

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

Cored By: MADRID CPWG

Coring Completion Date: 6/29/2023

Typical Section: 1

| | | | | | | | | | | | |
|---|-----------|----------------------|--|---------|-------|---------|------------------------------|----------------------|-------|----------|-------|
| W.P.I. No.: | | Name: | SR 25 (US 27) at Sebring Parkway / Schumacher Rd. (Intersection) | | | | Lanes: | 6 | | | |
| Fin. Proj. ID: | 451362-1 | From: | | | | | Shoulder Type and Condition: | | | | |
| F.A. Project No.: | | To: | | | | | Inside: | | | | |
| County: | Highlands | Roadway ID: | 09030000 | Beg MP: | 8.320 | End MP: | 8.595 | Length: | 0.275 | Outside: | Paved |
| SR No.: | 25 | Median Curbed (Y/N): | Y | Paved | Lawn | Other: | | Curb & Gutter (Y/N): | Y | | |
| Overall Pavement Condition (from DMO field review): | Fair | | | | | | | | | | |

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 |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------------------------|------|-------------|-------------|-------------|----------------------------------|-------|-------|--------------------------|--|--------------------|----------|
| | | | | | FC5 | FC9.5 | SP9.5 | ARMI | S | S2 | T1 | WC | BIND | LR | | | | | DEPTH (IN.) | | TYPE | CLASS | EXTENT | | | |
| 1 | 8.325 | ML | R1 | N | 1.0 | | 2.1 | 0.5 | 2.6 | 1.3 | | | 2.1 | | 9.6 | 8.0 | | | | | | | F | | | |
| 2 | 8.433 | ML | R2 | N | 0.8 | | 1.9 | 0.8 | 1.8 | 1.2 | | | 2.0 | | 8.5 | 9.0 | | | | | | | F | | | |
| 3 | 8.585 | ML | R3 | Y | 0.8 | | 1.5 | 0.9 | 2.5 | | | | | 5.7 | 11.0 | | | | | | | | P | | | |
| 4 | 8.503 | ML | L1 | N | 1.0 | | 2.1 | 0.5 | 2.2 | | | | | 5.8 | 12.0 | | | | | | | | F | | | |
| 5 | 8.354 | ML | L2 | N | 1.0 | | 1.9 | 0.6 | | 2.6 | | | 1.9 | 8.0 | 11.5 | | | | | | | | F | | | |
| 6 | 8.519 | ML | L3 | Y | 0.6 | | 2.0 | 0.5 | | 4.6 | | | 2.3 | 10.0 | 19.0 | | 0.0 | 1.8 | C | II | M | P | | | | |
| 16 | 2.185 | ML | L2 | N | | 1.0 | 4.0 | | 3.0 | | | | | 8.0 | 8.0 | | 7.0 | 2.0 | B | II | M | P | Sebring Parkway 09620001 | | | |
| 17 | 2.196 | ML | L1 | N | | 1.1 | | | 2.4 | | | 0.5 | | 4.0 | 8.0 | | | 4.0 | C | III | S | P | Sebring Parkway 09620001 | | | |
| 22 | 1.121 | ML | R1 | N | | 1.3 | | | 3.5 | | | 0.9 | | 5.7 | 8.0 | | 0.0 | | | | | F | Schumacher Rd. 09533000 | | | |
| AVERAGE | | | | | 0.87 | 1.13 | 2.21 | 0.63 | 2.57 | 2.43 | | 0.70 | 2.08 | 7.26 | 10.50 | | 2.33 | 2.60 | | | | | | | | |
| MAX | | | | | 1.00 | 1.30 | 4.00 | 0.90 | 3.50 | 4.60 | | 0.90 | 2.30 | 10.00 | 19.00 | | 7.00 | 4.00 | | | | | | | | |
| MIN | | | | | 0.60 | 1.00 | 1.50 | 0.50 | 1.80 | 1.20 | | 0.50 | 1.90 | 4.00 | 8.00 | | 0.00 | 1.80 | | | | | | | | |
| LAYER COEF. | | | | | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.23 | UNKW | 0.20 | | 0.18 | | 0.08 | | | | | | | | | |

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

| | | | | | | |
|---|--|---|--|---|--|---|
| <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 | <u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover 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: MADRID CPWG

Coring Completion Date: 6/29/2023

Typical Section: 1

| | | |
|--|--|------------------------------|
| W.P.I. No.: | Name: SR 25 (US 27) at Sebring Parkway / Schumacher Rd. (Intersection) | Lanes: 6 |
| Fin. Proj. ID: 451362-1 | From: | Shoulder Type and Condition: |
| F.A. Project No.: | To: | Inside: |
| County: Highlands | Roadway ID: 09030000 | Outside: Paved |
| SR No.: 25 | Beg MP: 8.320 | End MP: 8.595 |
| Overall Pavement Condition (from DMO field review): Fair | Length: 0.275 | Other: |
| | Median Curbed (Y/N): Y | Paved |
| | | Lawn |
| | | Other: |
| | | Curb & Gutter (Y/N): Y |

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 |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----|-------------------------------|--------------|--|--------------|-------------|----------------------------------|-------|-------|--------|--------------------------|--------------------|----------|
| | | | | | FC5 | FC9.5 | SP9.5 | ARMI | S | S2 | T1 | WC | BIND | LR | | | | | DEPTH (IN.) | | TYPE | CLASS | EXTENT | | | |
| 11 | 8.539 | TL | RL | N | 0.8 | | 3.0 | | 3.1 | | | | | | 6.9 | 14.0 | | | | | | | F | | | |
| 12 | 8.512 | TL | RR | N | 1.4 | | 3.0 | | 1.6 | | | | | | 6.0 | 11.0 | | | | | | | F | | | |
| 13 | 8.548 | TL | LR | N | 1.0 | | 3.0 | | 2.5 | | | | | | 6.5 | 14.0 | | | | | | | F | | | |
| 14 | 8.374 | TL | LL | N | 0.8 | | 2.2 | | 2.8 | | | 1.7 | | | 7.5 | 8.0 | | 10.0 | | | | | F | Bottom Up Crack | | |
| 15 | 8.350 | TL | LR | Y | 0.8 | | 3.3 | | 1.9 | | | | | | 6.0 | 12.0 | | | | | | | F | | | |
| 18 | 2.230 | TL | LR | N | | | 2.2 | | | | | | | | 2.2 | 11.5 | | | | | | | F | Sebring Parkway 09620001 | | |
| 19 | 2.207 | TL | LR | N | | | 2.5 | | | | | | | | 2.5 | 13.0 | | | 2.3 | B | II | M | P | Sebring Parkway 09620001 | | |
| 20 | 2.219 | TL | LL | N | | | 3.0 | | | | 1.5 | 0.5 | | | 5.0 | 14.0 | | 0.0 | 3.2 | B | II | M | P | Sebring Parkway 09620001 | | |
| 21 | 1.103 | TL | RL | N | | 1.2 | | | 1.6 | | | 0.7 | | | 3.5 | 5.0 | | 0.0 | | | | | F | Schumacher Rd. 09533000 | | |
| 23 | 1.137 | TL | RL | N | | 1.3 | | | 3.0 | | | 0.7 | | | 5.0 | 5.1 | | 0.0 | | | | | F | Schumacher Rd. 09533000 | | |
| 24 | 1.144 | TL | RR | N | | 1.3 | | | 1.4 | | | | | | 2.7 | 11.0 | | 8.0 | | | | | F | Schumacher Rd. 09533000 | | |
| 25 | 1.160 | TL | RL | N | | 1.0 | | | 3.7 | | | | | | 4.7 | 16.5 | | 0.0 | | | | | F | Schumacher Rd. 09533000 | | |
| AVERAGE | | | | | 0.96 | 1.20 | 2.78 | | 2.40 | | 1.50 | 0.63 | 1.70 | | 4.88 | 11.26 | | 3.00 | 2.75 | | | | | | | |
| MAX | | | | | 1.40 | 1.30 | 3.30 | | 3.70 | | 1.50 | 0.70 | 1.70 | | 7.50 | 16.50 | | 10.00 | 3.20 | | | | | | | |
| MIN | | | | | 0.80 | 1.00 | 2.20 | | 1.40 | | 1.50 | 0.50 | 1.70 | | 2.20 | 5.00 | | 0.00 | 2.30 | | | | | | | |
| LAYER COEF. | | | | | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.23 | UNKW | 0.20 | | 0.18 | | | 0.08 | | | | | | | | |

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

| | | | | | | |
|---|--|---|--|---|--|---|
| <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 | <u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover 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: MADRID CPWG

Coring Completion Date: 6/29/2023

Typical Section: 1

| | | | |
|--|----------------------|--|------------------------------|
| W.P.I. No.: | | Name: SR 25 (US 27) at Sebring Parkway / Schumacher Rd. (Intersection) | Lanes: 6 |
| Fin. Proj. ID: 451362-1 | | From: | Shoulder Type and Condition: |
| F.A. Project No.: | Roadway ID: 09030000 | To: | Inside: |
| County: Highlands | SR No.: 25 | Beg MP: 8.320 | End MP: 8.595 |
| Overall Pavement Condition (from DMO field review): Fair | | Length: 0.275 | Outside: Paved |
| | | Median Curbed (Y/N): Y | Paved |
| | | | Other: |
| | | | Curb & Gutter (Y/N): Y |

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 |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----|-------------------------------|--------------|--|--|-------------|----------------------------------|-------|-------|--------|--|--------------------|----------|
| | | | | | FC5 | FC9.5 | SP9.5 | ARMI | S | S2 | T1 | WC | BIND | LR | | | | | DEPTH (IN.) | | TYPE | CLASS | EXTENT | | | |
| 7 | 8.565 | S | OR | N | 1.2 | | 1.4 | | | | | | | | 2.6 | 14.0 | | | | 0.0 | | | | | F | |
| 8 | 8.418 | S | OR | N | 1.2 | | 1.2 | | | | | | | | 2.4 | 4.0 | | | | 0.0 | | | | | F | |
| 9 | 8.365 | S | OL | N | 1.0 | | 1.5 | | | | | | | | 2.5 | 25.0 | | | | 0.0 | | | | | F | |
| 10 | 8.419 | S | OL | N | 0.8 | | 1.8 | | | | | | | | 2.6 | 4.0 | | | | 0.0 | | | | | F | |
| AVERAGE | | | | | 1.05 | | 1.48 | | | | | | | | 2.53 | 11.75 | | | | 0.00 | | | | | | |
| MAX | | | | | 1.20 | | 1.80 | | | | | | | | 2.60 | 25.00 | | | | 0.00 | | | | | | |
| MIN | | | | | 0.80 | | 1.20 | | | | | | | | 2.40 | 4.00 | | | | 0.00 | | | | | | |
| LAYER COEF. | | | | | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.23 | UNKW | 0.20 | | 0.18 | | | | | 0.08 | | | | | | |

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

| | | | | | | | |
|---|--|---|--|--|---|--|---|
| <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 | <u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover | <u>Lane Type</u> 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: MADRID CPWG

Coring Completion Date: 6/29/2023

Typical Section: 2

| | | | | | | | | | | | | |
|---|-----------|-------------|--|--|----------------------|---------------|---------|------------------------------|---------|---------------|----------------------|-------|
| W.P.I. No.: | | Name: | SR 25 (US 27) at Sebring Parkway / Schumacher Rd. (Intersection) | | | | | Lanes: | 6 | | | |
| Fin. Proj. ID: | 451362-1 | From: | | | | | | Shoulder Type and Condition: | | | | |
| F.A. Project No.: | | Roadway ID: | 09533000 / 09620001 | | | | | Inside: | | | | |
| County: | Highlands | SR No.: | 25 | | Beg MP: | 1.091 / 2.171 | End MP: | 1.186 / 2.256 | Length: | 0.095 / 0.085 | Outside: | Paved |
| Overall Pavement Condition (from DMO field review): | | | Fair | | Median Curbed (Y/N): | Y | Paved | Lawn | Other: | | Curb & Gutter (Y/N): | Y |

| All Cores | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------------------|--------------|--|--|--|----------------------------------|-------------|------|-------|--------|--------------------|-----------------------|-----------------------|------------------------------|--------------------------|
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) | | | | | | | | | | TOTAL ASPHALT THICKNESS (IN.) | BASE | | | | STABILIZED SUBGRADE ³ | CRACK | | | | PAVEMENT CONDITION | RUT DEPTH - LWP (IN.) | RUT DEPTH - RWP (IN.) | CROSS SLOPE (%) ⁴ | COMMENTS |
| | | | | | FC5 | FC9.5 | SP9.5 | ARMI | S | S2 | T1 | WC | BIND | | | LR | | | | | DEPTH (IN.) | TYPE | CLASS | EXTENT | | | | | |
| 16 | 2.185 | ML | L2 | N | | 1.0 | 4.0 | | | 3.0 | | | | | 8.0 | 8.0 | | | | 7.0 | 2.0 | B | II | M | P | 0.1 | 0.1 | 2.10 | Sebring Parkway 09620001 |
| 17 | 2.196 | ML | L1 | N | | 1.1 | | | | 2.4 | | | 0.5 | | 4.0 | 8.0 | | | | | 4.0 | C | III | S | P | 0.1 | 0.2 | 3.00 | Sebring Parkway 09620001 |
| 18 | 2.230 | TL | LR | N | | | 2.2 | | | | | | | | 2.2 | 11.5 | | | | | | | | F | 0.2 | 0.1 | 1.20 | Sebring Parkway 09620001 | |
| 19 | 2.207 | TL | LR | N | | | 2.5 | | | | | | | | 2.5 | 13.0 | | | | | 2.3 | B | II | M | P | 0.1 | 0.1 | 3.00 | Sebring Parkway 09620001 |
| 20 | 2.219 | TL | LL | N | | | 3.0 | | | | 1.5 | 0.5 | | | 5.0 | 14.0 | | | | 0.0 | 3.2 | B | II | M | P | 0.2 | 0.2 | 1.80 | Sebring Parkway 09620001 |
| 21 | 1.103 | TL | RL | N | | 1.2 | | | | 1.6 | | | 0.7 | | 3.5 | 5.0 | | | | 0.0 | | | | F | 0.0 | 0.0 | 2.30 | Schumacher Rd. 09533000 | |
| 22 | 1.121 | ML | R1 | N | | 1.3 | | | | 3.5 | | | 0.9 | | 5.7 | 8.0 | | | | 0.0 | | | | F | 0.0 | 0.0 | 3.30 | Schumacher Rd. 09533000 | |
| 23 | 1.137 | TL | RL | N | | 1.3 | | | | 3.0 | | | 0.7 | | 5.0 | 5.1 | | | | 0.0 | | | | F | 0.0 | 0.0 | 4.70 | Schumacher Rd. 09533000 | |
| 24 | 1.144 | TL | RR | N | | 1.3 | | | | 1.4 | | | | | 2.7 | 11.0 | | | | 8.0 | | | | F | 0.0 | 0.0 | 5.00 | Schumacher Rd. 09533000 | |
| 25 | 1.160 | TL | RL | N | | 1.0 | | | | 3.7 | | | | | 4.7 | 16.5 | | | | 0.0 | | | | F | 0.0 | 0.0 | 4.30 | Schumacher Rd. 09533000 | |
| AVERAGE | | | | | | 1.17 | 2.93 | | | 2.66 | | | 1.50 | 0.66 | 4.33 | 10.01 | | | | 2.14 | 2.88 | | | | 0.1 | 0.1 | 3.07 | | |
| MAX | | | | | | 1.30 | 4.00 | | | 3.70 | | | 1.50 | 0.90 | 8.00 | 16.50 | | | | 8.00 | 4.00 | | | | 0.2 | 0.2 | 5.00 | | |
| MIN | | | | | | 1.00 | 2.20 | | | 1.40 | | | 1.50 | 0.50 | 2.20 | 5.00 | | | | 0.00 | 2.00 | | | | 0.0 | 0.0 | 1.20 | | |
| LAYER COEF. | | | | | | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.23 | UNKW | 0.20 | | 0.18 | | | | 0.08 | | | | | | | | | |

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

| Lane Designations - Decreasing MP | Lane Designations - Increasing MP | Lane Type | Crack Type | Crack Rating | Extent | Pavement Condition |
|-----------------------------------|-----------------------------------|----------------|-----------------|---|--------------|--------------------|
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | A - Alligator | Class IB - Hairline cracks that are ≤ 1/8 inch wide | L - Light | G - Good |
| L1 - 1st Lane Left of Centerline | R1 - 1st Lane Right of Centerline | TL - Turn Lane | B - Block | Class II - Cracks > than 1/8 inch and ≤ 1/4 inch | M - Moderate | F - Fair |
| LL/LR - Left/Right Turn Lane | RL/RR - Left/Right Turn Lane | CO - Crossover | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |