





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

Cored By: TEST LAB, INC.

Coring Completion Date: 5/3/2024

Typical Section: 1

|                                                     |           |             |                          |  |      |  |                              |                                         |         |        |         |       |                      |       |  |
|-----------------------------------------------------|-----------|-------------|--------------------------|--|------|--|------------------------------|-----------------------------------------|---------|--------|---------|-------|----------------------|-------|--|
| W.P.I. No.:                                         |           | Name:       | SR 25 (US 27)            |  |      |  | Lanes:                       | 6 Lane Urban Principal Arterial Roadway |         |        |         |       |                      |       |  |
| Fin. Proj. ID:                                      | 451270-1  | From:       | N of Ponce De Leon Blvd. |  |      |  | Shoulder Type and Condition: |                                         |         |        |         |       |                      |       |  |
| F.A. Project No.:                                   |           | Roadway ID: | 09030000                 |  |      |  | To:                          | N of Lake Isis Ave.                     |         |        |         |       |                      |       |  |
| County:                                             | HIGHLANDS | SR No.:     | 25                       |  |      |  | Beg MP:                      | 11.612                                  | End MP: | 15.286 | Length: | 3.674 | Outside:             | PAVED |  |
| Overall Pavement Condition (from DMO field review): |           |             |                          |  | Fair |  | Median Curbed (Y/N):         | Y                                       | Paved   | Lawn   | Other:  |       | Curb & Gutter (Y/N): | Y     |  |

**Mainline, Bridge and Crossover Cores (ML/BR/CO)**

| CORE NO.           | MILE POST <sup>2</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) |             |             |              |             |             |             |             |  |              | TOTAL ASPHALT THICKNESS (IN.) | BASE         |              |             |              | STABILIZED SUBGRADE <sup>3</sup> | CRACK       |      |       |        | PAVEMENT CONDITION | COMMENTS |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|--|--------------|-------------------------------|--------------|--------------|-------------|--------------|----------------------------------|-------------|------|-------|--------|--------------------|----------|
|                    |                        |           |      |          | FC3                  | FC12.5      | SP12.5      | S            | S2          | T1          | BIND        | WC          |  |              |                               | ABC-2        | LR           | SHEL        | CONC         |                                  | DEPTH (IN.) | TYPE | CLASS | EXTENT |                    |          |
| 100                | 14.714                 | CO        | CO   | N        | 0.9                  |             |             | 1.5          |             |             | 1.5         |             |  | 3.9          |                               | 10.9         |              |             |              |                                  |             |      |       | F      |                    |          |
| 101                | 14.733                 | ML        | L1   | Y        | 0.9                  |             |             | 2.4          |             |             | 2.1         |             |  | 5.4          |                               | 9.9          |              |             |              |                                  |             |      |       | F      |                    |          |
| 102                | 14.821                 | ML        | L2   | Y        | 0.7                  |             |             | 3.8          |             |             | 1.9         |             |  | 6.4          |                               | 11.1         |              |             |              | 2.1                              | B           | II   | L     | F      |                    |          |
| 103                | 14.827                 | ML        | R1   | N        |                      | 1.8         |             | 3.2          |             |             | 1.9         |             |  | 6.9          |                               | 12.1         |              | 12.0        |              | 4.5                              | B           | III  | S     | P      |                    |          |
| 104                | 14.824                 | ML        | L2   | N        |                      | 1.9         |             | 3.3          |             |             | 1.8         |             |  | 7.0          |                               | 8.5          |              |             |              | 2.9                              | B           | III  | S     | P      |                    |          |
| 105                | 14.837                 | ML        | R3   | Y        |                      | 1.6         |             | 2.9          |             |             | 1.7         |             |  | 6.2          |                               | 10.3         |              |             |              | 6.2                              | B           | III  | M     | P      |                    |          |
| 106                | 14.842                 | ML        | R3   | Y        | 1.3                  |             |             | 3.2          |             |             | 1.7         |             |  | 6.2          |                               | 12.3         |              |             |              | 6.2                              | A           | IB   | L     | F      |                    |          |
| 107                | 14.837                 | ML        | L1   | Y        |                      | 1.7         |             | 4.1          |             |             |             |             |  | 5.8          |                               | 10.7         |              | 14.0        |              | 1.9                              | B           | II   | S     | F      | Joint crack.       |          |
| 110                | 14.907                 | ML        | L3   | Y        | 1.5                  |             |             | 1.0          |             |             | 1.9         |             |  | 4.4          |                               | 11.1         |              |             |              | 4.4                              | A           | II   | M     | F      | Base crack.        |          |
| 111                | 14.936                 | ML        | R1   | Y        | 1.0                  |             |             | 3.0          |             |             | 2.4         |             |  | 6.4          |                               | 11.6         |              |             |              | 1.0                              | A           | IB   | L     | F      |                    |          |
| 112                | 14.937                 | ML        | L1   | N        | 1.1                  |             |             | 2.6          |             |             | 2.8         |             |  | 6.5          |                               | 12.0         |              |             |              |                                  |             |      |       | F      |                    |          |
| 113                | 14.983                 | ML        | L1   | Y        | 0.7                  |             |             | 2.8          |             |             | 2.2         |             |  | 5.7          |                               | 10.3         |              |             |              | 0.7                              | A           | IB   | L     | F      |                    |          |
| 115                | 15.007                 | ML        | R1   | N        | 0.6                  |             |             | 5.4          |             |             |             |             |  | 6.0          | 6.8                           |              |              |             |              |                                  |             |      |       | F      |                    |          |
| 116                | 15.040                 | ML        | R2   | Y        | 0.9                  |             |             | 3.7          |             |             | 2.3         |             |  | 6.9          |                               | 10.1         |              |             |              | 2.3                              | A           | IB   | M     | F      |                    |          |
| 117                | 15.102                 | ML        | L2   | Y        | 0.7                  |             |             | 3.9          |             |             | 1.9         |             |  | 6.5          |                               | 13.3         |              |             |              | 4.6                              | B           | II   | M     | F      |                    |          |
| 118                | 15.126                 | ML        | R3   | Y        |                      | 1.4         |             | 1.5          |             |             | 1.8         |             |  | 4.7          |                               | 9.3          |              | 16.0        |              | 3.1                              | B           | III  | S     | F      |                    |          |
| 119                | 15.175                 | ML        | L1   | N        | 1.0                  |             |             | 4.4          |             |             |             |             |  | 5.4          | 7.5                           |              |              |             |              |                                  |             |      |       | F      |                    |          |
| 120                | 15.191                 | ML        | L3   | Y        | 0.8                  |             |             | 1.5          |             |             | 1.2         |             |  | 3.5          |                               | 14.0         |              | 12.5        |              | 3.5                              | C           | II   | S     | P      | Base crack.        |          |
| 121                | 15.246                 | ML        | L3   | N        |                      |             | 4.1         | 2.2          |             |             | 1.7         |             |  | 8.0          |                               | 14.0         |              |             |              |                                  |             |      |       | F      | Bottom-up crack.   |          |
| 122                | 15.269                 | ML        | R1   | Y        |                      | 1.5         |             | 3.3          |             |             | 1.7         |             |  | 6.5          |                               | 12.5         |              |             |              | 2.6                              | B           | III  | M     | F      |                    |          |
| 124                | 13.167                 | BR        | L3   | N        | 1.7                  |             |             |              |             |             |             |             |  | 1.7          |                               |              |              |             |              |                                  |             |      |       | F      |                    |          |
| 125                | 13.195                 | BR        | R3   | N        | 2.2                  |             |             |              |             |             |             |             |  | 2.2          |                               |              |              |             |              |                                  |             |      |       | F      |                    |          |
| <b>AVERAGE</b>     |                        |           |      |          | <b>1.30</b>          | <b>1.65</b> | <b>4.10</b> | <b>3.55</b>  | <b>2.23</b> | <b>0.61</b> | <b>1.73</b> | <b>0.64</b> |  | <b>5.71</b>  | <b>7.27</b>                   | <b>11.98</b> | <b>11.82</b> |             | <b>14.19</b> | <b>2.80</b>                      |             |      |       |        |                    |          |
| <b>MAX</b>         |                        |           |      |          | <b>2.20</b>          | <b>2.50</b> | <b>4.10</b> | <b>11.20</b> | <b>3.80</b> | <b>0.80</b> | <b>2.80</b> | <b>0.90</b> |  | <b>12.70</b> | <b>7.50</b>                   | <b>17.90</b> | <b>16.00</b> |             | <b>17.25</b> | <b>6.20</b>                      |             |      |       |        |                    |          |
| <b>MIN</b>         |                        |           |      |          | <b>0.60</b>          | <b>1.40</b> | <b>4.10</b> | <b>0.60</b>  | <b>0.50</b> | <b>0.40</b> | <b>0.80</b> | <b>0.50</b> |  | <b>1.60</b>  | <b>6.80</b>                   | <b>5.30</b>  | <b>5.85</b>  |             | <b>12.00</b> | <b>0.20</b>                      |             |      |       |        |                    |          |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.17</b>          | <b>0.25</b> | <b>0.25</b> | <b>0.25</b>  | <b>0.25</b> | <b>0.23</b> | <b>0.20</b> | <b>UNKW</b> |  |              | <b>0.16</b>                   | <b>0.18</b>  | <b>0.18</b>  | <b>UNKW</b> | <b>0.08</b>  |                                  |             |      |       |        |                    |          |

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>Lane Type</u> | <u>Crack Type</u> | <u>Crack Rating</u> | <u>Extent</u> | <u>Pavement Condition</u> |
|------------------------------------------|------------------------------------------|------------------|-------------------|---------------------|---------------|---------------------------|

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

Cored By: TEST LAB, INC.

Coring Completion Date: 5/3/2024

Typical Section: 1

|                                                     |           |             |                          |      |  |                              |                                         |         |        |         |       |                      |       |
|-----------------------------------------------------|-----------|-------------|--------------------------|------|--|------------------------------|-----------------------------------------|---------|--------|---------|-------|----------------------|-------|
| W.P.I. No.:                                         |           | Name:       | SR 25 (US 27)            |      |  | Lanes:                       | 6 Lane Urban Principal Arterial Roadway |         |        |         |       |                      |       |
| Fin. Proj. ID:                                      | 451270-1  | From:       | N of Ponce De Leon Blvd. |      |  | Shoulder Type and Condition: |                                         |         |        |         |       |                      |       |
| F.A. Project No.:                                   |           | Roadway ID: | 09030000                 |      |  | To:                          | N of Lake Isis Ave.                     |         |        |         |       |                      |       |
| County:                                             | HIGHLANDS | SR No.:     | 25                       |      |  | Beg MP:                      | 11.612                                  | End MP: | 15.286 | Length: | 3.674 | Outside:             | PAVED |
| Overall Pavement Condition (from DMO field review): |           |             |                          | Fair |  | Median Curbed (Y/N):         | Y                                       | Paved   | Lawn   | Other:  |       | Curb & Gutter (Y/N): | Y     |

**Mainline, Bridge and Crossover Cores (ML/BR/CO)**

| CORE NO.                                                                                            | MILE POST <sup>2</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.)                                                                                 |        |        |   |    |                                                   |      |    |  |  | TOTAL ASPHALT THICKNESS (IN.)                                      | BASE  |    |      |      | STABILIZED SUBGRADE <sup>3</sup>              | CRACK       |      |       |                                                                                                                                          | PAVEMENT CONDITION | COMMENTS |  |                                         |  |                                  |  |
|-----------------------------------------------------------------------------------------------------|------------------------|-----------|------|----------|------------------------------------------------------------------------------------------------------|--------|--------|---|----|---------------------------------------------------|------|----|--|--|--------------------------------------------------------------------|-------|----|------|------|-----------------------------------------------|-------------|------|-------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------|--|-----------------------------------------|--|----------------------------------|--|
|                                                                                                     |                        |           |      |          | FC3                                                                                                  | FC12.5 | SP12.5 | S | S2 | T1                                                | BIND | WC |  |  |                                                                    | ABC-2 | LR | SHEL | CONC |                                               | DEPTH (IN.) | TYPE | CLASS | EXTENT                                                                                                                                   |                    |          |  |                                         |  |                                  |  |
| OL/IL - Outside/Inside Shoulder<br>L1 - 1st Lane Left of Centerline<br>LL/LR - Left/Right Turn Lane |                        |           |      |          | OR/IR - Outside/Inside Shoulder<br>R1 - 1st Lane Right of Centerline<br>RL/RR - Left/Right Turn Lane |        |        |   |    | ML - Mainline<br>TL - Turn Lane<br>CO - Crossover |      |    |  |  | S - Shoulder<br>SS - Side Street<br>BR - Bridge Approach/Departure |       |    |      |      | A - Alligator<br>B - Block<br>C - Combination |             |      |       | Class IB - Hairline cracks that are ≤ 1/8 inch wide<br>Class II - Cracks > than 1/8 inch and ≤ 1/4 inch<br>Class III - Cracks > 1/4 inch |                    |          |  | L - Light<br>M - Moderate<br>S - Severe |  | G - Good<br>F - Fair<br>P - Poor |  |

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

Cored By: TEST LAB, INC.

Coring Completion Date: 5/3/2024

Typical Section: 1

|                                                          |                                |                                                |
|----------------------------------------------------------|--------------------------------|------------------------------------------------|
| W.P.I. No.:                                              | Name: SR 25 (US 27)            | Lanes: 6 Lane Urban Principal Arterial Roadway |
| Fin. Proj. ID: 451270-1                                  | From: N of Ponce De Leon Blvd. | Shoulder Type and Condition:                   |
| F.A. Project No.:                                        | To: N of Lake Isis Ave.        | Inside: NONE                                   |
| County: HIGHLANDS                                        | Beg MP: 11.612                 | End MP: 15.286                                 |
| Overall Pavement Condition (from DMO field review): Fair | Length: 3.674                  | Outside: PAVED                                 |
| Roadway ID: 09030000                                     | Median Curbed (Y/N): Y         | Paved                                          |
| SR No.: 25                                               | Lawn                           | Other:                                         |
|                                                          |                                | Curb & Gutter (Y/N): Y                         |

**Turn Lane Cores (TL)**

| CORE NO.           | MILE POST <sup>2</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) |             |             |              |             |             |             |             |       |              | TOTAL ASPHALT THICKNESS (IN.) | BASE         |              |              |             | STABILIZED SUBGRADE <sup>3</sup> | CRACK |        |   |                    | PAVEMENT CONDITION | COMMENTS |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------|--------------|-------------------------------|--------------|--------------|--------------|-------------|----------------------------------|-------|--------|---|--------------------|--------------------|----------|
|                    |                        |           |      |          | FC3                  | FC12.5      | SP12.5      | S            | S2          | T1          | BIND        | WC          | ABC-2 | LR           |                               | SHEL         | CONC         | DEPTH (IN.)  | TYPE        |                                  | CLASS | EXTENT |   |                    |                    |          |
| 7                  | 11.812                 | TL        | LL   | Y        | 1.8                  |             |             | 9.6          |             |             |             |             |       | 11.4         |                               |              | 18.1         |              |             | 2.1                              | A     | IB     | L | F                  |                    |          |
| 13                 | 11.914                 | TL        | RL   | Y        | 1.5                  |             |             | 4.0          |             |             |             |             |       | 5.5          | 5.8                           |              |              |              | 2.5         | B                                | IB    | L      | F |                    |                    |          |
| 14                 | 11.956                 | TL        | RR   | N        | 1.4                  |             |             | 9.1          |             |             |             |             |       | 10.5         |                               | 9.5          |              |              | 1.7         | B                                | IB    | L      | F |                    |                    |          |
| 22                 | 12.211                 | TL        | RR   | N        | 1.4                  |             |             | 7.5          |             |             |             |             |       | 8.9          |                               | 19.1         |              |              |             |                                  |       |        |   | F                  |                    |          |
| 25                 | 12.264                 | TL        | LL   | Y        | 1.5                  |             |             | 9.2          |             |             |             |             |       | 10.7         |                               |              | 15.8         |              |             |                                  |       |        |   | F                  |                    |          |
| 28                 | 12.393                 | TL        | RR   | N        | 0.8                  |             |             | 9.8          |             |             |             |             |       | 10.6         |                               | 17.9         |              | 11.5         | 3.2         | A                                | III   | M      | F |                    |                    |          |
| 31                 | 12.421                 | TL        | RL   | N        | 1.5                  |             |             | 4.0          |             |             |             |             |       | 5.5          | 6.7                           |              |              |              |             |                                  |       |        |   | F                  |                    |          |
| 32                 | 12.476                 | TL        | LL   | N        | 1.6                  |             |             | 10.0         |             |             |             |             |       | 11.6         |                               |              | 14.9         | 12.5         |             |                                  |       |        |   | F                  |                    |          |
| 43                 | 12.871                 | TL        | RR   | N        | 1.8                  |             |             | 1.9          |             |             |             |             |       | 3.7          |                               | 10.1         |              |              | 2.1         | A                                | IB    | L      | F |                    |                    |          |
| 49                 | 13.045                 | TL        | LR   | N        | 1.1                  |             |             | 4.5          |             |             |             |             |       | 5.6          |                               |              | 10.7         |              |             |                                  |       |        |   | F                  |                    |          |
| 51                 | 13.074                 | TL        | RL   | N        |                      | 1.8         |             | 2.2          |             | 0.5         |             |             |       | 4.5          |                               | 13.0         |              |              |             |                                  |       |        |   | G                  |                    |          |
| 64                 | 13.436                 | TL        | RL   | N        | 1.8                  |             |             | 3.2          |             |             |             |             |       | 5.0          | 6.5                           |              |              |              |             |                                  |       |        |   | F                  |                    |          |
| 65                 | 13.483                 | TL        | LL   | Y        | 1.4                  |             |             | 3.1          |             |             |             |             |       | 4.5          |                               | 18.0         |              |              | 0.2         | A                                | IB    | L      | F |                    |                    |          |
| 70                 | 13.598                 | TL        | RL   | N        | 1.7                  |             |             | 1.9          |             |             |             |             |       | 3.6          |                               | 16.2         |              |              |             |                                  |       |        |   | F                  |                    |          |
| 71                 | 13.640                 | TL        | LR   | Y        | 1.5                  |             |             | 3.0          |             |             |             |             |       | 4.5          |                               | 14.3         |              | 13.3         | 4.5         | B                                | III   | S      | F | Base crack.        |                    |          |
| 89                 | 14.320                 | TL        | RL   | N        |                      | 1.4         |             | 0.9          |             |             | 2.0         |             |       | 4.3          |                               | 11.7         |              | 14.0         |             |                                  |       |        |   | F                  |                    |          |
| 96                 | 14.573                 | TL        | RL   | N        |                      | 1.5         |             | 4.5          |             |             |             |             |       | 6.0          | 7.0                           |              |              |              |             |                                  |       |        |   | F                  |                    |          |
| 98                 | 14.626                 | TL        | LL   | N        |                      | 1.6         |             | 4.0          |             |             |             |             |       | 5.6          | 5.6                           |              |              |              | 2.8         | B                                | IB    | M      | F | Joint crack.       |                    |          |
| 109                | 14.902                 | TL        | RL   | N        |                      | 1.5         | 4.0         |              |             |             |             |             |       | 5.5          |                               |              | 17.5         |              |             |                                  |       |        | P | Delamination area. |                    |          |
| 114                | 14.996                 | TL        | LL   | N        | 1.5                  |             |             | 3.5          |             |             | 1.8         |             |       | 6.8          |                               | 11.5         |              |              |             |                                  |       |        |   | F                  |                    |          |
| <b>AVERAGE</b>     |                        |           |      |          | <b>1.49</b>          | <b>1.56</b> | <b>4.00</b> | <b>5.05</b>  |             | <b>0.50</b> | <b>1.90</b> |             |       | <b>6.72</b>  | <b>6.32</b>                   | <b>14.11</b> | <b>15.39</b> | <b>12.81</b> | <b>2.39</b> |                                  |       |        |   |                    |                    |          |
| <b>MAX</b>         |                        |           |      |          | <b>1.80</b>          | <b>1.80</b> | <b>4.00</b> | <b>10.00</b> |             | <b>0.50</b> | <b>2.00</b> |             |       | <b>11.60</b> | <b>7.00</b>                   | <b>19.10</b> | <b>18.10</b> | <b>14.00</b> | <b>4.50</b> |                                  |       |        |   |                    |                    |          |
| <b>MIN</b>         |                        |           |      |          | <b>0.80</b>          | <b>1.40</b> | <b>4.00</b> | <b>0.90</b>  |             | <b>0.50</b> | <b>1.80</b> |             |       | <b>3.60</b>  | <b>5.60</b>                   | <b>9.50</b>  | <b>10.65</b> | <b>11.50</b> | <b>0.20</b> |                                  |       |        |   |                    |                    |          |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.17</b>          | <b>0.25</b> | <b>0.25</b> | <b>0.25</b>  | <b>0.25</b> | <b>0.23</b> | <b>0.20</b> | <b>UNKW</b> |       |              | <b>0.16</b>                   | <b>0.18</b>  | <b>0.18</b>  | <b>UNKW</b>  | <b>0.08</b> |                                  |       |        |   |                    |                    |          |

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><br>OL/IL - Outside/Inside Shoulder<br>L1 - 1st Lane Left of Centerline | <u>Lane Designations - Increasing MP</u><br>OR/IR - Outside/Inside Shoulder<br>R1 - 1st Lane Right of Centerline | <u>Lane Type</u><br>ML - Mainline<br>TL - Turn Lane | <u>Lane Type</u><br>S - Shoulder<br>SS - Side Street | <u>Crack Type</u><br>A - Alligator<br>B - Block | <u>Crack Rating</u><br>Class IB - Hairline cracks that are ≤ 1/8 inch wide<br>Class II - Cracks > than 1/8 inch and ≤ 1/4 inch | <u>Extent</u><br>L - Light<br>M - Moderate | <u>Pavement Condition</u><br>G - Good<br>F - Fair |
|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------------------------------------------|

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

Cored By: TEST LAB, INC.

Coring Completion Date: 5/3/2024

Typical Section: 1

|                                                     |           |             |                          |      |  |                              |                                         |         |        |         |       |                      |       |
|-----------------------------------------------------|-----------|-------------|--------------------------|------|--|------------------------------|-----------------------------------------|---------|--------|---------|-------|----------------------|-------|
| W.P.I. No.:                                         |           | Name:       | SR 25 (US 27)            |      |  | Lanes:                       | 6 Lane Urban Principal Arterial Roadway |         |        |         |       |                      |       |
| Fin. Proj. ID:                                      | 451270-1  | From:       | N of Ponce De Leon Blvd. |      |  | Shoulder Type and Condition: |                                         |         |        |         |       |                      |       |
| F.A. Project No.:                                   |           | Roadway ID: | 09030000                 |      |  | To:                          | N of Lake Isis Ave.                     |         |        |         |       |                      |       |
| County:                                             | HIGHLANDS | SR No.:     | 25                       |      |  | Beg MP:                      | 11.612                                  | End MP: | 15.286 | Length: | 3.674 | Outside:             | PAVED |
| Overall Pavement Condition (from DMO field review): |           |             |                          | Fair |  | Median Curbed (Y/N):         | Y                                       | Paved   | Lawn   | Other:  |       | Curb & Gutter (Y/N): | Y     |

**Turn Lane Cores (TL)**

| CORE NO.                     | MILE POST <sup>2</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.)         |        |        |   |    |    |      |                |                                |  | TOTAL ASPHALT THICKNESS (IN.) | BASE            |    |                               |      | STABILIZED SUBGRADE <sup>3</sup> | CRACK       |      |            |        | PAVEMENT CONDITION | COMMENTS |
|------------------------------|------------------------|-----------|------|----------|------------------------------|--------|--------|---|----|----|------|----------------|--------------------------------|--|-------------------------------|-----------------|----|-------------------------------|------|----------------------------------|-------------|------|------------|--------|--------------------|----------|
|                              |                        |           |      |          | FC3                          | FC12.5 | SP12.5 | S | S2 | T1 | BIND | WC             |                                |  |                               | ABC-2           | LR | SHEL                          | CONC |                                  | DEPTH (IN.) | TYPE | CLASS      | EXTENT |                    |          |
| LL/LR - Left/Right Turn Lane |                        |           |      |          | RL/RR - Left/Right Turn Lane |        |        |   |    |    |      | CO - Crossover | BR - Bridge Approach/Departure |  |                               | C - Combination |    | Class III - Cracks > 1/4 inch |      |                                  |             |      | S - Severe |        | P - Poor           |          |

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

Cored By: TEST LAB, INC.

Coring Completion Date: 5/3/2024

Typical Section: 1

|                                                          |                                |                                                |
|----------------------------------------------------------|--------------------------------|------------------------------------------------|
| W.P.I. No.:                                              | Name: SR 25 (US 27)            | Lanes: 6 Lane Urban Principal Arterial Roadway |
| Fin. Proj. ID: 451270-1                                  | From: N of Ponce De Leon Blvd. | Shoulder Type and Condition:                   |
| F.A. Project No.:                                        | To: N of Lake Isis Ave.        | Inside: NONE                                   |
| County: HIGHLANDS                                        | Beg MP: 11.612                 | End MP: 15.286                                 |
| SR No.: 25                                               | Length: 3.674                  | Outside: PAVED                                 |
| Overall Pavement Condition (from DMO field review): Fair | Median Curbed (Y/N): Y         | Paved                                          |
|                                                          | Lawn                           | Other:                                         |
|                                                          |                                | Curb & Gutter (Y/N): Y                         |

**Shoulder Cores (S)**

| CORE NO.           | MILE POST <sup>2</sup> | LANE TYPE | LANE | WP (Y/N) | PAVEMENT LAYER (IN.) |             |             |             |             |             |             |             |  |  | TOTAL ASPHALT THICKNESS (IN.) | BASE        |              |              |             | STABILIZED SUBGRADE <sup>3</sup> | CRACK       |      |       |        | PAVEMENT CONDITION | COMMENTS |  |  |  |
|--------------------|------------------------|-----------|------|----------|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|-------------------------------|-------------|--------------|--------------|-------------|----------------------------------|-------------|------|-------|--------|--------------------|----------|--|--|--|
|                    |                        |           |      |          | FC3                  | FC12.5      | SP12.5      | S           | S2          | T1          | BIND        | WC          |  |  |                               | ABC-2       | LR           | SHEL         | CONC        |                                  | DEPTH (IN.) | TYPE | CLASS | EXTENT |                    |          |  |  |  |
| 2                  | 11.653                 | S         | OR   | N        | 1.1                  |             |             | 2.3         |             |             |             |             |  |  | 3.4                           | 4.8         |              |              |             |                                  |             |      |       |        | F                  |          |  |  |  |
| 12                 | 11.907                 | S         | OL   | N        | 1.6                  |             |             | 2.0         |             |             |             |             |  |  | 3.6                           |             |              | 10.9         |             |                                  | 0.7         | B    | IB    | L      | F                  |          |  |  |  |
| 18                 | 12.068                 | S         | OR   | N        | 1.4                  |             |             | 6.6         |             |             |             |             |  |  | 8.0                           |             | 11.5         |              |             |                                  |             |      |       |        | F                  |          |  |  |  |
| 24                 | 12.248                 | S         | OL   | N        | 1.4                  |             |             | 2.1         |             |             |             |             |  |  | 3.5                           |             |              | 9.5          |             |                                  |             |      |       |        | F                  |          |  |  |  |
| 27                 | 12.339                 | S         | OR   | N        | 1.8                  |             |             | 3.7         |             |             |             |             |  |  | 5.5                           | 7.0         |              |              |             |                                  |             |      |       |        | F                  |          |  |  |  |
| 35                 | 12.542                 | S         | OL   | N        | 1.8                  |             |             | 2.6         |             |             |             |             |  |  | 4.4                           |             |              | 9.4          |             |                                  | 0.5         | B    | IB    | L      | F                  |          |  |  |  |
| 37                 | 12.655                 | S         | OR   | N        | 1.9                  |             |             | 6.2         |             |             |             |             |  |  | 8.1                           |             | 13.4         |              |             |                                  |             |      |       |        | F                  |          |  |  |  |
| 45                 | 12.938                 | S         | OL   | N        | 1.4                  |             |             | 2.4         |             |             |             |             |  |  | 3.8                           |             |              | 8.7          |             |                                  | 0.4         | B    | IB    | L      | F                  |          |  |  |  |
| 47                 | 12.980                 | S         | OR   | N        | 2.0                  |             |             | 4.0         |             |             | 2.2         |             |  |  | 8.2                           |             | 12.8         |              |             | 16.0                             |             |      |       |        | F                  |          |  |  |  |
| 59                 | 13.250                 | S         | OL   | N        | 2.2                  |             |             | 3.0         |             |             |             |             |  |  | 5.2                           |             |              | 10.8         |             |                                  | 0.3         | B    | IB    | L      | F                  |          |  |  |  |
| 60                 | 13.307                 | S         | OR   | N        | 2.3                  |             |             | 3.0         |             |             |             |             |  |  | 5.3                           |             |              | 10.2         |             |                                  |             |      |       |        | F                  |          |  |  |  |
| 108                | 14.891                 | S         | OL   | N        |                      | 2.3         | 1.6         |             |             |             |             |             |  |  | 3.9                           |             | 12.6         |              |             | 14.5                             |             |      |       |        | F                  |          |  |  |  |
| 123                | 13.430                 | S         | OL   | N        | 1.6                  |             |             | 3.4         |             |             |             |             |  |  | 5.0                           |             |              | 12.0         |             |                                  |             |      |       |        | F                  |          |  |  |  |
| <b>AVERAGE</b>     |                        |           |      |          | <b>1.71</b>          | <b>2.30</b> | <b>1.60</b> | <b>3.44</b> |             |             |             | <b>2.20</b> |  |  | <b>5.22</b>                   | <b>5.90</b> | <b>12.58</b> | <b>10.21</b> |             | <b>15.25</b>                     | <b>0.48</b> |      |       |        |                    |          |  |  |  |
| <b>MAX</b>         |                        |           |      |          | <b>2.30</b>          | <b>2.30</b> | <b>1.60</b> | <b>6.60</b> |             |             |             | <b>2.20</b> |  |  | <b>8.20</b>                   | <b>7.00</b> | <b>13.40</b> | <b>12.00</b> |             | <b>16.00</b>                     | <b>0.70</b> |      |       |        |                    |          |  |  |  |
| <b>MIN</b>         |                        |           |      |          | <b>1.10</b>          | <b>2.30</b> | <b>1.60</b> | <b>2.00</b> |             |             |             | <b>2.20</b> |  |  | <b>3.40</b>                   | <b>4.80</b> | <b>11.50</b> | <b>8.70</b>  |             | <b>14.50</b>                     | <b>0.30</b> |      |       |        |                    |          |  |  |  |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.17</b>          | <b>0.25</b> | <b>0.25</b> | <b>0.25</b> | <b>0.25</b> | <b>0.23</b> | <b>0.20</b> | <b>UNKW</b> |  |  |                               | <b>0.16</b> | <b>0.18</b>  | <b>0.18</b>  | <b>UNKW</b> | <b>0.08</b>                      |             |      |       |        |                    |          |  |  |  |

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