

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

Cored By: OCHS & MORIARTY (ARDAMAN AND ASSOCIATES, INC.)

Date: 6/12/2020, 6/16/2020, 7/23/2020 Typical Section: 1

| | | |
|--|--------------------------|------------------------------------|
| W.P.I. No.: | Name: SR 25 (US 27) | Lanes: 4 |
| Fin. Proj. ID: 445933-1-31-01 | From: Hendry County Line | Shoulder Type and Condition: Paved |
| F.A. Project No.: | To: Windburn Road | Inside: |
| County: Glades | SR No.: 25 | Outside: |
| Overall Pavement Condition (from DMO field review): Fair | Beg MP: 0.000 | End MP: 3.880 |
| | Median Curbed (Y/N): N | Paved |
| | Lawn | Other: |
| | | Curb & Gutter (Y/N): N |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------------------------|-----------|------|----------|----------------------|-------|-----|----|------|---|------|------|--|-----|-------------------------------|------|-----|------|-----|----------------------------------|-------------|------|-------|--------|--------------------|-----------------------|------------------------------|----------|-------------------------------------|--|---|-------------------|
| CORE NO. | MILE POST ¹ | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ² | CRACK | | | | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | CROSS SLOPE (%) ³ | COMMENTS | | | | |
| | | | | | FC5 | SP9.5 | S | T1 | ARMI | S | BIND | ARMI | | | | SHEL | LR | | | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | | | | | | | |
| PC-01 | 0.030 | ML | R2 | Y | 0.6 | 1.6 | 1.8 | | | | | 1.0 | | | 5.0 | | 9.1 | | | | | 0.6 | | II | L | F | | | | | | |
| PC-02 | 0.120 | ML | R1 | N | 1.0 | 1.9 | 2.0 | | | | | 1.1 | | | 6.0 | 9.4 | | | | | | | | | | G | | | | | | |
| PC-03 | 0.340 | TL/CO | R1 | Y | 1.0 | 0.9 | 2.8 | | | | | | | 4.7 | 11.4 | | | | | | | | | | | G | | | Left Turn Lane | | | |
| PC-04 | 0.370 | TL/CO | R2 | N | 0.7 | | 2.1 | | | | | | | 2.8 | | 10.4 | | | | | | | | | | F | | | RUTTING, CRACKING - Right Turn Lane | | | |
| PC-05 | 0.370 | ML | R2 | Y | 0.9 | 1.3 | 3.0 | | | | | | | 5.2 | | 7.5 | | | | | | | | | | F | | | RUTTING, CRACKING | | | |
| PC-06 | 0.510 | ML | R1 | N | 1.2 | 1.4 | 3.5 | | | | | 0.5 | | 6.6 | | 12.9 | | 8.4 | | | | | | | | G | | | | | | |
| PC-07 | 0.530 | ML | R2 | Y | 0.6 | 1.3 | 2.4 | | | | | 0.9 | | 5.2 | | 9.3 | | | | | | | | | | P | | | RUTTING, CRACKING | | | |
| PC-08 | 0.670 | ML | R2 | N | 0.7 | 1.6 | 2.0 | | | | | 0.6 | | 4.9 | | 12.4 | | | | | | | | | | F | | | | | | |
| PC-09 | 0.670 | S | OR | N | 1.0 | 1.2 | - | | | | | | | 2.2 | 10.3 | | | | | | | | | | | G | | | | | | |
| PC-10 | 0.840 | ML | R2 | Y | 0.7 | 1.6 | 2.0 | | | | | 1.1 | | 5.4 | | 8.1 | | | | | 1.1 | | III | M | F | | | | RUTTING, CRACKING | | | |
| PC-11 | 0.870 | ML | R1 | N | 1.0 | 1.8 | 3.3 | | | | | 0.7 | | 6.8 | | 6.9 | | | | | | | | | | G | | | | | | |
| PC-12 | 1.080 | ML | R1 | Y | 0.8 | 1.7 | 1.4 | | | | | 1.5 | | 5.4 | | 5.4 | | | | | | | | | | G | | | | | | |
| PC-13 | 1.250 | ML | R2 | N | 0.9 | 1.3 | 2.4 | | | | | 0.8 | | 5.4 | | 5.4 | | | | | | | | | | G | | | | | | |
| PC-14 | 1.450 | ML | R2 | Y | 0.6 | 1.8 | 1.8 | | | | | 1.3 | | 5.5 | | 7.8 | | 16.3 | 2.4 | | | III | M | F | | | | | RUTTING, CRACKING | | | |
| PC-15 | 1.740 | ML | R1 | N | 0.9 | 1.9 | 1.9 | | | | | 0.7 | | 5.4 | | 5.4 | | | | | | | | | | G | | | | | | |
| PC-16 | 1.750 | S | OR | N | 1.3 | | 2.9 | | | | | | | 4.2 | 11.5 | | | | | | | | | | | G | | | | | | |
| PC-17 | 2.090 | ML | R2 | N | 1.0 | 1.9 | 2.7 | | | | | | | 5.6 | | 11.0 | | | | | | | | | | P | | | | RUTTING, CRACKING | | |
| PC-18 | 2.100 | TL/CO | R2 | Y | 1.3 | 1.7 | 2.3 | | | | | | | 5.3 | | 9.8 | | | | | | | | | | F | | | | SEPARATED @ SP LAYER; POOR JOINT - Right Turn Lane | | |
| PC-19 | 2.130 | ML | R1 | N | 1.0 | 1.5 | 2.5 | | | | | | | 5.0 | | 5.0 | | | | | | | | | | G | | | | | | |
| PC-20 | 2.210 | ML | R2 | Y | 0.7 | 1.4 | 2.3 | | | | | 0.6 | | 5.0 | | 9.5 | | | | | | | | | | F | | | | RUTS | | |
| PC-21 | 2.290 | TL/CO | R2 | N | 1.3 | 1.0 | 2.3 | | | | | 0.4 | | 5.0 | | 9.5 | | | | | | | | | | G | | | | Right Turn Lane | | |
| PC-22 | 2.450 | S | OR | N | 1.0 | | 1.8 | | | | | | | 2.8 | 8.0 | | | | | | | | | | | G | | | | | | |
| PC-23 | 2.580 | ML | R1 | N | 1.0 | 1.7 | 4.0 | | | | | | | 6.7 | | 6.9 | | 18.5 | | | | | | | | G | | | | | | |
| PC-24 | 2.820 | ML | R2 | Y | 0.7 | 1.7 | 1.7 | | | | | 0.7 | | 4.8 | | 14.6 | | | 2.1 | | | III | M | P | | | | | | RUTTING, CRACKING (CORE TOP BRAKE) | | |
| PC-25 | 2.950 | TL/CO | R2 | N | 1.3 | | 3.3 | | | | | | | 4.6 | 6.5 | | | | | | | | | | | G | | | | Right Turn Lane | | |
| PC-26 | 2.990 | TL/CO | R1 | Y | 1.0 | 1.5 | 2.3 | | | | | 2.0 | | 6.8 | | 6.8 | | | 2.4 | B | III | M | F | | | | | | | CRACKING - Left Turn Lane | | |
| PC-27 | 3.220 | ML | R1 | N | 0.9 | 1.7 | 2.9 | | | | | 0.5 | | 6.0 | | 6.0 | | | | | | | | | | G | | | | | | |
| PC-28 | 3.230 | ML | R2 | N | 0.8 | 1.5 | 1.3 | | | | | 1.1 | | 4.7 | | 9.3 | | | 1.8 | A | III | S | P | | | | | | | BOTTOM UP CRACKING; BOTTOM PIECE BROKE UP | | |
| PC-29 | 3.230 | S | OR | N | 1.0 | | 1.1 | | | | | | | 2.1 | 11.3 | | | | | | | | | | | F | | | | | CRACKING | |
| PC-30 | 3.650 | ML | R2 | Y | 0.8 | 1.4 | 2.6 | | | | | 0.9 | | 5.7 | | 7.9 | | 11.4 | | | | | | | | P | | | | | RUTTING, CRACKING | |
| PC-31 | 3.810 | TL/CO | R1 | N | 1.4 | 1.1 | 1.4 | | | | | 1.8 | | 5.7 | | 5.3 | | | | | | | | | | F | | | | | SEVERE RAVELLING; RUTTING, RAVELLING, GAUGES - Left Turn Lane | |
| PC-32 | 3.860 | ML | R1 | Y | 0.9 | 1.4 | 1.7 | | | | | 1.2 | | 5.2 | | 5.3 | | | | | | | | | | G | | | | | | |
| PC-33 | 3.870 | ML | R2 | N | 0.8 | 1.5 | 2.6 | | | | | 0.6 | | 5.5 | | 12.0 | | | | | | | | | | P | | | | | | RUTTING, CRACKING |

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Date: 6/12/2020, 6/16/2020, 7/23/2020 Typical Section: 1

| | | |
|--|--------------------------|------------------------------------|
| W.P.I. No.: | Name: SR 25 (US 27) | Lanes: 4 |
| Fin. Proj. ID: 445933-1-31-01 | From: Hendry County Line | Shoulder Type and Condition: Paved |
| F.A. Project No.: | To: Windburn Road | Inside: |
| County: Glades | SR No.: 25 | Outside: |
| Overall Pavement Condition (from DMO field review): Fair | Beg MP: 0.000 | End MP: 3.880 |
| | Median Curbed (Y/N): N | Paved |
| | Lawn | Other: |
| | | Curb & Gutter (Y/N): N |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------------------------|-----------|------|----------|----------------------|-------|-----|-----|------|-----|------|------|--|-----|-------------------------------|------|-----|------|----------------------------------|-------------|------|-------|--------|--------------------|-----------------------|------------------------------|----------|---|---------------------------------------|
| CORE NO. | MILE POST ¹ | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | STABILIZED SUBGRADE ² | CRACK | | | | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | CROSS SLOPE (%) ³ | COMMENTS | | |
| | | | | | FC5 | SP9.5 | S | T1 | ARMI | S | BIND | ARMI | | | | SHEL | LR | | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | | | | | |
| PC-34 | 3.870 | TL/CO | L2 | Y | 1.0 | 1.0 | | 1.3 | | 1.1 | 2.5 | | | | 6.9 | | 8.3 | | | | | | | | | | | | RUTTING, CRACKING - Right Turn Lane |
| PC-35 | 3.720 | ML | L2 | N | 0.8 | 2.2 | 2.0 | | 0.4 | 0.8 | 2.2 | | | 8.4 | | 8.0 | | | | | | | | | | | | | CRACKING |
| PC-36 | 3.670 | ML | L1 | Y | 1.0 | 1.0 | 3.4 | | 0.1 | 1.1 | 2.0 | | | 8.6 | | 9.1 | | 16.3 | 8.6 | | III | M | P | | | | | CORE SPLIT, RUTTING, FULL DEPTH CRACK | |
| PC-37 | 3.370 | S | OL | N | 1.0 | 1.1 | 1.7 | | | | | | | 3.8 | 4.3 | | | | | | | | | | | | | | |
| PC-38 | 3.170 | ML | L1 | Y | 0.9 | 1.5 | 3.5 | | | | 2.1 | | | 8.0 | | 9.5 | | | | | | | | | | | | | |
| PC-39 | 3.080 | ML | L2 | N | 0.8 | 1.1 | 2.5 | | 0.4 | 0.9 | 2.1 | | | 7.8 | | 8.4 | | | | | | | | | | | | | CRACKING |
| PC-40 | 3.030 | TL/CO | L1 | Y | 1.0 | 1.6 | 4.3 | | | | 1.8 | | | 8.7 | | 9.1 | | | | | | | | | | | | | SEPARATED @ SP LAYER - Left Turn Lane |
| PC-41 | 2.780 | ML | L2 | N | 0.7 | 1.6 | 2.5 | | | | 2.2 | | | 7.0 | | 9.5 | | | | | | | | | | | | | CRACKING |
| PC-42 | 2.600 | ML | L1 | Y | 0.7 | 1.4 | 3.2 | | | | 2.2 | | | 7.5 | | 7.5 | | | | | | | | | | | | | RUTTING |
| PC-43 | 2.520 | TL/CO | L1 | N | 0.8 | 1.5 | 2.2 | | | | 2.0 | | | 6.5 | | 6.4 | | | | | | | | | | | | | Left Turn Lane |
| PC-44 | 2.520 | ML | L2 | Y | 0.7 | 1.6 | 2.4 | | | | | | | 4.7 | | 12.6 | | 12.8 | 0.7 | | II | M | P | | | | | CUTTING, CRACKING | |
| PC-45 | 2.360 | TL/CO | L1 | N | 1.4 | 1.5 | 2.5 | | | | 1.9 | | | 7.3 | | 5.0 | | | 2.5 | | III | S | P | | | | | SEPARATED @ SP: CORE BROKE @ TOP - Left Turn Lane with Slippage | |
| PC-46 | 2.340 | ML | L2 | N | 0.9 | 1.4 | 2.7 | | | | 1.6 | | | 6.6 | | 9.6 | | | | | | | | | | | | | CRACKING, RUTTING |
| PC-47 | 2.340 | ML | L2 | Y | 0.7 | 1.1 | 2.5 | | | | 2.3 | | | 6.6 | | 8.5 | | | 1.9 | B | III | M | P | | | | | CRACKING, RUTTING | |
| PC-48 | 2.210 | S | OL | N | 1.3 | | 0.9 | | | | | | | 2.2 | 11.0 | | | | | | | | | | | | | | |
| PC-49 | 2.150 | ML | L2 | N | 0.8 | 1.3 | 1.8 | | | | | | | 3.9 | 9.9 | | | | | | | | | | | | | | CRACKING |
| PC-50 | 2.150 | ML | L2 | Y | 0.7 | 0.9 | 2.4 | | | | | | | 4.0 | | 10.3 | | | 2.1 | A | III | S | P | | | | | CRACKING | |
| PC-51 | 2.090 | ML | L1 | Y | 0.6 | 1.1 | 3.1 | | | | 2.1 | | | 6.9 | | 9.3 | | | | | | | | | | | | | |
| PC-52 | 1.940 | ML | L2 | N | 0.8 | 1.4 | 1.8 | | | | 2.2 | | | 6.2 | | 10.5 | | | | | | | | | | | | | CRACKING, RUTTING |
| PC-53 | 1.750 | ML | L2 | Y | 0.7 | 0.9 | 2.9 | | | | | | | 4.5 | | 9.5 | | | 1.8 | A | III | M | P | | | | | RUTTING, CRACKING | |
| PC-54 | 1.680 | ML | L2 | N | 0.8 | 1.6 | 1.3 | | | | 2.2 | | | 5.9 | | 11.3 | | | | | | | | | | | | | RUTTING, CRACKING |
| PC-55 | 1.680 | ML | L2 | Y | 0.8 | 1.5 | 1.7 | | | | 2.2 | | | 6.2 | | 10.0 | | | 4.0 | A | III | S | P | | | | | RUTTING, CRACKING | |
| PC-56 | 1.620 | ML | L1 | Y | 0.6 | 1.9 | 2.7 | | | | 2.1 | | | 7.3 | | 9.6 | | 11.0 | | | | | | | | | | | |
| PC-57 | 1.560 | ML | L2 | N | 0.8 | 1.7 | 0.9 | | | | 2.3 | | | 5.7 | | 11.9 | | | | | | | | | | | | | RUTTING |
| PC-58 | 1.340 | S | OL | N | 1.1 | | 0.9 | | | | | | | 2.0 | | 10.5 | | | | | | | | | | | | | |
| PC-59 | 1.230 | ML | L1 | N | 0.7 | 1.6 | 3.2 | | | | 2.1 | | | 7.6 | | 8.5 | | | | | | | | | | | | | |
| PC-60 | 0.890 | ML | L2 | Y | 0.6 | 1.5 | 3.8 | | | | 2.1 | | | 8.0 | | 11.3 | | | | | | | | | | | | | RUTTING, CRACKING |
| PC-61 | 0.610 | ML | L1 | N | 1.0 | 1.1 | 3.5 | | | | | | | 5.6 | | 10.4 | | | | | | | | | | | | | RUTTING |
| PC-62 | 0.590 | ML | L2 | Y | 0.6 | 1.5 | 3.4 | | | | 2.1 | | | 7.6 | | 11.4 | | 25.0 | 1.8 | | III | M | P | | | | | SUBGRAGE TO ROCK, 2.3 IN., CRACKS, RUTS | |
| PC-63 | 0.470 | TL/CO | L1 | N | 1.0 | 1.1 | 3.6 | | | | | | | 5.7 | 8.0 | | | | | | | | | | | | | | |
| PC-64 | 0.360 | ML | L1 | Y | 0.6 | 1.1 | 2.8 | | | | | | | 4.5 | | 11.6 | | | 1.6 | | III | M | F | | | | | CRACKING | |
| PC-65 | 0.300 | S | OL | N | 1.2 | | 1.8 | | | | | | | 3.0 | 10.0 | | | | | | | | | | | | | | |
| PC-66 | 0.050 | ML | L1 | Y | 0.9 | 1.7 | 3.2 | | | | 2.2 | | | 8.0 | | 7.3 | | | | | | | | | | | | | |

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Date: 6/12/2020, 6/16/2020, 7/23/2020 Typical Section: 1

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|--|--------------------------|------------------------------------|
| W.P.I. No.: | Name: SR 25 (US 27) | Lanes: 4 |
| Fin. Proj. ID: 445933-1-31-01 | From: Hendry County Line | Shoulder Type and Condition: Paved |
| F.A. Project No.: | To: Windburn Road | Inside: |
| County: Glades | SR No.: 25 | Outside: |
| Overall Pavement Condition (from DMO field review): Fair | Beg MP: 0.000 | End MP: 3.880 |
| | Median Curbed (Y/N): N | Paved |
| | Lawn | Other: |
| | | Curb & Gutter (Y/N): N |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|-------------|-------------------------------|--------------|------|--|----------------------------------|--------------|-------------|-------|--------|--------------------|-----------------------|------------------------------|----------|---|
| CORE NO. | MILE POST ¹ | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | STABILIZED SUBGRADE ² | CRACK | | | | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | CROSS SLOPE (%) ³ | COMMENTS | |
| | | | | | FC5 | SP9.5 | S | T1 | ARMI | S | BIND | ARMI | | | | SHEL | LR | | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | | | | |
| PC-67 | 0.040 | ML | L2 | N | 0.8 | 1.6 | 2.8 | | | | 2.2 | | | | 7.4 | | 9.3 | | | | 2.4 | | III | M | P | | | CRACKING, RUTTING |
| PC-68 | 1.629 | ML | R2 | Y | 0.6 | 1.4 | 3.0 | | | | 0.9 | 0.4 | | | 6.3 | | 10.5 | | | | 0.6 | | II | L | F | | | LONGITUDINAL CRACKING |
| PC-69 | 1.788 | ML | R2 | N | 0.8 | 1.5 | 2.8 | | | | | 0.5 | | | 5.6 | | 10.4 | | | | | | | | G | | | DRAG MARKS IN WHEELPATH |
| PC-70 | 2.335 | ML | R1 | Y | 0.8 | 2.2 | 2.4 | | | | | 0.6 | | | 6.0 | | 10.0 | | | | 3.0 | | III | L | F | | | TRANSVERSAL CRACK |
| PC-71 | 2.922 | ML | R2 | Y | 0.9 | 2.0 | 2.2 | | | | | 0.7 | | | 5.8 | | 9.0 | | | | 2.0 | | II | M | P | | | LONGITUDINAL CRACKING |
| PC-72 | 3.254 | ML | R2 | Y | 0.7 | 1.7 | 1.0 | | | | 0.9 | 0.4 | | | 4.7 | | 8.0 | | | | 4.7 | C | III | S | P | | | LONGITUDINAL AND ALLIGATOR CRACKING, THROUGH |
| PC-73 | 3.071 | ML | L2 | Y | 0.7 | 1.5 | 4.0 | | | | 1.6 | | | | 7.8 | | 8.4 | | | | 7.8 | C | III | S | P | | | LONGITUDINAL AND ALLIGATOR CRACKING, RAVELLING, THROUGH |
| PC-74 | 2.952 | ML | L2 | Y | 0.6 | 2.0 | 1.9 | | | | 2.2 | | | | 6.7 | | 8.4 | | | | 6.7 | C | III | S | P | | | ALLIGATOR AND LONGITUDINAL CRACKING, RAVELLING, THROUGH |
| PC-75 | 2.841 | ML | L1 | N | 1.0 | 1.8 | 2.5 | | | | 1.9 | | | | 7.2 | | 8.4 | | | | 7.2 | | III | L | F | | | TRANSVERSAL FULL DEPTH CRACK |
| PC-76 | 2.694 | ML | L1 | Y | 0.9 | 1.4 | 3.1 | | | | 2.1 | | | | 7.5 | | 6.6 | | | | | | | | G | | | |
| PC-77 | 1.314 | ML | L2 | Y | 0.7 | 3.4 | 0.8 | | | | 2.1 | | | | 7.0 | | 10.6 | | | | 7.0 | C | III | S | P | | | ALLIGATOR AND LONGITUDINAL CRACKING, RAVELLING, THROUGH |
| AVERAGE | | | | | 0.87 | 1.51 | 2.42 | 1.30 | 0.30 | 0.98 | 1.58 | 0.52 | | 5.75 | 9.28 | 8.97 | | | | 14.95 | 3.20 | | | | | | | |
| MAX | | | | | 1.40 | 3.40 | 4.30 | 1.30 | 0.40 | 1.10 | 2.50 | 0.70 | | 8.70 | 11.50 | 14.63 | | | | 25.00 | 8.60 | | | | | | | |
| MIN | | | | | 0.60 | 0.90 | 0.80 | 1.30 | 0.10 | 0.80 | 0.40 | 0.40 | | 2.00 | 4.25 | 5.00 | | | | 8.38 | 0.60 | | | | | | | |
| LAYER COEF. | | | | | 0.00 | #N/A | 0.25 | 0.23 | 0.00 | 0.25 | 0.20 | 0.00 | | | | | | | | 0.08 | | | | | | | | |

- Notes:
1. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI).
 2. Stabilization thickness was checked on 10% of the coring locations. For pavement design assume 12 inches of thickness for stabilization.
 3. The cross slope is measured in the center of the lane.
 4. A blank cell indicates measurement was not recorded.

| Lane Designations | Crack Type | Crack Rating | Extent | Pavement Condition | Lane Type | |
|--|--|---|--|---|----------------------------------|---|
| OL - Outside Left Shoulder L1 - 1st Lane Left of Centerline | OR - Outside Right Shoulder R1 - 1st Lane Right of Centerline | A - Alligator B - Block C - Combination | 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 | L - Light M - Moderate S - Severe | G - Good F - Fair P - Poor | ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street |