

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

Cored By: Test Lab, Inc.

Coring Completion Date: 6/28/2022

Typical Section: \_\_\_\_\_

|  |                        |                           |                              |
|--|------------------------|---------------------------|------------------------------|
| W.P.I. No.:  |                        | Name: SR 41 (US 301)      | Lanes: 2                     |
| Fin. Proj. ID: 446273-1                                  |                        | From: N of Cherry Tree Ln | Shoulder Type and Condition: |
| F.A. Project No.:  | Roadway ID: 10210000   | To: Pasco County Line     | Inside: Unpaved              |
| County: Hillsborough                                     | SR No.: 41             | Beg MP: 4.494             | End MP: 10.145               |
|  |                        | Length: 5.651             | Outside: Paved               |
| Overall Pavement Condition (from DMO field review): Fair | Median Curbed (Y/N): N | Paved                     | Lawn                         |
|  |                        | Other:                    | Curb & Gutter (Y/N): N       |

| All Cores |                        |           |      |          |                      |       |      |       |     |     |   |     |      |     |                               |       |      |      |             |                                  |       |       |        |   |                    |          |   |  |
|-----------|------------------------|-----------|------|----------|----------------------|-------|------|-------|-----|-----|---|-----|------|-----|-------------------------------|-------|------|------|-------------|----------------------------------|-------|-------|--------|---|--------------------|----------|---|--|
| 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 |   |  |
|           |                        |           |      |          | FC9.5                | SP9.5 | ARMI | SP9.5 | S   | S2  | S | T1  | BIND | LR  |                               | ABC-2 | GRAV | CONC | DEPTH (IN.) |                                  | TYPE  | CLASS | EXTENT |   |                    |          |   |  |
| 1         | 4.531                  | ML        | R1   | N        | 1.3                  | 1.6   | 0.5  |       | 3.9 |     |   |     |      |     | 7.3                           | 9.7   |      |      |             |                                  |       |       | 3.4    | B | III                | S        | P |  |
| 2         | 4.543                  | ML        | L1   | Y        | 1.3                  | 1.6   | 0.5  |       | 3.6 |     |   |     |      |     | 7.0                           | 9.5   |      |      |             |                                  |       |       | 3.4    | B | III                | S        | P | Bottom-up Crack                          |
| 3         | 4.631                  | ML        | R1   | Y        | 1.0                  | 1.4   | 0.6  |       | 4.0 |     |   |     |      |     | 7.0                           | 11.0  |      |      |             |                                  | 12.0  |       | 2.7    | B | III                | S        | P |  |
| 4         | 4.689                  | S         | OL   | N        | 1.2                  | 1.6   |      |       |     |     |   |     |      |     | 2.8                           |       | 3.5  |      |             |                                  |       |       |        |   |                    |          | F |  |
| 5         | 4.943                  | ML        | L1   | Y        | 1.2                  | 1.6   | 0.5  |       | 1.0 | 4.4 |   |     |      | 1.1 | 9.8                           | 6.7   |      |      |             |                                  |       |       | 7.6    | B | III                | S        | P |  |
| 6         | 5.032                  | GO        | GO   | N        | 1.0                  | 1.9   | 0.6  |       |     | 1.3 |   | 1.3 |      | 1.3 | 7.4                           | 5.9   |      |      |             |                                  |       |       | 3.0    | B | III                | S        | P |  |
| 7         | 5.115                  | TL        | LL   | Y        | 1.0                  | 2.4   | 0.5  |       | 2.4 | 2.1 |   |     |      | 1.2 | 9.6                           | 6.4   |      |      |             |                                  |       |       | 1.9    | B | III                | M        | P | LLTL, Separation at SP Layer             |
| 8         | 5.274                  | S         | OR   | N        | 1.0                  | 0.5   |      |       |     |     |   |     |      |     | 1.5                           |       | 2.2  |      |             |                                  |       |       | 1.5    | B | III                | M        | F | Base Crack                               |
| 9         | 5.543                  | ML        | L1   | N        | 1.1                  | 1.5   | 0.5  |       | 2.3 |     |   | 1.2 |      | 1.8 | 8.4                           | 8.1   |      |      |             |                                  |       |       | 3.1    | B | III                | S        | P |  |
| 10        | 5.562                  | ML        | R1   | Y        | 0.9                  | 1.0   | 0.5  |       |     | 3.4 |   | 1.4 |      | 1.7 | 8.9                           | 10.1  |      |      |             |                                  |       |       | 2.0    | B | III                | S        | P | Bottom-up Crack; Base Crack              |
| 11        | 5.692                  | S         | OR   | N        | 1.2                  | 1.5   |      |       |     |     |   |     |      |     | 2.7                           |       | 1.3  |      |             |                                  |       |       |        |   |                    |          | F |  |
| 12        | 5.868                  | ML        | R1   | Y        | 1.1                  | 1.7   | 0.5  |       | 1.4 |     |   |     |      |     | 4.7                           | 15.6  |      |      |             |                                  |       |       | 4.7    | B | III                | S        | P | Base Crack                               |
| 13        | 5.944                  | ML        | L1   | N        | 1.0                  | 1.3   | 0.7  |       | 2.6 |     |   | 0.7 |      | 1.3 | 7.6                           | 6.4   |      |      |             |                                  |       |       | 7.6    | B | III                | S        | P | Base Crack                               |
| 14        | 6.122                  | ML        | R1   | Y        | 1.2                  | 1.1   | 0.5  |       | 3.0 |     |   |     |      |     | 5.8                           | 5.5   |      |      |             |                                  |       |       | 5.8    | C | III                | S        | P | Widening Crack; Base 1/2 LR, 1/2 Asphalt |
| 15        | 6.234                  | ML        | R1   | N        | 1.3                  | 1.3   | 0.6  |       | 1.9 | 4.2 |   |     |      | 1.5 | 10.8                          | 5.8   |      |      |             |                                  |       |       | 3.0    | C | IB                 | M        | P | Bottom-up Crack; Base Crack              |
| 16        | 6.306                  | ML        | L1   | N        | 1.0                  | 1.3   | 0.6  |       | 1.5 | 2.8 |   |     |      | 1.5 | 8.7                           | 6.8   |      |      |             |                                  |       |       | 2.7    | B | III                | S        | P |  |
| 17        | 6.382                  | S         | OL   | N        | 1.0                  | 1.1   |      |       |     |     |   |     |      |     | 2.1                           |       | 2.4  |      |             |                                  |       |       |        |   |                    |          | F |  |
| 18        | 6.529                  | ML        | R1   | N        | 1.3                  | 1.3   | 0.5  |       | 3.0 |     |   | 2.5 |      | 1.5 | 10.1                          | 7.2   |      |      |             |                                  |       |       | 2.0    | B | III                | S        | P | Possible Slippage                        |
| 19        | 6.563                  | ML        | R1   | N        | 1.2                  | 1.0   | 0.5  |       | 1.1 |     |   |     |      |     | 3.8                           | 17.2  |      |      |             |                                  |       |       |        |   |                    |          | F |  |
| 20        | 6.620                  | ML        | L1   | Y        | 1.0                  | 1.1   | 0.5  |       | 1.0 | 3.5 |   |     |      | 1.7 | 8.8                           | 8.0   |      |      |             |                                  | 8.0   |       | 8.8    | B | III                | S        | P |  |
| 21        | 6.655                  | ML        | R1   | Y        | 1.0                  | 1.1   | 0.5  |       | 1.9 | 3.6 |   |     |      | 1.4 | 9.5                           | 6.5   |      |      |             |                                  |       |       | 2.6    | B | III                | M        | P | Bottom-up Crack; Base Crack              |
| 22        | 6.690                  | S         | OL   | N        | 1.1                  | 1.1   |      |       |     |     |   |     |      |     | 2.2                           |       | 3.0  |      |             |                                  |       |       |        |   |                    |          | F |  |
| 23        | 6.727                  | ML        | L1   | N        | 1.0                  | 1.6   | 0.5  |       | 1.5 | 2.7 |   |     |      | 1.4 | 8.7                           | 5.8   |      |      |             |                                  |       |       | 2.7    | B | III                | S        | P |  |
| 24        | 6.985                  | ML        | R1   | Y        | 1.1                  | 1.3   | 0.5  |       | 2.5 | 2.6 |   |     |      | 1.0 | 9.0                           | 5.0   |      |      |             |                                  | 6.5   |       | 2.6    | B | III                | S        | P | Bottom-up Crack; Base Crack              |
| 25        | 7.109                  | ML        | R1   | Y        | 1.0                  | 1.2   | 0.6  |       | 1.2 | 3.9 |   |     |      | 1.7 | 9.6                           | 7.2   |      |      |             |                                  |       |       | 2.8    | B | III                | S        | P |  |
| 26        | 7.298                  | S         | OR   | N        | 1.2                  | 1.1   |      |       |     |     |   |     |      |     | 2.3                           |       | 0.8  |      |             |                                  |       |       |        |   |                    |          | F |  |
| 27        | 7.392                  | ML        | L1   | N        | 0.8                  | 1.5   | 0.6  |       | 2.0 | 1.8 |   |     |      | 2.2 | 8.9                           | 5.9   |      |      |             |                                  |       |       | 2.5    | C | III                | M        | P | Bottom-up Crack; Base Crack              |

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|  |  |                      |  |                           |  |                |               |                              |  |        |  |                        |  |
|--|--|----------------------|--|---------------------------|--|----------------|---------------|------------------------------|--|--------|--|------------------------|--|
| W.P.I. No.:  |  |                      |  | Name: SR 41 (US 301)      |  |                |               | Lanes: 2                     |  |        |  |                        |  |
| Fin. Proj. ID: 446273-1                                  |  |                      |  | From: N of Cherry Tree Ln |  |                |               | Shoulder Type and Condition: |  |        |  |                        |  |
| F.A. Project No.:  |  | Roadway ID: 10210000 |  | To: Pasco County Line     |  |                |               | Inside: Unpaved              |  |        |  |                        |  |
| County: Hillsborough                                     |  | SR No.: 41           |  | Beg MP: 4.494             |  | End MP: 10.145 | Length: 5.651 | Outside: Paved               |  |        |  |                        |  |
| Overall Pavement Condition (from DMO field review): Fair |  |                      |  | Median Curbed (Y/N): N    |  | Paved          |               | Lawn                         |  | Other: |  | Curb & Gutter (Y/N): N |  |

| All Cores |                        |           |      |          |                      |       |      |       |     |     |     |    |      |     |                               |       |      |      |             |                                  |       |       |        |   |                    |          |   |                             |
|-----------|------------------------|-----------|------|----------|----------------------|-------|------|-------|-----|-----|-----|----|------|-----|-------------------------------|-------|------|------|-------------|----------------------------------|-------|-------|--------|---|--------------------|----------|---|-----------------------------|
| 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 |   |                             |
|           |                        |           |      |          | FC9.5                | SP9.5 | ARMI | SP9.5 | S   | S2  | S   | T1 | BIND | LR  |                               | ABC-2 | GRAV | CONC | DEPTH (IN.) |                                  | TYPE  | CLASS | EXTENT |   |                    |          |   |                             |
| 28        | 7.505                  | GO        | GO   | N        | 1.3                  | 2.1   | 0.5  |       | 1.8 | 5.1 |     |    |      | 2.2 | 13.0                          | 6.6   |      |      |             |                                  |       |       | 3.0    | B | III                | M        | P |                             |
| 29        | 7.542                  | ML        | L1   | Y        | 0.8                  | 1.7   | 0.5  |       | 3.3 | 4.1 |     |    |      | 2.2 | 12.6                          | 5.5   |      |      |             |                                  |       |       | 2.6    | B | III                | S        | P |                             |
| 30        | 7.574                  | ML        | L1   | N        | 0.9                  | 1.8   | 0.5  |       | 3.6 | 1.6 |     |    |      | 2.1 | 10.5                          | 5.3   |      |      |             |                                  |       |       | 3.0    | C | III                | S        | P | Separated Under FC          |
| 31        | 7.597                  | TL        | RL   | N        | 1.4                  | 1.2   | 0.6  |       | 2.6 | 5.6 |     |    |      | 2.1 | 13.5                          | 5.3   |      |      |             |                                  |       |       | 2.5    | B | III                | S        | P | RLTL, Base Crack            |
| 32        | 7.643                  | ML        | R1   | Y        | 1.1                  | 0.7   | 0.5  | 12.1  |     |     |     |    |      |     | 14.4                          |       |      | 4.0  |             |                                  |       |       | 2.0    | B | III                | S        | P |                             |
| 33        | 7.691                  | S         | OR   | N        | 1.3                  | 12.7  |      |       |     |     |     |    |      |     | 14.0                          |       |      | 6.5  |             |                                  |       |       |        |   |                    |          | F |                             |
| 34        | 7.723                  | ML        | R1   | N        | 1.1                  | 1.5   | 0.4  |       | 0.8 |     |     |    |      |     | 3.8                           | 12.7  |      |      |             |                                  |       |       | 2.7    | B | III                | S        | P |                             |
| 35        | 7.772                  | TL        | RL   | Y        | 1.3                  | 1.2   | 0.5  |       | 4.8 | 3.5 |     |    |      | 1.9 | 13.2                          | 5.8   |      |      |             |                                  |       |       | 2.5    | B | III                | M        | P | RLTL                        |
| 36        | 7.810                  | TL        | RL   | N        | 1.2                  | 1.3   | 0.4  |       | 4.9 | 3.4 |     |    |      | 2.1 | 13.3                          | 6.0   |      |      |             |                                  |       |       | 2.4    | B | IB                 | L        | P | RLTL                        |
| 37        | 7.847                  | TL        | LR   | Y        | 0.7                  | 0.9   | 0.7  |       | 5.7 |     |     |    |      |     | 8.0                           | 8.0   |      |      |             |                                  |       |       |        |   |                    |          | F | LRTL                        |
| 38        | 8.124                  | TL        | RR   | N        | 0.8                  | 2.0   |      |       | 0.8 | 1.2 | 2.3 |    |      |     | 7.1                           | 9.9   |      |      |             |                                  |       |       | 7.1    | B | III                | S        | P | RRTL, Base Crack            |
| 39        | 8.320                  | S         | OL   | N        | 1.4                  | 1.4   |      |       |     |     |     |    |      |     | 2.8                           |       | 2.1  |      |             |                                  |       |       |        |   |                    |          | F |                             |
| 40        | 8.339                  | ML        | L1   | N        | 1.1                  | 1.8   | 0.4  |       | 1.2 | 3.6 |     |    |      | 1.9 | 10.0                          | 5.3   |      |      |             |                                  |       |       | 2.8    | B | II                 | S        | P | Bottom-up Crack; Base Crack |
| 41        | 8.534                  | ML        | L1   | Y        | 1.0                  | 1.8   | 0.5  |       | 1.2 |     |     |    |      |     | 4.5                           | 10.3  |      |      |             |                                  | 10.3  |       | 4.5    | C | II                 | S        | P | Base Crack                  |
| 42        | 8.537                  | BR        | R1   | Y        | 1.0                  | 0.5   |      |       | 1.6 |     |     |    |      |     | 3.1                           |       |      |      | UNK         |                                  |       |       |        |   |                    |          | F | Approach Slab               |
| 43        | 8.538                  | BR        | L1   | Y        | 1.1                  | 1.2   |      |       | 1.4 |     |     |    |      |     | 3.7                           |       |      |      | UNK         |                                  |       |       | 2.5    | B | III                | M        | P | Departure Slab              |
| 44        | 8.625                  | BR        | R1   | Y        | 0.8                  |       |      |       | 1.2 |     |     |    |      |     | 2.0                           |       |      |      | UNK         |                                  |       |       | 2.0    | B | III                | S        | F | Departure Slab              |
| 45        | 8.627                  | BR        | L1   | N        | 1.0                  | 1.6   |      |       | 1.5 |     |     |    |      |     | 4.1                           |       |      |      | UNK         |                                  |       |       | 4.1    | B | III                | S        | P | Approach Slab               |
| 46        | 8.642                  | ML        | R1   | Y        | 0.7                  | 2.1   | 0.5  |       | 1.0 |     |     |    |      |     | 4.3                           | 8.5   |      |      |             |                                  |       |       | 1.9    | C | III                | S        | P |                             |
| 47        | 8.697                  | S         | OL   | N        | 1.2                  | 2.1   |      |       |     |     |     |    |      |     | 3.3                           | 5.5   |      |      |             |                                  |       |       |        |   |                    |          | F |                             |
| 48        | 8.845                  | ML        | L1   | N        | 1.0                  | 2.0   | 0.5  |       | 1.6 | 3.5 |     |    |      | 1.7 | 10.3                          | 5.5   |      |      |             |                                  |       |       | 3.3    | B | III                | S        | P |                             |
| 49        | 9.015                  | S         | OR   | N        | 0.9                  | 1.4   |      |       |     |     |     |    |      |     | 2.3                           |       | 2.0  |      |             |                                  |       |       |        |   |                    |          | F |                             |
| 50        | 9.141                  | ML        | R1   | N        | 1.1                  | 1.6   | 0.6  |       | 3.2 | 3.9 |     |    |      | 1.7 | 12.1                          | 4.9   |      |      |             |                                  |       |       | 2.6    | B | II                 | M        | P |                             |
| 51        | 9.151                  | ML        | L1   | N        | 1.3                  | 1.1   | 0.5  |       | 3.0 | 2.8 |     |    |      | 1.8 | 10.5                          | 5.3   |      |      |             |                                  |       |       | 2.5    | B | II                 | M        | P |                             |
| 52        | 9.479                  | ML        | R1   | N        | 1.2                  | 1.1   | 0.4  |       | 2.5 | 3.4 |     |    |      | 1.7 | 10.3                          | 5.5   |      |      |             |                                  |       |       | 2.4    | B | III                | M        | P |                             |
| 53        | 9.530                  | ML        | R1   | N        | 1.0                  | 0.8   | 0.7  |       | 2.7 | 2.6 |     |    |      | 1.3 | 9.1                           | 6.2   |      |      |             |                                  |       |       | 2.1    | B | II                 | M        | P |                             |
| 54        | 9.697                  | S         | OR   | N        | 0.7                  | 1.2   |      |       |     |     |     |    |      |     | 1.9                           |       | 2.8  |      |             |                                  | 10.8  |       | 4.7    | B | III                | M        | P |                             |

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Coring Completion Date: 6/28/2022

Typical Section: \_\_\_\_\_

|  |  |                      |  |                           |  |                |               |                              |  |        |  |                        |  |
|--|--|----------------------|--|---------------------------|--|----------------|---------------|------------------------------|--|--------|--|------------------------|--|
| W.P.I. No.:  |  |                      |  | Name: SR 41 (US 301)      |  |                |               | Lanes: 2                     |  |        |  |                        |  |
| Fin. Proj. ID: 446273-1                                  |  |                      |  | From: N of Cherry Tree Ln |  |                |               | Shoulder Type and Condition: |  |        |  |                        |  |
| F.A. Project No.:  |  | Roadway ID: 10210000 |  | To: Pasco County Line     |  |                |               | Inside: Unpaved              |  |        |  |                        |  |
| County: Hillsborough                                     |  | SR No.: 41           |  | Beg MP: 4.494             |  | End MP: 10.145 | Length: 5.651 | Outside: Paved               |  |        |  |                        |  |
| Overall Pavement Condition (from DMO field review): Fair |  |                      |  | Median Curbed (Y/N): N    |  | Paved          |               | Lawn                         |  | Other: |  | Curb & Gutter (Y/N): N |  |

| All Cores          |                        |           |      |          |                      |              |             |              |              |             |             |             |      |             |                               |              |             |             |             |                                  |              |             |        |     |                    |          |   |
|--------------------|------------------------|-----------|------|----------|----------------------|--------------|-------------|--------------|--------------|-------------|-------------|-------------|------|-------------|-------------------------------|--------------|-------------|-------------|-------------|----------------------------------|--------------|-------------|--------|-----|--------------------|----------|---|
| 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 |   |
|                    |                        |           |      |          | FC9.5                | SP9.5        | ARMI        | SP9.5        | S            | S2          | S           | T1          | BIND | LR          |                               | ABC-2        | GRAV        | CONC        | DEPTH (IN.) |                                  | TYPE         | CLASS       | EXTENT |     |                    |          |   |
| 55                 | 9.906                  | S         | OL   | N        | 0.7                  | 1.2          |             |              |              |             |             |             |      |             | 1.9                           |              | 1.9         |             |             |                                  |              |             |        |     | F                  |          |   |
| 56                 | 10.057                 | ML        | L1   | Y        | 1.1                  | 0.8          | 0.6         |              | 2.2          | 3.2         |             |             |      | 1.4         | 9.3                           | 5.5          |             |             |             |                                  |              | 2.2         | B      | III | M                  | P        | Bottom-up Crack; Base Crack                                       |
| 57                 | 10.137                 | ML        | R1   | Y        | 1.0                  | 1.2          | 0.5         |              | 1.8          |             |             |             |      |             | 4.5                           | 6.5          |             |             |             |                                  |              | 4.5         | C      | III | S                  | P        | Widening Crack; Base is LR & Asphalt                              |
| 58                 | 10.149                 | ML        | L1   | Y        | 0.8                  | 1.1          | 0.5         |              | 11.1         |             |             |             |      |             | 13.5                          | 2.0          |             |             |             |                                  |              | 5.0         | B      | III | S                  | P        | Core fell apart, field measurement 13.5". Lab verified 5.0" crack |
| <b>AVERAGE</b>     |                        |           |      |          | <b>1.06</b>          | <b>1.58</b>  | <b>0.53</b> | <b>12.10</b> | <b>2.50</b>  | <b>3.22</b> | <b>2.30</b> | <b>1.42</b> |      | <b>1.66</b> | <b>7.45</b>                   | <b>7.29</b>  | <b>2.20</b> | <b>5.25</b> |             |                                  | <b>9.52</b>  | <b>3.36</b> |        |     |                    |          |   |
| <b>MAX</b>         |                        |           |      |          | <b>1.40</b>          | <b>12.70</b> | <b>0.70</b> | <b>12.10</b> | <b>11.10</b> | <b>5.60</b> | <b>2.30</b> | <b>2.50</b> |      | <b>2.20</b> | <b>14.40</b>                  | <b>17.20</b> | <b>3.50</b> | <b>6.50</b> |             |                                  | <b>12.00</b> | <b>8.80</b> |        |     |                    |          |   |
| <b>MIN</b>         |                        |           |      |          | <b>0.70</b>          | <b>0.50</b>  | <b>0.40</b> | <b>12.10</b> | <b>0.80</b>  | <b>1.20</b> | <b>2.30</b> | <b>0.70</b> |      | <b>1.00</b> | <b>1.50</b>                   | <b>2.00</b>  | <b>0.80</b> | <b>4.00</b> |             |                                  | <b>6.50</b>  | <b>1.50</b> |        |     |                    |          |   |
| <b>LAYER COEF.</b> |                        |           |      |          | <b>0.25</b>          | <b>0.25</b>  | <b>0.00</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>0.18</b>  | <b>0.16</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> |
| 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                  |