

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.