

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)		Inside: NONE
County: HIGHLANDS	SR No.: 17	Beg MP: 1.038	End MP: 1.058	Length: 0.020	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 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
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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					
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.

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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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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	

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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							

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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
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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
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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							
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		Inside:	NONE
County:	HIGHLANDS	SR No.:	17		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
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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.
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<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