

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

Cored by: M.Davidson, D. West, P. Wilkinson,		3/1-2/2020		Page - of -		Typical Section No.:	
W.P.I. No.:		Name: SR 693				Lanes 6	
Fin. Proj. ID: 440254-1		From: Park Street				Shoulder Type and Condition:	
F.A. Proj. No.:		To: North of Tyrone Blvd				Inside: -	
County: Pinellas	SR No.: 693	Beg MP: 0.000	End MP: 2.223	Lgth: 2.223	Outside: -		
Median Curbed (Y / N): Y						Curb & Gutter (Y / N): Y	

Core No.	MP	Lane	W h e e l	Pavement Layer (in.)								Base				Crack				P C o n t d	D e p t h (in.)	C S r i o o s p s e (%)	Comments
				FC125	FC95	SP95	S	S2	T1	BIND	Core Lgth (in.)	LIMEROCK (in)	ABC (in)	SCEM (in)	STAB (in)	D e p t h (in.)	T y p e	C l a s s	E x t e n t				
1	0.020	L1	N	1.0		3.5						4.5		7.9					F			Left Roadway Left Turn Lane	
2	0.030	L1	N	1.3		2.5						3.8	8.0						F				
3	0.080	L1	N	1.2		1.5					1.5	4.2	4.0						F				
4	0.460	L1	N	1.0		4.0						5.0		9.7					F			Separated at SP Layer	
5	0.480	L1	N	1.3		2.1						3.4		8.2					F			Left Roadway Left Turn Lane	
6	0.963	L1	N	0.8		2.0				1.7	4.5	9.3			4.5	A	III	S	F			Full Depth Crack/Transverse Crack/ Base Crack	
7	1.044	L1	N	1.3		1.4				2.1	4.8	10.0							F			Left Roadway Left Turn Lane	
8	1.301	L1	Y	1.1		2.0		0.4		2.0	5.5	10.5							F			FDOT Requested Location	
9	1.301	L1	Y	1.0		2.8		1.0		2.2	7.0	10.5							F			FDOT Requested Location - Patch - Separates at SP Layer	
10	1.301	L1	Y	1.2		3.3			3.0		7.5	7.5		3.0	3.0				F			FDOT Requested Location 3-Inches of Soil Cement Base, 3-Inches of Sand and Shell Stabilized Subgrade - Patch	
11	1.549	L1	N	1.2			3.2				4.4	12.5							F			Left Roadway Left Turn Lane	
12	1.881	L1	N	1.1		1.6				1.6	4.3	8.8							F				
13	2.191	L1	N	1.3			3.3				4.6		2.5						F			Left Roadway Left Turn Lane 1	
14	2.191	L1	N	1.0		1.0				1.4	3.4	9.0							F			Left Roadway Left Turn Lane 2	
15	2.191	L1	N	1.5		-		1.0		1.4	3.9	11.5							F				
16	0.020	L2	N	1.0		3.7				-	4.7	9.0							F				
17	0.080	L2	N	1.4		1.7				0.9	4.0	8.0							F			FDOT Requested Location	
18	0.420	L2	N	1.3		1.9				0.9	4.1	7.0							F			FDOT Requested Location	
19	0.430	L2	N	1.2		2.2				0.6	4.0	7.0							F			FDOT Requested Location	
20	0.500	L2	N	1.5		3.5				-	5.0		7.8						F				
21	0.973	L2	Y	1.2		1.6				1.8	4.6	9.3			4.6	A	III	S	F			FDOT Requested Location - Full Depth Transverse Crack/ Base Crack	
22	1.044	L2	N	1.6		1.7		0.3		1.9	5.5	7.5							F				
23	1.311	L2	N	1.5		1.9		0.5		2.4	6.3	9.8			6.3	A	III	S	F			FDOT Requested Location/Full Depth Transverse Crack/ Base Crack	
24	1.981	L2	N	1.1		1.7		0.7		1.9	5.4	7.5							F				
25	2.191	L2	N	1.0		1.0		1.3		0.8	4.1	10.0							F				
26	0.020	L3	N	1.5		2.7					4.2	8.8							F				
27	0.080	L3	N	1.0		1.7				0.7	3.4	8.5			1.0	BR	IB	L	F			Longitudinal/Branch Crack	
28	0.565	L3	N	0.8		2.4	0.6				3.8	8.0							F				

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Core No.	MP	Lane	W h e e l P a t h	Pavement Layer (in.)								Base				Crack				P C o n d t d	D e p t h R e p t h (in.)	C S r l o o p s e (%)	Comments
				FC125	FC95	SP95	S	S2	T1	BIND	Core Lgth (in.)	LIMEROCK (in)	ABC (in)	SCEM (in)	STAB (in)	D e p t h (in.)	T y p e	C l a s s	E x t e n t				
29	1.341	L3	N	1.1		2.6					1.0	4.7	11.3							F			
30	2.109	L3	N	1.3		2.4						3.7	9.5							F			
31	2.191	L3	N	1.1		0.7	0.5				1.8	4.1	9.5							F			12.0
32	0.020	R1	N	1.1		2.9						4.0	5.5							F			
33	0.460	R1	N	1.5		4.5						6.0		7.9						F			
34	0.510	R1	Y	1.3				0.4			1.4	3.1	8.0							F			Right Roadway Left Turn Lane
35	0.716	R1	Y	1.0		1.7					1.2	3.9	10.3				3.9	BR	III	S	F		Full Depth Branch Crack/ Base Crack
36	0.943	R1	N	1.2		1.7		0.5			2.2	5.6	9.0							F			
37	1.094	R1	Y	1.2		0.6		1.7			2.1	5.6	8.0				5.9	C	III	S	F		Right Roadway Left Turn Lane / Full Depth Longitudinal Crack
38	1.861	R1	N	1.5		2.1					2.0	5.6	9.0							F			
39	1.991	R1	N	1.1				0.9			2.0	4.0	8.0							F			Right Roadway Left Turn Lane - 2 / Patch
40	2.011	R1	N	1.1		1.3			1.6			4.0	6.8				4.0	B	III	S	F		Right Roadway Left Turn Lane - 1 / Full Depth Branch Crack
41	2.191	R1	N	1.0		0.5		0.6			1.5	3.6	7.5							F			
42	0.020	R2	N	1.4		3.1						4.5	7.5							F			
43	0.420	R2	N	1.4		1.3					0.9	3.6	9.0							F			
44	0.575	R2	N	1.0		2.1		0.9				4.0	13.0				4.0	B	III	S	F		FDOT Requested Location - Full Depth Block Crack
45	0.716	R2	N	1.3		1.4		2.1				4.8	8.3				4.8	B	II	M	F		FDOT Requested Location - Full Depth Branch Crack
46	0.745	R2	Y		1.2	1.5					1.6	4.3	7.5							F			12.0
47	0.775	R2	N	1.4		1.7					1.9	5.0	10.0							F			FDOT Requested Location
48	1.224	R2	N	1.5		1.0					1.8	4.3	10.0							F			
49	1.775	R2	Y	1.5		0.5					2.5	4.5	10.0							F			FDOT Requested Location - Bleeding
50	1.981	R2	N	1.2		1.8		1.2			1.9	6.1	6.0				6.1	B	III	S	F		FDOT Requested Location - Full Depth Branch Crack
51	2.109	R2	N	1.3		2.5		2.4			1.8	8.0	10.0				8.0	B	III	S	F		Full Depth Branch Crack/ Base Crack
52	2.191	R2	Y	1.3		0.6					1.6	3.5	7.5							F			Base Crack/ Bottom Up
53	0.030	R3	N	1.4		1.8						3.2	7.8							F			12.0
54	0.444	R3	Y	1.2		1.3					0.9	3.4	8.5							F			
55	0.667	R3	N	1.2		1.7					0.8	3.7	9.4				2.5	B	III	S	F		Branch Crack
56	0.716	R3	Y	1.4		2.1					1.3	4.8	13.3				1.4	B	II	M	F		Block Crack

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				FC125	FC95	SP95	S	S2	T1	BIND	Core Lgth (in.)	LIMEROCK (in)	ABC (in)	SCEM (in)	STAB (in)	D e p t h (in.)	T y p e	C l a s s	E x t e n t						
57	0.744	R3	Y	1.3		1.7					1.5	4.5	9.5					2.9	B	III	S	F			Right Roadway Right Turn Lane - Block Crack
58	0.774	R3	Y	1.1		1.8					1.4	4.3	10.0					1.9	B	III	S	F			Right Roadway Right Turn Lane - Block Crack
59	1.244	R3	N	1.5		1.3					0.6	3.4	11.3					1.5		II	M	F			
60	2.119	R3	N	1.5		2.0	1.9					5.4	10.3									F			
61	2.191	R3	N	1.0		0.9		1.6				3.5	9.5									F			