

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | |
|--|------------------------------------|---|
| W.P.I. No.: | Name: SR 17 | Lanes: 2 to 4 Lane Lane Urban Major Collector |
| Fin. Proj. ID: 451262-1 | From: S OF CR 17 (KENILWORTH BLVD) | Shoulder Type and Condition: |
| F.A. Project No.: | Roadway ID: 09030001 | To: E OF SR 25 (US 98 / US 27) |
| County: HIGHLANDS | SR No.: 17 | Inside: NONE |
| Overall Pavement Condition (from DMO field review): Fair | Beg MP: 1.038 | End MP: 1.058 |
| | Median Curbed (Y/N): Y | Length: 0.020 |
| | Paved | Outside: PAVED |
| | Lawn Y | Other: |
| | | Curb & Gutter (Y/N): Y |

Roadway 09030001 - 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 1 | 1.039 | ML | L1 | N | | 1.5 | 1.7 | | | | | | | | 3.2 | | 9.8 | | | | | | F | | | |
| 2 | 1.042 | GO | GO | N | 0.8 | | 1.2 | | | | | | | | 2.0 | | | | UNK | | 2.0 | B | III | M | P | |
| 3 | 1.045 | ML | R1 | N | 0.8 | | 0.8 | | | | | | | | 1.6 | | 7.9 | | | | | | F | | | |
| 4 | 1.047 | ML | R2 | N | 1.2 | | 1.7 | | | | | | | | 2.9 | | 9.1 | | | | 2.9 | B | II | L | F | |
| AVERAGE | | | | | 0.93 | 1.50 | 1.35 | | | | | | | | 2.43 | | 8.93 | | | | 2.45 | | | | | |
| MAX | | | | | 1.20 | 1.50 | 1.70 | | | | | | | | 3.20 | | 9.80 | | | | 2.90 | | | | | |
| MIN | | | | | 0.80 | 1.50 | 0.80 | | | | | | | | 1.60 | | 7.90 | | | | 2.00 | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.00 | 0.23 | UNKW | 0.25 | 0.20 | | | | 0.16 | 0.18 | 0.11 | UNKW | 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.

| | | | | | | |
|---|--|--|--|---|--|---|
| <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 | 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 |
|---|--|--|--|---|--|---|

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | |
|--|--|------------------------------------|--|--|--|
| W.P.I. No.: | | Name: SR 17 | | Lanes: 2 to 4 Lane Lane Urban Major Collector | |
| Fin. Proj. ID: 451262-1 | | From: S OF CR 17 (KENILWORTH BLVD) | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: 09040000 | | To: E OF SR 25 (US 98 / US 27) | |
| County: HIGHLANDS | | SR No.: 17 | | Beg MP: 0.000 End MP: 11.137 Length: 11.137 | |
| Overall Pavement Condition (from DMO field review): Fair | | Median Curbed (Y/N): Y | | Paved Lawn Y Other: | |
| | | | | Inside: NONE Outside: PAVED Curb & Gutter (Y/N): Y | |

Roadway 09040000 - Mainline Cores (ML)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | | |
| 7 | 0.116 | ML | R2 | N | 1.5 | | 1.2 | | | | | | | | 2.7 | | 9.3 | | | | | 2.7 | A | IB | L | F | |
| 8 | 0.230 | ML | L1 | Y | 1.2 | | 1.3 | | | | | | | | 2.5 | | 9.8 | | | | | 2.5 | C | III | M | F | |
| 9 | 0.308 | ML | R1 | N | 1.5 | | 1.5 | | | | | | | | 3.0 | | 7.0 | | | | | | | | | F | |
| 10 | 0.403 | ML | L2 | N | 1.1 | | 1.0 | | | | | | | | 2.1 | | 9.4 | | | | | | | | | F | |
| 11 | 0.444 | ML | R1 | N | 1.4 | | 2.7 | | | | | | | | 4.1 | | 10.4 | | | | | 1.4 | A | III | S | P | Possible slippage. |
| 14 | 0.528 | ML | L1 | N | 1.5 | | 1.8 | | | | | 0.9 | | | 4.2 | | | 4.3 | | | | 0.4 | C | IB | L | F | |
| 16 | 0.585 | ML | R1 | Y | 1.2 | | 2.4 | | 0.7 | | | 1.0 | | | 5.3 | | | 8.7 | | | | 5.3 | C | III | M | F | Base fell apart. |
| 18 | 0.634 | ML | R1 | N | 1.2 | | 2.0 | | 1.0 | | | 1.3 | | | 5.5 | | | 4.0 | | | | 5.5 | C | III | M | P | Base fell apart. |
| 20 | 0.871 | ML | L1 | N | 1.2 | | 2.0 | | 2.1 | | | 1.2 | | | 6.5 | | | 2.6 | | 7.9 | | 6.5 | B | II | L | F | Base crack. |
| 23 | 0.940 | ML | R1 | N | 1.5 | | 0.7 | | | | | | | | 2.2 | | 8.1 | | | | | | | | | F | |
| 31 | 1.141 | ML | R2 | N | 1.4 | | 1.8 | | | | | | | | 3.2 | | 12.3 | | | | | | | | | F | Thru/Turn Lane. Base = SHEL. |
| 33 | 1.176 | ML | L1 | Y | 1.7 | | 3.2 | | 1.0 | | | 1.0 | | | 6.9 | | | 1.3 | | | | | | | | F | Bottom-up crack. |
| 34 | 1.249 | ML | R1 | Y | 1.4 | | 1.6 | | 0.7 | | | 1.0 | | | 4.7 | | 14.3 | | | | | 4.7 | B | III | M | F | Bottom of core fell apart. |
| 35 | 1.326 | ML | L1 | N | | 1.2 | 1.2 | | 1.0 | | | 1.1 | | | 4.5 | | 11.5 | | | | | | | | | F | Patch. |
| 36 | 1.333 | ML | L1 | N | 1.5 | | 1.2 | | | 0.5 | | | | | 3.2 | | 7.3 | | | | | | | | | F | |
| 37 | 1.448 | ML | R1 | N | | 2.0 | 0.6 | 0.5 | 0.5 | | | 1.4 | | | 5.0 | | 9.5 | | | | | | | | | F | Patch. Bottom-up crack. |
| 38 | 1.453 | ML | R1 | Y | 1.3 | | 1.3 | 0.6 | 1.7 | 0.5 | 0.9 | | | | 6.3 | | 12.7 | | | | | 6.3 | C | II | L | F | Widening crack. |
| 41 | 1.909 | ML | L1 | Y | 1.3 | | 2.1 | 0.6 | 0.5 | | | 1.2 | | | 5.7 | | 8.3 | | | | | 2.3 | A | IB | L | F | Bottom-up crack. |
| 43 | 1.998 | ML | R1 | Y | 1.5 | | 3.5 | 0.6 | | | 1.4 | | | | 7.0 | | 6.0 | | | | | 7.0 | C | IB | M | F | Widening crack. Base = LR & ABC-2. |
| 45 | 2.150 | ML | L1 | Y | 1.2 | | 4.3 | 0.5 | 1.1 | | 1.5 | 1.3 | | | 9.9 | | 8.1 | | | | | 9.9 | B | IB | M | F | Widening crack. |
| 48 | 2.298 | ML | R1 | Y | 1.3 | | 2.0 | 0.4 | 1.2 | | 0.7 | 1.1 | | | 6.7 | | 9.3 | | 11.0 | | | 6.7 | A | II | M | F | |
| 49 | 2.324 | ML | L1 | N | 1.2 | | 1.5 | 0.5 | 1.3 | | 0.8 | 1.1 | | | 6.4 | | 6.6 | | | | | 6.4 | C | III | S | P | |
| 52 | 2.589 | ML | R1 | N | 1.3 | | 1.0 | 0.7 | 1.4 | | | 1.1 | | | 5.5 | | 7.5 | | | | | 5.5 | C | III | S | P | |
| 53 | 2.661 | ML | L1 | N | 1.5 | | 1.2 | 0.6 | 0.9 | | 1.0 | 0.8 | | | 6.0 | | 7.0 | | | | | 1.2 | C | IB | S | P | |
| 54 | 2.735 | ML | R1 | N | 1.5 | | 1.6 | 0.5 | 1.2 | | 0.8 | 1.0 | | | 6.6 | | 12.4 | | | | | 6.6 | C | II | L | F | |
| 56 | 2.865 | ML | L1 | Y | 1.5 | | 1.3 | 0.5 | | | 1.0 | | | | 4.3 | | 15.7 | | | | | 4.3 | B | III | M | F | Wideing crack. Base = LR & ABC-2. |
| 57 | 2.974 | ML | R1 | Y | | 2.1 | 2.6 | 0.5 | | | 1.3 | | | | 6.5 | | | 4.0 | | | | 2.1 | A | IB | L | F | Base fell apart. Bottom-up crack. |
| 59 | 3.080 | ML | L1 | Y | | 2.0 | 1.9 | | | | | | | | 3.9 | | 13.1 | | | | | 3.4 | C | IB | L | F | Base = SHEL. |
| 60 | 3.145 | ML | R1 | N | | 2.2 | 0.8 | | | | | | | | 3.0 | 8.2 | | | | | | | | | | F | |
| 63 | 3.367 | ML | L1 | Y | 1.2 | | 1.5 | 0.4 | 1.3 | | 1.2 | 1.1 | | | 6.7 | | 9.3 | | | | | 6.7 | C | III | S | P | |
| 64 | 3.452 | ML | R1 | Y | 1.2 | | 1.5 | | 1.2 | | | 0.9 | | | 4.8 | | 11.2 | | | | | 2.7 | C | IB | S | P | |
| 66 | 6.661 | ML | L1 | Y | 1.3 | | 1.4 | 0.4 | | | 1.9 | | | | 5.0 | | 8.5 | | | | | 5.0 | A | II | M | F | Widening Crack. |
| 68 | 3.610 | ML | L1 | Y | 1.1 | | 1.0 | | 1.2 | | | 1.2 | | | 4.5 | | 10.5 | | | | | 4.5 | A | III | S | P | Base = LR & ABC-2. |
| 70 | 3.683 | ML | R1 | Y | 1.2 | | 4.1 | | | | | | | | 5.3 | 9.7 | | | | | | 5.3 | B | II | L | F | |
| 72 | 8.464 | ML | R1 | Y | 1.2 | | 1.6 | 0.5 | 0.9 | | 0.6 | 1.2 | | | 6.0 | | 11.0 | | | | | 6.0 | B | IB | L | F | Bottom-up crack. |
| 75 | 10.302 | ML | R2 | N | 1.1 | | 3.9 | | | | | 1.4 | | | 6.4 | | | 4.1 | | | | 6.4 | B | II | L | F | Base fell apart. |

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | | | | | | | | | |
|--|--|----------------------|--|------------------------------------|--|----------------|--|---|--|----------------|--|------------------------|--|
| W.P.I. No.: | | | | Name: SR 17 | | | | Lanes: 2 to 4 Lane Lane Urban Major Collector | | | | | |
| Fin. Proj. ID: 451262-1 | | | | From: S OF CR 17 (KENILWORTH BLVD) | | | | Shoulder Type and Condition: | | | | | |
| F.A. Project No.: | | Roadway ID: 09040000 | | To: E OF SR 25 (US 98 / US 27) | | | | Inside: NONE | | | | | |
| County: HIGHLANDS | | SR No.: 17 | | Beg MP: 0.000 | | End MP: 11.137 | | Length: 11.137 | | Outside: PAVED | | | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y | | Paved | | Lawn Y | | Other: | | Curb & Gutter (Y/N): Y | |

Roadway 09040000 - Mainline Cores (ML)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 76 | 3.927 | ML | R1 | N | 1.3 | | 2.2 | 0.4 | | | 0.6 | | | | 4.5 | | 10.5 | | | | 1.3 | A | IB | L | F | |
| 79 | 4.132 | ML | L1 | Y | 1.2 | | 1.4 | 0.6 | 1.3 | 0.8 | 0.9 | | | 6.2 | | 5.8 | | | | 6.2 | C | II | M | F | | |
| 80 | 4.196 | ML | R1 | Y | 1.2 | | 1.4 | 0.5 | 1.5 | | | 1.2 | | 5.8 | | 12.2 | | | | 5.2 | C | IB | M | F | | |
| 82 | 10.421 | ML | L1 | Y | 1.0 | | 2.7 | | | | | 1.3 | | 5.0 | | | 4.0 | | | 5.0 | A | IB | L | F | Base fell apart. | |
| 83 | 4.352 | ML | L1 | Y | | 1.2 | 2.2 | | | | | | | 3.4 | | 6.6 | | | | 3.4 | C | II | S | P | | |
| 84 | 4.455 | ML | R1 | Y | | 1.2 | 1.9 | | | | | | | 3.1 | | 7.9 | | | 12.0 | 2.4 | A | II | M | F | | |
| 91 | 4.711 | ML | L1 | Y | 1.2 | | 1.7 | 0.5 | 1.1 | | | 1.5 | | 6.0 | | 8.5 | | | | 0.8 | A | IB | L | F | Bottom-up crack. | |
| 92 | 4.777 | ML | R1 | N | 1.0 | | 1.8 | 0.5 | 1.3 | | | 1.2 | | 5.8 | | 8.7 | | | | 2.7 | A | IB | L | F | | |
| 95 | 5.031 | ML | L1 | Y | 1.0 | | 1.2 | 0.5 | 0.9 | | | 1.4 | | 5.0 | | 9.0 | | | 18.0 | 5.0 | C | II | S | F | | |
| 96 | 5.044 | ML | R1 | Y | 1.3 | | 2.6 | 0.5 | 2.8 | 1.3 | | | | 8.5 | | | 4.5 | | | 2.0 | A | IB | L | F | Culvert. Separation under ARMI. | |
| 97 | 5.137 | ML | R1 | Y | 1.0 | | 2.0 | 0.4 | 0.7 | | | 2.4 | | 6.5 | | 9.0 | | | | 6.5 | A | II | L | F | | |
| 100 | 5.376 | ML | L1 | Y | 1.3 | | 1.3 | 0.3 | 1.2 | | | 1.3 | | 5.4 | | 7.1 | | | | 2.8 | A | II | M | F | Bottom-up crack. | |
| 101 | 5.448 | ML | R1 | Y | 1.4 | | 2.0 | | | | | | | 3.4 | | 9.6 | | | | 3.4 | A | IB | L | F | | |
| 105 | 5.776 | ML | R1 | N | 1.6 | | 2.2 | 0.6 | | | | | | 4.4 | | 7.1 | | | | 4.4 | B | III | M | F | | |
| 108 | 5.911 | ML | R1 | N | 1.1 | | 6.4 | 0.5 | 1.1 | | 0.6 | 1.4 | | 11.1 | | 8.9 | | | | 2.0 | A | IB | M | F | | |
| 109 | 5.958 | ML | L1 | Y | 1.3 | | 2.0 | 0.5 | 1.3 | | 0.6 | 1.3 | | 7.0 | | 9.0 | | | | 1.8 | A | IB | M | F | Bottom-up crack. | |
| 112 | 6.251 | ML | R1 | N | 1.5 | | 5.9 | 0.5 | 1.2 | | | 1.2 | | 10.3 | | 8.7 | | | | 4.8 | C | IB | M | F | Bottom-up crack. | |
| 113 | 6.313 | ML | L1 | N | 1.1 | | 2.6 | 0.6 | 1.5 | | | 1.1 | 1.2 | 8.1 | | 8.7 | | | | 8.1 | B | III | M | P | | |
| 115 | 6.419 | ML | L1 | N | 1.3 | | 2.6 | 0.6 | 1.3 | | | 1.2 | | 7.0 | | 10.0 | | | 13.0 | 5.9 | B | IB | L | F | | |
| 116 | 6.492 | ML | R1 | Y | 1.4 | | 1.4 | 0.6 | 0.8 | | | 1.3 | | 5.5 | | 11.5 | | | | 5.5 | B | II | M | F | | |
| 119 | 6.811 | ML | L1 | N | 1.3 | | 4.9 | 0.7 | 1.2 | 1.1 | 0.8 | | | 10.0 | | 9.0 | | | | 1.3 | A | IB | M | F | | |
| 120 | 6.883 | ML | R1 | Y | 1.1 | | 2.5 | 0.5 | 1.3 | 0.8 | 0.5 | | | 6.7 | | 7.3 | | | | 2.8 | A | IB | M | F | | |
| 123 | 7.125 | ML | L1 | Y | 1.5 | | 1.3 | 0.5 | 0.4 | | | 1.3 | | 5.0 | | 10.0 | | | | 5.0 | A | II | M | F | | |
| 124 | 7.209 | ML | R1 | Y | 1.1 | | 2.7 | | | | | | | 3.8 | | 15.2 | | | 14.0 | 3.8 | A | II | M | F | | |
| 127 | 7.399 | ML | R1 | Y | 1.2 | | 6.4 | 0.5 | | | | 1.1 | | 9.2 | | 10.8 | | | | 2.1 | A | IB | L | F | | |
| 128 | 7.473 | ML | L1 | Y | 1.0 | | 2.7 | 0.4 | 0.6 | | 1.1 | 1.3 | | 7.1 | | 7.9 | | | | 2.0 | A | IB | M | F | Bottom-up crack. | |
| 130 | 7.550 | ML | R1 | N | 1.0 | | 0.7 | 0.5 | 1.2 | | | 1.3 | | 4.7 | | 10.3 | | | | 4.7 | C | III | S | P | Base crack. | |
| 132 | 7.763 | ML | L1 | Y | 1.0 | | 1.9 | 0.5 | 0.8 | | | 1.3 | | 5.5 | | 7.5 | | | | 2.2 | A | II | M | P | Culvert | |
| 133 | 7.889 | ML | R1 | Y | 1.0 | | 2.0 | 0.5 | 1.0 | | | 1.2 | | 5.7 | | 11.3 | | | | 5.7 | A | II | M | F | | |
| 136 | 8.188 | ML | L1 | N | 1.0 | | 2.8 | 0.6 | 1.1 | | | 1.2 | | 6.7 | | 6.3 | | | | 1.3 | B | IB | M | F | Bottom-up crack. | |
| 138 | 8.279 | ML | R1 | Y | 1.2 | | 1.8 | | | | | | | 3.0 | 7.2 | | | | | 3.0 | C | III | L | F | Possible widening crack. | |
| 140 | 8.476 | ML | L1 | N | 1.2 | | 1.6 | 0.4 | 1.2 | | | 1.2 | | 5.6 | | 6.9 | | | | 5.6 | A | III | M | P | | |
| 142 | 8.681 | ML | R1 | Y | 1.0 | | 1.9 | 0.5 | | | | 1.1 | | 4.5 | | 7.5 | | | | 1.7 | A | IB | L | F | | |
| 144 | 8.898 | ML | L1 | Y | 1.0 | | 1.0 | 0.5 | | | 1.4 | 1.1 | | 5.0 | | 6.0 | | | | 5.0 | B | II | L | F | | |
| 148 | 9.193 | ML | L1 | Y | 1.3 | | 1.0 | 0.5 | | | 0.6 | | | 3.4 | | 9.6 | | | | 3.4 | A | III | L | F | Base is LR & ABC-2. Widening crack. | |
| 150 | 9.370 | ML | R1 | N | 1.2 | | 1.0 | | | | 1.9 | | | 4.1 | | 10.9 | | | | 4.1 | A | II | L | P | | |

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Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | | | | | | | | | |
|--|--|----------------------|--|------------------------------------|--|----------------|--|---|--|----------------|--|------------------------|--|
| W.P.I. No.: | | | | Name: SR 17 | | | | Lanes: 2 to 4 Lane Lane Urban Major Collector | | | | | |
| Fin. Proj. ID: 451262-1 | | | | From: S OF CR 17 (KENILWORTH BLVD) | | | | Shoulder Type and Condition: | | | | | |
| F.A. Project No.: | | Roadway ID: 09040000 | | To: E OF SR 25 (US 98 / US 27) | | | | Inside: NONE | | | | | |
| County: HIGHLANDS | | SR No.: 17 | | Beg MP: 0.000 | | End MP: 11.137 | | Length: 11.137 | | Outside: PAVED | | | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y | | Paved | | Lawn Y | | Other: | | Curb & Gutter (Y/N): Y | |

Roadway 09040000 - Mainline Cores (ML)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | | LR | SAHM | CONC | DEPTH (IN.) | | TYPE | CLASS | EXTENT | | | | | |
| 152 | 9.400 | ML | L1 | Y | 1.1 | | 1.6 | | | | | 0.7 | | | 3.4 | | 7.6 | | | | | 3.1 | A | II | L | F | |
| 154 | 9.548 | ML | R1 | N | 1.5 | | 2.0 | | | | | | | | 3.5 | | 9.5 | | | | | 2.0 | A | IB | L | F | |
| 156 | 9.686 | ML | L1 | Y | 1.4 | | 1.7 | | | | 0.7 | 0.9 | | | 4.7 | | 8.8 | | | | | | | | | F | Not cored on crack. Bottom-up crack. |
| 161 | 9.948 | ML | R1 | Y | 1.0 | | 2.3 | | | | 0.5 | 0.7 | | | 4.5 | | 7.5 | | | | | 0.8 | A | IB | L | F | Separation in S-layer |
| 162 | 10.052 | ML | L1 | N | 0.7 | | 1.1 | 0.4 | | | 0.6 | 0.8 | | | 3.6 | | 6.4 | | | | | 2.0 | B | III | M | F | |
| 163 | 10.151 | ML | R2 | Y | 1.0 | | 3.9 | | | | | 1.4 | | | 6.3 | | | 2.1 | | 23.5 | | 6.3 | B | III | M | P | Base crack. |
| 165 | 10.210 | ML | L1 | Y | 0.9 | | 1.8 | | | | | 1.8 | | | 4.5 | | | 3.5 | | | | 0.9 | A | IB | L | F | Base fell apart. Binder fell apart. |
| 166 | 10.258 | ML | R1 | Y | 1.1 | | 2.9 | | | | | | | | 4.0 | | 8.0 | | | 15.0 | | 1.2 | A | IB | L | F | |
| 169 | 10.456 | ML | R2 | N | 1.1 | | 2.0 | | | | | | | | 3.1 | | 6.4 | | | | | 3.1 | A | II | L | F | Widening crack. Base = LR & ABC-2 & BIND |
| 170 | 10.504 | ML | L2 | N | 1.2 | | 2.6 | | | | | 1.6 | | | 5.4 | | | 2.6 | | 12.0 | | | | | | F | |
| 171 | 10.586 | ML | R1 | Y | 1.1 | | 3.1 | | 1.8 | | | | | | 6.0 | | | 4.0 | | | | 6.0 | B | III | L | F | Base fell apart. |
| 172 | 10.628 | ML | L1 | Y | | 1.2 | 1.2 | | 2.4 | | | | | | 4.8 | | | 2.2 | | 8.0 | | 4.8 | B | III | L | F | Base fell apart. |
| 174 | 10.716 | ML | L2 | N | 1.3 | | 2.6 | | 0.8 | | | | | | 4.7 | | | 6.8 | | | | 4.7 | B | II | M | F | Base fell apart. |
| 175 | 10.753 | ML | R2 | N | 1.0 | | 2.7 | | 1.1 | | | | | | 4.8 | | | 4.7 | | | | 4.8 | B | III | M | P | Base fell apart. |
| 177 | 10.850 | ML | R1 | N | 0.9 | | 2.0 | | 1.0 | | | | | | 3.9 | | | 5.1 | | | | 3.9 | A | III | L | F | Base fell apart. |
| 178 | 10.885 | ML | L1 | N | 1.3 | | 3.6 | | | | | | | | 4.9 | | | 3.1 | | | | 4.9 | B | III | S | P | Base fell apart. |
| 180 | 10.978 | ML | L2 | N | 1.4 | | 1.8 | | 1.3 | | | | | | 4.5 | | | 5.5 | | | | 4.5 | B | III | S | P | Base fell apart. |
| 181 | 11.002 | ML | R2 | Y | 1.3 | | 2.1 | | 1.5 | | | | | | 4.9 | | | 2.1 | | | | 4.9 | A | II | L | F | Base fell apart. |
| 183 | 11.036 | ML | L2 | N | 1.3 | | 2.6 | | 1.5 | | | | | | 5.4 | | | 8.6 | | | | 5.4 | B | III | M | F | Base fell apart. |
| 184 | 11.082 | ML | L1 | Y | 1.2 | | 1.5 | | 0.8 | | | | | | 3.5 | | | 3.5 | | | | 3.5 | B | II | M | F | Base fell apart. |
| 187 | 4.792 | ML | L1 | N | 1.5 | | 1.1 | 0.5 | 2.9 | 1.2 | | | | | 7.2 | | 9.3 | | | | | 7.2 | B | III | S | F | Culvert |
| AVERAGE | | | | | 1.23 | 1.64 | 2.11 | 0.51 | 1.21 | 0.81 | 0.98 | 1.22 | | | 5.29 | 8.37 | 9.19 | 4.15 | | 13.44 | 4.08 | | | | | | |
| MAX | | | | | 1.70 | 2.20 | 6.40 | 0.70 | 2.90 | 1.30 | 1.90 | 2.40 | | | 11.10 | 9.70 | 15.70 | 8.70 | | 23.50 | 9.90 | | | | | | |
| MIN | | | | | 0.70 | 1.20 | 0.60 | 0.30 | 0.40 | 0.50 | 0.50 | 0.70 | | | 2.10 | 7.20 | 5.80 | 1.30 | | 7.90 | 0.40 | | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.00 | 0.23 | UNKW | 0.25 | 0.20 | | | | 0.16 | 0.18 | 0.11 | UNKW | 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.

| | | | | | | |
|---|--|--|--|---|--|---|
| <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 | 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 |
|---|--|--|--|---|--|---|

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | |
|--|--|------------------------------------|--|---|--|
| W.P.I. No.: | | Name: SR 17 | | Lanes: 2 to 4 Lane Lane Urban Major Collector | |
| Fin. Proj. ID: 451262-1 | | From: S OF CR 17 (KENILWORTH BLVD) | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: 09040000 | | To: E OF SR 25 (US 98 / US 27) | |
| County: HIGHLANDS | | SR No.: 17 | | Inside: NONE | |
| Overall Pavement Condition (from DMO field review): Fair | | Beg MP: 0.000 | | End MP: 11.137 | |
| | | Length: 11.137 | | Outside: PAVED | |
| | | Median Curbed (Y/N): Y | | Paved | |
| | | Lawn Y | | Other: | |
| | | | | Curb & Gutter (Y/N): Y | |

Roadway 09040000 - Turn Lane Cores (TL)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 6 | 0.021 | TL | LL | Y | 1.5 | | | | | | | | | 1.5 | | 6.5 | | | | 1.5 | B | III | L | F | | |
| 12 | 0.457 | TL | LL | Y | 1.3 | | 2.1 | | 0.8 | | | 1.7 | | 5.9 | | | 4.1 | | | 5.9 | C | II | S | P | Base fell apart. | |
| 13 | 0.503 | TL | RL | N | 1.4 | | 1.9 | | 0.8 | | | | 4.1 | | 10.2 | | | | 4.1 | B | III | M | F | Possible joint crack. Base = LR+BIND+SAHM | | |
| 21 | 0.873 | TL | RL | N | 1.5 | | 1.3 | | 2.4 | | | 0.9 | | 6.1 | | | 1.9 | | 6.1 | B | III | M | F | Base crack. | | |
| 22 | 0.906 | TL | LL | N | 1.3 | | 1.0 | | | | | | 2.3 | | 7.7 | | | | 0.8 | B | IB | L | F | Joint. | | |
| 24 | 0.944 | TL | RL | N | 1.5 | | 1.2 | | | | | | 2.7 | | 12.3 | | | | 2.7 | B | II | M | F | Joint. | | |
| 25 | 0.968 | TL | LL | N | 1.3 | | 1.6 | | | | | | 2.9 | | 8.1 | | | | | | | | F | | | |
| 27 | 1.034 | TL | LR | Y | 1.4 | | 2.5 | | | | 1.6 | | 5.5 | | 7.5 | | | 20.0 | | | | | F | | | |
| 28 | 1.036 | TL | LL | Y | 1.0 | | 4.4 | | | | | | 5.4 | | 9.6 | | | | 1.0 | B | IB | L | F | | | |
| 29 | 1.094 | TL | RL | N | 1.2 | | 2.9 | | 1.2 | | | | 5.3 | | | 4.7 | | | 5.3 | B | III | L | F | | | |
| 30 | 1.095 | TL | RR | N | 1.4 | | 2.6 | | | | | | 4.0 | | 11.0 | | | | | | | | F | Base = SHEL. | | |
| 32 | 1.142 | TL | LL | N | 1.3 | | 1.7 | | 1.5 | | | 0.9 | 5.4 | | | 1.2 | | | | | | | F | Bottom-up crack. | | |
| 67 | 3.573 | TL | RL | N | 1.0 | | 1.0 | | 0.9 | | | 1.2 | 4.1 | | 7.9 | | | 60.0 | 4.1 | B | II | M | F | | | |
| 69 | 3.643 | TL | LL | Y | 1.1 | | 0.9 | 0.2 | 1.3 | | | 1.1 | 4.6 | | 8.4 | | | | 4.6 | C | III | M | F | | | |
| 74 | 3.863 | TL | LL | N | 1.2 | | 1.4 | 0.5 | 1.0 | | 2.7 | 1.3 | 8.1 | | 10.4 | | | | 1.2 | B | IB | L | F | | | |
| 86 | 4.507 | TL | RR | N | | 1.3 | 2.0 | | | | | | 3.3 | | 7.7 | | | | 2.9 | A | III | L | F | | | |
| 88 | 4.539 | TL | LL | Y | | 1.2 | 2.3 | | | | | | 3.5 | | 14.3 | | | | 3.5 | A | II | M | F | | | |
| 151 | 9.377 | TL | RR | N | 1.5 | | 1.9 | | | 0.5 | 0.7 | | 4.6 | | 10.4 | | | 35.0 | | | | | F | | | |
| 160 | 9.904 | TL | LR | N | 1.1 | | 1.6 | | | 0.4 | | | 3.1 | | 7.4 | | | | | | | | F | | | |
| 185 | 11.115 | TL | RL | N | | 1.4 | 3.2 | | | | | | 4.6 | | 9.4 | | | | | | | | F | | | |
| 186 | 11.130 | TL | RR | N | 0.9 | | 4.3 | | | | | | 5.2 | | 8.1 | | | | | | | | F | | | |
| AVERAGE | | | | | 1.27 | 1.30 | 2.09 | 0.35 | 1.24 | 0.45 | 1.67 | 1.18 | 4.39 | | 9.22 | 2.98 | | 38.33 | 3.36 | | | | | | | |
| MAX | | | | | 1.50 | 1.40 | 4.40 | 0.50 | 2.40 | 0.50 | 2.70 | 1.70 | 8.10 | | 14.25 | 4.70 | | 60.00 | 6.10 | | | | | | | |
| MIN | | | | | 0.90 | 1.20 | 0.90 | 0.20 | 0.80 | 0.40 | 0.70 | 0.90 | 1.50 | | 6.50 | 1.20 | | 20.00 | 0.80 | | | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.00 | 0.23 | UNKW | 0.25 | 0.20 | | | 0.16 | 0.18 | 0.11 | UNKW | 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.

| | | | | | | |
|---|--|--|--|---|--|---|
| <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 | 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 |
|---|--|--|--|---|--|---|

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | |
|--|------------|------------------------------------|--------------------------------|---|------------------------|
| W.P.I. No.: | | Name: SR 17 | | Lanes: 2 to 4 Lane Lane Urban Major Collector | |
| Fin. Proj. ID: 451262-1 | | From: S OF CR 17 (KENILWORTH BLVD) | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: 09040000 | To: E OF SR 25 (US 98 / US 27) | | Inside: NONE |
| County: HIGHLANDS | SR No.: 17 | Beg MP: 0.000 | End MP: 11.137 | Length: 11.137 | Outside: PAVED |
| Overall Pavement Condition (from DMO field review): Fair | | Median Curbed (Y/N): Y | Paved | Lawn Y | Other: |
| | | | | | Curb & Gutter (Y/N): Y |

Roadway 09040000 - Shoulder Cores (S)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 5 | 1.381 | S | OL | N | 1.8 | | | | | | | | | | 1.8 | | 6.2 | | | | | | F | | | |
| 15 | 0.553 | S | OR | N | 1.4 | | 1.6 | | | 0.7 | | | | | 3.7 | | | 1.6 | | | | | P | Street parking. Base crack. | | |
| 17 | 0.620 | S | OL | N | 1.2 | | 2.3 | | | 0.5 | | | 0.7 | | 4.7 | | | 2.5 | | | | | F | Street parking. Base crack. | | |
| 19 | 0.807 | S | OR | N | 1.3 | | 1.6 | | | | | | 1.0 | | 3.9 | | | | UNK | | | | F | Street parking. | | |
| 26 | 0.983 | S | OL | N | 1.0 | | | | | | | | | | 1.0 | | | | UNK | | | | F | Street parking. Asphalt over curb gutter. | | |
| 39 | 1.528 | S | OL | N | 1.9 | | | | | | | | | | 1.9 | | 6.1 | | | | | | F | | | |
| 40 | 1.671 | S | OR | N | 2.1 | | | | | | | | | | 2.1 | | 7.9 | | | | | | F | | | |
| 42 | 1.981 | S | OR | N | | 1.3 | 0.3 | | | | | | | | 1.6 | | 7.4 | | | | | | F | | | |
| 44 | 2.080 | S | OL | N | 1.1 | | 1.9 | | | | | | | | 3.0 | | 7.0 | | | | | | F | | | |
| 46 | 2.207 | S | OR | N | 1.7 | | | | | | | | | | 1.7 | | 10.3 | | | | | | F | | | |
| 47 | 2.237 | S | OL | N | 1.7 | | | | | | | | | | 1.7 | | 8.3 | | | | | | F | | | |
| 50 | 2.416 | S | OR | N | 2.4 | | | | | | | | | | 2.4 | | 8.1 | | | | | | F | | | |
| 51 | 2.491 | S | OR | N | 1.8 | | | | | | | | | | 1.8 | | 8.2 | | | | | | F | | | |
| 55 | 2.795 | S | OL | N | 2.5 | | | | | | | | | | 2.5 | | 9.5 | | | | | | F | | | |
| 58 | 3.046 | S | OR | N | | 2.0 | | | | | | | | | 2.0 | | UNK | | | | | | F | No base type was apparent. | | |
| 61 | 3.211 | S | OL | N | | 2.3 | | | | | | | | | 2.3 | | UNK | | | | | | F | Base = SHEL. | | |
| 62 | 3.282 | S | OR | N | 1.2 | | | | | | | | | | 1.2 | | 8.8 | | | | | | F | | | |
| 65 | 3.480 | S | OL | N | 1.1 | | 1.7 | | | | | | | | 2.8 | 3.7 | | | | | | | F | | | |
| 71 | 3.728 | S | OL | N | 1.1 | | 0.9 | | | | | | | | 2.0 | 4.5 | | | | | | | P | Large T-crack with roots. | | |
| 73 | 3.835 | S | OR | N | 1.9 | | | | | | | | | | 1.9 | | 8.6 | | | | | | F | | | |
| 77 | 3.987 | S | OL | N | 1.7 | | | | | | | | | | 1.7 | | 5.8 | | | | | | F | | | |
| 78 | 4.064 | S | OR | N | 1.5 | | | | | | | | | | 1.5 | | 9.0 | | | | | | F | | | |
| 81 | 4.244 | S | OL | N | 1.8 | | | | | | | | | | 1.8 | | 6.7 | | | | | | F | | | |
| 85 | 4.486 | S | OR | N | | 1.0 | 2.7 | | | | | | | | 3.7 | | 10.6 | | | | | | F | Bike | | |
| 87 | 4.523 | S | OL | N | | 0.6 | 1.4 | | | | | | | | 2.0 | | 13.0 | | | | | | F | | | |
| 90 | 4.635 | S | OR | N | 1.2 | | | | | | | | | | 1.2 | | 10.8 | | | | | | F | Widening crack. Base = LR & ABC-2. | | |
| 93 | 4.856 | S | OL | N | 1.6 | | | | | | | | | | 1.6 | | 7.2 | | | | | | F | | | |
| 94 | 4.953 | S | OR | N | 2.0 | | | | | | | | | | 2.0 | | 6.0 | | | | | | F | Possible widening crack. | | |
| 98 | 5.233 | S | OL | N | 1.8 | | | | | | | | | | 1.8 | | 7.0 | | | | | | F | | | |
| 99 | 5.298 | S | OR | N | 1.7 | | | | | | | | | | 1.7 | | 5.3 | | | | | | F | | | |
| 102 | 5.507 | S | OL | N | 2.3 | | | | | | | | | | 2.3 | | 8.2 | | | | | | F | | | |
| 103 | 5.612 | S | OR | N | 1.6 | | | | | | | | | | 1.6 | | 5.4 | | | | | | F | | | |
| 104 | 10.579 | S | OL | N | 1.2 | | 2.5 | 1.0 | | | | | | | 4.7 | | 4.3 | | | | | | F | Street parking | | |
| 106 | 5.806 | S | OL | N | 1.9 | | | | | | | | | | 1.9 | | 8.4 | | | | | | F | | | |
| 107 | 5.859 | S | OR | N | 1.7 | | | | | | | | | | 1.7 | | 6.3 | | | | | | F | | | |
| 110 | 6.058 | S | OR | N | 2.0 | | | | | | | | | | 2.0 | | 8.0 | | | | | | F | | | |

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | | | | | | | |
|--|--|----------------------|--|------------------------------------|--|----------------|--|---|--|------------------------|--|
| W.P.I. No.: | | | | Name: SR 17 | | | | Lanes: 2 to 4 Lane Lane Urban Major Collector | | | |
| Fin. Proj. ID: 451262-1 | | | | From: S OF CR 17 (KENILWORTH BLVD) | | | | Shoulder Type and Condition: | | | |
| F.A. Project No.: | | Roadway ID: 09040000 | | To: E OF SR 25 (US 98 / US 27) | | | | Inside: NONE | | | |
| County: HIGHLANDS | | SR No.: 17 | | Beg MP: 0.000 | | End MP: 11.137 | | Length: 11.137 | | Outside: PAVED | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y | | Paved | | Lawn Y | | Curb & Gutter (Y/N): Y | |

Roadway 09040000 - Shoulder Cores (S)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | | | | |
| 111 | 6.146 | S | OL | N | 2.0 | | | | | | | | | | 2.0 | | 7.0 | | | | | 2.0 | A | IB | L | F | | | |
| 114 | 6.347 | S | OR | N | 1.5 | | | | | | | | | | 1.5 | | 5.5 | | | | | | | | | | F | | |
| 117 | 6.567 | S | OL | N | 2.0 | | | | | | | | | | 2.0 | | 6.5 | | | | | 2.0 | A | IB | L | F | | | |
| 118 | 6.685 | S | OR | N | 1.3 | | | | | | | | | | 1.3 | | 6.7 | | | | 22.0 | | | | | | F | | |
| 121 | 6.981 | S | OL | N | 2.0 | | | | | | | | | | 2.0 | | 10.0 | | | | | 1.2 | A | IB | L | F | | | |
| 122 | 7.079 | S | OR | N | 1.6 | | | | | | | | | | 1.6 | | 6.4 | | | | | | | | | | F | | |
| 125 | 7.276 | S | OL | N | 1.3 | | | | | | | | | | 1.3 | | 6.7 | | | | | | | | | | F | | |
| 126 | 7.345 | S | OR | N | 1.6 | | | | | | | | | | 1.6 | | 6.7 | | | | | 1.6 | B | IB | L | F | | | |
| 129 | 7.546 | S | OL | N | 1.5 | | | | | | | | | | 1.5 | | 6.5 | | | | 11.0 | 0.5 | B | IB | L | F | | | |
| 131 | 7.620 | S | OR | N | 1.4 | | | | | | | | | | 1.4 | | 7.6 | | | | | | | | | | F | | |
| 134 | 7.955 | S | OL | N | 1.8 | | | | | | | | | | 1.8 | | 6.7 | | | | | | | | | | F | | |
| 135 | 8.053 | S | OR | N | 1.8 | | | | | | | | | | 1.8 | | 8.2 | | | | 14.0 | | | | | | F | | |
| 137 | 8.284 | S | OL | N | 1.2 | | | | | | | | | | 1.2 | | 5.8 | | | | | | | | | | F | | |
| 139 | 8.410 | S | OR | N | 1.7 | | | | | | | | | | 1.7 | | 6.8 | | | | | | | | | | F | | |
| 141 | 8.583 | S | OL | N | 1.9 | | | | | | | | | | 1.9 | | 7.1 | | | | | | | | | | F | | |
| 143 | 8.783 | S | OR | N | 1.4 | | | | | | | | | | 1.4 | | 8.6 | | | | | | | | | | F | | |
| 145 | 8.974 | S | OL | N | 2.0 | | 1.4 | | | | | | | | 3.4 | | 7.6 | | | | | | | | | | F | | |
| 147 | 9.170 | S | OR | N | 1.9 | | | | | | | | | | 1.9 | 7.6 | | | | | | | | | | | F | | |
| 149 | 9.287 | S | OL | N | 1.1 | | 0.9 | | | | | | | | 2.0 | | 6.0 | | | | 11.0 | | | | | | F | | |
| 153 | 9.477 | S | OL | N | 1.4 | | 1.6 | | | | | | | | 3.0 | 2.8 | | | | | | | | | | | F | | |
| 155 | 9.629 | S | OR | N | 2.0 | | | | | | | | | | 2.0 | 2.9 | | | | | | | | | | | F | | |
| 157 | 9.751 | S | OL | N | 1.8 | | | | | | | | | | 1.8 | 3.1 | | | | | | | | | | | F | | |
| 159 | 9.839 | S | OR | N | 1.5 | | 1.0 | | | | | | | | 2.5 | 3.8 | | | | | | | | | | | F | | |
| 164 | 10.201 | S | OR | N | 0.9 | | 2.0 | | | | 1.4 | | | | 4.3 | | 6.5 | | | | | | | | | | F | Street parking. | |
| 167 | 10.334 | S | OL | N | 1.5 | | 1.5 | | | | | | | | 3.0 | | 7.0 | | | | | 1.2 | A | IB | L | F | Street parking. Base fell apart. | | |
| 173 | 10.665 | S | OR | N | 1.4 | | 1.7 | | 0.9 | | | | | | 4.0 | | 7.3 | | | | | 4.0 | B | II | L | F | Base fell apart. Street parking. | | |
| 176 | 10.831 | S | OL | N | 1.2 | | 3.3 | | | | | | | | 4.5 | | 4.5 | | | | | 1.7 | B | IB | L | F | Base fell apart. Street parking. | | |
| 179 | 10.949 | S | OR | N | 1.4 | | 2.6 | | | | | | | | 4.0 | | 6.0 | | | | | | | | | F | Base fell apart. Street parking. | | |
| 182 | 11.009 | S | OL | N | 1.3 | | 1.8 | | 1.3 | | | | | | 4.4 | | 4.6 | | | | | 4.4 | B | III | L | F | Base fell apart. Street parking. | | |
| 188 | 1.762 | S | OL | N | 1.0 | | 1.5 | | | | | | | | 2.5 | | 5.5 | | | | | | | | | | F | | |
| 189 | 1.897 | S | OR | N | 0.8 | | 1.5 | | | | | | | | 2.3 | | 9.7 | | | | | | | | | | F | | |
| AVERAGE | | | | | 1.59 | 1.44 | 1.71 | 1.00 | 0.90 | 0.70 | 1.40 | 0.85 | | | 2.25 | 4.06 | 7.54 | 4.72 | | | 12.00 | 2.20 | | | | | | | |
| MAX | | | | | 2.50 | 2.30 | 3.30 | 1.00 | 1.30 | 0.70 | 1.40 | 1.00 | | | 4.70 | 7.60 | 13.00 | 7.25 | | | | 22.00 | 4.70 | | | | | | |
| MIN | | | | | 0.80 | 0.60 | 0.30 | 1.00 | 0.50 | 0.70 | 1.40 | 0.70 | | | 1.00 | 2.80 | 5.30 | 1.60 | | | | 5.00 | 0.20 | | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.00 | 0.23 | UNKW | 0.25 | 0.20 | | | | 0.16 | 0.18 | 0.11 | UNKW | | | 0.08 | | | | | | | |

Notes:

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | |
|--|------------|------------------------------------|--------------------------------|---|------------------------|
| W.P.I. No.: | | Name: SR 17 | | Lanes: 2 to 4 Lane Lane Urban Major Collector | |
| Fin. Proj. ID: 451262-1 | | From: S OF CR 17 (KENILWORTH BLVD) | | Shoulder Type and Condition: | |
| F.A. Project No.: | | Roadway ID: 09040000 | To: E OF SR 25 (US 98 / US 27) | | Inside: NONE |
| County: HIGHLANDS | SR No.: 17 | Beg MP: 0.000 | End MP: 11.137 | Length: 11.137 | Outside: PAVED |
| Overall Pavement Condition (from DMO field review): Fair | | Median Curbed (Y/N): Y | Paved | Lawn Y | Other: |
| | | | | | Curb & Gutter (Y/N): Y |

Roadway 09040000 - Shoulder Cores (S)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | | | | ABC-2 | LR | SAHM | CONC | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | |

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 | 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 |
|---|--|--|--|---|--|---|

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

Cored By: **TEST LAB, INC.**

Coring Completion Date: 1/5/2024

Typical Section: 1

| | | | | | | | | | | | | | |
|--|--|----------------------|--|------------------------------------|--|----------------|--|---|--|----------------|--|------------------------|--|
| W.P.I. No.: | | | | Name: SR 17 | | | | Lanes: 2 to 4 Lane Lane Urban Major Collector | | | | | |
| Fin. Proj. ID: 451262-1 | | | | From: S OF CR 17 (KENILWORTH BLVD) | | | | Shoulder Type and Condition: | | | | | |
| F.A. Project No.: | | Roadway ID: 09040000 | | To: E OF SR 25 (US 98 / US 27) | | | | Inside: NONE | | | | | |
| County: HIGHLANDS | | SR No.: 17 | | Beg MP: 0.000 | | End MP: 11.137 | | Length: 11.137 | | Outside: PAVED | | | |
| Overall Pavement Condition (from DMO field review): Fair | | | | Median Curbed (Y/N): Y | | Paved | | Lawn Y | | Other: | | Curb & Gutter (Y/N): Y | |

Roadway 09040000 - GORE Cores (GO)

| 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 | FC9.5 | SP9.5 | ARMI | T1 | WC | S2 | BIND | ABC-2 | LR | | SAHM | CONC | DEPTH (IN.) | TYPE | | CLASS | EXTENT | | | | |
| 89 | 4.583 | GO | GO | N | 1.2 | | 3.5 | | | 1.4 | 0.6 | | | | 6.7 | | 8.3 | | | 39.0 | 2.5 | B | IB | M | P | |
| 146 | 0.371 | GO | GO | N | 1.6 | | | | | | | 1.2 | | | 2.8 | | 9.0 | | | | | | | | F | CO-Gore |
| 158 | 1.031 | GO | GO | N | 1.2 | | 4.5 | | | | | | | | 5.7 | | 11.3 | | | | | | | | F | OR-Gore |
| 168 | 10.362 | GO | GO | N | 1.2 | | 2.6 | | | | | 1.1 | | | 4.9 | | 6.4 | | | | | | | | F | OR-Gore. Base fell apart. |
| AVERAGE | | | | | 1.30 | | 3.53 | | | 1.40 | 0.60 | 1.20 | 1.10 | | 5.03 | | 9.52 | 6.40 | | 39.00 | 2.50 | | | | | |
| MAX | | | | | 1.60 | | 4.50 | | | 1.40 | 0.60 | 1.20 | 1.10 | | 6.70 | | 11.30 | 6.40 | | 39.00 | 2.50 | | | | | |
| MIN | | | | | 1.20 | | 2.60 | | | 1.40 | 0.60 | 1.20 | 1.10 | | 2.80 | | 8.30 | 6.40 | | 39.00 | 2.50 | | | | | |
| LAYER COEF. | | | | | 0.17 | 0.25 | 0.25 | 0.00 | 0.23 | UNKW | 0.25 | 0.20 | | | | 0.16 | 0.18 | 0.11 | UNKW | 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.

| | | | | | | |
|--|--|--------------------------------|-------------------|---|---------------|---------------------------|
| <u>Lane Designations - Decreasing MP</u> | <u>Lane Designations - Increasing MP</u> | | <u>Crack Type</u> | <u>Crack Rating</u> | <u>Extent</u> | <u>Pavement Condition</u> |
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | 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 | 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 | BR - Bridge Approach/Departure | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |