

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

Cored By: TIERRA, INC.

Coring Completion Date: 7/7/2022

Typical Section: 1

W.P.I. No.:				Name:	US 301/SR 43				Lanes:	6, 4					
Fin. Proj. ID:	445920-1			From:	N OF BLOOMINGDALE AVE				Shoulder Type and Condition:						
F.A. Project No.:			Roadway ID:	10010000		To:	MLK BLVD			Inside:		PAVED/CURBED			
County:	HILLSBOROUGH		SR No.:	43		Beg MP:	18.875	End MP:	24.816	Length:	5.941	Outside:	PAVED		
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y & N	Paved:	Y & N	Lawn:	Y & N	Other:		Curb & Gutter (Y/N):	Y & N

2022 - Mainline, Bridge and Crossover Cores (ML/BR/CO)

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
					FC5	FC3	FC9.5	SP9.5	S1	ARMI	S2	T1	WC	S1	BIND		LR	SHEL	ABC-2	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	19.000	ML	R2	Y	0.8			2.7		0.5				1.9		5.9		13.1					4.0	B	II	M	P	
2	19.000	ML	R3	Y	0.9			0.9	1.2	0.7	2.3					6.0		14.0					3.7	B	II	M	P	MEASURED DELIVERED CORE; MISSING 2.3" OF S2
8	19.219	ML	L4	Y	0.8			2.1	0.7							3.6		15.7									G	MERGE LANE OFF OF I-75 SB OFF RAMP 10075318
11	19.411	ML	L3	Y	1.3			1.1	3.3							5.7		14.3									F	MAINLINE I-75 SB ON RAMP 10075320
12	19.497	ML	L2	Y	0.7			2.4		0.6	3.6	0.5	0.6			8.4	6.5					12.0	8.4	B	II	L	F	
13	19.498	ML	L3	Y	1.0			1.8		0.4				1.8		5.0		15.0									F	
15	19.663	ML	R3	N	0.6			5.0								5.6		10.5									F	MERGE LANE OFF OF I-75 SB OFF RAMP 10075324
16	19.715	ML	L4	Y	0.6			2.8								3.4		12.5									G	MERGE LANE ONTO I-75 SB ON RAMP 10075316
18	19.759	ML	R1	Y	1.0			2.5		0.5				1.5		5.5		7.5									F	
20	19.833	ML	R3	N	0.7			2.6		0.5				2.2		6.0		10.0				12.0					F	
26	19.966	ML	L3	Y	0.8			3.3								4.1		13.8				12.0	4.1	A	III	S	P	
27	20.002	ML	R3	N	0.8			1.9		0.5				2.8		6.0		10.0									P	
34	20.283	ML	R2	N	1.0			1.0	1.0	0.5				2.3		5.8		8.5									F	
35	20.284	ML	R1	N	0.6			1.1	1.3	0.6				2.0		5.6		10.0									F	
39	20.290	ML	L3	Y	1.0			4.8								5.8			10.2								F	
42	20.430	ML	R3	N	0.6			4.7								5.3		13.0					5.3	B	III	S	P	
43	20.430	ML	R2	Y	0.8			1.3	0.8	0.5				2.5		5.9		13.0					3.5	B	III	S	P	
44	20.464	ML	R1	Y	1.2			1.0	1.0	0.5				1.5		5.2		13.0					3.4	B	III	M	P	
52	20.757	ML	L2	Y	0.9			1.0	1.4	0.5				2.6		6.4	11.6						3.5	B	III	M	P	
53	20.771	ML	L1	Y	0.9			1.2	1.3	0.5				2.3		6.2	10.0						3.8	B	III	M	P	RAVELLING
55	20.864	ML	L2	Y	1.0			2.8			2.0					5.8	10.1										F	
56	20.858	ML	L1	N	1.0			3.4		0.5				1.6		6.5	10.0					12.0					F	
59	20.957	CO	CO	N			1.0		3.7							4.7	9.0					12.0	3.2	B	IB	L	P	
61	21.038	ML	R4	Y	0.5			2.2	3.3							6.0	9.5						2.0	B	IB	L	F	MERGE LANE ONTO SELMON EB ON RAMP 10002339
62	21.085	ML	L4	Y	1.1			5.0								6.1	9.8						4.1	B	IB	L	F	MERGE LANE OFF OF SELMON EB OFF RAMP 10002037
63	21.165	ML	L1	N	0.9			1.4	1.7	0.7				2.6		7.3	9.1										F	
65	21.177	ML	R1	Y	0.9			3.1	2.1							6.1	11.0										F	
67	21.229	ML	L2	Y	1.0			3.0		0.5				2.3		6.8	9.5										F	
68	21.313	ML	R4	Y	0.3			3.0	1.7							5.0	10.0										F	MERGE LANE OFF OF SELMON WB OFF RAMP 10002338
69	21.333	ML	L4	Y	0.5			3.0	2.5							6.0	10.0										F	MERGE LANE ONTO SELMON WB ON RAMP 10002038
70	21.407	ML	R3	Y	0.7			1.5	1.4	0.5				2.3		6.4	10.8						2.8	B	II	L	P	GOUGING
75	21.443	ML	L3	Y	0.7			3.3		0.5				2.2		6.7	9.1						4.2	B	II	S	P	
76	21.469	ML	R2	Y	1.0			1.5		0.7				2.8		6.0	10.0					12.0	2.9	A	II	S	P	
79	21.606	ML	L1	Y	1.0			1.7	0.8	0.6				1.8		5.9	13.3						5.9	B	IB	S	F	
80	21.674	ML	R1	Y	0.5			3.1		0.6				1.9		6.1	1.5						3.5	B	II	S	P	
83	21.819	ML	R1	N	1.0			3.6			1.0					5.6	10.3										F	
90	22.137	ML	R2	Y	1.1			1.3	0.8	0.5				2.1		5.8	10.3						3.4	B	II	M	P	
97	22.223	ML	L2	Y	1.1			1.7		0.6	1.8	0.8	0.5			6.5	8.3					12.0	2.6	C	III	S	P	

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Fin. Proj. ID:	445920-1			From:	N OF BLOOMINGDALE AVE				Shoulder Type and Condition:		
F.A. Project No.:			Roadway ID:	10010000		To:	MLK BLVD			Inside: PAVED/CURBED	
County:	HILLSBOROUGH		SR No.:	43		Beg MP:	18.875	End MP:	24.816	Length:	5.941
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):	Y & N	Paved:	Y & N	Lawn:	Y & N
						Other:				Curb & Gutter (Y/N): Y & N	

2022 - Mainline, Bridge and Crossover Cores (ML/BR/CO)

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
					FC5	FC3	FC9.5	SP9.5	S1	ARMI	S2	T1	WC	S1	BIND		LR	SHEL	ABC-2	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
101	22.365	ML	R1	Y	0.9			1.6	0.6	0.6				2.2		5.9	10.0					12.0	3.4	B	II	M	P	
102	22.426	ML	L2	Y	0.9			1.2	1.0	0.5				1.8	1.6	7.0	9.0					12.0	3.3	B	III	S	P	
104	22.418	ML	L1	Y	0.7			2.5		0.5				2.2	1.6	7.5	7.5					12.0	3.8	B	III	S	P	
110	22.618	ML	L1	Y	1.3			1.0	1.4	0.6	3.3					7.6				7.2						F	BASE CRACK	
112	22.742	BR	R2	Y	1.0			1.4	2.0							4.4				UNK						F	BRIDGE #0101 APPROACH SLAB	
113	22.744	BR	L2	Y	1.0			1.3	1.4							3.7				UNK						P	BRIDGE #0910 DEPARTURE SLAB	
114	22.751	BR	L2	Y	1.1			0.9	0.4							2.4				UNK						F	BRIDGE #0910 DECK	
115	22.775	BR	L1	Y	1.5			0.5	0.5							2.5				UNK						F	BRIDGE #0910 DECK	
116	22.779	BR	R2	N	1.0			2.0								3.0				UNK		3.0	B	IB	L	P	BRIDGE #0101 DEPARTURE SLAB	
117	22.780	BR	L1	Y	1.2			1.0	5.3							7.5				UNK						F	BRIDGE #0910 APPROACH SLAB; MEASURED CORE DELIVERED	
118	22.948	ML	L1	Y	1.2			1.3			2.0					4.5				7.5		4.5	B	III	S	P		
120	22.972	CO	CO	N			1.6				3.4					5.0	11.0						2.3	B	IB	M	P	
124	23.041	ML	L2	Y	1.0			1.3	2.3		3.1					7.7				7.7	12.0	7.7	B	III	S	P	BASE CRACK	
127	23.187	ML	L1	Y	1.3			1.4	0.7		2.6					6.0				9.5						G	NEW PAVEMENT	
135	23.414	ML	L2	Y	1.0			1.5			4.6					7.1	14.8					12.0	3.6	B	II	S	P	
137	23.455	ML	R1	Y	0.9			1.5	1.1							3.5	11.5									F		
138	23.446	ML	R1	Y	0.6			1.7	1.4							3.7	12.5						3.7	B	IB	L	P	
139	23.522	ML	R2	N	1.0			1.7			1.4					4.1	11.0									F		
145	23.827	BR	L2	Y	1.0			1.2			1.2					3.4				UNK						P	BRIDGE #0011 DEPARTURE SLAB	
146	23.829	BR	R2	N	1.0			1.6								2.6				UNK						F	BRIDGE #0102 APPROACH SLAB	
147	23.830	BR	L2	Y	1.0			1.2			1.3					3.5				UNK						F	BRIDGE #0011 DECK	
148	23.867	BR	L1	N			1.0	1.4	3.1							5.5				UNK		2.4	B	II	S	P	BRIDGE #0011 DECK; MEASURED CORE DELIVERED	
149	23.872	BR	L1	N	1.2			0.9			3.6					5.7				UNK						F	BRIDGE #0011 APPROACH SLAB	
150	23.876	BR	R2	N	0.7			2.6								3.3				UNK						F	BRIDGE #0102 DEPARTURE SLAB	
151	23.984	ML	L1	Y	1.1			1.2	2.0							4.3	10.5						2.3	C	II	S	P	
155	24.120	ML	L1	Y	0.9			1.3			3.0					5.2	11.0									F		
157	24.174	ML	L2	Y	0.7			1.4			3.4					5.5	10.5					12.0	5.5	C	III	S	P	
162	24.296	ML	L2	Y	0.9			1.5			1.7					4.1	9.9					12.0					F	
164	24.337	ML	R2	N	1.0			1.6			2.0					4.6	10.5									F		
167	24.354	CO	CO	N			1.5				0.8					2.3	8.5						2.3	B	IB	L	F	
168	24.389	BR	L2	Y	0.8			1.4								2.2				UNK						P	BRIDGE #0012 DEPARTURE SLAB	
169	24.404	BR	R2	N	1.0			1.6			0.7					3.3				UNK						F	BRIDGE #0103 APPROACH SLAB	
170	24.526	BR	L2	Y	1.0			1.4			1.1					3.5				UNK		3.5	A	IB	M	F	BRIDGE #0012 APPROACH SLAB	
171	24.533	BR	R1	Y	1.0			1.4			0.3					2.7				UNK						P	BRIDGE #0103 DEPARTURE SLAB	
172	24.563	ML	R1	Y	0.7			1.4			1.9					4.0	18.0									P		
173	24.565	CO	CO	N			1.1	3.2			3.2					7.5	10.0						2.9	B	II	S	P	
AVERAGE					0.91		1.24	1.97	1.66	0.54	2.21	0.65	0.55	2.14	1.60	5.23	10.16	12.12	10.20		7.98	12.00	3.78					
MAX					1.50		1.60	5.00	5.30	0.70	4.60	0.80	0.60	2.80	1.60	8.40	18.00	15.70	10.20		9.50	12.00	8.40					

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Overall Pavement Condition (from DMO field review): Fair					Median Curbed (Y/N):	Y & N	Paved: Y & N	Lawn: Y & N	Other:	Curb & Gutter (Y/N): Y & N			

2022 - Turn Lane Cores (TL)

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
					FC5	FC3	FC9.5	SP9.5	S1	ARMI	S2	T1	WC	S1	BIND		LR	SHEL	ABC-2	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
10	19.336	TL	RL	N	0.9			2.5	1.9							5.3		11.3					1.3	B	II	L	P	RLTL (1ST)
17	19.758	TL	RL	N	0.7			1.0								1.7	12.3									F	RLTL (1ST)	
21	19.834	TL	RR	Y	0.6			1.2	3.8							5.6		12.6								F	RRTL (1ST)	
24	19.958	TL	LL	N	0.4			5.4								5.8		19.0					3.0	B	IB	L	P	LLTL (1ST); RAVELLING
25	19.964	TL	LR	Y	0.6			3.4								4.0	19.0					12.0				F	LRTL (1ST)	
28	20.003	TL	RR	N	1.3			14.1								15.4	8.2									P	RRTL (1ST)	
31	20.073	TL	RL	N				2.0	2.8							4.8	10.6									G	RLTL (1ST); CORE SEPARATION BENEATH NEW PAVEMENT	
37	20.288	TL	LR	N	0.6			4.9								5.5			11.5							P	LRTL (1ST); RAVELLING	
45	20.482	TL	LL	N	0.8			1.6	2.6							5.0		13.0								F	LLTL (1ST); MEASURED CORE DELIVERED; MISSING 0.3" OF S1	
47	20.561	TL	RL	N	1.0			5.0								6.0			6.0							F	RLTL (1ST); CORE SEPARATION IN SP LAYER	
50	20.757	TL	LR	Y	0.6			5.9								6.5			8.8							P	LRTL (1ST)	
51	20.751	TL	LL	N	0.9			5.1								6.0			8.6			3.1	B	II	L	P	LLTL (2ND)	
57	20.858	TL	LL	Y	0.9			5.7								6.6			6.9			3.5	B	II	M	P	LLTL (1ST)	
60	21.015	TL	LL	N	0.9			1.5	4.1							6.5	12.0									F	LLTL (1ST)	
64	21.165	TL	LL	N	1.0			5.8								6.8	10.3									F	LLTL (1ST)	
71	21.408	TL	RR	Y	1.0			2.5	9.6							13.1	5.0									F	RRTL (1ST)	
74	21.444	TL	LR	N	1.2				5.4							6.6	14.5						6.6	B	II	S	P	LRTL (1ST); WIDENING CRACK; BASE = LR, ABC
78	21.606	TL	LL	N	0.5			3.2	2.8							6.5			9.3			3.3	B	II	S	P	LLTL (1ST)	
81	21.784	TL	LL	Y	1.2			3.1								4.3			8.3							P	LLTL (1ST)	
82	21.819	TL	RL	N	0.9			13.7								14.6	5.5									F	RLTL (1ST)	
86	21.964	TL	LL	N	0.8			1.8	1.9							4.5			11.5			2.8	B	II	M	P	LLTL (1ST); MEASURED DELIVERED CORE; MISSING 3.0" OF ABC	
87	21.975	TL	RL	N	1.1			3.4								4.5			7.8			1.8	B	IB	L	P	RLTL (1ST)	
88	21.995	TL	RR	N	1.1				4.2							5.3	12.0					5.3	B	III	L	P	RRTL (1ST); WIDENING CRACK	
89	22.089	TL	RL	Y	1.0			3.8								4.8	13.0				12.0	3.4	B	II	M	P	RLTL (1ST)	
91	22.138	TL	RR	Y	0.8			3.5								4.3	5.3					3.0	B	IB	M	P	RRTL (1ST)	
96	22.223	TL	LR	Y	0.8			2.1								2.9	11.0									F	LRTL (1ST)	
98	22.274	TL	RL	Y	1.3			3.2								4.5	14.5					4.5	B	II	M	P	RLTL (1ST)	
99	22.281	TL	RR	N	0.7			3.8								4.5	11.5					3.8	B	IB	L	P	RRTL (1ST)	
100	22.365	TL	RL	Y	1.0			7.0								8.0			6.0			2.0	B	IB	M	P	RLTL (2ND)	
103	22.454	TL	RL	N	0.8			4.7								5.5			9.5							F	RLTL (1ST)	
107	22.572	TL	LR	N	0.8			4.9								5.7	8.7									G	LRTL (1ST) TO WB ADAMO DR. (SR-60)	
108	22.566	TL	RR	Y	0.9			2.2	10.4							13.5	7.5				12.0	5.0	B	III	S	P	MERGE LANE FROM WB ADAMO DR (SR 60)	
109	22.612	TL	RR	Y				3.0	6.4							9.4	1.0				12.0	2.9	B	III	S	P	MERGE LANE FROM WB ADAMO DR; FC MISSING	
111	22.618	TL	LL	N	1.2				3.5							4.7	10.0									F	LLTL (2ND)	
119	22.967	TL	RL	N	1.0				3.1						1.9	6.0	11.0					3.0	B	IB	M	P	RLTL (1ST)	
123	23.041	TL	LR	Y	0.8				3.7							4.5	15.5					4.5	B	II	S	P	LRTL (1ST)	
128	23.187	TL	LL	Y	1.5			1.6								3.1			11.4							G	LLTL (1ST); NEW PAVEMENT	
129	23.196	TL	RR	Y	0.8			0.9	1.7							3.4	13.4					3.4	A	III	S	P	RRTL (1ST)	

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F.A. Project No.:		Roadway ID:	10010000	To:	MLK BLVD			Inside:		PAVED/CURBED				
County:	HILLSBOROUGH	SR No.:	43	Beg MP:	18.875	End MP:	24.816	Length:	5.941	Outside:	PAVED			
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					FC5	FC3	FC9.5	SP9.5	S1	ARMI	S2	T1	WC	S1	BIND		LR	SHEL	ABC-2	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
130	23.232	TL	LR	Y	1.0			4.3								5.3	8.0						5.3	B	III	S	P	MERGE LANE FROM TAMPA E BLVD ONTO SB US 301
133	23.386	TL	RR	Y	0.6			1.6								2.2	10.8						2.2	B	II	M	P	MERGE LANE FROM WB E COLUMBUS DR ONTO NB US 301
134	23.414	TL	LR	N	0.5			2.1				0.7				3.3	9.0						3.3	B	II	S	P	LRTL (1ST)
136	23.427	TL	LL	N	0.8				5.2							6.0	13.0					12.0	3.0	C	III	S	P	LLTL (1ST); MEASURED CORE DELIVERED
140	23.522	TL	RR	N	0.8			1.8								2.6	14.4						2.6	B	IB	M	P	RRTL (1ST)
143	23.626	TL	LL	N	0.7			2.8								3.5	14.5										F	LLTL (1ST)
152	24.039	TL	RR	N	0.9			1.2	1.7							3.8	9.3					12.0	3.8	B	II	S	P	RRTL (1ST)
156	24.120	TL	LL	Y	1.0			1.3			3.2					5.5	9.5						3.2	C	II	S	P	LLTL (1ST)
158	24.194	TL	RL	Y	1.4			1.5								2.9	11.0						2.9	B	II	M	P	RLTL (1ST)
161	24.296	TL	LR	Y	0.4			1.7								2.1	12.3						2.1	C	II	S	P	LRTL (1ST)
165	24.337	TL	RR	N	0.7			1.9			1.5					4.1	10.0						3.6	B	III	S	P	RRTL (1ST)
174	24.598	TL	LR	N	0.8			3.9								4.7	11.0										G	LRTL (1ST)
175	24.721	TL	RL	N	1.7			3.8								5.5	11.3					12.0					F	RLTL (1ST)
176	24.724	TL	LL	Y	0.9			2.1	3.0							6.0	17.5										F	LLTL (1ST)
AVERAGE					0.89			3.55	4.09		2.35	0.70			1.90	5.64	10.93	13.98	8.80			12.00	3.39					
MAX					1.70			14.10	10.40		3.20	0.70			1.90	15.40	19.00	19.00	11.50			12.00	6.60					
MIN					0.40			0.90	1.70		1.50	0.70			1.90	1.70	1.00	11.30	6.00			12.00	1.30					
LAYER COEF.					0.00	0.17	0.25	0.25	0.25	0.00	0.25	0.23	UNKW	0.25	0.20		0.18	0.18	0.16	UNKW	UNKW	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. Shoulder cores with no cross slope measurement were unable to be accurately measured due to narrow shoulder width.
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	Extent	Pavement Condition
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

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

Cored By: TIERRA, INC.

Coring Completion Date: 7/7/2022

Typical Section: 1

W.P.I. No.:				Name:	US 301/SR 43					Lanes:	6, 4														
Fin. Proj. ID:	445920-1			From:	N OF BLOOMINGDALE AVE					Shoulder Type and Condition:															
F.A. Project No.:			Roadway ID:	10010000		To:	MLK BLVD					Inside:		PAVED/CURBED											
County:	HILLSBOROUGH		SR No.:	43		Beg MP:	18.875		End MP:	24.816		Length:	5.941		Outside:	PAVED									
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y & N		Paved:		Y & N		Lawn:		Y & N		Other:				Curb & Gutter (Y/N):		Y & N	

2022 - Shoulder Cores (S)																												
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
					FC5	FC3	FC9.5	SP9.5	S1	ARMI	S2	T1	WC	S1	BIND		LR	SHEL	ABC-2	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
14	19.490	S	OL	N	0.6			1.9								2.5		8.0				12.0					F	
19	19.760	S	IR	N	1.5											1.5	12.0									F		
29	20.004	S	OR	N	1.1			1.9								3.0	5.0									F		
36	20.285	S	IR	N	1.0			1.4								2.4		6.0				12.0					F	
38	20.289	S	OL	N	0.9			1.5								2.4	4.1									P	RAVELLING	
66	21.208	S	OR	N				3.7								3.7	8.1									F	SHOULDER ON SELMON WB OFF RAMP 10002338	
72	21.407	S	OR	N	0.9			9.9								10.8		2.0								F		
73	21.444	S	OL	N	1.4			2.3								3.7			5.2							P		
92	22.138	S	OR	N	0.8			3.6								4.4	12.0					12.0					P	
95	22.223	S	OL	N	1.0			2.5								3.5	4.0									F		
122	23.041	S	OL	N	1.2				5.3							6.5	2.0						3.7	B	II	M	P	MEASURED CORE AS DELIVERED; MISSING 2.8" OF S1
141	23.522	S	OR	N	1.0											1.0				4.0			1.0	B	IB	M	P	BASE CRACK; BASE FELL APART
163	24.296	S	OL	N	1.0			1.5								2.5				4.0							F	
166	24.337	S	OR	N	1.0			1.5								2.5				3.2							P	
AVERAGE					1.03			2.88	5.30							3.60	6.74	5.33	5.20	3.73		12.00	2.35					
MAX					1.50			9.90	5.30							10.80	12.00	8.00	5.20	4.00		12.00	3.70					
MIN					0.60			1.40	5.30							1.00	2.00	2.00	5.20	3.20		12.00	1.00					
LAYER COEF.					0.00	0.17	0.25	0.25	0.25	0.00	0.25	0.23	UNKW	0.25	0.20		0.18	0.18	0.16	UNKW	UNKW	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. Shoulder cores with no cross slope measurement were unable to be accurately measured due to narrow shoulder width.
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

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

Cored By: TIERRA, INC.

Coring Completion Date: 7/7/2022

Typical Section: 1

W.P.I. No.:				Name:	US 301/SR 43					Lanes:	6, 4														
Fin. Proj. ID:	445920-1			From:	N OF BLOOMINGDALE AVE					Shoulder Type and Condition:															
F.A. Project No.:			Roadway ID:	10010000		To:	MLK BLVD					Inside:		PAVED/CURBED											
County:	HILLSBOROUGH		SR No.:	43		Beg MP:	18.875		End MP:	24.816		Length:	5.941		Outside:	PAVED									
Overall Pavement Condition (from DMO field review):				Fair		Median Curbed (Y/N):		Y & N		Paved:		Y & N		Lawn:		Y & N		Other:				Curb & Gutter (Y/N):		Y & N	

2022 - Side Street Cores (SS)

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
					FC5	FC3	FC9.5	SP9.5	S1	ARMI	S2	T1	WC	S1	BIND		LR	SHEL	ABC-2	RAP	CONC		DEPTH (IN.)	TYPE	CLASS	EXTENT		
22	19.887	SS	TL	N			0.6	6.0								6.6		13.3							F	SS EVERHART RD - RLTL (1ST)		
23	19.887	SS	TL	N	0.9			3.2								4.1	8.8								G	SS CRESCENT PARK DR - LLTL (1ST)		
30	20.028	SS	GO	N	1.2			3.0								4.2	19.6								F	SS PUBLIX ENTRANCE		
32	20.141	SS	TL	N				4.7								4.7	16.4								G	SS FALKENBURG RD - RLTL (1ST); NEW PAVEMENT		
33	20.141	SS	TL	N				2.0	1.5							3.5	16.5								G	SS FALKENBURG RD - LLTL (1ST); NEW PAVEMENT		
40	20.402	SS	GO	N	1.5			3.4								4.9	14.0								F	SS WINDERMERE LAKE DR		
41	20.402	SS	TL	Y			1.0	1.9								2.9			6.0						F	SS WES KEARNEY WAY - LRTL (1ST)		
46	20.521	SS	TL	N			1.2	2.3								3.5	12.5								F	SS LEGACY PARK ENTR/WILD TREE DR - LRTL (1ST)		
48	20.645	SS	TL	N	0.7			3.8	1.3							5.8	12.9								P	SS CAUSEWAY BLVD - LLTL (1ST)		
49	20.645	SS	TL	N			1.1	3.4								4.5	17.5								F	SS CAUSEWAY BLVD - RLTL (1ST)		
54	20.771	SS	TL	N	0.6			3.3	1.9							5.8	14.1								P	SS ALAMBRA AVE - LRTL (1ST); RAVELLING		
58	20.894	SS	TL	N	1.0			5.0								6.0	9.0								F	SS COURTNEY PALMS BLVD - LRTL (1ST)		
77	21.494	SS	TL	N			1.1	1.0	1.6							3.7			9.4						F	SS DELANEY CREEK BLVD - LLTL (1ST)		
84	21.905	SS	TL	N	0.5				2.7				0.3			3.5	7.5								P	SS PALM RIVER RD - RLTL (1ST)		
85	21.905	SS	TL	N			0.6		2.7							3.3	7.5								F	SS PALM RIVER RD - LLTL (1ST)		
93	22.177	SS	GO	N	0.8			2.9								3.7	10.0								F	SS BRITTANY WAY		
94	22.177	SS	TL	Y			1.0	1.9								2.9	11.0						2.1	C	IB	M	P	SS FLORIDA PALM DR - LRTL (1ST)
105	22.510	SS	TL	N	1.1			4.6								5.7	21.1								F	SS ADAMO DR - RLTL (1ST)		
106	22.510	SS	TL	N	1.4			11.3								12.7	5.6								F	SS ADAMO DR - LLTL (1ST)		
121	22.981	SS	TL	N	2.0				10.0							12.0			5.0						F	SS OLD HOPEWELL RD - LRTL (1ST).		
125	23.137	SS	TL	N	0.6			4.4								5.0			5.9						P	SS MASSARO BLVD - RRTL (1ST)		
126	23.137	SS	TL	N		1.0			3.0							4.0	13.0								F	SS STANNUM ST - LRTL (1ST)		
131	23.327	SS	GO	N			1.2	14.0								15.2	8.8								G	SS TAMPA E BLVD - IN GORE SW OF INTERSECTION		
132	23.327	SS	TL	Y				2.1	1.7							3.8	8.0								G	SS E COLUMBUS DR - LLTL (1ST); NEW PAVEMENT		
142	23.577	SS	L1	N		1.5										1.5	16.5						1.5	B	IB	M	P	SS CENTER POINTE BUS PARK
144	23.695	SS	TL	N		0.7										0.7	16.3						0.7	C	II	S	P	SS EAST MEADOW BLVD - RRTL (1ST)
153	24.058	SS	R1	N	1.0			2.7								3.7	12.3								F	SS 21ST AVE		
154	24.058	SS	L1	N	1.1				2.8							3.9	12.0								P	SS OVERPASS RD; BOTTOM UP CRACKING		
159	24.245	SS	R1	N				2.3	1.5			1.3				5.1	15.5								G	SS RIVERGATE BUS PARK - THROUGH/RRTL LANE		
160	24.245	SS	L1	N				2.2	0.3							2.5	7.5								G	SS SABAL INDUSTRIAL BLVD; NEW PAVEMENT		
177	24.816	SS	TL	N	1.0			2.0	4.0							7.0			8.3			12.0			F	SS MLK JR BLVD - LLTL (1ST)		
178	24.816	SS	TL	N	0.7			3.2	2.8							6.7			5.6						F	SS MLK JR BLVD - RLTL (1ST)		
AVERAGE					1.01	1.07	0.98	3.86	2.70			1.30	0.30			5.10	12.56	13.30	6.70			12.00	1.43					
MAX					2.00	1.50	1.20	14.00	10.00			1.30	0.30			15.20	21.10	13.30	9.40			12.00	2.10					
MIN					0.50	0.70	0.60	1.00	0.30			1.30	0.30			0.70	5.60	13.30	5.00			12.00	0.70					
LAYER COEF.					0.00	0.17	0.25	0.25	0.25	0.00	0.25	0.23	UNKW	0.25	0.20		0.18	0.18	0.16	UNKW	UNKW	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.

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

Cored By: TEST LAB, INC.

Coring Completion Date: 7/28/2024

Typical Section: 2

W.P.I. No.:		Name:	SR 43 (US 301)				Lanes:	4 to 6 (5 Intersections on US 301)					
Fin. Proj. ID:	445920-1		From:	N. of Bloomingdale Ave.				Shoulder Type and Condition:					
F.A. Project No.:		Roadway ID:	10010000		To:	S. of MLK Blvd.			Inside:				
County:	HILLSBOROUGH		SR No.:	43		Beg MP:	18.866	End MP:	24.750	Length:	5.884	Outside:	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved	Lawn: Y	Other:		Curb & Gutter (Y/N):	Y	

2024 - Mainline Cores (ML)																											
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
					FC5	FC12.5	SP12.5	SP9.5	ARMI	S	T1	S2	WC	T1	WC		SHEL	LR	CONC			Depth (in.)	Type	Class	Extent		
179	20.141	ML	R3	N			1.9	2.9		1.5						6.3	13.7									F	US 301 and S Falkenburg Rd.
180	20.141	ML	R2	N			2.5	0.6	0.5	2.3						5.9	13.1									F	US 301 and S Falkenburg Rd.
181	20.141	ML	R1	N			2.0	1.4	0.5	1.3						5.2	11.8									F	US 301 and S Falkenburg Rd.
183	20.141	ML	L1	N			2.1	1.7	0.6	1.4						5.8	12.7				13.5					F	US 301 and S Falkenburg Rd.
184	20.141	ML	L2	N			2.3	2.1	0.5	2.1						7.0	20.0									F	US 301 and S Falkenburg Rd.
185	20.141	ML	L3	N			2.2	3.2								5.4		18.6								F	US 301 and S Falkenburg Rd.
186	20.645	ML	R3	N		2.0		2.0		2.5						6.5		15.5								F	US 301 and Causeway Blvd.
187	20.645	ML	R2	N		1.8		1.8	0.6	1.8						6.0		15.0								F	US 301 and Causeway Blvd.
188	20.645	ML	R1	N		2.5		1.3	0.5	1.9						6.2		14.8								F	US 301 and Causeway Blvd.
190	20.645	ML	L1	Y		1.9	2.0			1.3						5.2		12.3								F	US 301 and Causeway Blvd.
191	20.645	ML	L2	Y		2.1	1.6			2.3						6.0		11.5								F	US 301 and Causeway Blvd.
192	20.645	ML	L3	Y		1.8	1.9			1.1						4.8		12.7								F	US 301 and Causeway Blvd.
193	21.905	ML	R2	N	0.7		1.8		0.5	10.2	2.8		0.4	0.7	0.6	17.7		5.3								P	US 301 and Palm River Rd. Raveling.
194	21.905	ML	R1	Y	0.7		1.7	0.7	0.5	10.8	1.7		0.7	1.1	0.4	18.3		5.7			15.0					P	US 301 and Palm River Rd. Raveling.
196	21.905	ML	L1	Y	0.6		3.4			1.1	1.6	2.3		1.2	0.4	10.6		11.4								P	US 301 and Palm River Rd. Raveling.
197	21.905	ML	L2	Y	0.7		3.1			1.0		1.6		1.3	0.5	8.2		13.3								F	US 301 and Palm River Rd. Raveling.
198	23.327	ML	R2	Y	0.6		1.5			1.7						3.8		10.7								F	US 301 and East Columbus Dr.
199	23.327	ML	R1	N	1.1		1.3	1.1								3.5		10.8								F	US 301 and East Columbus Dr.
201	23.327	ML	L1	Y	1.0		1.2	1.6				3.8				7.6			UNK							F	US 301 and East Columbus Dr.
202	23.327	ML	L2	N	0.5		1.3	1.0				3.4				6.2			UNK							F	US 301 and East Columbus Dr.
203	24.245	ML	R2	N			2.3			1.6						3.9		14.1			11.0					F	US 301 at Sabal Industrial Blvd.
204	24.245	ML	R1	Y			2.1			1.7						3.8		14.2								F	US 301 at Sabal Industrial Blvd.
206	24.245	ML	L1	Y			1.7	1.1		1.4						4.2		12.8								F	US 301 at Sabal Industrial Blvd.
207	24.245	ML	L2	Y			2.5	1.0		1.9						5.4		10.1								F	US 301 at Sabal Ind. Blvd. Sep. under SP12.5. Bottom-up crack.
AVERAGE					0.74	2.02	2.02	1.57	0.53	2.55	2.03	2.78	0.55	1.08	0.48	6.81	14.26	12.28			13.17						
MAX					1.10	2.50	3.40	3.20	0.60	10.80	2.80	3.80	0.70	1.30	0.60	18.30	20.00	18.60			15.00						
MIN					0.50	1.80	1.20	0.60	0.50	1.00	1.60	1.60	0.40	0.70	0.40	3.50	11.80	5.30			11.00						
LAYER COEF.					0.00	0.25	0.25	0.25	0.00	0.25	0.23	0.25	UNKW	0.23	UNKW		0.18	0.18	UNKW		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>
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 7/28/2024

Typical Section: 2

W.P.I. No.:		Name:		SR 43 (US 301)				Lanes:		4 to 6 (5 Intersections on US 301)																									
Fin. Proj. ID:		445920-1		From:		N. of Bloomingdale Ave.				Shoulder Type and Condition:																									
F.A. Project No.:		Roadway ID:		10010000		To:		S. of MLK Blvd.				Inside:																							
County:		HILLSBOROUGH		SR No.:		43		Beg MP:		18.866		End MP:		24.750		Length:		5.884		Outside:															
Overall Pavement Condition (from DMO field review):				Fair				Median Curbed (Y/N):				Y				Paved				Lawn: Y				Other:				Curb & Gutter (Y/N):				Y			

2024 - Crossover Cores (CO)																												
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	
					FC5	FC12.5	SP12.5	SP9.5	ARMI	S	T1	S2	WC	T1	WC		SHEL	LR	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT			
182	20.141	CO	CO	N			2.0	3.4		2.1						7.5	10.0									F	US 301 and S Falkenburg Rd.	
189	20.645	CO	CO	N		1.9		1.4								3.3		14.2			9.5					F	US 301 and Causeway Blvd.	
195	21.905	CO	CO	N	0.3		1.2	1.3		9.2	2.8	1.2		0.8	0.4	17.2		12.3								F	US 301 and Palm River Rd. Raveling.	
200	23.327	CO	CO	N	1.0		1.5					1.5				4.0		10.8								F	US 301 and East Columbus Dr.	
205	24.245	CO	CO	N			1.7			1.0						2.7		11.6								F	US 301 at Sabal Industrial Blvd.	
AVERAGE					0.65	1.90	1.60	2.03		4.10	2.80	1.35		0.80	0.40	6.94	10.00	12.20			9.50							
MAX					1.00	1.90	2.00	3.40		9.20	2.80	1.50		0.80	0.40	17.20	10.00	14.20			9.50							
MIN					0.30	1.90	1.20	1.30		1.00	2.80	1.20		0.80	0.40	2.70	10.00	10.75			9.50							
LAYER COEF.					0.00	0.25	0.25	0.25	0.00	0.25	0.23	0.25	UNKW	0.23	UNKW		0.18	0.18	UNKW		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.

Lane Designations - Decreasing MP	Lane Designations - Increasing MP	Lane Type		Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	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	SS - Side Street	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	BR - Bridge Approach/Departure	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor