PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 9/6/2023 Typical Section: 1

| W.P.I. No.: | | | Name: | SR 17 | | | | Lanes: | 2 Lanes |
|-------------------|--|----------------|----------------------|------------|---------|--------|----------------|------------------|----------------|
| Fin. Proj. ID: | 450879-1 | | From: | US 27 | | | | Shoulder Type an | d Condition: |
| F.A. Project No.: | Roadway | D: 16090000 | To: | 5th Avenue | | | | Inside: | None |
| County: | Polk SR N | ı. : 17 | Beg MP: | 0.000 | End MP: | 11.823 | Length: 11.823 | Outside: | Paved Shoulder |
| Overall | Pavement Condition (from DMO field review): Fair | M | ledian Curbed (Y/N): | N P | aved | Lawn X | Other: | Curb & Gut | ter (Y/N): N |

| | | | | | | | | | | | | | M | lainline C | ores (| ML) | | | | | | | | | | |
|----------|---------------------------|--------------|------|-------------|-------|--------|-------|--------|--------|-----------|------|--|---|--|--------|-------|------|------|------|-------------------------------------|-------------|-----|-------|--------|-----------------------|---|
| | | | | | | | | PA | VEMENT | LAYER (II | N.) | | | | | - | BASE | | | | | CR | ACK | | | |
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | FC9.5 | FC12.5 | SP9.5 | SP12.5 | s | wc | BIND | | | TOTAL ASPHALT THICKNESS (IN.) | LR | ABC-2 | RAP | CONC | SAHM | STABILIZED SUBGRADE ³ | DEPTH (IN.) | ЭИЛ | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
| 15 | 5.879 | ML | R1 | N | | 1.5 | | | 0.7 | 1.3 | | | | 3.5 | | | | | 2.5 | 12.0 | 3.5 | С | III | S | Р | Widening Crack |
| 16 | 9.202 | ML | R1 | N | | 1.5 | | | | | | | | 1.5 | 6.8 | | | | | | 1.5 | С | III | S | Р | |
| 17 | 0.015 | ML | R1 | N | 0.8 | | | 1.2 | 0.7 | | | | | 2.7 | 12.5 | | | | | | 2.7 | Α | III | S | Р | |
| 18 | 0.173 | ML | R1 | N | 0.8 | | | | 2.2 | | | | | 3.0 | 12.2 | | | | | | 3.0 | С | III | S | Р | |
| 21 | 0.347 | ML | R1 | Υ | 0.9 | | | | 4.0 | 0.6 | | | | 5.5 | 11.5 | | | | | | 0.9 | C | IB | L | F | |
| 22 | 4.211 | ML | R1 | N | 0.8 | | | | 1.4 | 1.6 | | | | 3.8 | | | | | 1.2 | | 3.8 | С | III | S | Р | |
| 23 | 4.560 | ML | L1 | N | 0.7 | | | | 1.2 | 8.0 | | | | 2.7 | | | | | 1.8 | | 2.7 | С | III | S | Р | |
| 24 | 11.101 | ML | L1 | N | | 1.5 | | | | | | | | 1.5 | 10.2 | | | | | | 1.5 | С | III | М | Р | |
| 25 | 7.248 | ML | L1 | N | | 1.2 | | | 0.4 | 0.6 | | | | 2.2 | 8.6 | | | | | | 2.2 | С | III | S | Р | |
| 26 | 6.225 | ML | L1 | N | 0.9 | | | | 0.6 | 0.7 | | | | 2.2 | | | | | 2.8 | 12.0 | 2.2 | С | III | S | Р | |
| 31 | 0.246 | ML | R1 | Υ | 1.0 | | | | 2.0 | | | | | 3.0 | 12.4 | | | | | | 3.0 | С | III | S | Р | |
| 33 | 0.125 | ML | L1 | Υ | 1.0 | | | | 1.4 | | | | | 2.4 | 12.9 | | | | | | 2.4 | С | III | S | Р | Widening Crack |
| 35 | 0.798 | ML | R1 | Υ | 1.0 | | | | 3.0 | 0.5 | | | | 4.5 | 10.0 | | | | | | 1.4 | С | III | S | Р | |
| 37 | 1.016 | ML | L1 | Υ | 1.0 | | | | 2.7 | 0.4 | | | | 4.1 | 11.1 | | | | | | 1.5 | С | П | М | Р | |
| 39 | 1.153 | ML | R1 | N | 1.0 | | | | 3.5 | | 1.1 | | | 5.6 | 10.1 | | | | | | 1.6 | С | III | S | Р | |
| 40 | 1.599 | ML | R1 | Υ | 0.9 | | | | 1.5 | | 1.4 | | | 3.8 | 9.2 | | | | | | 3.8 | С | III | S | Р | |
| 42 | 1.443 | ML | L1 | N | 0.9 | | | | 1.5 | | 0.9 | | | 3.3 | 11.7 | | | | | | 3.3 | С | П | М | Р | |
| 44 | 1.763 | ML | L1 | Υ | 1.3 | | | | 2.0 | | 1.1 | | | 4.4 | 11.1 | | | | | | 1.5 | С | III | S | Р | |
| 46 | 1.893 | ML | R1 | Υ | 1.0 | | | | 1.9 | | 0.9 | | | 3.8 | 11.0 | | | | | | 0.4 | С | III | S | Р | |
| 48 | 2.252 | ML | L1 | N | 1.0 | | | | 1.3 | | 1.0 | | | 3.3 | 7.6 | | | | | 12.0 | 2.4 | С | П | М | Р | |
| 50 | 2.442 | ML | R1 | Υ | 0.9 | | | | 2.9 | | | | | 3.8 | 7.5 | | | | | | | | | | F | |
| 52 | 2.612 | ML | L1 | N | 0.8 | | | | 1.4 | 0.7 | | | | 2.9 | 8.6 | | | | | | 2.9 | С | Ш | М | Р | |
| 54 | 2.803 | ML | R1 | N | 0.8 | | | | 1.7 | | | | | 2.5 | 10.2 | | | | | | 2.5 | С | Ш | М | Р | |
| 56 | 3.171 | ML | L1 | N | 0.8 | | | | 1.0 | 0.3 | | | | 2.1 | 8.4 | | | | | | 2.1 | С | П | М | Р | |
| 58 | 3.354 | ML | R1 | Υ | 1.0 | | | | 1.4 | 0.6 | | | | 3.0 | 7.2 | | | | | 12.0 | 3.0 | С | II | М | Р | |
| 60 | 3.569 | ML | L1 | N | 0.9 | | | | 0.6 | 0.4 | | | | 1.9 | 7.8 | | | | | | 1.9 | С | III | S | Р | |
| 62 | 3.774 | ML | R1 | N | 1.1 | | | | 0.8 | 0.7 | | | | 2.6 | 9.7 | | | | | | 2.6 | С | П | М | Р | |
| 64 | 4.171 | ML | L1 | Υ | 1.0 | | 1.0 | | 0.3 | | | | | 3.0 | 7.8 | | | | | | 3.0 | С | III | S | Р | |
| 66 | 4.330 | ML | R1 | Υ | 1.0 | | | | 1.2 | | 1.6 | | | 3.8 | | | | | 1.2 | | 3.8 | С | П | М | | Core came apart |
| 67 | 4.677 | ML | L1 | N | 0.9 | | | | 1.5 | 0.5 | | | | 2.9 | | | | | 1.8 | | | | | | F | · |
| 68 | 4.889 | ML | R1 | N | 0.9 | | | | 0.6 | 0.9 | | | | 2.4 | 10.8 | | | | | | 2.4 | С | П | М | Р | Measured core delivered / Core came apart |
| 70 | 5.235 | ML | L1 | N | 1.3 | | | | | | 2.1 | | | 3.4 | | | | | 1.6 | | | | | | F | |
| 72 | 5.468 | ML | R1 | N | 1.0 | | | | 1.4 | | 2.3 | | | 4.7 | | | | | 2.3 | 12.0 | 4.7 | С | III | S | Р | Base came apart |
| 74 | 5.605 | ML | L1 | Υ | 0.8 | | | | 1.6 | | 1.3 | | | 3.7 | | | | | 2.1 | | 3.7 | С | III | S | Р | Binder came apart |
| 76 | 5.753 | ML | R1 | N | 0.9 | | | | 1.4 | | 2.8 | | | 5.1 | | | | | 1.9 | | | | | | F | Binder came apart / Bottom up crack |
| 78 | 6.089 | ML | L1 | Υ | | 1.7 | | | 1.9 | 0.8 | | | | 4.4 | | | | | 2.5 | | 4.4 | С | III | S | Р | Bottom up Cracking |
| 79 | 6.327 | ML | R1 | N | | 1.4 | | | - | 0.6 | | | | 2.0 | 7.9 | | | | | | 2.0 | C | П | М | Р | i v |

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 9/6/2023 Typical Section: 1

| W.P.I. No.: | | Name: S | SR 17 | | | | Lanes: | 2 Lanes |
|-------------------------|-------------------------------------|------------------------|-----------|---------|--------|----------------|------------------|----------------|
| Fin. Proj. ID: 450879-1 | | From: U | JS 27 | | | | Shoulder Type an | d Condition: |
| F.A. Project No.: | Roadway ID: 16090000 | To: 5 | th Avenue | | | | Inside: | None |
| County: Polk | SR No.: 17 | Beg MP: 0 | .000 | End MP: | 11.823 | Length: 11.823 | Outside: | Paved Shoulder |
| Overall Pavement Cond | ition (from DMO field review): Fair | Median Curbed (Y/N): N | l Paved | | Lawn X | Other: | Curb & Gut | ter (Y/N): N |

| | | | | | | | | | | | | | M | ainline C | ores (| ML) | | | | | | | | | | |
|-------------|---------------------------|--------------|------|-------------|-------|--------|-------|--------|---------|----------|------|------|---|--|--------|-------|------|------|------|-------------------------------------|-------------|------|-------------|--------|-----------------------|----------|
| | | | | | | | | PA | AVEMENT | LAYER (I | N.) | | | | | | BASE | | | | | CR | 4 <i>CK</i> | | | |
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | FC9.5 | FC12.5 | SP9.5 | SP12.5 | s | wc | BIND | | | TOTAL ASPHALT THICKNESS (IN.) | LR | ABC-2 | RAP | CONC | SAHM | STABILIZED SUBGRADE ³ | DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
| 81 | 6.627 | ML | L1 | N | | 1.8 | | | | 0.5 | | | | 2.3 | 7.8 | | | | | | 2.3 | С | III | S | Р | |
| 83 | 6.965 | ML | R1 | N | | 1.5 | | | 0.5 | 0.6 | | | | 2.6 | 8.6 | | | | | | 2.7 | С | III | S | Р | |
| 85 | 7.390 | ML | L1 | Υ | | 1.2 | | | | 0.5 | | | | 1.7 | 8.6 | | | | | | 1.7 | С | III | М | Р | |
| 87 | 7.500 | ML | R1 | N | | 1.1 | | | 8.0 | 0.6 | | | | 2.5 | 8.0 | | | | | | 2.5 | С | III | S | Р | |
| 89 | 7.747 | ML | L1 | Υ | | 1.3 | | | | | | | | 1.3 | 9.0 | | | | | | 1.3 | С | III | S | Р | |
| 91 | 8.002 | ML | R1 | Υ | | 1.4 | | | 1.1 | 0.5 | | | | 3.0 | 9.2 | | | | | | 3.0 | С | П | М | Р | |
| 93 | 8.264 | ML | L1 | Υ | | 2.0 | | | | 0.4 | | | | 2.4 | 10.1 | | | | | | 2.4 | С | III | S | Р | |
| 95 | 8.475 | ML | R1 | N | | 1.4 | | | 0.4 | 0.6 | | | | 2.4 | 8.0 | | | | | | 2.4 | С | П | L | Р | |
| 97 | 8.679 | ML | L1 | N | | 1.6 | | | | | | | | 1.6 | 8.1 | | | | | 12.0 | 1.6 | С | III | М | Р | |
| 99 | 8.819 | ML | R1 | N | | 1.4 | | | | 0.4 | | | | 1.8 | 8.8 | | | | | | 1.8 | С | П | М | Р | |
| 101 | 9.111 | ML | L1 | N | | 1.4 | | | | | | | | 1.4 | 8.4 | | | | | | 1.4 | С | П | L | Р | |
| 103 | 9.326 | ML | R1 | Υ | | 1.5 | | | 0.4 | 0.7 | | | | 2.6 | 8.4 | | | | | | 2.6 | С | II | М | Р | |
| 105 | 9.671 | ML | L1 | Υ | | 1.5 | | | | | | | | 1.5 | 7.5 | | | | | | 1.5 | С | III | L | Р | |
| 107 | 9.833 | ML | R1 | N | | 1.6 | | | | | | | | 1.6 | 10.4 | | | | | | 1.6 | С | III | S | Р | |
| 109 | 10.139 | ML | L1 | Υ | | 1.5 | | | | | | | | 1.5 | 8.0 | | | | | | 1.5 | С | III | S | Р | |
| 111 | 10.343 | ML | R1 | N | | 1.2 | | | 0.5 | 0.6 | | | | 2.3 | 8.9 | | | | | 12.0 | | | | | F | |
| 113 | 10.619 | ML | L1 | N | | 1.0 | | | | | | | | 1.0 | 9.0 | | | | | | 1.0 | С | III | S | Р | |
| 115 | 10.854 | ML | R1 | N | | 1.1 | | | | | | | | 1.1 | 9.4 | | | | | | 1.1 | С | II | L | Р | |
| 117 | 11.219 | ML | L1 | Y | | 1.4 | | | | | | | | 1.4 | 8.7 | | | | | | 1.4 | С | III | S | Р | |
| 119 | 11.413 | ML | R1 | Y | | 8.0 | | | 1.2 | 0.5 | | | | 2.5 | 8.8 | | | | | | 2.5 | С | III | S | Р | |
| 121 | 11.594 | ML | L1 | Y | | 1.2 | | | | | | | | 1.2 | 10.0 | | | | | | | | | | F | |
| 123 | 11.778 | ML | R1 | N | | 1.7 | | | | | | | | 1.7 | 9.3 | | | | | | 1.7 | С | II | М | Р | |
| AVERAGE | | | | | 0.94 | 1.41 | 1.00 | 1.20 | 1.42 | 0.64 | 1.50 | | | 2.75 | 9.33 | | | | 1.97 | 12.00 | 2.31 | | | | | |
| MAX | | | | | 1.30 | 2.00 | 1.00 | 1.20 | 4.00 | 1.60 | 2.80 | | | 5.60 | 12.90 | | | | 2.80 | 12.00 | 4.70 | | | | | |
| MIN | | | | | 0.70 | 0.80 | 1.00 | 1.20 | 0.30 | 0.30 | 0.90 | | | 1.00 | 6.80 | | | | 1.20 | 12.00 | 0.40 | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.00 | 0.25 | 0.25 | UNKW | 0.20 | | 0.20 | | | 0.18 | 0.16 | UNKW | | 0.11 | 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.

| o. 71 value of office indicates material was one | carrered but the total thickness was not actorning. | | | | | | |
|--|---|----------------|--------------------------------|-----------------|---|---------------|--------------------|
| Lane Designations - Decreasing MP | Lane Designations - Increasing MP | | Lane Type | Crack Type | Crack Rating | <u>Extent</u> | Pavement Condition |
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | 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 | TL - Turn Lane | 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 | CO - Crossover | BR - Bridge Approach/Departure | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 9/6/2023 Typical Section: 1

| | | | - | | | | | | |
|----------------|---|----------------------|----------------------|------------|---------|--------|----------------|------------------|----------------|
| W.P.I. N | 0.: | | Name: | SR 17 | | | | Lanes: | 2 Lanes |
| Fin. Proj. | D: 450879-1 | | From: | US 27 | | | | Shoulder Type ar | nd Condition: |
| F.A. Project N | 0.: | Roadway ID: 16090000 | To: | 5th Avenue | | _ | | Inside: | None |
| Cour | ty: Polk | SR No.: 17 | Beg MP: | 0.000 | End MP: | 11.823 | Length: 11.823 | Outside: | Paved Shoulder |
| Ove | all Pavement Condition (from DMO field review | ew): Fair | Median Curbed (Y/N): | N F | Paved | Lawn X | Other: | Curb & Gut | tter (Y/N): N |

| | | | | | | | | | | | | | Τι | ırn Lane (| Cores | (TL) | | | | | | | | | | |
|-------------|---------------------------|--------------|------|-------------|-------|--------|-------|--------|--------|-----------|------|------|----|--|-------|-------|------|------|------|-------------------------------------|-------------|------|-------|--------|-----------------------|------------|
| | | | | | | | | P/ | VEMENT | LAYER (II | V.) | | | | | • | BASE | | | | | CR/ | ACK | | | |
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | FC9.5 | FC12.5 | SP9.5 | SP12.5 | s | wc | BIND | | | TOTAL ASPHALT THICKNESS (IN.) | LR | ABC-2 | RAP | CONC | SAHM | STABILIZED SUBGRADE ³ | DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
| 1 | 0.022 | TL | LL | Υ | | 1.2 | 1.8 | | 2.0 | | | | | 5.0 | 10.3 | | | | | | 1.2 | Α | III | S | Р | |
| 2 | 0.144 | TL | RR | N | 1.1 | | | | 1.8 | | | | | 2.9 | 11.6 | | | | | | 2.0 | С | П | M | Р | |
| 3 | 0.205 | TL | LL | N | 1.1 | | | | 1.2 | 0.7 | | | | 3.0 | 9.4 | | | | | | | | | | F | |
| 4 | 2.064 | TL | LR | Υ | 0.8 | | | | 5.7 | | | | | 6.5 | 9.8 | | | | | | | | | | F | |
| 5 | 3.899 | TL | RR | N | | 1 | | 1.3 | | | | | | 2.3 | 12.4 | | | | | | 2.3 | С | III | S | Р | |
| 6 | 3.982 | TL | LL | N | 0.8 | | 1.1 | | 1.6 | 0.5 | | | | 4.0 | 11.6 | | | | | | 1.8 | С | ll l | М | Р | |
| 7 | 4.038 | TL | RR | N | 1.2 | | 1.7 | | | | | | | 2.9 | 11.6 | | | | | | 2.9 | С | II | М | Р | |
| 8 | 4.117 | TL | LL | Υ | 1.0 | | 1.0 | | 1.8 | 0.5 | | | | 4.3 | 8.8 | | | | | | 1.8 | С | III | S | Р | |
| 9 | 4.748 | TL | RR | Υ | 0.9 | | | | 2.4 | | | | | 3.3 | 10.7 | | | | | 12.0 | 3.3 | С | ll | М | Р | |
| 10 | 5.373 | TL | LR | N | 1.5 | | | | 0.6 | 0.4 | | | | 2.5 | | | | | 2.7 | | 2.5 | С | III | S | Р | Base Crack |
| 11 | 5.417 | TL | LR | N | 0.9 | | | | 0.8 | 0.6 | | | | 2.3 | | | | | 2.4 | | 2.3 | С | III | S | Р | |
| 12 | 5.981 | TL | RL | Υ | | 1.4 | 1.6 | | 1.8 | 0.5 | | | | 5.3 | | | | | 2.5 | | 2.0 | С | III | S | Р | |
| 13 | 6.048 | TL | LL | Υ | | 1 | | 1.2 | 0.6 | | | | | 2.8 | | | | | 1.2 | | 2.8 | С | III | S | Р | |
| 14 | 6.844 | TL | LR | N | | 1.4 | | | 1.1 | | | | | 2.5 | 13.1 | | | | | | 2.5 | С | III | S | Р | |
| AVERAGE | | | | | 1.03 | 1.20 | 1.44 | 1.25 | 1.78 | 0.53 | | | | 3.54 | 10.93 | | | | 2.20 | 12.00 | 2.28 | | | | Ī | |
| MAX | | | | | 1.50 | 1.40 | 1.80 | 1.30 | 5.70 | 0.70 | | | | 6.50 | 13.10 | | | | 2.70 | 12.00 | 3.30 | | | | | |
| MIN | | | | | 0.80 | 1.00 | 1.00 | 1.20 | 0.60 | 0.40 | | | | 2.30 | 8.80 | | | | 1.20 | 12.00 | 1.20 | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.00 | 0.25 | | UNKW | 0.20 | | 0.20 | | | 0.18 | 0.16 | UNKW | | 0.11 | 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 | <u>Extent</u> | Pavement Condition |
|-----------------------------------|-----------------------------------|----------------|--------------------------------|-----------------|---|---------------|--------------------|
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | 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 | TL - Turn Lane | 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 | CO - Crossover | BR - Bridge Approach/Departure | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 9/6/2023 Typical Section: 1

| W.P.I. No.: | | | Name | SR 17 | | | | Lan | es: 2 Lanes |
|-------------------|--|------------|------------------|------------|--------|--------|---------------|---------------|--------------------|
| Fin. Proj. ID: ، | 450879-1 | | From | US 27 | | | | Shoulder Type | and Condition: |
| F.A. Project No.: | Roadway ID | : 16090000 | To | 5th Avenue | | | | Insid | de: None |
| County: | Polk SR No | : 17 | Beg MP | 0.000 | End MP | 11.823 | Length: 11.82 | 23 Outsid | de: Paved Shoulder |
| Overall I | Pavement Condition (from DMO field review): Fair | Med | ian Curbed (Y/N) | N | Paved | Lawn X | Other: | Curb & C | Gutter (Y/N): N |

| | | | | , | | u review). | | | | | | | | IN | | | Lawii | | | Other. | | | 0 | | . () | |
|----------|---------------------------|--------------|----------|-------------|------------|------------|--|--------|------------|----------|------|--|---|--|-------|-------|------------|------|------|-------------------------------------|-------------|----------------|--|----------|-----------------------|---|
| | | | | | | | | | | | | | 9 | Shoulder | Cores | (S) | | | | | | | | | | |
| | | | | | | _ | | PA | VEMENT | LAYER (I | N.) | | | | | - | BASE | _ | - | | | CR | ACK | _ | | |
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | FC9.5 | FC12.5 | SP9.5 | SP12.5 | s | wc | BIND | | | TOTAL ASPHALT THICKNESS (IN.) | LR | ABC-2 | RAP | CONC | SAHM | STABILIZED SUBGRADE ³ | DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
| 19 | 0.347 | S | OR | N | 0.9 | | | | 3.6 | | | | | 4.5 | | | | | | 12.0 | 4.5 | С | III | S | Р | Less than 0.1 inch LR - Widening Crack/Base Crack |
| 20 | 0.347 | S | OR | N | 8.0 | | | | 1.2 | | | | | 2.0 | | | 7.0 | | | | | | | | F | |
| 32 | 0.246 | S | OR | N | 0.6 | | | | 1.4 | | | | | 2.0 | | 3.5 | | | | | | | | | F | |
| 34 | 0.125 | S | OL | N | 8.0 | | | | 2.2 | | | | | 3.0 | | 4.3 | | | | 12.0 | | | | | F | |
| 36 | 0.798 | S | OR | N | 0.7 | | | | 1.3 | | | | | 2.0 | | | 5.0 | | | | | | | | F | |
| 38 | 1.016 | S | OL | N | 1.0 | 1 | ļ | | 1.0 | ļ | | | | 2.0 | | | 6.0 | ļ | | | | | | ļ | F | |
| 41 | 1.599 | S | OR | N | 0.7 | | | | 1.3 | | | | | 2.0 | | | 5.9 | | | | | | | | F | |
| 43 | 1.443 | S | OL | N | 1.0 | | | | 1.0 | | | | | 2.0 | | | 6.3 | | | | | | | | F | _ |
| 45 | 1.763 | S | OL | N | 1.4 | | | | 1.4 | | | | | 2.8 | | | 6.2 | | | | | | | | F | _ |
| 47 | 1.893 | S | OR | N | 1.0 | | | | 1.5 | | | | | 2.5 | | | 5.7 | | | | | | | | F | <u> </u> |
| 49 | 2.252 | S | OL | N | 0.9 | | | | 1.1 | | | | | 2.0 | | | 5.5 | | | | | | | | F | |
| 51 | 2.442 | S | OR | N | 1.1 | | | | 1.2 | | | | | 2.3 | | | 8.3 | | | | | | | | F | |
| 53 | 2.612 | S | OL OD | N | 0.9 | | | | 1.9 | | | | | 2.8 | | | 5.7 | | | <u> </u> | . | | | | F | |
| 55 | 2.803 | S | OR | N | 1.2 | | | | 1.3 | | | | | 2.5 | | | 6.2 | 1 | | | 1 | | 1 | | F | |
| 57 | 3.171 | S | OL OD | N | 0.5 | | | | 2.5 | | | | | 3.0 | | | 5.4 | | | | | | | | F | |
| 59 61 | 3.354 3.569 | S | OR | N | 0.8 | | | | 1.7 | | | | | 2.5 3.0 | | | 4.0 4.7 | 1 | | | | | | | F | |
| | 3.774 | S | OL OD | N | 1.1 1.5 | | | | 1.9 | | | | | 2.8 | | | 5.2 | 1 | | | | | | | Г | |
| 63 65 | 4.171 | S S | OR OL | N N | 0.8 | | | | 1.3 3.5 | | | | | 4.3 | | | 1.2 | | | | 1 | | | | F | + |
| 69 | 4.171 | S | OR | N | 1.5 | | | | 3.0 | | | | | 1.5 | | | 1.2 | 4.6 | | | 1.5 | С | III | S | P | + |
| 71 | 5.235 | S | OL | N | 1.1 | | | | 0.8 | | | | | 1.9 | | | 1.1 | 4.0 | | | 1.9 | C | | M | | Base came apart |
| 73 | 5.468 | S | OR | N | 0.5 | | | | 1.0 | | | | | 1.5 | | | 1.1 | | 2.2 | 12.0 | 1.5 | C | III | S | | Less than 0.1 inch LR |
| 75 | 5.605 | S | OL | N | 0.8 | | | | 1.3 | | | | | 2.1 | | | | | 2.2 | 12.0 | 4.0 | C | | S | | Possible widening crack |
| 77 | 5.753 | S | OR | N | 0.9 | † | | | 1.2 | 0.7 | | | | 2.8 | | | 1 | | 1.7 | 1 | 1.2 | C | III | S | Р | Base crack |
| 80 | 6.327 | S | OR | N | 0.8 | † | | | 2.2 | 0.7 | | | | 3.0 | | 1.8 | 1 | | 1.7 | 1 | 1.2 | ا ٽ | ''' | ├ | F | Duod Gradin |
| 82 | 6.627 | S | OL | N | 3.0 | 1.9 | | | | | | | | 1.9 | | 2.9 | | | | | 1.9 | С | П | ı | P | Base crack |
| 84 | 6.965 | S | OR | N | | 1.5 | | | 0.5 | | | | | 2.0 | | 3.5 | | | | | | | " | <u> </u> | F | |
| 86 | 7.390 | S | OL | N | 1 | 1.5 | <u> </u> | | | <u> </u> | | | | 1.5 | | 4.2 | | | | | 1 | | 1 | | F | |
| 88 | 7.500 | S | OR | N | 1 | 1.3 | <u> </u> | | | <u> </u> | | | | 1.3 | | 2.7 | | | | | 1 | | 1 | | F | |
| 90 | 7.747 | S | OL | N | 1 | 1.7 | 1 | | | 1 | | | | 1.7 | | 4.3 | | | | | 1.7 | С | II | М | P | |
| 92 | 8.002 | S | OR | N | | 1.6 | | | 1.3 | | | | | 2.9 | | 4.1 | | | | | | | | | F | |
| 94 | 8.264 | S | OL | N | | 2.0 | | | | | | | | 2.0 | | 4.5 | | | | | | | | | F | |
| 96 | 8.475 | S | OR | N | | 1.5 | | | | | | | | 1.5 | | 4.6 | | | | | | | | | F | |
| 98 | 8.679 | S | OL | N | | 1.8 | | | | | | | | 1.8 | | 4.0 | | | | 12.0 | | | | | F | |
| 100 | 8.819 | S | OR | N | 1 | 1.4 | | | 0.4 | | | | | 1.8 | | 4.5 | | | | | 1 | | | | F | |
| 102 | 9.111 | S | OL | N | | 1.5 | | | 0.4 | | | | | 1.9 | | 3.3 | | | | | | | | | F | |
| 104 | 9.326 | S | OR | N | | 1.2 | | | 0.8 | | | | | 2.0 | | 3.5 | | | | | | | | | F | |

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 9/6/2023 Typical Section: 1

| | | | - | | | | | | |
|----------------|---|----------------------|----------------------|------------|---------|--------|----------------|------------------|----------------|
| W.P.I. N | 0.: | | Name: | SR 17 | | | | Lanes: | 2 Lanes |
| Fin. Proj. | D: 450879-1 | | From: | US 27 | | | | Shoulder Type ar | nd Condition: |
| F.A. Project N | 0.: | Roadway ID: 16090000 | To: | 5th Avenue | | _ | | Inside: | None |
| Cour | ty: Polk | SR No.: 17 | Beg MP: | 0.000 | End MP: | 11.823 | Length: 11.823 | Outside: | Paved Shoulder |
| Ove | all Pavement Condition (from DMO field review | ew): Fair | Median Curbed (Y/N): | N F | Paved | Lawn X | Other: | Curb & Gut | tter (Y/N): N |

| | | | | | | | | | | | | | S | Shoulder (| Cores | (S) | | | | | | | | | | |
|-------------|---------------------------|--------------|------|-------------|-------|--------|-------|-------------|--------|-----------|------|------|---|--|-------|-------|------|------|------|--------------------------|-------------|------|-------------|--------|-----------------------|------------|
| | | | | | | | | PAV | 'EMENT | LAYER (II | V.) | | | | | | BASE | _ | | | | CRA | 4 <i>CK</i> | _ | | |
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | FC9.5 | FC12.5 | SP9.5 | SP12.5 | S | wc | BIND | | | TOTAL ASPHALT THICKNESS (IN.) | LR | ABC-2 | RAP | CONC | SAHM | STABILIZED SUBGRADE 3 | DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
| 106 | 9.671 | S | OL | N | | 1.8 | | | | | | | | 1.8 | | 3.7 | | | | | | | | | F | |
| 108 | 9.833 | S | OR | N | | 1.5 | | | | | | | | 1.5 | | 4.2 | | | | | | | | | F | |
| 110 | 10.139 | S | OL | N | | 1.0 | | | 1.0 | | | | | 2.0 | | 3.2 | | | | | | | | | F | |
| 112 | 10.343 | S | OR | N | | 1.6 | | | | | | | | 1.6 | | 4.3 | | | | | 1.6 | С | П | L | Р | |
| 114 | 10.619 | S | OL | N | | 1.9 | | | | | | | | 1.9 | | 4.3 | | | | | 1.9 | С | III | L | Р | |
| 116 | 10.854 | S | OR | N | | 1.3 | | | | | | | | 1.3 | | 3.7 | | | | | | | | | F | |
| 118 | 11.219 | S | OL | N | | 1.6 | | | | | | | | 1.6 | | 2.9 | | | | | 1.6 | С | III | L | Р | |
| 120 | 11.413 | S | OR | N | | 1.3 | | | 0.6 | | | | | 1.9 | | 4.0 | | | | | | | | | F | |
| 122 | 11.594 | S | OL | N | | 1.5 | | | | | | | | 1.5 | | 4.5 | | | | | | | | | F | |
| 124 | 11.778 | S | OR | N | | 1.3 | | | | | | | | 1.3 | | 3.8 | | | | | 1.3 | С | IB | L | F | Base Crack |
| AVERAGE | | | | | 0.93 | 1.53 | | | 1.41 | 0.70 | | | | 2.16 | | 3.77 | 5.26 | | 2.03 | 12.00 | 2.05 | | | | | |
| MAX | | | | | 1.50 | 2.00 | | | 3.60 | 0.70 | | | | 4.50 | | 4.60 | 8.30 | | 2.20 | 12.00 | 4.50 | | | | | |
| MIN | | | | | 0.50 | 1.00 | | | 0.40 | 0.70 | | | | 1.30 | | 1.80 | 1.10 | | 1.70 | 12.00 | 1.20 | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.00 | 0.25 | 0.25 U | UNKW | 0.20 | | 0.20 | | | 0.18 | 0.16 | UNKW | | 0.11 | 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.

| b. A value of UNK indicates material was enc | ountered but the total thickness was not determined. | | | | | | |
|--|--|----------------|--------------------------------|-----------------|---|---------------|--------------------|
| Lane Designations - Decreasing MP | Lane Designations - Increasing MP | | Lane Type | Crack Type | Crack Rating | <u>Extent</u> | Pavement Condition |
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | 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 | TL - Turn Lane | 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 | CO - Crossover | BR - Bridge Approach/Departure | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: RCS Coring Completion Date: 9/6/2023 Typical Section: 1

| | | | - | | | | | | |
|----------------|---|----------------------|----------------------|------------|---------|--------|----------------|------------------|----------------|
| W.P.I. N | 0.: | | Name: | SR 17 | | | | Lanes: | 2 Lanes |
| Fin. Proj. | D: 450879-1 | | From: | US 27 | | | | Shoulder Type ar | nd Condition: |
| F.A. Project N | 0.: | Roadway ID: 16090000 | To: | 5th Avenue | | _ | | Inside: | None |
| Cour | ty: Polk | SR No.: 17 | Beg MP: | 0.000 | End MP: | 11.823 | Length: 11.823 | Outside: | Paved Shoulder |
| Ove | all Pavement Condition (from DMO field review | ew): Fair | Median Curbed (Y/N): | N F | Paved | Lawn X | Other: | Curb & Gut | tter (Y/N): N |

| | Side Street Cores (SS) | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|---------------------------|--------------|------|----------------------|-------|--------|-------|--------|------|------|------|------|--|--|------|-------|-------|------|------|-------------------------------------|-------------|------|-------|--------|-----------------------|--------------------|
| | | | | PAVEMENT LAYER (IN.) | | | | | | | BASE | | | | | | CRACK | | | | | | | | | |
| CORE NO. | MILE POST ² | LANE TYPE | LANE | WP (Y/N) | FC9.5 | FC12.5 | SP9.5 | SP12.5 | S | wc | BIND | | | TOTAL ASPHALT THICKNESS (IN.) | LR | ABC-2 | RAP | CONC | SAHM | STABILIZED SUBGRADE ³ | DEPTH (IN.) | TYPE | CLASS | EXTENT | PAVEMENT CONDITION | COMMENTS |
| 27 | 3.467 | SS | NA | N | 1.1 | | | | 3.5 | 0.7 | | | | 5.3 | 8.2 | | | | | | 2.4 | С | II | М | Р | |
| 28 | 4.216 | SS | NA | Υ | 1.0 | | | | 2.9 | | | | | 3.9 | | | | | 3.1 | | 2.5 | С | III | М | Р | |
| 29 | 5.100 | SS | NA | Υ | 0.6 | | | | 2.0 | | | | | 2.6 | 6.4 | | | | | | | | | | F | |
| 30 | 5.100 | SS | NA | Υ | 1.1 | | | | 1.7 | | | | | 2.8 | | | | | 1.0 | | | | | | F | Bottom up Cracking |
| 125 | 8.198 | SS | NA | N | | 1.4 | | | 4.6 | | | | | 6.0 | 7.5 | | | | | | | | | | F | |
| 126 | 8.198 | SS | NA | N | | 1.5 | | | | | | | | 1.5 | | 2.9 | | | | | | | | | F | |
| 127 | 8.198 | SS | NA | N | | | | | 1.5 | | | | | 1.5 | | 2.7 | | | | | | | | | F | |
| AVERAGE | | | | | 0.95 | 1.45 | | | 2.70 | 0.70 | | | | 3.37 | 7.37 | 2.80 | | | 2.05 | | 2.45 | | | | | |
| MAX | | | | | 1.10 | 1.50 | | | 4.60 | 0.70 | | | | 6.00 | 8.20 | 2.90 | | | 3.10 | | 2.50 | | | | | |
| MIN | | | | | 0.60 | 1.40 | | | 1.50 | 0.70 | | | | 1.50 | 6.40 | 2.70 | | | 1.00 | | 2.40 | | | | | |
| LAYER COEF. | | | | | 0.25 | 0.00 | 0.25 | 0.25 | UNKW | 0.20 | | 0.20 | | | 0.18 | 0.16 | UNKW | | 0.11 | 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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- 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. A value of ONN indicates material was end | ountened but the total thickness was not determined. | | | | | | |
|--|--|----------------|--------------------------------|-----------------|---|---------------|--------------------|
| Lane Designations - Decreasing MP | Lane Designations - Increasing MP | | Lane Type | Crack Type | Crack Rating | <u>Extent</u> | Pavement Condition |
| OL/IL - Outside/Inside Shoulder | OR/IR - Outside/Inside Shoulder | ML - Mainline | 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 | TL - Turn Lane | 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 | CO - Crossover | BR - Bridge Approach/Departure | C - Combination | Class III - Cracks > 1/4 inch | S - Severe | P - Poor |