STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: Madrid CPWG

Coring Completion Date: 3/28/2022

Typical Section:

W.P.I. No.:				Name:	State Road 60					Lanes:	4
Fin. Proj. ID:	447439-1			From:	Van Fleet Avenue					Shoulder Type and Condition:	
F.A. Project No.:				To:	Peace River Overflow Bridges					Inside:	Unpaved
County:	Polk	SR No.:	16261101 & 16110000	Beg MP:	0.026	End MP:	15.736	Length:	1.218	Outside:	Unpaved
Overall Pavement Condition (from DMO field review):	Fair			Median Curbed (Y/N):	Y	Paved	Lawn	Other: Conc. & grass		Curb & Gutter (Y/N):	Y

All Cores

CORE NO.	MILE POST [2]	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.) FC5	FC9.5	FC12.5	SP9.5	CONC	S	ARMI	S2	T1	BIND	TOTAL ASPHALT THICKNESS (IN.)	BASE LR	Conc	ABC-2		STABILIZED SUBGRADE [3]	CRACK DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
1	0.028	ML	R1	N			1.4	3.6							5.0	9.0					5.0	C	III	S	P	
2	0.364	ML	R2	N			1.4	3.2							4.6	9.0					1.5	C	IB	L	P	
3	0.433	ML	R2	N			1.5	2.9							4.4	10.0					3.0	C	IB	L	F	
4	0.673	ML	R2	Y			1.3	3.3							4.6	9.0					4.6	C	II	M	P	
5	0.842	ML	R2	N			1.5	2.8							4.3	10.0					4.3	C	III	S	P	Base Crack
6	15.467	ML	R1	N			2.2	2.4							4.6	9.0					3.0	A	II	L	P	RDWY ID # 16110000
7	15.689	ML	R1	N	0.7			1.6				2.6	1.3	1.6	7.8	6.0									F	RDWY ID # 16110000
8	15.485	ML	L2	N			1.7	2.6							4.3	9.5					4.3	A	IB	M	P	RDWY ID # 16110000
9	0.802	ML	L2	N			2.0	3.0							5.0	9.5					2.9	C	II	M	P	
10	0.164	ML	L2	Y			1.3	3.0							4.3	9.0					4.3	C	II	M	F	Base Crack
11	0.244	ML	R1	N			1.5	3.3							4.8	10.0					2.5	A	II	L	F	
12	0.600	ML	R1	Y			1.7	3.1							4.8	9.0					2.7	A	II	L	F	
13	0.122	ML	R3	Y			1.8	3.1							4.9	13.0					4.9	C	II	L	P	Base Crack
14	0.511	ML	R2	Y			1.6	3.3							4.9	10.0					4.9	B	II	M	P	Base Crack
15	0.073	TL	LL	N			1.6	5.9							7.5	10.0									F	LLTL 1st
16	0.545	ML	L1	N			1.7	2.8							4.5	10.5									F	
17	0.380	ML	L2	Y		1.0		3.0							4.0	9.0									F	
18	0.649	ML	L2	Y			1.6	2.9							4.5	10.0									F	
19	15.418	ML	R1	N			1.5	2.6							4.1	11.0					2.6	B	II	S	P	RDWY ID # 16110000
20	15.637	ML	R1	N	0.7			2.3				0.7	2.0	1.1	6.8	6.0									F	RDWY ID # 16110000
21	15.707	BR	R2	N	0.4			1.2							1.6		UNK								P	Approach Slab, RDWY ID # 16110000, Concrete base depth not determined
22	15.442	ML	R2	N			1.6	2.7							4.3	10.0					4.3	C	II	M	P	Base Crack, RDWY ID # 16110000
23	15.394	ML	L1	N			1.5	3.4							4.9	9.5									F	RDWY ID # 16110000
24	15.671	ML	L1	N	0.9			2.3				1.8		2.2	7.2	9.5				11.0					F	RDWY ID # 16110000
25	15.630	ML	L2	N	0.8			2.4				0.8		2.3	6.3	9.0				13.0					F	Base Crack, Bottom-up cracking, RDWY ID # 16110000
26	15.425	ML	L2	Y			1.5	3.3							4.8	9.0									F	RDWY ID # 16110000
27	15.473	S	OL	N		1.0		4.2							5.2	9.5									F	RDWY ID # 16110000

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All Cores

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28	0.612	TL	LL	N			1.6	2.6							4.2	11.0									F	LLTL
29	15.668	ML	R1	N	0.8			2.9				1.1	1.1	1.5	7.4	6.0									F	RDWY ID # 16110000
30	0.264	S	OR	N			1.7	3.0							4.7	11.0									F	
31	15.454	TL	LL	N			1.7	3.3							5.0	10.0					1.5	C	III	S	P	Severe Slippage, RDWY ID # 16110000, LLTL
32	0.061	TL	LR	Y			1.5	3.3							4.8	10.0					2.5	C	IB	L	F	LRTL
33	0.235	TL	LL	N			1.5	2.5							4.0	10.5									F	LLTL
34	0.564	TL	RL	N			1.6	3.1							4.7	12.0									F	RLTL
35	15.409	TL	LL	N			1.4	3.1							4.5	9.0					1.4	C	III	S	P	Slippage, RDWY ID # 16110000, LLTL
36	15.669	TL	LL	N	0.7					4.3					5.0			8.1							F	RDWY ID # 16110000, LLTL
37	0.206	CO	CO	N			1.5	2.8							4.3	9.5				11.0	2.0	A	II	M	P	
38	0.764	CO	CO	N			1.9	3.0							4.9	11.0									F	
39	15.653	SS	R1	Y			2.0								2.0	14.0									F	Peace River Launch Entrance, RDWY ID # 16110000
40	0.403	SS	L1	N					6.5						6.5										F	Polk County Public Schools (bus depot), Concrete, No base
41	0.446	SS	R1	N			1.4	2.4							3.8	12.0									F	North Street
42	0.757	SS	L1	Y			1.5	3.5							5.0	11.5									F	Bartow Corrections
43	0.767	SS	L1	Y		0.9		4.8							5.7	10.0					3.5	C	II	M	P	Restwood Avenue
44	15.499	BR	R1	N			2.0	3.0							5.0	9.0					5.0	A	IB	M	P	Approach Slab, RDWY ID # 16110000
45	15.615	BR	R2	N	0.7			0.8							1.5		UNK								P	Departure Slab, RDWY ID # 16110000, Concrete base depth not determined
46	15.608	BR	L1	N	0.9			1.1							2.0		UNK								F	Approach Slab, RDWY ID # 16110000, Concrete base depth not determined
47	15.508	BR	L2	Y			2.2	2.8							5.0		UNK				2.0	C	IB	L	F	Departure Slab, RDWY ID # 16110000, Concrete base depth not determined
48	0.325	ML	L2	N			1.5	3.3							4.8	10.0									F	Under US Highway 17
49	0.860	TL	RR	N			1.4	2.9							4.3	10.0					3.8	C	II	M	P	RRTL
AVERAGE					***0.73***	***0.97***	***1.62***	***2.92***	***6.50***	***4.30***		***1.40***	***1.47***	***1.74***	***4.76***	***9.80***		***8.10***		***11.67***	***3.33***					
MAX					***0.90***	***1.00***	***2.20***	***5.90***	***6.50***	***4.30***		***2.60***	***2.00***	***2.30***	***7.80***	***14.00***		***8.10***		***13.00***	***5.00***					
MIN					***0.40***	***0.90***	***1.30***	***0.80***	***6.50***	***4.30***		***0.70***	***1.10***	***1.10***	***1.50***	***6.00***		***8.10***		***11.00***	***1.40***					
LAYER COEF.					***0.00***	***0.25***	***0.25***	***0.25***	***UNKW***	***0.25***	***0.00***	***0.25***	***0.23***	***0.20***		***0.18***	***UNKW***	***0.16***		***0.08***						

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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	CONC	S	ARMI	S2	T1	BIND		LR	Conc	ABC-2			DEPTH (IN.)	TYPE	CLASS	EXTENT		

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.

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