

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored by: M. Cornwell, P. Zydek Dates Cored: 11/14/2019 Typical Section No.: 1

W.P.I. No.:	Name: SR 60	Lanes: 4
Fin. Proj. ID: 444484-1-52-1	From: W of Dude Ranch Road	Shoulder Type and Condition: Paved
F.A. Proj. No.:	To: E of Rattlesnake Road	Inside:
County: Polk SR No.: 60	Beg MP: 4.902 End MP: 6.245 Lgth: 1.343	Outside: 1
Median Curbed (Y / N): N Paved Lawn	Vegetation	Curb and Gutter (Y/N): N

Core No.	Mile Post or Sta. No.	Lane	Wheel Path	Pavement Layer (in.)											Base				Subgrade	Crack				Pvmt Cond	COMMENTS	
				FC5	FC3	SP1F	S									Core Lgth (in.)	Limerock	SHELL	A B C	Concrete	Stabilized	Depth (in.)	Type			Class
1	5.119	R2	Y	0.7	-	2.3	0.7	-	-	-	-	-	-	-	3.7	12.1	-	-	-	-	3.7	A	IB	S	Poor	Raveling
2	5.119	R1	N	0.9	-	2.1	0.5	-	-	-	-	-	-	-	3.5	11.8	-	-	-	-	-	-	-	-	Fair	Raveling
3	5.651	R2	Y	0.7	-	2.6	0.4	-	-	-	-	-	-	-	3.7	12.2	-	-	-	-	3.7	A	IB	S	Poor	
4	5.651	R1	N	0.8	-	2.5	0.6	-	-	-	-	-	-	-	3.9	11.8	-	-	-	-	-	-	-	-	Fair	
5	5.651	OR	N	1.1	-	1.6	-	-	-	-	-	-	-	-	2.7	4.5	-	-	-	-	-	-	-	-	Fair	Light Raveling
6	5.084	C	N	0.5	-	2.4	0.6	-	-	-	-	-	-	-	3.5	10.7	-	-	-	-	-	-	-	-	Fair	Cross Over, Raveling
7	5.065	R2	N	1.0	-	1.9	0.5	-	-	-	-	-	-	-	3.4	12.3	-	-	-	-	-	-	-	-	Fair	Right Turn Lane, Light Raveling
8	5.089	L2	N	1.0	-	1.9	2.3	-	-	-	-	-	-	-	5.2	14.0	-	-	-	-	-	-	-	-	Fair	Citrusuco West Entrance
9	5.119	L1	N	0.9	-	1.4	2.0	-	-	-	-	-	-	-	4.3	12.3	-	-	-	-	-	-	-	-	Fair	Left Turn Lane, Light Raveling
10	5.416	R1	Y	1.1	-	2.1	1.1	-	-	-	-	-	-	-	4.3	12.2	-	-	-	-	-	-	-	-	Fair	Left Turn Lane
11	5.459	C	N	1.1	-	1.7	1.2	-	-	-	-	-	-	-	4.0	13.1	-	-	-	-	-	-	-	-	Fair	Cross Over
12	5.457	L2	Y	0.3	-	-	2.0	-	-	-	-	-	-	-	2.3	12.8	-	-	-	-	-	-	-	-	Fair	Citrusuco East Entrance, Raveling
13	5.823	R2	N	0.8	-	1.8	1.6	-	-	-	-	-	-	-	4.2	10.1	-	-	-	-	-	-	-	-	Fair	Right Turn Lane
14	5.858	C	N	1.2	-	1.8	1.3	-	-	-	-	-	-	-	4.3	12.4	-	-	-	-	-	-	-	-	Fair	Cross Over, Light Raveling
15	5.825	R1	Y	1.3	-	2.3	1.6	-	-	-	-	-	-	-	5.2	12.1	-	-	-	-	-	-	-	-	Fair	Left Turn Lane
16	5.856	L2	N	-	0.2	-	2.9	-	-	-	-	-	-	-	3.1	10.0	-	-	-	-	-	-	-	-	Poor	Service Road, Raveling
17	5.898	L1	N	1.1	-	1.8	1.6	-	-	-	-	-	-	-	4.5	12.6	-	-	-	-	-	-	-	-	Fair	Left Turn Lane
18	5.977	R1	N	1.1	-	2.2	0.9	-	-	-	-	-	-	-	4.2	13.0	-	-	-	-	-	-	-	-	Fair	Left Turn Lane, Light Raveling
19	6.019	C	N	0.8	-	3.1	1.5	-	-	-	-	-	-	-	5.4	13.0	-	-	-	-	-	-	-	-	Fair	Cross Over, Raveling
20	6.071	R2	Y	1.3	-	1.2	1.6	-	-	-	-	-	-	-	4.1	9.1	-	-	-	12.2	-	-	-	-	Fair	Right Turn Lane
21	6.017	L2	Y	1.0	-	2.8	1.9	-	-	-	-	-	-	-	5.7	12.0	-	-	-	-	-	-	-	-	Fair	Alcoma Road, Light Raveling
22	6.111	R2	N	1.0	-	1.8	2.1	-	-	-	-	-	-	-	4.9	12.5	-	-	-	-	-	-	-	-	Fair	Rattlesnake Road, Raveling
23	5.119	OR	N	0.9	-	1.9	0.9	-	-	-	-	-	-	-	3.7	6.0	-	-	-	-	-	-	-	-	Fair	Raveling
24	5.435	L2	Y	0.8	-	1.5	1.9	-	-	-	-	-	-	-	4.2	10.5	-	-	-	11.5	-	-	-	-	Poor	Raveling, Bottom Up Cracking
25	5.435	L1	N	0.9	-	2.0	1.1	-	-	-	-	-	-	-	4.0	12.0	-	-	-	18.3	-	-	-	-	Fair	
26	5.435	OL	N	0.6	-	1.2	0.7	-	-	-	-	-	-	-	2.5	9.5	-	-	-	-	-	-	-	-	Fair	Raveling
27	6.071	L2	Y	0.6	-	1.8	1.8	-	-	-	-	-	-	-	4.2	10.8	-	-	-	-	-	-	-	-	Poor	Bottom Up Cracking

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County: Polk SR No.: 60	Beg MP: 4.902 End MP: 6.245 Lgth: 1.343	Outside: 1
Median Curbed (Y / N): N	Paved Lawn Vegetation	Curb and Gutter (Y/N): N

Core No.	Mile Post or Sta. No.	Lane	Wheel Path	Pavement Layer (in.)										Core Lgth (in.)	Base				Subgrade	Crack				Pvmt Cond	COMMENTS			
				FC5	FC3	SP1F	S										Limerock	SHELL		A B C	Concrete	Stabilized	Depth (in.)			Type	Class	Extent
28	6.071	L1	Y	0.7	-	2.2	1.3	-	-	-	-	-	-	-	4.2	12.3	-	-	-	-	-	-	-	-	-	-	Fair	
29	6.071	OL	N	1.0	-	1.8	-	-	-	-	-	-	-	-	2.8	5.8	-	-	-	-	-	-	-	-	-	-	Fair	
30	5.219	R2	Y	0.5	-	2.5	0.3	-	-	-	-	-	-	-	3.3	11.1	-	-	-	-	3.3	A	III	S	Poor			
31	5.412	R2	N	0.8	-	2.2	1.1	-	-	-	-	-	-	-	4.1	12.1	-	-	-	-	4.1	C	III	S	Poor	Base Crack		
32	5.933	R1	N	0.8	-	2.5	1.7	-	-	-	-	-	-	-	5.0	11.0	-	-	-	-	5.0	C	III	S	Poor			
33	5.832	L2	Y	0.9	-	2.0	1.2	-	-	-	-	-	-	-	4.1	12.4	-	-	-	-	4.1	A	IB	S	Poor			
34	5.293	L2	Y	0.6	-	2.3	0.9	-	-	-	-	-	-	-	3.8	11.8	-	-	-	-	3.8	A	III	S	Poor			

Note: During the field operation 10% of the cores were checked for stabilization thickness. For pavement design assume 12 inches of thickness for stabilization.