



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 SUWANNEE STREET
TALLAHASSEE, FL 32399-0450

July 3, 2024

TO: Eric Brule, PE
HNTB Corporation
Consultant – Florida Department of Transportation
PLEMO – Scope Development
Office: 386-943-5567

Subject: Pavement Condition Assessment Report

Dear Mr. Brule,

The attached Pavement Condition Assessment report for SR 60, Section #92070-000, from MP 0.113 to MP 6.931 is submitted on behalf of NV5.

The information has been verified by FDOT staff and is satisfactory for submission to the Planning and Environmental Management Office.

This report is being resubmitted to PLEMO on July 3, 2024. The report was completed May 20, 2024.

Respectfully,

Giovanni Spatazza
FDOT – District 5
Materials Coordinator – Pavement
Office 386-740-3518
Giovanni.Spatazza@dot.state.fl.us

Date: May 20, 2024

To: Eric Brule, FDOT Consultant – Scope Development

From: Kevin Khadar, NV5

Scope Notes for Section 92070000

FPN 454213-1

SR 60 from Bridge #160216 to N of Blanket Bay Slough

MP 0.113 to MP 6.931

DATE OF SCOPING: May 10, 2024

PAVEMENT CONDITION ASSESSMENT:

The assessment is broken up into sections for ease of discussing the pavement condition.

Mainline Travel Lanes R1, R2, L1, L2 _____ :

Condition: Fair

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Block Light Isolated Light Isolated

Branch Light Isolated

Alligator

Transverse Light Isolated Light Isolated

Longitudinal Moderate Semi-Continuous Moderate Semi-Continuous

Limerock Pumping

In all mainline travel lanes, longitudinal cracking and pavement joint separation was observed at random throughout the project limits. A pavement change was found in all mainline travel lanes from approximate MP 1.233 to MP 2.535.

In the Eastbound R1 travel lane, branch cracking was observed near MP 6.931. Transverse cracking was observed in the R1 travel lane near MP 4.800. In the L2 travel lane, moderate longitudinal cracking with delamination observed from MP 3.900 to MP 4.200. There is an inside passing lane from approximate MP 1.412 to MP 2.252.

In the Westbound L1 travel lane, transverse cracking with delamination was observed near MP 4.000. Block cracking was observed in the L1 travel lane from approximate MP 4.900 (Prairie Lake Rd.) to MP 5.200. Moderate wearing of friction course with delamination observed in the L1 travel lane near MP 3.750. Maintenance patch with a depression in the L2 travel lane found near MP 1.900. There is an inside passing lanes at approximate MP 3.763 to MP 4.702.

Critical YES ☐ NO ☒

Photos of Severe Pavement Distresses (if applicable)

YES ☐



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Paved Shoulders:

Outside Paved Shoulders (OL/OR) YES ☒ NO ☒

Bike Lane YES ☐ NO ☒

Inside Paved Shoulders (IL/IR) YES ☐ NO ☒

Condition: Fair to Good

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Longitudinal

Transverse

Branch

In the outside paved shoulders (OL/OR), intermittent light wearing of friction course was observed throughout the project limits.

Turn Lanes LRTL:

Condition: Fair to Good

Direction of Travel: Northbound ☐ Eastbound ☐

Southbound ☐ Westbound ☒

Crack Type: Severity of Distress Frequency Severity of Distress Frequency

Block

Branch

Alligator

Transverse

Longitudinal

Limerock Pumping

In the Westbound right turn lane (LRTL) into Mack Farms business entrance near MP 3.200, Moderate wearing of friction course was observed.

Critical YES ☐ NO ☒

Photos of Severe Pavement Distresses (if applicable) YES ☐



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Median Crossover (MXO): YES ☒ NO ☐

FC-5 Friction Course: YES ☒ NO ☐

Condition: Fair to Good

Distress Type: Severity of Distress

Raveling Light

Shoving

The median crossovers was observed to have an FC-5 friction course with light raveling of friction course from approximate MP 1.243 to MP 2.520. A maintenance patch was observed near MP 1.405.

Curb and Gutter:

Condition:

Direction of Travel: Northbound ☐ Eastbound ☒

Southbound ☐ Westbound ☒

Type F YES ☐ NO ☒

YES ☐ NO ☒

Type E YES ☐ NO ☒

YES ☐ NO ☒

Traffic Separator YES ☐ NO ☒

YES ☐ NO ☒



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Pavement Condition Survey:

The current 2024 Pavement Condition Survey shows no deficiencies in the crack, ride, or rut

PAVEMENT TYPE RECOMMENDATION:

Pavement coring will be needed to determine existing pavement thickness, and the extent for cracking.

Pavement coring will be needed to determine existing pavement thickness, and the extent for cracking. For Long Range Estimating (LRE) Purposes, 3.0 inches of milling should be used for the mainline travel lanes. A 1.5-inch milling depth should be used for the turn lanes, and outside shoulders.

We recommend that the rehabilitation of this roadway be given the following priority based on the observed cracking on the roadway and the current PCS crack rating:

- ☒ Low
- ☐ Medium
- ☐ High