

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: TEST LAB, INC.

Coring Completion Date: 3/13/2024

Typical Section: 1

W.P.I. No.:		Name:	SR 686					Lanes:	6 Lane Urban Minor Arterial Roadway											
Fin. Proj. ID:	449205-1		From:	E of Highland Ave.					Shoulder Type and Condition:											
F.A. Project No.:		Roadway ID:	15030000		To:	W of Belcher Rd.				Inside:	PAVED									
County:	PINELLAS		SR No.:	686		Beg MP:	0.840		End MP:	2.400		Length:	1.560		Outside:	NONE				
Overall Pavement Condition (from DMO field review):			Fair			Median Curbed (Y/N):	Y		Paved:	Y		Lawn:			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	COMMENTS	
					FC9.5	FC12.5	SP12.5	SP9.5	T1	S	S2	S	T1	WC		LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT			
1	2.376	ML	L2	Y	1.0			1.3	1.5		2.1		1.3	0.3	7.5	6.8						4.5	C	III	M	P	
2	2.384	ML	R1	Y	0.9			2.3	1.8		2.2		1.1	0.6	8.9	7.1				12.0		4.1	A	II	M	F	
3	2.399	ML	L3	Y	0.7			1.6	1.5		3.3				7.1	12.4						6.0	C	III	S	P	
4	0.853	ML	R2	Y	0.7			0.8		2.7	2.2		0.9	0.5	7.8	10.2						3.5	C	III	M	F	
5	0.870	ML	L2	Y	1.2			2.0		2.3					5.5		2.8					4.2	B	III	M	F	
6	0.875	ML	R1	Y	1.0			3.5		5.6	2.2		0.8	0.7	13.8	8.2									F		
10	0.921	ML	R2	Y	1.4			2.0		4.4					7.8		6.9					3.4	B	II	L	F	
11	0.940	ML	L3	N	1.0			1.5		2.5					5.0		6.2								F		
13	0.983	ML	L1	Y	0.8			2.0		1.2	2.5		1.0	0.5	8.0	7.5						8.0	A	III	M	F	Base crack.
14	0.991	ML	R3	N	1.0			1.6		3.4					6.0		5.7			16.8		0.4	B	IB	L	F	Separation in SP-layer.
15	1.003	ML	L2	Y	1.0			2.3		1.9	1.3		1.2	0.5	8.2	11.8						4.5	B	III	M	F	
18	1.103	ML	R1	Y	0.8			2.5		1.6	2.8		1.0	0.8	9.5	8.5						3.2	C	IB	M	F	
20	1.193	ML	L1	Y	1.1			2.0		3.0					6.1	9.9						6.1	B	III	S	F	Joint crack.
21	1.197	ML	R2	Y	1.0			2.8		1.9					5.7	7.3						5.7	C	III	S	F	Base crack.
23	1.226	ML	R3	Y	0.9			2.0		2.5					5.4	10.4						5.4	C	II	M	P	Base crack.
25	1.287	ML	R1	Y	1.0			2.1		1.8	2.2		1.3	0.6	9.0	6.0						9.0	A	III	M	F	Possible widening area.
26	1.292	ML	L2	N	0.7			2.3		2.0	1.8		0.5	0.7	8.0	10.0						3.0	C	II	M	F	
28	1.308	ML	L1	Y	1.0			2.3		1.4	2.3		0.7	0.7	8.4	6.6				16.0		8.4	C	III	S	P	Base crack.
30	1.341	ML	R3	Y	1.2			2.0		1.7					4.9	8.9						3.5	B	II	L	F	
31	1.372	ML	R2	Y	1.0			1.7		3.3					6.0		5.1					4.0	C	III	L	F	
32	1.414	ML	L2	Y	1.0			2.1		1.7	1.2				6.0	9.0						6.0	A	III	M	F	Widening crack, base crack.
36	1.486	ML	L3	Y	0.8			2.0		2.1					4.9	9.6						4.9	B	III	M	F	Base crack.
38	1.598	ML	L1	Y	1.4			1.6		2.3	2.3		0.6	0.8	9.0	8.0						6.7	B	III	M	F	
39	1.618	ML	R2	N	1.0			1.5		2.5					5.0		6.0			19.0		5.0	B	III	M	F	Base crack.
42	1.651	ML	L3	Y	0.7			2.1		1.9					4.7		10.5					4.7	B	II	L	F	
44	1.674	ML	R2	Y	0.7			1.8		4.9					7.4	7.9						4.5	C	III	S	P	
45	1.688	ML	L2	N	1.0			2.0		1.4	2.3		0.5	0.6	7.8	8.0						3.1	B	III	M	F	
46	1.708	ML	R3	Y	0.7			2.1		2.0					4.8		6.2					4.4	A	III	M	F	
47	1.727	ML	L1	Y	1.1			2.1		1.1	2.5		0.7	0.6	8.1	7.9						6.8	C	III	M	F	
48	1.799	ML	R1	Y	1.4			2.5		1.6	2.2		0.7	0.7	9.1	8.4						4.3	C	II	M	F	
49	1.810	ML	L3	Y	1.0			3.3		2.7					7.0		6.7					3.1	B	II	L	F	
51	1.839	ML	R2	Y	0.9			1.8		1.6	2.5		1.1	0.6	8.5	8.0						4.5	C	III	S	P	
56	1.991	ML	L3	Y	1.3			2.0		3.2					6.5		8.5								F		
57	2.019	ML	R1	Y	1.0			2.0		1.9	2.5		0.6	0.8	8.8	6.7				13.0		8.8	C	III	M	F	Base crack.
59	2.069	ML	R3	Y	0.7			1.5		3.4					5.6	5.4						5.6	B	III	L	F	

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F.A. Project No.:		Roadway ID:	15030000		To:	W of Belcher Rd.					Inside:	PAVED					
County:	PINELLAS		SR No.:	686		Beg MP:	0.840		End MP:	2.400		Length:	1.560		Outside:	NONE	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y		Paved:	Y		Lawn	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	COMMENTS
					FC9.5	FC12.5	SP12.5	SP9.5	T1	S	S2	S	T1	WC		LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
60	2.091	ML	L2	N	0.9			1.0		3.7	2.2		0.3	0.8	8.9	11.6									P	
63	2.140	ML	L3	N	1.3			3.5							4.8	19.5					4.8	B	III	L	F	
64	2.141	ML	R2	N	1.0			2.4		2.0	2.5		0.8	0.5	9.2	8.1					2.0	B	IB	L	F	
67	2.197	ML	L1	Y	1.0			2.4		1.7	1.9		1.1	0.4	8.5	7.5					1.0	B	IB	L	F	
69	2.280	ML	R1	N	1.1			2.0		1.7	2.0		0.7	0.8	8.3	8.2									F	
70	2.282	ML	L1	N	1.2			1.6		2.0	1.8		0.7	0.7	8.0	9.0									F	
72	2.350	ML	R3	N	1.0			1.1		3.1					5.2	7.1									F	
73	2.361	ML	L3	N	0.8			1.4		11.6					13.8	7.2				18.0	5.8	A	III	S	P	
75	2.377	ML	L2	Y	0.9			1.2		1.7	1.6		1.2	0.6	7.2	8.3				11.5	7.2	B	III	M	P	Base crack.
77	1.200	ML	R2	N	1.0			4.5							5.5	4.5					3.7	B	III	M	P	
78	1.305	ML	L1	Y	1.0			2.4		1.3	2.3		0.6	0.9	8.5	6.5					8.5	C	III	S	P	
79	2.361	ML	L3	Y	0.7			2.3		7.5					10.5	6.5					4.5	A	III	S	P	
AVERAGE					0.98			2.06	1.60	2.71	2.19		0.84	0.64	7.45	8.49	6.46			15.19	4.92					
MAX					1.40			4.50	1.80	11.60	3.30		1.30	0.90	13.80	19.50	10.50			19.00	9.00					
MIN					0.70			0.80	1.50	1.10	1.20		0.30	0.30	4.70	4.50	2.80			11.50	0.40					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23	0.25	0.25	0.25	0.23	UNKW		0.18	0.16	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>
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				

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Fin. Proj. ID:	449205-1		From:	E of Highland Ave.				Shoulder Type and Condition:						
F.A. Project No.:		Roadway ID:	15030000		To:	W of Belcher Rd.			Inside:	PAVED				
County:	PINELLAS		SR No.:	686		Beg MP:	0.840	End MP:	2.400	Length:	1.560	Outside:	NONE	
Overall Pavement Condition (from DMO field review):			Fair		Median Curbed (Y/N):	Y	Paved:	Y	Lawn	Other:		Curb & Gutter (Y/N):	Y	

Shoulder Cores (S)																										
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
					FC9.5	FC12.5	SP12.5	SP9.5	T1	S	S2	S	T1	WC		LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
7	0.891	S	IL	N	0.8			4.6		6.0			0.9		12.3			UNK						F	SSG depth cannot be determined due to CONC base.	
16	1.068	S	IR	N	0.9			2.3		2.1	1.9		1.3	0.8	9.3	8.7							F			
19	1.124	S	IL	N	0.8			2.5		1.9	2.1		1.6	0.6	9.5	6.0							F	Crack under FC.		
33	1.418	S	IR	N	0.7			2.8		1.7	2.2		0.9	0.5	8.8	8.2					4.0	B	III	L	F	
35	1.484	S	IL	N	0.6			2.0		4.9	2.1		0.9	0.5	11.0	8.5								F		
41	1.627	S	IR	N	1.3			2.9		1.8	2.2		1.4	0.7	10.3	7.7					4.0	B	III	L	F	
53	1.894	S	IL	N	1.0			3.2		1.3	1.9		0.7		8.1	6.9					4.4	B	II	L	F	
55	1.971	S	IR	N	1.3			2.3		1.5	2.4		0.8	0.7	9.0	6.5				14.5					F	Core separation due to thermo.
58	2.023	S	IL	N	0.9			2.4		1.5	2.2		0.8	0.5	8.3	9.7								F		
62	2.109	S	IR	N	1.4			3.0		1.7	2.5		0.6	0.8	10.0	8.0					3.8	B	II	L	F	
68	2.243	S	IL	N	1.2			4.2		1.4	2.0		0.6	0.6	10.0	9.5								F	Core separation due to thermo.	
76	2.382	S	IR	N	0.9			2.5		2.2	2.5		1.0	0.7	9.8	8.2								F	Bottom-up crack.	
AVERAGE					0.98			2.89		2.33	2.18		0.96	0.64	9.70	7.99				14.50	4.05					
MAX					1.40			4.60		6.00	2.50		1.60	0.80	12.30	9.70				14.50	4.40					
MIN					0.60			2.00		1.30	1.90		0.60	0.50	8.10	6.00				14.50	3.80					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23	0.25	0.25	0.25	0.23	UNKW		0.18	0.16	UNKW		0.08						

Notes:

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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

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

Turn Lanes and Crossover Cores (TL/CO)																										
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
					FC9.5	FC12.5	SP12.5	SP9.5	T1	S	S2	S	T1	WC		LR	ABC-2	CONC			DEPTH (IN.)	TYPE	CLASS	EXTENT		
8	0.893	TL	RL	Y	0.9			2.7		6.1					9.7		3.8								F	
9	0.916	CO	CO	N	1.0			4.4		5.6					11.0		6.0								F	
12	0.978	TL	RL	N	1.1			2.4		2.0	2.4		1.4	1.0	10.3	4.7					4.7	B	III	M	P	
17	1.073	TL	LL	Y	0.8			2.7		1.8	2.1				7.4	9.6					4.8	C	III	M	F	Possible widening crack.
22	1.209	TL	LL	N		1.5	2.0			4.6					8.1		8.9				1.7	B	IB	L	F	
24	1.266	TL	RL	Y	1.3			3.0		5.3					9.6	6.4				16.0	7.0	C	III	M	F	Widening area. Base = LR + ABC.
27	1.293	CO	CO	N	1.0			2.4		1.6	2.1	1.9			9.0	7.5									F	
29	1.334	TL	LL	N	1.1			2.5		2.9					6.5		7.3				6.5	B	II	M	P	
34	1.477	TL	RL	Y	1.4			2.0		2.7	2.4		0.8	0.7	10.0	8.5					3.0	B	III	M	F	Bottom-up crack.
37	1.517	TL	RR	N	1.2			2.1		1.7					5.0		6.5			20.5					F	
40	1.619	TL	LL	N	1.5			2.0		1.5					5.0		9.0				4.0	C	II	L	F	Crack under S-layer.
43	1.659	TL	RL	Y	1.0			3.3		3.4					7.7	7.3					4.3	C	II	L	F	
50	1.832	CO	CO	N	1.0			4.0		1.0	2.0		1.3	0.7	10.0	10.0					0.2	B	IB	L	F	
52	1.856	TL	LL	Y	0.9			2.8		3.8					7.5		7.7			8.8					F	
54	1.908	TL	RL	N	1.0			2.1		3.6	1.1		0.9	0.8	9.5	8.5									F	
61	2.100	TL	LL	Y	0.9			2.5		1.2	2.3		0.7	0.7	8.3	7.2					3.1	B	III	L	F	
65	2.145	TL	RL	Y	0.7			3.1		3.3					7.1	8.9					3.0	C	III	L	F	
66	2.181	CO	CO	N	1.0			2.0		2.7	0.7	2.0			8.4	10.6				9.0					F	
71	2.327	TL	RL	Y	0.8			1.8		2.0	2.4		1.1	0.9	9.0	9.0					6.9	B	III	M	F	
74	2.366	CO	CO	N	0.9			1.1		1.7	2.3				6.0	12.0									F	
AVERAGE					1.03	1.50	2.00	2.57		2.93	1.98	1.95	1.03	0.80	8.26	8.48	7.03			13.58	4.10					
MAX					1.50	1.50	2.00	4.40		6.10	2.40	2.00	1.40	1.00	11.00	12.00	9.00			20.50	7.00					
MIN					0.70	1.50	2.00	1.10		1.00	0.70	1.90	0.70	0.70	5.00	4.70	3.80			8.80	0.20					
LAYER COEF.					0.25	0.25	0.25	0.25	0.23	0.25	0.25	0.25	0.23	UNKW		0.18	0.16	UNKW		0.08						

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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