

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

Cored By: Roberts Consulting Services

Coring Completion Date: 12/23/2021

Typical Section: 16261000

W.P.I. No.:	Name: SR 60	Lanes: 4 Lane roadway / 2 lane each direction
Fin. Proj. ID: 445467-1	From: CR 555	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 16261000	To: Broadway Avenue
County: Polk	SR No.: 60	Beg MP: 0.000
Overall Pavement Condition (from DMO field review): Fair		End MP: 1.160
		Length: 1.160
		Median Curbed (Y/N): Yes
		Paved:
		Lawn: X
		Other:
		Inside: No inside shoulder
		Outside: Paved / Fair Condition
		Curb & Gutter (Y/N): Yes

All Cores

CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)								TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	FC9.5	FC12.5	SP9.5								LR	CONC		ABC-2		DEPTH (IN.)	TYPE		
1	0.077	ML	R2	Y			1.5	1.8					3.3	12.8					3.3	C	III	M	P	
2	0.094	ML	R2	Y			1.5	1.8					3.3	12.7					2.6	C	III	S	P	
3	0.094	ML	R2	Y			1.4	1.8					3.2	12.9					2.1	C	III	S	P	
4	0.094	S	OR	N		1.1		1.0					2.1	12.5		2.3							F	
5	0.117	ML	R2	Y			1.7	1.5					3.2	12.8			12.0		3.2	C	III	S	P	
6	0.174	ML	R2	Y			1.7	1.3					3.0	11.7					1.7	C	III	S	P	
7	0.291	TL	RR	Y			1.7	1.3					3.0	12.8					3.0	C	III	M	P	RRTL to Main St - Base Crack
8	0.334	SS	R2	Y			1.3	1.7					3.0	13.8					3.0	C	Ib	L	F	Main Street
9	0.375	ML	R2	Y			1.2	1.8					3.0	12.0					3.0	C	III	S	P	
10	0.587	ML	R2	N		1.0		1.5					2.5						1.0	C	Ib	L	F	Approach Slab
11	0.683	ML	R2	N		1.1		1.1					2.2						1.5	C	Ib	M	F	Departure Slab
12	1.030	ML	R2	N			1.6	2.7					4.3	12.1					2.5	C	III	S	P	
13	1.056	ML	R3	N			1.7	4.0					5.7	16.8					1.7	C	III	S	P	
14	1.056	S	OR	N		1.2		4.8					6.0	16.0									F	
15	1.125	SS	R1	N		1.1		5.7					6.8	14.5									F	Side Street to FDOT office building
16	1.131	TL	LR	N		1.1		5.4					6.5	9.6									F	LRTL to shopping plaza
17	1.011	ML	L2	N		1.3		1.4					2.7	13.7			12.0		2.7	C	III	S	P	
18	0.957	SS	R1	N			1.4	1.8					3.2	12.4					2.2	C	II	M	P	Richland Road
19	0.924	SS	R1	N			1.5	1.4					2.9	12.3									F	Dorothy St
20	0.854	ML	L2	Y			1.5	1.5					3.0	13.1					1.5	C	III	S	P	
21	0.808	ML	L2	Y	0.9			2.3					3.2	13.2					2.3	C	III	S	P	
22	0.808	S	OL	N			1.8	2.0					3.8	12.2									F	
23	0.678	ML	L2	N			1.8						1.8										F	Approach Slab
24	0.576	ML	L2	N			1.5	0.9					2.4										F	Departure Slab
25	0.543	ML	L2	Y			1.5	1.5					3.0	12.9					3.0	C	III	S	P	
26	0.351	TL	LR	N			1.8	1.7					3.5	12.7					3.5	C	III	M	P	LRTL to Baker Ave
27	0.334	SS	L1	N			1.5	2.0					3.5	14.3									F	Baker Avenue
28	0.153	TL	LR	N			1.8	1.4					3.2	13.2									F	LRTL to Commercial Warehouse
29	0.077	ML	L2	Y		1.4		1.4					2.8	12.8					2.8	C	III	S	P	

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					FC5	FC9.5	FC12.5	SP9.5								LR	CONC		ABC-2		DEPTH (IN.)	TYPE		
30	0.107	TL	RL	N			1.5	1.5					3.0	13.1									F	RLTL to Commercial Warehouse
31	0.110	ML	R1	Y			1.6	1.7					3.3	12.5				11.7	3.3	C	III	S	P	
32	0.145	ML	R1	Y			1.5	1.8					3.3	12.5					3.3	C	III	S	P	
33	0.158	ML	R1	Y			1.2	1.6					2.8	12.7					2.8	C	III	S	P	
34	0.854	ML	R1	Y			1.5	2.0					3.5	12.8					3.5	C	III	S	P	
35	0.883	TL	RL	N			1.2	1.5					2.7	14.0									F	RLTL to Dorothy St
36	0.912	ML	R1	Y			1.6	1.2					2.8	13.4					2.8	C	II	M	P	
37	1.152	ML	L2	Y			1.3	4.1					5.4		8.3				3.1	C	III	S	P	
38	1.047	ML	L1	N			1.5	2.0					3.5	13.0				12.0	1.5	C	III	M	P	
39	0.992	TL	LL	N			1.6	1.7					3.3	12.4									F	LLTL to U-Turn
40	0.919	ML	L1	N			1.6	1.8					3.4	12.6					3.4	C	III	S	P	
41	0.367	TL	LL	Y			1.4	1.4					2.8	12.6					2.0	C	Ib	L	F	LLTL to Main St
42	0.310	ML	L1	Y			1.4	1.7					3.1	12.1					3.1	C	III	S	P	
43	0.155	ML	L1	Y			1.5	1.2					2.7	12.2					2.7	C	III	S	P	
44	0.943	S	OL	N			1.2	2.4					3.6	12.4									F	
45	0.095	S	OL	N			1.7	1.6					3.3	11.7									F	
46	0.484	S	OR	N			1.7	1.7					3.4	11.9									F	
AVERAGE						0.90	1.16	1.52	1.99				3.39	12.87	8.30	2.30		11.93	2.60					
MAX						0.90	1.40	1.80	5.70				6.80	16.80	8.30	2.30		12.00	3.50					
MIN						0.90	1.00	1.20	0.90				1.80	9.60	8.30	2.30		11.70	1.00					
LAYER COEF.						0.00	0.25	0.25	0.25					0.18	UNKW	0.16		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.

