Daily Field Report

ASEC Report ID : 77679
Name of the Project : Peeples Valley Rd, Overlook at Pettit
Project Location : Cartersville
Weather : Snowing
Departure Time : 02/20/2025
ASEC Technician Name : Russell Hendrix

Date : 02/20/2025
Project No : 2024C116
Client Company : Peeples Owner, LLC
Arrival Time : 02/20/2025
Onsite Hours :

As requested, the site was visited by our AS Engineering and Consulting (ASEC) representative for the purpose of providing quality control inspection and testing services. Visual observation techniques were employed to verify compliance with project drawing/specifications, applicable codes, and materials submittals. The following observations were observed on site this day:

Introduction: A request was made to obtain three core samples from the deceleration lane located at the Overlook at Pettit. The goal was to assess the material depth of the asphalt binder and Graded Aggregate Base for further development considerations. Employing a 3-inch coring rig to extract samples at 3 points along the deceleration lane.

Methodology: The core samples were taken at the center of the deceleration lane, with each sample being spaced equally from the start of the deceleration lane to the entrance of the new development. The following summarizes the specifics of each core extracted:

Core Sample Results:

1. **Core Sample #1**: (see photo)
    - **Asphalt Binder Depth**: 2 ¼ inches
    - **Graded Aggregate Base (GAB) Depth**: 8 inches
2. **Core Sample #2**: (see photo)
    - **Asphalt Binder Depth**: 2 inches
    - **Graded Aggregate Base (GAB) Depth**: 8 inches
3. **Core Sample #3**: (see photo)
    - **Asphalt Binder Depth**: 3 inches
    - **Graded Aggregate Base (GAB) Depth**: 10 inches

Conclusion: The core samples provide insight into the composition and structure of the deceleration lane at the Overlook at Pettit. The asphalt binder layers vary in thickness, ranging from 2 inches to 3 inches across the samples. The Graded Aggregate Base (GAB) also varies slightly, with two samples containing 8

inches of GAB, while the third sample has 10 inches.

These results will be valuable for future planning and any required repairs or improvements for the deceleration lane as part of the new development project. The coring process was completed efficiently, and the results should serve as a reliable basis for further engineering analysis.

Attachments:

- Photo of Howell coring equipment in use
- Core sample diagrams

Decel Lane

Core #2

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Core #3

Patch material

Coring equipment

Core #1

Kenneth Mosman

Kenneth Mosman