Conde Cryptice Data Co		Care d Dur		^								• •				• /	••••		•			Tuninal	Castian	4	
Ph. Po. D Del 4000000000000000000000000000000000000		-	AREHN	A								-	Coring	•							-	i ypical			
IF A Puijed No. Vertex IP server (Vertex No. No. SAN to go AL San to go AL No.																		ITY LINE ROAD T	TO COUNTY LINE ROA	D					
Image: Image:<				3													INE ROAD					Shoulde			on:
Under Lower Under Lower Unit Unit Unit Unit Unit Unit Code & Guder (Mr) M Under Lower Notation (into DMD fails winke) [Soci Under Lower Code & Guder (Mr) Under Lower Notation (into DMD fails winke) [Soci Code & Guder (Mr) Code & Guder (Mr) Under Lower	F.A. I						Ro												_						
1007500 - Mainline and Bridge Cores (ML/BR) Average Average PAVEMENT LATER (NV) PAVEMENT LATER (NV) Conc Big									93A / 93								End MP:	39.854		1.128					
CORE NO. MALE LANE VA VP Fc5 SP125 SP S S T S2 BND A SPMAT IR CORE N S2 V S2 BND A SPMAT IR CORE S2 S2 S2 T S2 BND A SPMAT IR CORE S2 S2 S2 T S2 BND A SPMAT IR CORE S2		Overal	l Paveme	nt Condit	ion (from	DMO fie	ld review)	: Good					Me	dian Curbed (Y/N)	: N	Paved		Lawn	Other:			C	urb & Gut	tter (Y/N):	N
CORE NO. MALE LANE VA VP Fc5 SP125 SP S S T S2 BND A SPMAT IR CORE N S2 V S2 BND A SPMAT IR CORE S2 S2 S2 T S2 BND A SPMAT IR CORE S2 S2 S2 T S2 BND A SPMAT IR CORE S2													100750	000 - Mainli	ne and B	ridae (Cores (ML/BR)							
44 38.424 ML 12 Y 0.9 1.4 4.4 0 0 6.7 10.3 0 0 0 0 F Percential part in SP layer 45 38.555 ML 1.1 N 10.6 6.3 4.0 6.4 10.5 0 0 F Mointail Crack in Care, tell apart in SP layer 49 38.705 ML 1.3 Y 0.8 1.6 0 6.4 7.6 0 0 F Mointail Crack in Care, tell apart in SP layer 49 38.75 ML 1.3 Y 0.8 1.6 4.0 0 6.4 7.6 0 0 F Pesable joint crack, full crack. 51 38.952 ML 1.1 N 1.3 0.2 2.8 0 6.53 10.8 0 0 7.6 7.8 7									PA	VEMENT	LAYER (I						-	-			CR	ACK			
H1 11 N 10 6.3 M 13 N N N 10 6.3 M 13 N N P Homonal Crack in Core, fell apart in SP layer 47 38.65 ML 1.3 Y 0.8 16 4.0 0 6.4 10.5 0 0 0 F Homonal Crack in Core, fell apart in SP layer 300 38.85 ML 1.3 Y 0.8 1.6 4.0 0 6.4 10.5 0 0 0 F Homonal Crack in Core, fell apart in SP layer 300 38.85 ML L2 N 11 3.0 2.6 6.4 0.5 0 0 0 7 Possible joint crack, full crack 0.0 0 0 7 9 0.0 0	CORE NO.		LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	S	S2	T1	S2	BIND		ASPHALT THICKNESS	LR	CONC		STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
H1 11 N 10 6.3 M 13 N N N 10 6.3 M 13 N N P Homonal Crack in Core, fell apart in SP layer 47 38.65 ML 1.3 Y 0.8 16 4.0 0 6.4 10.5 0 0 0 F Homonal Crack in Core, fell apart in SP layer 300 38.85 ML 1.3 Y 0.8 1.6 4.0 0 6.4 10.5 0 0 0 F Homonal Crack in Core, fell apart in SP layer 300 38.85 ML L2 N 11 3.0 2.6 6.4 0.5 0 0 0 7 Possible joint crack, full crack 0.0 0 0 7 9 0.0 0	44	38.424	ML	L2	Y	0.9	1.4		4.4						6.7	10.3								F	
A7 38 625 ML L2 Y 0.8 1.6 4.0 6.4 10.5 M M M F M 49 38.75 ML L3 Y 0.8 1.6 4.0 6.4 10.5 M 6.9 M M M F M 50 38.67 ML L2 N 1.1 3.0 2.8 M 6.4 9.5 M 6.9 F Pesable joint crack, full crack 51 38.67 ML L1 N 0.9 1.3 3.6 M 6.9 10.1 6.9 F Pesable joint crack, full crack 52 39.05 ML L1 N 0.9 1.3 3.6 M </td <td></td> <td></td> <td></td> <td></td> <td>N</td> <td></td> <td>F</td> <td>Horizontal Crack in Core; fell apart in SP layer</td>					N																			F	Horizontal Crack in Core; fell apart in SP layer
49 38705 ML L3 Y 0.9 1.9 3.6 M M M L3 Y 0.9 1.9 3.6 M M M L3 Y 0.9 1.9 3.6 M M M L3 Y 0.8 1.6 4.0 M 6.4 9.5 M M M F Possible joint crack full crack 51 38.952 ML L1 N 1.1 5.2 M M 6.9 10.1 6.9 M F Possible joint crack full crack 52 39.058 ML L1 N 1.1 5.7 M M 6.9 10.1 M M F Possible joint crack full crack 54 39.100 ML L1 N 1.0 1.6 1.4 M A A M M M M F Correte Base - Raveling 55 39.205 ML L2 N 1.3 0.9 M A A N N M A A									4.0															F	
50 38.875 ML L2 N 1.1 30 2.8 0 6.4 9.5 0 6.9 0 0 6.9 0					Y																			F	
S1 38 952 ML L2 N 1.1 3.0 2.8 M M M N 1.1 S2 S2 M M N 1.1 5.2 M					Y																			F	
52 39.035 ML L1 N 1.1 5.2 V V 6.3 10.8 V V V F Interpretation 53 39.055 ML L1 N 1.2 S.7 V V 6.9 13.0 V V F Interpretation 54 39.190 ML L2 N 1.1 1.3 6.1 V 6.9 13.0 V V F Interpretation 55 39.206 ML L2 N 1.0 1.6 1.4 V V A V V V F Interpretation F 56 39.219 BR L3 N 1.3 0.9 V V A V V V V F Concrete Base-Raveling 57 39.258 BR L3 N 1.1 1.7 4.0 V A 6.8 10.8 V V F Concrete Base-Raveling 59 39.201 ML L1 N 1					Ň															6.9				F	Possible ioint crack, full crack
53 39.055 ML L3 N 0.9 1.3 3.6 M b 5.8 11.3 M M M F Pactacle 54 39.100 ML L1 N 0.9 1.3 6.1 M 6.9 13.0 M M M F Pactacle F 55 39.206 ML L2 N 1.0 1.6 1.4 M M A M A																				0.0					· · · · · · · · · · · · · · · · · · ·
54 39.100 ML L1 N 1.2 5.7 V V V 6.9 13.0 V V V V F Participation 55 39.206 ML L2 N 1.1 1.3 6.1 V 8.5 10.0 V V V F Participation 56 39.206 ML L2 N 1.0 1.6 1.4 V V 4.0 X V V P Concrete Base - Raveling 57 39.288 BR L3 N 1.3 1.0 0.9 V V 0.0 9.4 7.6 V V V F Concrete Base - Raveling 58 39.301 ML L3 N 1.1 1.7 4.0 V 6.8 10.8 V V V F Concrete Base - Raveling 61 39.471 ML L1 N 0.9 5.4 V V 6.63 12.8 V V V F Concrete Base - Raveling									3.6															F	
55 39.206 ML L2 N 1.1 1.3 6.1 Image: constraint of the symbolic consymbolic constraint of the symbolic consymboli																								F	
56 39.219 BR L2 N 1.0 1.6 1.4 Image: Constraint of the cons					-				6.1																
57 39.28 BR L3 N 1.3 1.3 0.9 Image: Construction of the																	х							P	Concrete Base - Raveling
58 39.235 ML L2 N 1.2 1.9 6.3 M M M L3 N 1.1 1.7 4.0 M G 6.8 10.8 M M M F 60 39.401 ML L1 N 0.9 5.4 M </td <td></td> <td>х</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>																	х								
59 39.301 ML L3 N 1.1 1.7 4.0 Image: Constraint of the cons																7.6									
60 39.401 ML L1 N 0.9 5.4 I <																								F	
61 39.471 ML L1 N 1.1 5.6 u u u 6.7 13.3 u u u u v					-	0.9																		F	
62 39.492 ML 1.1 Y 1.1 5.7 M A 5.7 ML 1.3 Y 1.4 4.5 M M 5.7 ML 1.3 Y 1.4 4.5 M M 5.9 22.1 M M M F 64 39.656 ML 1.2 N 1.1 2.2 3.6 M M 6.9 15.1 M 4.3 F F 66 39.750 ML 1.1 N 1.0 5.0 M M 1.0 5.0 F 66 39.70 ML 1.1 N 1.0 5.0 M M 1.0 5.0 F 66 39.70 ML 1.4 N 1.5 5.4 M M 6.0 24.0 M M 1.0 F 67 39.807 ML 1.4 N 1.3 5.0 M M 6.9 30.0 M M F 70 39.847 ML 1.4									1	1	1	1							1	I	1			F	
63 39.57 ML L3 Y 1.4 4.5 Image: Constraint of the constr									1	1	1	1							1	I	1			F	
64 39.656 ML L2 N 1.1 2.2 3.6 I I 6.9 15.1 I I 4.3 I F 66 39.70 ML L1 N 1.0 5.0 I I 6.0 24.0 I I I F 67 39.80 ML L4 N 1.5 5.4 I					Y														1	1				F	
66 39.750 ML L1 N 1.0 5.0 I I N 1.0 5.0 I I N I I N					N				3.6										1	4.3				F	
67 39.800 ML L4 N 1.5 5.4 Image: Constraint of the const					-														1	1				F	
68 39.826 ML L4 N 1.3 5.0 Image: Constraint of the const									İ	İ	İ	İ							1	1	İ			F	
70 39.847 ML L1 Y 0.9 4.7 Image: Marcine Sector									İ	İ	İ	İ							1	1	İ	l I		F	
AVERAGE 1.07 3.40 3.73 6.42 13.44 5.60 6.0 6.00 MAX 1.50 5.70 6.30 9.40 30.00 6.90 6.90 6.90 MIN 0.80 1.30 0.90 3.50 7.63 4.30 4.30 10																			1	1				F	
MAX Image: 1.50 5.70 6.30 Image: 9.40 30.00 Image: 6.90									3.73											5.60		1	Ī	Ì	
MIN 0.80 1.30 0.90 0.90 3.50 7.63 4.30 4.30																			1						
																			1						
	LAYER COEF.				1	0.00	0.34	0.34	0.34	0.34	0.30	0.34	0.25			0.18	UNKW		0.08	1	1	1	1	1	

Notes:

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Lane Designations - Decreasing MP

Lane Designations - Increasing MP

Lanes:	3-4
houlder Type and	
Inside:	Paved
Outside:	
Curb & Gut	ter (Y/N): N

Extent

	Cored By:	AREHN	IA								_	Coring	Completi	on Date:	9/18/2023							-	Typical	Section	1	
	W.P.I. No.:													Name	SR 93A/93 CD ROA	D FROM SC	UTH OF COUN	TY LINE RO	AD TO COUNT	Y LINE ROAI)			Lanes	3-4	
F	Fin. Proj. ID:	430573-	3											From	SOUTH OF CO	DUNTY L	INE ROAD						Shoulde	r Type ar	d Conditio	אר:
F.A.	Project No .:					Ro	adway ID:	: 1007500	0					To	COUNTY LINE	ROAD								Inside	Paved	
	County:	HILLSBO	OROUGH				SR No.:	: 93A / 93						Beg MP:	38.726		End MP:	39.854		Length:	1.128			Outside	Paved	
	Overa	ll Paveme	ent Condi	ion (from	DMO fie	ld review):	Good					Me	dian Curb	ed (Y/N)	Ν	Paved		Lawn		Other:			C	urb & Gu	tter (Y/N):	N
												100750)00 - N	Mainli	ne and Br	idge	Cores (ML/BF	R)							
								PA	VEMENT	LAYER (I	N.)						BA	SE				CR	ACK			
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	s	S2	T1	S2	BIND			TOTAL ASPHALT THICKNESS (IN.)	LR	CONC			STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
OL/IL - C	Dutside/Insid	le Should	er		OR/IF	R - Outside	e/Inside S	houlder		ML - N	<i>I</i> ainline		S -	Shoulder		A - A	lligator	Class	s IB - Hairlin	e cracks	hat are ≤	1/8 incl	n wide	L -	Light	G - Good
L1 - 1st	Lane Left of	Centerlin	ne		R1 - 1	lst Lane R	light of Ce	enterline		TL - Tu	L - Turn Lane SS - Side Street				et	В-	Block	Clas	ss II - Crack	ks > than ′	/8 inch a	and $\leq 1/4$	nd \leq 1/4 inch M - Moderate			F - Fair
LL/LR -	LL/LR - Left/Right Turn Lane RL/RR - Left/Right Turn Lane						CO - C	rossover	BR ·	Bridge A	pproach/	Departure	C - Co	mbination		Class	III - Crac	ks > 1/4	inch		S - S	Severe	P - Poor			

	Cored By:	AREHN	A								_	Coring	Completi	ion Date:	9/18/2023							_	Тур
	W.P.I. No.:	:												Name:	SR 93A/93 CD RO/	AD FROM SC	UTH OF COUI	NTY LINE RC	AD TO COUNT	Y LINE ROAI	D		Г
	in. Proj. ID:		3											From:	SOUTH OF C	OUNTY L	INE ROAD						Sho
	Project No.:	:				Roa	adway ID:	1007500	0						COUNTY LIN								1
	County	HILLSBO	DROUGH				SR No.:	93A / 93			Ī			Beg MP:	38.726		End MP:	39.854		Length:	1.128		1
	Overa	II Paveme	ent Condit	ndition (from DMO field review): Good								Ме	dian Curb	bed (Y/N):	Ν	Paved		Lawn		Other:			
													100	75000	- Should	er Co	res (S)						
								PA	VEMENT	LAYER (I	N.)						BA	ASE				CR	ACK
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	SP9.5	S	S2	T1	S2	BIND			TOTAL ASPHALT THICKNESS (IN.)	LR	CONC			STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	220
46	38.557	S	IL	Ν		1.5									1.5	10.5							
48	38.705	S	OL	Ν		1.0		1.1							2.1	6.3							
65	39.750	S	IL	Ν		1.6									1.6	10.4					0.4		
69	39.826	S	OL	Ν		2.0									2.0	10.0							
AVERAGE						1.53		1.10							1.80	9.28					0.40		
MAX						2.00		1.10							2.10	10.50					0.40		
MIN						1.00		1.10							1.50	6.25					0.40		
LAYER COEF.					0.00	0.34	0.34	0.34	0.34	0.30	0.34	0.25				0.18	UNKW			0.08			

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Lane Designations - Decreasing MP	Lane Designations - Increasing MP		Lane Type	Crack Type	Crack Rating	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	S - Shoulder	A - Alligator	Class IB - Hairline cracks that are $\leq 1/8$ 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 \leq 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

Lanes:	3-4
noulder Type and	d Condition:
Inside:	Paved
Outside:	Paved
Curb & Gut	ter (Y/N): N

Κ			
CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
		F	
		F	
		F	
		F	

	Cored By:	AREHN	A								_	Coring	Completion Dat	e: <u>9/18/2023</u>							_	Тур
	W.P.I. No.:												Nam	e: SR93/93A CD RO/	AD FROM SO	UTH OF COUI	NTY LINE RO	AD TO COUN	TY LINE ROAD)		T
Fi	in. Proj. ID:	430573-3	3										Fro	m: SOUTH OF C	OUNTY L	INE ROAD)					Sho
	Project No.:					Roa	dway ID:	1032000	0		To: COUNTY LINE ROAD											
	County:	HILLSBO	ROUGH				SR No.:	93A/93					Beg M	P: 15.118		End MP:	16.021		Length:	0.903		1
	Overal	l Paveme	nt Condit	ion (from	DMO fiel	d review):	Good					Me	dian Curbed (Y/I		Paved		Lawn		Other:	-		
													103	320000 - Al	l Core	s						
								PA	VEMENT	LAYER (IN.)						ASE				CR	ACK
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	FC5	SP12.5	S	\$2	T1	S2	BIND	wc		TOTAL ASPHALT THICKNESS (IN.)	LR				STABILIZED SUBGRADE ³	DEPTH (IN.)	TYPE	CI 455
71	15.118	ML	L1	Ν	1.1	4.7								5.8	8.3							
72	15.193	ML	L2	Ν	0.7	2.2	1.2	0.8	1.1	1.1	2.4			9.5	11.5							
73	15.266	ML	L3	Y	1.0	1.5	0.9	0.9	1.2	1.0	2.5			9.0	11.0							
74	15.266	S	OL	Ν		1.4	1.2	1.8				0.6		5.0	7.0							
75	15.836	ML	L2	Y	1.1	3.0		0.8	1.3	1.1	2.1			9.4	11.7							
76	15.906	ML	L3	Y	1.2	4.8								6.0	14.0							
77	15.977	S	IL	Ν		1.5								1.5	12.5							
78	15.977	ML	L1	Ν	1.0	1.1	2.6	0.7	1.2	1.2	2.4			10.2	12.5							
79	16.013	ML	L1	Ν	1.1	2.8	3.0	0.9	1.2	1.1	2.2			12.3	8.8							
80	15.764	ML	L2	Ν	0.7	1.8	0.9	0.9	1.0	1.3	2.1			8.7	12.0					4.2		
81	15.764	ML	L2	Y	0.9	1.5	1.4	0.7	1.3	1.3	2.0			9.1	11.0							
82	15.764	ML	L2	Y	0.7	1.5	1.5	0.7	1.1	0.9	2.2			8.6	11.4							
AVERAGE					0.95	2.32	1.59	0.91	1.18	1.13	2.24	0.60		7.93	10.96					4.20		1
MAX					1.20	4.80	3.00	1.80	1.30	1.30	2.50	0.60		12.30	14.00					4.20		1
MIN					0.70	1.10	0.90	0.70	1.00	0.90	2.00	0.60		1.50	7.00					4.20		1
LAYER COEF.					0.00	0.34	0.34	0.34	0.30	0.34	0.25	UNKW			0.18				0.08			1

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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

ypical Section: 2	
Lanes: 3	
noulder Type and Condition:	
Inside: Paved	
Outside: Paved	
Curb & Gutter (Y/N): N	

К			
n			
CLASS	EXTENT	PAVEMENT CONDITION	COMMENTS
		F	
		F	
		F	
		F	
		F	
		F	
		F	gray sand and LR
		F	
		F	
		F	
		F	
		F	