STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: District Materials Office | Coring Completion Date: 9/23/2025 | Typical Section: 3

W.P.I. No.:				Name:	SR 60					Lanes:	4
Fin. Proj. ID:	451479-1			From:	W END OF BRIDGE #160038					Shoulder Type and Condition:	
F.A. Project No.:		Roadway ID:	16130000	To:	W OF CAPPS RD					Inside:	N
County:	POLK	SR No.:	60	Beg MP:	2.850	End MP:	2.914	Length:	0.064	Outside:	y
Overall Pavement Condition (from DMO field review):		Fair		Median Curbed (Y/N):	Y	Paved		Lawn	Other:	Curb & Gutter (Y/N):	Y

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
					FC3	S										LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	2.855	ML	R1	Y	1.5	3.7									5.2	12.5				12.0	3.4	C	III	S	P	
2	2.874	ML	L1	Y	1.5	3.1									4.6	13.0				12.0	2.8	C	I	S	P	
3	2.900	ML	R2	N	1.3	3.7									5.0	13.5				12.0	5.0	C	III	S	P	BASE CRACK
4	2.902	S	OR	N	1.5	1.1									2.6	14.0				12.0	2.6	C	III	S	F	BASE CRACK, 6" OF ASPHLAT ON TRAFFIC SIDE
5	2.909	S	OL	N	1.3	2.2									3.5	16.0				12.0	2.9	C	III	S	F	BASE CRACK, 5.8" OF ASPHALT ON TRAFFICE SIDE
6	2.897	ML	L2	Y	1.2	4.8									6.0	11.0				12.0	6.0	C	III	S	P	BASE CRACK
AVERAGE					***1.38***	***3.10***									***4.48***	***13.33***				***12.00***	***3.78***					
MAX					***1.50***	***4.80***									***6.00***	***16.00***				***12.00***	***6.00***					
MIN					***1.20***	***1.10***									***2.60***	***11.00***				***12.00***	***2.60***					
LAYER COEF.					***0.17***	***0.25***										***0.18***				***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.
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