

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

Cored By: Test Lab, Inc.

Coring Completion Date: 6/7/2023

Typical Section: **1 MAINLINE 15030000**

W.P.I. No.:		Name: SR 686		Lanes: 6 Lane Urban Minor Arterial Roadway	
Fin. Proj. ID: 447917-1		From: W OF BELCHER RD		Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 15030000	To: E OF US 19		Inside: NONE	
County: PINELLAS	SR No.: 686	Beg MP: 2.400	End MP: 3.609	Length: 1.209	Outside: NONE
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved: Y	Lawn: Y	Other:
				Curb & Gutter (Y/N): Y	

**Mainline Cores (ML)**

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS		
					FC12.5	FC9.5	SP12.5	SP9.5	T1	S	S2	T1	WC	ABC-2		LR	DEPTH (IN.)	TYPE		CLASS	EXTENT									
4	2.412	ML	R2	Y		0.8		5.1							5.9		17.4				5.9	C	II	S	P	0.0	0.2	4.50	Possible widening crack. Base LR/ABC.	
5	2.441	ML	L1	Y		0.9		2.0	1.8			1.8	1.1	0.6	8.2		10.3				8.2	B	III	M	F	0.0	0.0	1.80		
6	2.451	ML	R3	Y		0.7		3.8							4.5	9.5					8.0				F	0.0	0.0	2.35		
7	2.456	ML	L2	Y		0.9		1.1	1.2			3.0	0.7	0.8	7.7		9.1				7.7	C	III	S	P	0.2	0.0	1.90	Half of FC missing.	
12	2.604	ML	R2	N		0.7		4.3							5.0	8.2								F	0.1	0.0	3.75			
14	2.618	ML	L2	Y		0.8		1.0	1.2			2.6	0.8	0.4	6.8		9.0				3.0	A	IB	L	F	0.0	0.3	0.85		
16	2.631	ML	R3	N		1.2		3.1							4.3	9.0					4.3	C	III	M	F	0.0	0.1	3.45		
17	2.643	ML	L1	Y		0.8		3.7							4.5	7.5					4.0	4.5	B	II	M	F	0.5	0.0	3.20	Small base crack.
18	2.663	ML	R1	Y		1.0		2.0	2.2	2.4					7.6		5.2				4.7	B	III	M	F	0.0	0.0	0.40		
19	2.673	ML	L3	N		0.8		0.9	2.0			3.4	1.1	0.4	8.6		8.2				4.4	B	III	M	F	0.0	0.0	2.85		
20	2.683	ML	R2	N		0.8		5.7							6.5		13.0				6.5	A	III	M	P	0.2	0.2	2.35	Longitudinal crack.	
22	2.765	ML	R3	Y		0.9		3.5							4.4		18.4				4.4	A	II	M	F	0.0	0.0	1.90		
23	2.769	ML	L1	Y		0.9		2.6	1.1			2.5	1.1	0.5	8.7		8.8				3.7	B	II	M	F	0.1	0.0	0.25	Bottom-up crack.	
24	2.813	ML	L2	Y		0.8		3.9							4.7		10.1				4.7	C	III	M	F	0.0	0.1	2.00		
26	2.850	ML	R1	N		0.9		2.2	2.0			2.8	0.7	0.5	9.1		10.4							F	0.0	0.0	1.90			
27	2.922	ML	L2	Y		0.5		2.1	1.6			2.1	0.7	0.6	7.6		9.2							F	0.1	0.0	1.80			
28	2.964	ML	R2	Y	1.7			2.9							4.6		11.4				4.6	B	II	M	F	0.0	0.0	1.65	Joint crack. Base LR/S2/T1/WC.	
29	3.020	ML	L3	Y		0.9		2.3		1.6					4.8		12.0				3.3	B	III	M	F	0.0	0.0	3.05		
30	3.042	ML	R2	Y		0.7		3.5							4.2		12.6				4.2	B	III	M	F	0.2	0.1	2.60	Widening crack. Base LR/T1/S2/WC.	
32	3.115	ML	L1	Y		0.7		2.1	1.3			2.6	0.7	0.6	8.0		7.5				2.9	B	II	M	F	0.1	0.0	1.80		
33	3.121	ML	R3	Y		1.0		4.0							5.0		11.8				3.5	B	II	M	F	0.1	0.0	3.30		
35	3.198	ML	L2	Y		0.8		4.6							5.4		18.9				5.4	B	III	M	F	0.1	0.1	2.05	Longitudinal crack. Base crack.	
36	3.209	ML	R1	Y		0.8				2.8	3.3	0.8	0.6		8.3		8.8				5.9	C	III	M	F	0.0	0.0	0.85		
38	3.315	ML	L3	N	1.6		1.8			2.0					5.4		9.9				1.6	C	II	M	F	0.0	0.0	5.20	Possible Slippage.	
39	3.332	ML	R1	N	1.6		1.9			2.0					5.5		11.5				3.3	B	III	M	F	0.0	0.0	2.85		
40	3.365	ML	L2	Y	1.5		1.9			2.3					5.7		12.6				3.0	C	III	M	P	0.2	0.1	1.80		
41	3.367	ML	R3	Y	1.5		2.0			1.7					5.2		13.1				3.7	C	II	S	P	0.0	0.0	3.40		
42	3.420	ML	L1	Y	1.6		1.8			2.7					6.1		10.9				3.5	B	III	M	F	0.1	0.0	0.85		
43	3.431	ML	R2	Y	1.6		2.1			2.0					5.7		10.3				2.9	C	III	S	P	0.0	0.1	1.45		
45	3.468	ML	R1	N	1.5		1.8			2.2					5.5		12.3				2.7	B	II	M	F	0.0	0.0	0.95		
46	3.498	ML	L3	N	1.7		1.7			1.9					5.3		11.7							G	0.0	0.0	3.20			
48	3.588	ML	L1	Y	1.5		1.9			2.7					6.1		11.2							F	0.0	0.0	3.10			
49	3.592	ML	R3	N	1.8		1.6			1.7					5.1		8.4							F	0.0	0.0	2.85			
50	3.603	ML	L2	N	1.7		1.9			2.4					6.0		15.5							F	0.0	0.0	2.25			
51	3.608	ML	R2	Y	1.3		2.4			2.4					6.1		12.4				2.3	C	III	M	P	0.0	0.0	3.55		
<b>AVERAGE</b>						<b>1.58</b>	<b>0.83</b>	<b>1.90</b>	<b>3.02</b>	<b>1.60</b>	<b>2.19</b>	<b>2.68</b>	<b>0.86</b>	<b>0.56</b>	<b>6.06</b>	<b>8.55</b>	<b>11.32</b>				<b>6.00</b>	<b>4.25</b>				<b>0.1</b>	<b>0.0</b>	<b>2.34</b>		
<b>MAX</b>						<b>1.80</b>	<b>1.20</b>	<b>2.40</b>	<b>5.70</b>	<b>2.20</b>	<b>2.80</b>	<b>3.40</b>	<b>1.10</b>	<b>0.80</b>	<b>9.10</b>	<b>9.50</b>	<b>18.85</b>				<b>8.00</b>	<b>8.20</b>				<b>0.5</b>	<b>0.3</b>	<b>5.20</b>		
<b>MIN</b>						<b>1.30</b>	<b>0.50</b>	<b>1.60</b>	<b>0.90</b>	<b>1.10</b>	<b>1.60</b>	<b>1.80</b>	<b>0.70</b>	<b>0.40</b>	<b>4.20</b>	<b>7.50</b>	<b>5.15</b>				<b>4.00</b>	<b>1.60</b>				<b>0.0</b>	<b>0.0</b>	<b>0.25</b>		
<b>LAYER COEF.</b>						<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>		<b>0.16</b>	<b>0.18</b>				<b>0.08</b>									

- Notes:
- 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.
  - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a 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 approximate and measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.

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

Cored By: Test Lab, Inc.

Coring Completion Date: 6/7/2023

Typical Section: **1\_MAINLINE\_15030000**

W.P.I. No.:		Name: SR 686		Lanes: 6 Lane Urban Minor Arterial Roadway	
Fin. Proj. ID: 447917-1		From: W OF BELCHER RD		Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 15030000	To: E OF US 19		Inside: NONE	
County: PINELLAS	SR No.: 686	Beg MP: 2.400	End MP: 3.609	Length: 1.209	Outside: NONE
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved: Y	Lawn: Y	Other:
Curb & Gutter (Y/N): Y					

**Mainline Cores (ML)**

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS
					FC12.5	FC9.5	SP12.5	SP9.5	T1	S	S2	T1	WC	ABC-2		LR	DEPTH (IN.)		TYPE	CLASS	EXTENT						

6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

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

Cored By: Test Lab, Inc.

Coring Completion Date: 6/7/2023

Typical Section: 1 MAINLINE 15030000

W.P.I. No.:		Name: SR 686		Lanes: 6 Lane Urban Minor Arterial Roadway	
Fin. Proj. ID: 447917-1		From: W OF BELCHER RD		Shoulder Type and Condition:	
F.A. Project No.:	Roadway ID: 15030000	To: E OF US 19		Inside: NONE	
County: PINELLAS	SR No.: 686	Beg MP: 2.400	End MP: 3.609	Length: 1.209	Outside: NONE
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y	Paved: Y	Lawn: Y	Other:
				Curb & Gutter (Y/N): Y	

**Turn Lane Cores (TL)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			CRACK				PAVEMENT CONDITION	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS		
					FC12.5	FC9.5	SP12.5	SP9.5	T1	S	S2	T1	WC	ABC-2		LR	STABILIZED SUBGRADE <sup>3</sup>	DEPTH (IN.)	TYPE	CLASS	EXTENT								
8	2.476	TL	RL	N				4.0							4.0	7.1								G	0.0	0.0	1.30	RLTL (1st)	
9	2.500	TL	RL	N		1.0		1.6	1.3		2.5	0.9	0.7		8.0		9.0						P	0.1	0.1	0.75	RLTL (2nd)		
10	2.522	TL	RR	N		0.8		5.2							6.0	9.6							F	0.3	0.5	3.55			
11	2.587	TL	LL	N		0.8		2.7							3.5	5.7							F	0.5	0.0	4.55	LLTL (2nd)		
13	2.615	TL	LR	Y		1.1		3.9							5.0	9.5							F	0.1	0.0	3.30	Separation in SP-layer		
15	2.626	TL	LL	N		1.4		2.4				0.6	0.7		5.1		9.4						F	0.0	0.0	3.20	LLTL (1st)		
21	2.739	TL	C	Y		1.0		3.2	1.7		2.0	1.3	0.8		10.0		11.0						F	0.0	0.0	3.55			
25	2.830	TL	RL	N		0.9		5.2		11.4					17.5		4.0						F	0.0	0.1	1.65			
31	3.070	TL	LL	Y		1.1		1.7	1.5		3.1	1.1	0.5		9.0		4.0						F	0.1	0.3	0.25			
34	3.181	TL	RL	N			4.2								4.2		20.8						G	0.0	0.0	2.25			
37	3.252	TL	RL	N		0.7				5.0					5.7		11.3						F	0.0	0.0	1.90			
44	3.446	TL	RL	N		1.8				3.7					5.5		12.0						F	0.0	0.0	2.25	RLTL (1st)		
47	3.498	TL	RL	N		1.5		1.5		3.3					6.3		10.0						F	0.0	0.0	2.40	RLTL (2nd)		
<b>AVERAGE</b>						<b>1.65</b>	<b>0.98</b>	<b>2.85</b>	<b>3.32</b>	<b>1.50</b>	<b>5.86</b>	<b>2.53</b>	<b>0.98</b>	<b>0.68</b>	<b>6.91</b>	<b>7.98</b>	<b>10.16</b>								<b>0.1</b>	<b>0.1</b>	<b>2.38</b>		
<b>MAX</b>						<b>1.80</b>	<b>1.40</b>	<b>4.20</b>	<b>5.20</b>	<b>1.70</b>	<b>11.40</b>	<b>3.10</b>	<b>1.30</b>	<b>0.80</b>	<b>17.50</b>	<b>9.60</b>	<b>20.80</b>									<b>0.5</b>	<b>0.5</b>	<b>4.55</b>	
<b>MIN</b>						<b>1.50</b>	<b>0.70</b>	<b>1.50</b>	<b>1.60</b>	<b>1.30</b>	<b>3.33</b>	<b>2.00</b>	<b>0.60</b>	<b>0.50</b>	<b>3.50</b>	<b>5.70</b>	<b>4.00</b>									<b>0.0</b>	<b>0.0</b>	<b>0.25</b>	
<b>LAYER COEF.</b>						<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>UNKW</b>		<b>0.16</b>	<b>0.18</b>												

- Notes:
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  - The cross slope is approximate and measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.
  - 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 L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover	S - Shoulder SS - Side Street BR - Bridge Approach/Departure	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

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

Cored By: Test Lab, Inc.

Coring Completion Date: 6/7/2023

Typical Section: **2\_RAMPS\_(SPURS)**

W.P.I. No.:		Name: SR 686		Lanes: 1-2 Lane Spur On/Off Frontage Roads	
Fin. Proj. ID: 447917-1		From: W OF BELCHER RD		Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID: 15030000		To: E OF US 19	
County: PINELLAS		SR No.: 686		Beg MP: 2.400 End MP: 3.609 Length: 1.209	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): Y		Paved: Y Lawn: Y Other:	
				Curb & Gutter (Y/N): Y	

**Ramps: All Cores**

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	RUT DEPTH - LWP (IN.)	RUT DEPTH - RWP (IN.)	CROSS SLOPE (%) <sup>4</sup>	COMMENTS	
					FC12.5	SP12.5	S											LR					DEPTH (IN.)	TYPE						CLASS
52	3.479	ML	L3	Y	1.5		3.8								5.3	12.7						5.3	C	II	S	P	0.0	0.0	2.05	WB ON SPUR MP 3.495
53	3.524	ML	L3	N	1.1	1.3	3.8								6.2	11.1									F	0.0	0.0	3.90	WB ON SPUR MP 3.495	
54	3.536	ML	L3	Y	1.2		3.9								5.1	9.2									F	0.0	0.0	1.70	EB ON SPUR MP 3.534	
55	3.539	ML	L3	N	1.5		5.1								6.6	24.7									F	0.0	0.0	1.20	EB ON SPUR MP 3.534	
56	3.561	ML	L3	N	1.5		5.5								7.0	9.0									F	0.0	0.0	3.30	EB OFF SPUR MP 3.560. Clearance. Measured in hole, 2" broke off.	
57	3.569	ML	L3	N	1.4		4.9								6.3	9.7			16.0						F	0.0	0.0	2.15	EB OFF SPUR MP 3.560	
58	3.580	ML	L3	Y	1.7		4.2								5.9	12.1									F	0.0	0.0	4.15	WB OFF SPUR MP 3.585	
59	3.607	ML	L3	N	1.3	2.1	1.7								5.1	8.2									F	0.1	0.0	3.20	WB OFF SPUR MP 3.585	
60	3.498	ML	R3	N	1.5		4.1								5.6	10.9									F	0.0	0.0	2.75	EB OFF SPUR MP 3.510	
61	3.528	ML	R3	N	1.3		4.9								6.2	9.8			20.0						F	0.0	0.0	4.15	EB OFF SPUR MP 3.510	
62	3.538	ML	R3	N	1.1		5.7								6.8	15.5									F	0.0	0.0	2.40	WB OFF SPUR MP 3.534. Bottom-up crack.	
63	3.546	ML	R3	N	1.5		4.5								6.0	6.3									F	0.0	0.0	2.35	WB OFF SPUR MP 3.534. Clearance.	
64	3.567	ML	R3	Y	1.3		3.8								5.1	9.2									F	0.0	0.0	3.35	WB ON SPUR MP 3.560	
65	3.571	ML	R3	N	1.1		3.3								4.4	13.9									F	0.0	0.0	0.75	WB ON SPUR MP 3.560	
66	3.583	ML	R3	Y	2.0		3.6								5.6	11.7									F	0.0	0.0	2.85	EB ON SPUR MP 3.600	
67	3.604	ML	R3	N	2.0		3.6								5.6	9.2									F	0.0	0.0	2.85	EB ON SPUR MP 3.600	
<b>AVERAGE</b>					<b>1.44</b>	<b>1.70</b>	<b>4.15</b>							<b>5.80</b>	<b>11.42</b>					<b>18.00</b>	<b>5.30</b>					<b>0.0</b>	<b>0.0</b>	<b>2.69</b>		
<b>MAX</b>					<b>2.00</b>	<b>2.10</b>	<b>5.70</b>							<b>7.00</b>	<b>24.65</b>					<b>20.00</b>	<b>5.30</b>					<b>0.1</b>	<b>0.0</b>	<b>4.15</b>		
<b>MIN</b>					<b>1.10</b>	<b>1.30</b>	<b>1.70</b>							<b>4.40</b>	<b>6.25</b>					<b>16.00</b>	<b>5.30</b>					<b>0.0</b>	<b>0.0</b>	<b>0.75</b>		
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>								<b>0.18</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.
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> 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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