

Pavement and Base Material Data Sheet
SR 39 (Paul Buchman Hwy.) from N. of Knights Griffin Rd. to Pasco C.L.
MP 4.595 to MP 10.910
Hillsborough County, Florida
Contract C9X87 TWO 1.46
Districtwide FPID: 404580-1-32-11
Design FPID: 439831-1
Tierra Project No.: 6511-17-191-001.46

| Core ID | Lane | Wheel Path | Roadway Alignment | Easting ⁽¹⁾ | Northing ⁽¹⁾ | Core Date | County Mile Post | Number of Layers Estimated | Pavement Layers ⁽²⁾ | | | | | Total Core Length (in.) | Base Material | | Subgrade Material ⁽⁴⁾ | | Crack ⁽⁵⁾ | | | | Pavement Condition ⁽⁵⁾ | Notes |
|---------|------|------------|-------------------|------------------------|-------------------------|--------------------|------------------|----------------------------|--------------------------------|------------|--------------|----------------|----------------------------|-------------------------|---------------|-----------------|----------------------------------|--------------------|----------------------|---------------------|---------------------|---------------------|-----------------------------------|--|
| | | | | | | | | | Layer 1 | Layer 2 | Layer 3 | Layer 4 | Layer 5 | | Type | Thickness (in.) | Type Stratum | Thickness (ft) | Depth (in.) | Type | Class | Extent | | |
| C-01 | R1 | N | SR 39 | 611436 | 1362284 | 8/19/19 to 8/23/19 | 4.60 | 5 | FC-9.5 1.0 | S-I 2.8 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.8 | 5.8 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 2.5 | A | III | M | P | Groundwater table encountered within 2.5 feet below base |
| C-02 | R1 | Y | SR 39 | 611307 | 1362983 | 8/19/19 to 8/23/19 | 4.73 | 4 | FC-9.5 1.0 | S-I 2.7 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.8 | 4.2 | Limerock | 6.3 | A-3 | 0.9 to 6.0 | 4.2 | A | II | M | P | Full depth crack observed in core |
| C-03 | R1 | Y | SR 39 | 611087 | 1364205 | 8/19/19 to 8/23/19 | 4.98 | 5 | FC-9.5 1.0 | S-I 3.5 | ARMI 0.5 | Type II 1.3 | BIND ⁽³⁾ 0.7 | 7.0 | Limerock | 8.4 | A-3 | 1.3 to 3.5 | 7.0 | B | II | M | P | Full depth crack observed in core |
| C-04 | OR | N | SR 39 | 611090 | 1364215 | 8/19/19 to 8/23/19 | 4.98 | 2 | FC-9.5 1.0 | S-I 2.7 | S-III 2.7 | | | 3.7 | Limerock | 3.3 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ⁽⁸⁾ | ⁽⁸⁾ | ⁽⁸⁾ | ⁽⁸⁾ | F to P | |
| C-05 | R1 | Y | SR 39 | 610753 | 1366197 | 8/19/19 to 8/23/19 | 5.35 | 5 | FC-9.5 1.0 | S-I 3.0 | ARMI 0.5 | Type II 0.5 | BIND ⁽³⁾ 0.5 | 5.5 | Limerock | 6.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 1.0 | A | II | M | P | |
| C-06 | R1 | Y | SR 39 | 610418 | 1368193 | 8/19/19 to 8/23/19 | 5.73 | 5 | FC-9.5 1.0 | S-I 2.8 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 1.0 | 6.0 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 2.5 | C | II | M | P | |
| C-07 | OR | N | SR 39 | 610419 | 1368206 | 8/19/19 to 8/23/19 | 5.73 | 2 | FC-9.5 1.0 | S-I 2.2 | | | | 3.2 | Limerock | 4.6 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.2 | B | III | M | P | Full depth crack observed in core |
| C-08 | R1 | Y | SR 39 | 610093 | 1370134 | 8/19/19 to 8/23/19 | 6.11 | 2 | FC-9.5 1.3 | S-I 4.0 | | | | 5.3 | Limerock | 6.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.5 | B | II | M | P | |
| C-09 | R1 | Y | SR 39 | 609779 | 1372038 | 8/19/19 to 8/23/19 | 6.47 | 2 | FC-9.5 1.0 | S-I 4.0 | | | | 6.0 | Limerock | 10.0 | A-3 | 1.3 to 3.5 | 3.0 | B | II | M | P | |
| C-10 | OR | N | SR 39 | 609778 | 1372073 | 8/19/19 to 8/23/19 | 6.48 | 3 | FC-9.5 0.5 | S-I 1.5 | S-III 1.4 | | | 3.4 | Limerock | 8.3 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ⁽⁸⁾ | ⁽⁸⁾ | ⁽⁸⁾ | ⁽⁸⁾ | F to P | |
| C-11 | R1 | Y | SR 39 | 609423 | 1374131 | 8/19/19 to 8/23/19 | 6.88 | 2 | FC-9.5 1.0 | S-I 3.0 | ARMI 0.5 | Type II 0.5 | | 5.0 | Limerock | 7.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.0 | A | III | M | P | Full depth crack observed in core |
| C-12 | R1 | Y | SR 39 | 609122 | 1375923 | 8/19/19 to 8/23/19 | 7.21 | 5 | FC-9.5 1.0 | S-I 1.7 | ARMI 0.5 | Type II 1.8 | BIND ⁽³⁾ 0.7 | 5.7 | Limerock | 6.3 | A-3 | 1.0 to 6.0 | 2.2 | C | III | M | P | |
| C-13 | R1 | Y | SR 39 | 609091 | 1376110 | 8/19/19 to 8/23/19 | 7.25 | 5 | FC-9.5 1.0 | S-I 2.2 | ARMI 0.5 | Type II 1.1 | BIND ⁽³⁾ 0.7 | 5.5 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.5 | A | II | M | P | Full depth crack observed in core |
| C-14 | OR | N | SR 39 | 609091 | 1376144 | 8/19/19 to 8/23/19 | 7.25 | 2 | FC-9.5 1.0 | S-I 2.0 | | | | 3.0 | Limerock | 4.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.0 | B | III | M | P | Full depth crack observed in core |
| C-15 | R1 | Y | SR 39 | 609079 | 1376184 | 8/19/19 to 8/23/19 | 7.26 | 5 | FC-9.5 1.0 | S-I 1.7 | ARMI 0.5 | Type II 1.0 | BIND ⁽³⁾ 0.8 | 5.0 | Limerock | 6.3 | A-3 | 0.9 to 5.9 | 5.0 | C | III | S | P | Full depth crack observed in core |
| C-16 | R1 | Y | SR 39 | 608775 | 1377995 | 8/19/19 to 8/23/19 | 7.62 | 5 | FC-9.5 1.0 | S-I 2.2 | ARMI 0.5 | Type II 1.0 | BIND ⁽³⁾ 0.5 | 5.2 | Limerock | 7.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.2 | B | II | M | F | Full depth crack observed in core |
| C-17 | R1 | Y | SR 39 | 608440 | 1379998 | 8/19/19 to 8/23/19 | 8.00 | 5 | FC-9.5 1.3 | S-I 2.5 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.5 | 5.5 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.5 | B | II | M | P | Full depth crack observed in core |
| C-18 | OR | N | SR 39 | 608438 | 1380021 | 8/19/19 to 8/23/19 | 8.00 | 2 | FC-9.5 0.8 | S-I 3.3 | | | | 4.1 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ⁽⁸⁾ | ⁽⁸⁾ | ⁽⁸⁾ | ⁽⁸⁾ | F to P | |
| C-19 | R1 | Y | SR 39 | 608092 | 1382069 | 8/19/19 to 8/23/19 | 8.40 | 5 | FC-9.5 1.0 | S-I 3.3 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.5 | 6.0 | Limerock | 4.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.0 | C | II | M | P | Full depth crack observed in core |
| C-20 | R1 | Y | SR 39 | 607761 | 1384031 | 8/19/19 to 8/23/19 | 8.79 | 1 | FC-9.5 3.3 | | | | | 3.3 | Limerock | 11.8 | A-3 | 1.3 to 6.3 | 3.3 | A | II | S | P | Full depth crack observed in core |

⁽¹⁾ Pavement core locations were estimated in the field by a representative of Tierra using a non-survey grade GPS unit with a reported accuracy of a 10 feet and therefore should be considered approximate. GPS coordinates provided are referenced to the Florida State Plane West coordinate system.

⁽²⁾ Pavement layer identification based on visual review using FDOT nomenclature. Actual pavement layer may be a local mix. Pavement layers are classified in descending order from the top of the core sample to the bottom.

⁽³⁾ This is a non-structural layer, appears to be a surface treatment or dust control layer placed atop base/subgrade.

⁽⁴⁾ Depth of subgrade measured from top of pavement layer.

⁽⁵⁾ Pavement condition and crack evaluation based on visual observation only.

⁽⁶⁾ Base material not encountered at core location.

⁽⁷⁾ Subgrade material not determined at core location.

⁽⁸⁾ No crack was observed in core.

⁽⁹⁾ No measurable ruts observed.

N/A: Not Available

Lane Designations

OL - Outside Left Shoulder OR - Outside Right Shoulder
L1 - 1st Lane Left of Center R1 - 1st Lane Right of Center

Crack Type

A - Alligator
B - Block
C - Combination

Crack Rating

Class I - 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

Extent

L - Light
M - Moderate
S - Severe

Pavement Condition

G - Good
F - Fair
P - Poor

Cross Slopes

I - Inside Slope
O - Outside Slope

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| Core ID | Lane | Wheel Path | Roadway Alignment | Easting ⁽¹⁾ | Northing ⁽¹⁾ | Core Date | County Mile Post | Number of Layers Estimated | Pavement Layers ⁽²⁾ | | | | | Total Core Length (in.) | Base Material | | Subgrade Material ⁽⁴⁾ | | Crack ⁽⁵⁾ | | | | Pavement Condition ⁽⁵⁾ | Notes | |
|---------|------|------------|-------------------|------------------------|-------------------------|--------------------|------------------|----------------------------|--------------------------------|------------|-------------|----------------|----------------------------|-------------------------|---------------|-----------------|----------------------------------|--------------------|----------------------|------|-------|--------|-----------------------------------|--|-------------------------|
| | | | | | | | | | Layer 1 | Layer 2 | Layer 3 | Layer 4 | Layer 5 | | Type | Thickness (in.) | Type Stratum | Thickness (ft.) | Depth (in.) | Type | Class | Extent | | | |
| C-21 | R1 | Y | SR 39 | 607744 | 1384136 | 8/19/19 to 8/23/19 | 8.81 | 5 | FC-9.5 1.2 | S-1 2.8 | ARMI 0.5 | Type II 1.0 | BIND ⁽³⁾ 1.1 | 6.6 | Limerock | 7.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.6 | B | III | S | P | Full depth crack observed in core | |
| C-22 | OR | N | SR 39 | 607743 | 1384164 | 8/19/19 to 8/23/19 | 8.81 | 2 | FC-9.5 1.2 | S-1 2.3 | | | | 3.5 | Limerock | 4.3 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | --- | --- | --- | --- | P | | |
| C-23 | R1 | Y | SR 39 | 607444 | 1385927 | 8/19/19 to 8/23/19 | 9.14 | 5 | FC-12.5 1.2 | S-1 2.0 | ARMI 0.5 | Type II 1.4 | BIND ⁽³⁾ 0.8 | 5.9 | Limerock | 6.5 | A-3 | 1.0 to 3.0 | 5.9 | A | II | M | P | Full depth crack observed in core | |
| C-24 | R1 | Y | SR 39 | 607105 | 1387942 | 8/19/19 to 8/23/19 | 9.53 | 5 | FC-9.5 1.1 | S-1 2.8 | ARMI 0.5 | Type II 2.0 | BIND ⁽³⁾ 0.8 | 7.2 | Limerock | 7.3 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 7.2 | B | III | M | P | Full depth crack observed in core | |
| C-25 | OR | N | SR 39 | 607105 | 1387970 | 8/19/19 to 8/23/19 | 9.53 | 2 | FC-9.5 1.5 | S-1 1.5 | | | | 3.0 | Limerock | 4.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.0 | B | III | M | P | Full depth crack observed in core | |
| C-26 | R1 | Y | SR 39 | 606750 | 1390064 | 8/19/19 to 8/23/19 | 9.93 | 5 | FC-9.5 1.0 | S-1 3.5 | ARMI 0.5 | Type II 1.0 | BIND ⁽³⁾ 1.5 | 7.5 | Limerock | 5.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 7.5 | B | III | M | P | Full depth crack observed in core | |
| C-27 | R1 | Y | SR 39 | 606349 | 1392457 | 8/19/19 to 8/23/19 | 10.39 | 5 | FC-9.5 1.0 | S-1 2.8 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 1.0 | 6.0 | Limerock | 6.5 | A-3 | 1.0 to 3.0 | 6.0 | B | III | M | P | Core broke while coring Full depth crack observed in core | |
| C-28 | OR | N | SR 39 | 606349 | 1392479 | 8/19/19 to 8/23/19 | 10.40 | 2 | FC-9.5 0.5 | S-1 3.7 | | | | 4.2 | Limerock | 4.8 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 4.2 | B | III | M | P | Full depth crack observed in core | |
| C-29 | R1 | Y | SR 39 | 605949 | 1394865 | 8/19/19 to 8/23/19 | 10.86 | 2 | FC-12.5 1.8 | S-1 4.2 | | | | 6.0 | Limerock | 13.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | --- | --- | --- | --- | F to P | | |
| C-30 | L1 | Y | SR 39 | 605890 | 1395049 | 8/19/19 to 8/23/19 | 10.89 | 1 | FC-12.5 9.5 | | | | | 9.5 | --- | --- | A-3 | 0.8 to 3.0 | 4.0 | --- | --- | --- | --- | F | Core broke while coring |
| C-31 | OL | N | SR 39 | 605887 | 1395037 | 8/19/19 to 8/23/19 | 10.89 | 1 | FC-12.5 5.7 | | | | | 5.7 | --- | --- | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | --- | --- | --- | --- | G to F | | |
| C-32 | L1 | Y | SR 39 | 606223 | 1393103 | 8/19/19 to 8/23/19 | 10.52 | 4 | FC-9.5 1.0 | S-1 2.7 | ARMI 0.5 | Type II 1.3 | BIND ⁽³⁾ 1.3 | 5.5 | Limerock | 6.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.5 | C | II | M | P | Full depth crack observed in core | |
| C-33 | L1 | Y | SR 39 | 606426 | 1391897 | 8/19/19 to 8/23/19 | 10.29 | 6 | FC-9.5 1.0 | S-1 3.0 | ARMI 0.5 | Type II 1.5 | BIND ⁽³⁾ 0.7 | 6.7 | Limerock | 6.3 | A-3 | 1.1 to 6.1 | 2.5 | C | III | S | P | Core broke while coring | |
| C-34 | L1 | Y | SR 39 | 606508 | 1391402 | 8/19/19 to 8/23/19 | 10.19 | 5 | FC-9.5 1.1 | S-1 4.1 | ARMI 0.5 | Type II 1.0 | BIND ⁽³⁾ 0.7 | 7.4 | Limerock | 6.5 | A-3 to A-2-4 | 1.2 to 6.2 | 7.4 | B | II | M | P | Core broke while coring Full depth crack observed in core | |
| C-35 | L1 | Y | SR 39 | 606647 | 1390584 | 8/19/19 to 8/23/19 | 10.03 | 4 | FC-9.5 1.1 | S-1 3.5 | ARMI 0.5 | Type II 0.8 | BIND ⁽³⁾ 0.6 | 6.5 | Limerock | 6.8 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.5 | B | II | M | F | Full depth crack observed in core | |
| C-36 | OL | N | SR 39 | 606643 | 1390562 | 8/19/19 to 8/23/19 | 10.03 | 2 | FC-9.5 1.5 | S-1 2.0 | | | | 3.5 | Limerock | 3.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | --- | --- | --- | --- | P | | |
| C-37 | L1 | Y | SR 39 | 606996 | 1388478 | 8/19/19 to 8/23/19 | 9.63 | 5 | FC-9.5 1.0 | S-1 3.3 | ARMI 0.5 | Type II 1.2 | BIND ⁽³⁾ 0.8 | 6.8 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.8 | B | III | M | P | Core broke while coring Full depth crack observed in core | |
| C-38 | L1 | Y | SR 39 | 607329 | 1388507 | 8/19/19 to 8/23/19 | 9.25 | 5 | FC-9.5 0.7 | S-1 2.5 | ARMI 0.5 | Type II 1.3 | BIND ⁽³⁾ 1.0 | 6.0 | Limerock | 6.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.0 | B | III | M | P | Full depth crack observed in core | |
| C-39 | OL | N | SR 39 | 607327 | 1386476 | 8/19/19 to 8/23/19 | 9.25 | 2 | FC-9.5 1.0 | S-1 2.2 | | | | 3.2 | Limerock | 4.3 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.2 | B | II | M | P | Full depth crack observed in core | |
| C-40 | L1 | Y | SR 39 | 607631 | 1384685 | 8/19/19 to 8/23/19 | 8.90 | 5 | FC-9.5 1.0 | S-1 2.2 | ARMI 0.5 | Type II 1.6 | BIND ⁽³⁾ 0.9 | 6.2 | Limerock | 6.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.2 | C | II | M | P | Full depth crack observed in core | |

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⁽³⁾ This is a non-structural layer, appears to be a surface treatment or dust control layer placed atop base/subgrade.

⁽⁴⁾ Depth of subgrade measured from top of pavement layer.

⁽⁵⁾ Pavement condition and crack evaluation based on visual observation only.

⁽⁶⁾ Base material not encountered at core location.

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⁽⁹⁾ No measurable ruts observed.

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Lane Designations

OL - Outside Left Shoulder OR - Outside Right Shoulder
L1 - 1st Lane Left of Centerline R1 - 1st Lane Right of Centerline

Crack Type

A - Alligator
B - Block
C - Combination

Crack Rating

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

Extent

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M - Moderate
S - Severe

Pavement Condition

G - Good
F - Fair
P - Poor

Cross Slopes

I - Inside Slope
O - Outside Slope

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|---------|------|------------|-------------------|------------------------|-------------------------|--------------------|------------------|----------------------------|--------------------------------|------------|-------------|----------------------------|----------------------------|-------------------------|---------------|-----------------|----------------------------------|--------------------|----------------------|--------------------|--------------------|--------------------|-----------------------------------|--|
| | | | | | | | | | Layer 1 | Layer 2 | Layer 3 | Layer 4 | Layer 5 | | Type | Thickness (in.) | Type Stratum | Thickness (ft.) | Depth (in.) | Type | Class | Extent | | |
| C-41 | L1 | Y | SR 39 | 607974 | 1382659 | 8/19/19 to 8/23/19 | 8.52 | 5 | FC-9.5 1.0 | S-1 2.8 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.5 | 5.5 | Limerock | 8.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.5 | B | II | M | P | Full depth crack observed in core |
| C-42 | OL | N | SR 39 | 607972 | 1382641 | 8/19/19 to 8/23/19 | 8.52 | 2 | FC-9.5 0.7 | S-1 2.7 | | | | 3.4 | Limerock | 4.1 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.4 | B | III | M | P | Full depth crack observed in core |
| C-43 | L1 | Y | SR 39 | 608331 | 1380520 | 8/19/19 to 8/23/19 | 8.1 | 5 | FC-9.5 1.0 | S-1 2.8 | ARMI 0.5 | Type II 0.9 | BIND ⁽³⁾ 0.5 | 5.7 | Limerock | 6.3 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 5.7 | B | II | M | P | Core broke while coring Full depth crack observed in core |
| C-44 | L1 | Y | SR 39 | 608682 | 1378423 | 8/19/19 to 8/23/19 | 7.7 | 4 | FC-9.5 1.0 | S-1 2.1 | ARMI 0.5 | Type II 0.7 | | 4.3 | Limerock | 6.8 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 4.3 | C | II | M | P | Full depth crack observed in core |
| C-45 | OL | N | SR 39 | 608681 | 1378405 | 8/19/19 to 8/23/19 | 7.7 | 2 | FC-9.5 0.8 | S-1 1.5 | | | | 2.3 | Limerock | 4.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | P | |
| C-46 | L1 | Y | SR 39 | 608984 | 1376626 | 8/19/19 to 8/23/19 | 7.35 | 5 | FC-9.5 1.1 | S-1 2.1 | ARMI 0.5 | Type II 0.2 | BIND ⁽³⁾ 0.7 | 4.6 | Limerock | 7.4 | A-3 | 1.0 to 3.0 | 1.7 | B | II | M | P | |
| C-47 | L1 | Y | SR 39 | 609319 | 1374631 | 8/19/19 to 8/23/19 | 6.96 | 5 | FC-12.5 1.3 | S-1 2.0 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.5 | 5.0 | Limerock | 7.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 1.6 | B | II | M | P | Cracks observed throughout core |
| C-48 | OL | N | SR 39 | 609318 | 1374610 | 8/19/19 to 8/23/19 | 6.96 | 2 | FC-9.5 1.3 | S-1 1.7 | | | | 3.0 | Limerock | 4.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | F to P | |
| C-49 | L1 | Y | SR 39 | 609656 | 1372576 | 8/19/19 to 8/23/19 | 6.58 | 2 | FC-9.5 1.0 | S-1 2.6 | ARMI 0.5 | S-1 1.1 | | 5.2 | Limerock | 10.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 2.6 | B | III | M | P | |
| C-50 | L1 | Y | SR 39 | 609871 | 1371354 | 8/19/19 to 8/23/19 | 6.35 | 5 | FC-9.5 1.0 | S-1 1.8 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.5 | 4.5 | Limerock | 6.5 | A-3 | 0.9 to 5.9 | 4.5 | A | II | M | P | Full depth crack observed in core |
| C-51 | L1 | Y | SR 39 | 610005 | 1370543 | 8/19/19 to 8/23/19 | 6.19 | 5 | FC-9.5 1.1 | S-1 2.0 | ARMI 0.5 | Type II 0.2 | BIND ⁽³⁾ 0.7 | 4.5 | Limerock | 5.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 2.0 | C | II | M | P | |
| C-52 | OL | N | SR 39 | 609999 | 1370548 | 8/19/19 to 8/23/19 | 6.19 | 2 | FC-12.5 1.0 | S-1 1.5 | | | | 2.5 | Limerock | 5.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 2.5 | A | II | M | P | Full depth crack observed in core |
| C-53 | L1 | Y | SR 39 | 610305 | 1368756 | 8/19/19 to 8/23/19 | 5.84 | 4 | FC-9.5 0.8 | S-1 2.5 | ARMI 0.5 | BIND ⁽³⁾ 0.5 | | 4.3 | Limerock | 5.5 | A-3 | 0.8 to 5.8 | 0.8 | C | III | S | P | |
| C-54 | L1 | Y | SR 39 | 610324 | 1368635 | 8/19/19 to 8/23/19 | 5.82 | 5 | FC-9.5 1.0 | S-1 2.3 | ARMI 0.5 | Type II 1.0 | BIND ⁽³⁾ 0.7 | 5.5 | Limerock | 6.5 | A-3 | 1.0 to 3.0 | 1.0 | C | III | M | P | |
| C-55 | L1 | Y | SR 39 | 610653 | 1366690 | 8/19/19 to 8/23/19 | 5.39 | 5 | FC-9.5 1.6 | S-1 1.4 | ARMI 0.5 | Type II 0.5 | BIND ⁽³⁾ 0.5 | 4.5 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | P | |
| C-56 | OL | N | SR 39 | 610651 | 1366668 | 8/19/19 to 8/23/19 | 5.39 | 2 | FC-9.5 1.0 | S-1 0.5 | | | | 1.5 | Limerock | 4.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 1.5 | B | II | M | P | Full depth crack observed in core |
| C-57 | L1 | Y | SR 39 | 610981 | 1364721 | 8/19/19 to 8/23/19 | 5.07 | 5 | FC-9.5 0.8 | S-1 3.3 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.7 | 6.0 | Limerock | 6.0 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 6.0 | B | III | M | F to P | Full depth crack observed in core |
| C-58 | L1 | N | SR 39 | 611335 | 1362757 | 8/19/19 to 8/23/19 | 4.69 | 5 | FC-9.5 1.0 | S-1 3.8 | ARMI 0.5 | Type II 0.7 | BIND ⁽³⁾ 0.8 | 6.8 | Limerock | 6.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | 3.5 | B | II | M | P | |
| C-59 | OL | N | SR 39 | 611331 | 1362732 | 8/19/19 to 8/23/19 | 4.69 | 2 | FC-9.5 1.1 | S-1 4.4 | | | | 5.5 | Limerock | 5.5 | N/A ⁽⁷⁾ | N/A ⁽⁷⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | ... ⁽⁸⁾ | F to P | |

⁽¹⁾ Pavement core locations were estimated in the field by a representative of Tierra using a non-survey grade GPS unit with a reported accuracy of ± 10 feet and therefore should be considered approximate. GPS coordinates provided are referenced to the Florida State Plane West coordinate system.

⁽²⁾ Pavement layer identification based on visual review using FDOT nomenclature. Actual pavement layer may be a local mix. Pavement layers are classified in descending order from the top of the core sample to the bottom.

⁽³⁾ This is a non-structural layer; appears to be a surface treatment or dust control layer placed atop base/subgrade.

⁽⁴⁾ Depth of subgrade measured from top of pavement layer.

⁽⁵⁾ Pavement condition and crack evaluation based on visual observation only.

⁽⁶⁾ Base material not encountered at core location.

⁽⁷⁾ Subgrade material not determined at core location.

⁽⁸⁾ No crack was observed in core.

⁽⁹⁾ No measurable ruts observed.

N/A: Not Available

Lane Designations

OL - Outside Left Shoulder OR - Outside Right Shoulder A - Alligator

L1 - 1st Lane Left of Centerlin R1 - 1st Lane Right of Center B - Block

C - Combination

Crack Type

A - Alligator

B - Block

C - Combination

Crack Rating

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

Extent

L - Light

M - Moderate

S - Severe

Pavement Condition

G - Good

F - Fair

P - Poor

Cross Slopes

I - Inside Slope

O - Outside Slope

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

Cored By: Tierra, Inc.

Date: 8/31/2020

Typical Section: 2-Lane Rural

| | | | | | | | |
|---|--------------|---------|---------------------------|----------------------|-------|------------------------------|--------|
| W.P.I. No.: | | Name: | SR 39 (Paul Buchman Hwy.) | | | Lanes: | 2 |
| Fin. Proj. ID: | 439831-1 | From: | N. of Knights Griffin Rd. | | | Shoulder Type and Condition: | |
| F.A. Project No.: | | To: | Pasco C.L. | | | Inside: | |
| County: | Hillsborough | SR No.: | 39 | Beg MP: | 4.595 | End MP: | 10.910 |
| | | | | Length: | 6.315 | Outside: | |
| Overall Pavement Condition (from DMO field review): | | | | Median Curbed (Y/N): | N | Paved | Lawn |
| | | | | Other: | | Curb & Gutter (Y/N): | N |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|--|--|--|--|--|--|--|--|-------------------------------|-------------|--------------|----|--|----------------------------------|-------|--------------|-------------|------|--------------------|-----------------------|-----------------------|------------------------------|----------|---------------|--------|
| CORE NO. | MILE POST ¹ | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ² | CRACK | | | | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | RUT DEPTH - RWP (IN.) | CROSS SLOPE (%) ³ | COMMENTS | | |
| | | | | | FC12.5 | SP1F | | | | | | | | | | | | LR | | | | | DEPTH (IN.) | TYPE | | | | | | CLASS | EXTENT |
| C-62 | 8.715 | ML | L1 | Y | 0.8 | 4.8 | | | | | | | | | | 5.6 | 10.4 | | | | | 5.6 | B | II | M | P | | | | Base cracking | |
| C-60 | 8.735 | ML | L1 | Y | 1.2 | 4.3 | | | | | | | | | | 5.5 | 12.5 | | | | | 12.0 | 5.5 | C | III | S | P | | | | |
| C-63 | 8.725 | ML | R1 | Y | 1.5 | 3.4 | | | | | | | | | | 4.9 | 12.0 | | | | | 4.9 | B | II | M | P | | | | | |
| C-61 | 8.725 | S | OL | N | 1.5 | 3.2 | | | | | | | | | | 4.7 | 8.3 | | | | | | | | F | | | | | | |
| C-64 | 8.725 | S | OR | N | 1.5 | 2.8 | | | | | | | | | | 4.3 | 5.4 | | | | | 0.4 | B | IB | L | P | | | | | |
| AVERAGE | | | | | | | | | | | | | | | | 5.00 | 9.72 | | | | | 12.00 | 4.10 | | | | | | | | |
| MAX | | | | | | | | | | | | | | | | 5.60 | 12.50 | | | | | 12.00 | 5.60 | | | | | | | | |
| MIN | | | | | | | | | | | | | | | | 4.30 | 5.40 | | | | | 12.00 | 0.40 | | | | | | | | |
| LAYER COEF. | | | | | #N/A | #N/A | | | | | | | | | | | #N/A | | | | | 0.08 | | | | | | | | | |

- Notes:
- Mile posts are approximate based on GPS coordinates recorded in the field using a hand-held, non-survey grade Garmin eTrex® GPS unit.
 - Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
 - The cross slope is measured in the center of the lane.
 - A blank cell indicates measurement was not recorded.

| | | | | | | |
|--|--|---|--|---|----------------------------------|---|
| <u>Lane Designations</u> | <u>Crack Type</u> | <u>Crack Rating</u> | <u>Extent</u> | <u>Pavement Condition</u> | <u>Lane Type</u> | |
| OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline | OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline | A - Alligator B - Block C - Combination | 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 | L - Light M - Moderate S - Severe | G - Good F - Fair P - Poor | ML - Mainline TL - Turn Lane CO - Crossover |
| | | | | | S - Shoulder SS - Side Street | |