015	ML	L2	Y		1.6		4.2							5.8	13.0				12.0					F	CR 39 - ALT. MILE POST ² .
49	0.018	ML	R2	Y		1.3		4.1							5.4	11.0				12.0					F	CR 39 - ALT. MILE POST ² .
50	0.018	TL	RR	Ν		1.5		1.1				2.1			4.7	11.0				12.0					F	CR 39 - ALT. MILE POST ² , RRTL TO SR 60.
51	0.017	GO	GO	Ν		1.6		1.3				2.1			5.0	10.5				12.0					F	CR 39 - ALT. MILE POST ² , L2/LR GORE.
52	0.017	TL	LR	Ν		1.3		2.2				2.2			5.7	11.5				12.0					F	CR 39 - ALT. MILE POST ² , ACCEL LANE FROM EB SR 60.
AVERAGE					0.70	1.64		2.81		0.55	3.03	1.99	1.86		6.25	10.72	9.40			12.00	3.00					
МАХ					0.80	2.20		5.30		0.60	4.90	2.70	2.40		11.30	13.50	9.60			12.00	3.00					
MIN					0.60	1.30		1.10		0.50	0.80	0.60	0.80		4.60	7.00	9.20			12.00	3.00					
LAYER COEF.					0.00	0.25	0.25	0.25	0.23	0.00	0.25	0.25	0.20	1		0.18	0.16			0.08					1	

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Fin. Proj. ID:	443426-1			From:	SR 60				Shoulder Type and Condition:			
F.A. Project No.:		Roadway ID:	10070000	To:	To: 550 FEET NB OF SR 60						Inside:	Ν
County:	HILLSBOROUGH	SR No.:	60	Beg MP:	0.000 & 0.000	000 ² End		0.110 & 0.047 ²	Length:	0.110 & 0.047 ²	Outside:	Y
Overal	Pavement Condition (from DMO find	Median Curbed (Y/N):	Ν	Paved		LAWN - 08			Curb & Gut	tter (Y/N): PARTIAL		

	SR 39 & CR 39: All Cores																									
PAVEMENT LAYER (IN.)									BASE				CRACK													
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	FC12.5	FC9.5	SP9.5	T1	ARMI	S	S2	BIND		TOTAL ASPHALT THICKNESS (IN.)	LR	ABC-2			STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS

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. A fictitious mile post system was created for CR 39 wherein MP 0.000 was set 250' SB from the intersection with SR 60, and ending at the center of the intersection at MP 0.047.

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	<u>Extent</u>	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are \leq 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 $\leq 1/4$ 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