

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

Cored By: MADRID CPWG

Coring Completion Date: 1/31/2024, 6/13/2024

Typical Section: 1

W.P.I. No.:	Name: SR 60	Lanes: 4 Lane Urban Principal Arterial Roadway
Fin. Proj. ID: 451479-1	From: W End of Bridge 160038	Shoulder Type and Condition:
F.A. Project No.:	To: W of Capps Rd	Inside:
County: Polk	Beg MP: 0.000	End MP: 2.914
Roadway ID: 16130000	Length: 2.914	Other:
SR No.: 60	Median Curbed (Y/N): Y	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Curb & Gutter (Y/N): Y

**Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	FC9.5	FC3	SP12.5	SP9.5	S	S2	WC	BIND	LR		CONC	DEPTH (IN.)	TYPE		CLASS	EXTENT				
1	0.180	ML	R1	Y	1.6			1.2						1.3	4.1	10.0				4.1	B	II	M	F	
2	0.153	ML	R2	Y	1.2			1.4						1.4	4.0	9.0			12.0	4.0	A	II	S	P	
3	2.494	ML	R2	Y			1.2			3.8				5.0	23.0				5.0	A	III	S	F		
4	1.000	ML	L1	Y			1.2			1.7				4.4	9.0				4.4	C	IB	S	F		
5	0.146	ML	L2	Y	1.5			1.0						4.0	9.0				4.0	B	II	S	P		
6	0.209	ML	R2	Y	1.5			1.5						4.7	10.0			11.5					F	Bottom up crack	
7	0.361	ML	R1	N	1.5			1.4						4.3	9.0				2.5	A	II	M	P	Bottom up crack	
8	0.541	ML	R2	Y	1.5			1.6						4.0	10.0				3.2	B	IB	M	F		
9	0.693	ML	R1	Y	1.8			1.3						4.5	9.5			12.0	3.1	B	II	M	P		
10	0.853	ML	R2	Y	1.4			1.9				0.6		3.9	10.0								F		
11	1.052	ML	R1	N			1.5			3.6	1.3		2.4	8.8	10.5								F		
12	1.190	ML	R2	Y			1.2			4.0				5.2	12.0				5.2	B	IB	M	F		
13	1.349	ML	R1	N			1.4			3.5	4.0			8.9	5.0				6.4	C	IB	M	F		
14	1.525	ML	R2	N			1.5			3.4				4.9	11.0			12.0					F		
15	1.695	ML	R1	Y			1.4			3.8				5.2	10.5				5.2	A	II	M	P		
16	1.877	ML	R2	Y			1.5			3.5				5.0	11.5				5.0	B	II	S	F		
17	2.035	ML	R1	Y			1.5			5.6				7.1	13.0				0.5	B	IB	L	P		
18	2.173	ML	R2	Y			1.5			3.5				5.0	14.0			11.0	5.0	B	II	S	F		
19	2.306	ML	R1	Y			1.5			3.7	2.1	0.6		7.9	9.0								P	Bottom up crack	
20	2.446	ML	R2	Y			1.6			4.2				5.8	9.0				5.8	A	II	S	P		
21	2.602	ML	R1	Y			1.4			10.9				12.3	10.0			24.0					F		
22	2.763	ML	R2	Y			1.5			3.8				5.3	11.0				5.3	B	II	S	F		
23	2.846	ML	L1	N			1.5			4.8				6.3	5.0								F		
24	2.677	ML	L2	Y			1.5			4.3				5.8	12.0				5.8	B	II	S	F		
25	2.522	ML	L1	N			1.5			5.1				6.6	12.5								F		
26	2.373	ML	L2	Y			1.4			3.7				5.1	11.5				5.1	B	II	M	F		
27	2.235	ML	L1	Y			1.5			11.0				12.5	11.0			12.0					F		
28	2.105	ML	L2	N			1.5			4.5				6.0	12.0								F		
29	1.946	ML	L1	N			1.4			6.8				8.2	11.0				1.4				F		
30	1.777	ML	L2	Y			1.1			4.4				5.5	9.0				5.5	B	III	S	F		
31	1.611	ML	L1	N			1.4			5.5	2.8			9.7	4.0								F		
32	1.431	ML	L2	Y			1.6			3.9				5.5	9.0				5.5	B	II	M	F		
33	1.262	ML	L1	Y			1.4			4.0				5.4	10.5				5.4	A	II	M	P		
34	1.118	ML	L2	Y			1.3			3.7				5.0	12.0				5.0	B	II	M	F		
35	0.935	ML	L1	Y	1.6			1.3					1.4	4.3	11.0								F		
36	0.777	ML	L2	Y	1.4			2.0					1.0	4.4	8.5				3.0	B	II	M	F		
37	0.608	ML	L1	Y	1.5			1.3					1.2	4.0	9.5			11.0	2.8	B	IB	M	F		
38	0.447	ML	L2	Y	1.4			1.4					1.1	3.9	11.5				3.9	C	II	S	F		
39	0.303	ML	L1	Y	1.3			1.4					1.6	4.3	10.5				2.0				F		

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County: Polk	Beg MP: 0.000	End MP: 2.914
Roadway ID: 16130000	Length: 2.914	Other:
SR No.: 60	Median Curbed (Y/N): Y	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Curb & Gutter (Y/N): Y

**Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	FC9.5	FC3	SP12.5	SP9.5	S	S2	WC	BIND	LR		CONC	DEPTH (IN.)	TYPE		CLASS	EXTENT				
40	0.115	ML	L2	Y	1.5			1.2						2.0	4.7	13.0				4.7	B	III	S	F	
66	0.033	ML	L1	Y	1.4				0.9				0.7		3.0			UNK		3.0	C	II	S	F	Bridge approach slab. Concrete base.
67	0.032	ML	R1	Y	1.6			2.1							3.7			UNK		2.3	C	IB	M	F	Bridge approach slab. Concrete base.
68	0.064	ML	R1	Y	1.1			0.9							2.0			UNK						F	Bridge approach slab. Concrete base.
69	0.123	ML	R2	Y	1.2			1.5					0.7		3.4			UNK						F	Bridge approach slab. Concrete base.
70	0.118	ML	L1	Y	1.7			1.4					0.8		3.9			UNK		2.0	C	IB	M	F	Bridge approach slab. Concrete base.
71	0.060	ML	L2	Y	1.3			1.3					0.4		3.0			UNK		2.0	C	IB	L	F	Bridge approach slab. Concrete base.
72	0.368	ML	R2	N	1.5			1.2						1.1	3.8	13.0				3.8	A	III	M	P	
73	0.627	ML	R2	Y	1.3			1.1						1.1	3.5	16.0				3.5	B	II	M	P	
74	1.426	ML	R2	N		1.5			1.3	2.2					5.0	16.0				5.0	B	II	S	P	Base Crack
75	2.382	ML	R2	N		1.5			1.3	2.2					5.0	12.0				5.0	B	II	S	P	Base Crack
76	0.559	ML	R1	N	1.6			1.0						1.2	3.8	15.0			12.0	2.7	B	IB	M	P	
77	1.130	ML	R1	N		1.2			1.8	2.1					5.1	11.0				5.1	B	II	S	P	Base Crack
78	1.609	ML	R1	N		1.3			3.0	2.4					6.7	12.0				6.7	B	II	S	P	
79	2.771	ML	R1	N		1.5			1.1	2.3					4.9	11.0			12.0	4.9	B	II	S	P	Base Crack
80	1.995	ML	L2	N		1.3			1.3	2.2					4.8	12.0				4.8	B	II	L	P	
81	1.855	ML	L2	Y		1.2			1.2	1.8					4.2	13.0				4.2	B	II	S	P	Base Crack
82	0.792	ML	L2	Y	1.2			1.6					0.7		3.5	13.0				3.5	B	II	M	P	
83	0.155	ML	L2	Y	1.4			1.0					1.9		4.3	11.0				3.8	B	II	M	P	
84	2.121	ML	L1	Y		1.2			2.1	2.4					5.7	12.0			12.0	5.7	B	II	S	P	Base Crack
85	1.802	ML	L1	Y		1.3			2.0	1.9					5.2	11.0				5.2	B	II	S	P	Base Crack
86	1.375	ML	L1	Y		1.2			2.2	1.8					5.2	14.0				5.2	B	II	S	P	Base Crack
87	0.586	ML	L1	Y	1.6			1.7					1.0		4.3	10.0				4.3	B	III	S	P	Base Crack
<b>AVERAGE</b>					<b>1.45</b>	<b>1.32</b>	<b>1.42</b>	<b>1.39</b>	<b>1.65</b>	<b>3.94</b>	<b>2.55</b>	<b>0.63</b>		<b>5.25</b>	<b>11.08</b>			<b>12.86</b>	<b>4.20</b>						
<b>MAX</b>					<b>1.80</b>	<b>1.50</b>	<b>1.60</b>	<b>2.10</b>	<b>3.00</b>	<b>11.00</b>	<b>4.00</b>	<b>0.80</b>		<b>12.50</b>	<b>23.00</b>			<b>24.00</b>	<b>6.70</b>						
<b>MIN</b>					<b>1.10</b>	<b>1.20</b>	<b>1.10</b>	<b>0.90</b>	<b>0.90</b>	<b>1.70</b>	<b>1.30</b>	<b>0.40</b>		<b>2.00</b>	<b>4.00</b>			<b>11.00</b>	<b>0.50</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>			<b>0.18</b>	<b>UNKW</b>			<b>0.08</b>						

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.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Lane Type</u> S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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SR No.: 60	Median Curbed (Y/N): Y	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn	Curb & Gutter (Y/N): Y

**Turn Lane and Crossover Cores (TL/CO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	FC9.5	FC3	SP12.5	SP9.5	S	S2	WC	BIND	LR		CONC	DEPTH (IN.)	TYPE		CLASS	EXTENT				
41	0.243	TL	RL	N	1.8			1.3					1.2		4.3	9.5			11.0					F	
42	0.265	CO	CO	N	1.9			2.1					0.5		4.5	8.5								P	
43	0.415	TL	LL	N	1.4			1.3					0.9		3.6	10.0								F	
44	0.509	TL	RL	N	1.8			1.6					0.6		4.0	9.0								F	
45	0.604	TL	LL	N	1.8			1.5					1.0		4.3	8.5			12.0					F	
46	0.770	TL	RL	Y	2.0			1.3					0.7		4.0	11.0			11.5					F	
47	0.792	CO	CO	N	1.8			1.2							3.0	11.0								F	
48	0.927	TL	LL	N	1.7			1.6					1.2		4.5	10.5								F	
49	1.079	TL	LL	Y	1.8				1.3	2.8	2.3	0.5			8.7	7.0				8.7	B	III	S	P	
50	1.153	TL	RL	N	1.8				1.2	3.0					6.0	9.0								F	
51	1.290	TL	RL	N	1.9				1.8	1.7					5.4	11.0								F	
52	1.440	CO	CO	N	2.0				1.5	4.6	1.7	0.5			10.3	6.0								F	
53	1.459	TL	LL	N	2.3				1.3	4.8	1.9		0.6		10.9	7.0								F	
54	1.548	TL	RR	N			1.5			3.1					4.6	17.0								P	
55	1.638	TL	RR	Y			1.5			4.8					6.3	16.0								F	
56	1.858	TL	LL	N			1.8			2.4	2.0	0.6			6.8	12.0								F	
57	2.053	TL	RL	N	1.4				2.3	2.2	1.7		1.0		8.6	7.0								P	
58	2.077	CO	CO	N	1.0				2.0	1.5					4.5	19.0								F	
59	2.132	TL	LL	N	2.0				1.1	2.4					5.5	14.0								F	
60	2.283	TL	RL	N	1.5			2.0							3.5	16.0								F	
61	2.358	TL	LL	N	1.4			1.6							3.0	17.5								F	
62	2.439	TL	RL	N	1.5				1.3	5.2	1.9	0.5			10.4	6.0								F	
63	2.582	CO	CO	N	1.9				1.7	5.1	1.4	0.6			10.7	6.0								F	
64	2.610	TL	LL	N	1.2				4.0	8.6	2.1	0.6			16.5	8.0			10.0	3.5	B	II	M	P	
65	2.805	TL	RL	N	2.0				1.4	3.2	1.9	0.5			9.0	7.0								F	
<b>AVERAGE</b>					<b>1.72</b>		<b>1.60</b>	<b>1.55</b>	<b>1.74</b>	<b>3.69</b>	<b>1.88</b>	<b>0.56</b>		<b>6.52</b>	<b>10.54</b>			<b>11.13</b>	<b>6.10</b>						
<b>MAX</b>					<b>2.30</b>		<b>1.80</b>	<b>2.10</b>	<b>4.00</b>	<b>8.60</b>	<b>2.30</b>	<b>0.70</b>		<b>16.50</b>	<b>19.00</b>			<b>12.00</b>	<b>8.70</b>						
<b>MIN</b>					<b>1.00</b>		<b>1.50</b>	<b>1.20</b>	<b>1.10</b>	<b>1.50</b>	<b>1.40</b>	<b>0.50</b>		<b>3.00</b>	<b>6.00</b>			<b>10.00</b>	<b>3.50</b>						
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.17</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>UNKW</b>			<b>0.18</b>	<b>UNKW</b>			<b>0.08</b>						

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Lane Designations - Decreasing MP OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline	Lane Designations - Increasing MP OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline	Lane Type ML - Mainline TL - Turn Lane	Lane Type S - Shoulder SS - Side Street	Crack Type A - Alligator B - Block	Crack Rating Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	Extent L - Light M - Moderate	Pavement Condition G - Good F - Fair
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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							