

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

Cored By: Ardaman & Associates, Inc.

Coring Completion Date: 7/19/21 and 7/20/21

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

W.P.I. No.:	Name: SR 776	Lanes:
Fin. Proj. ID: 445475-1	From: Myakka River	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID:	To: Willowbend Dr.
County: Charlotte	SR No.: 776	Beg MP: 11.403
Overall Pavement Condition (from DMO field review): Fair		End MP: 13.164
		Length: 1.761
		Outside:
		Median Curbed (Y/N):
		Paved
		Lawn
		Other:
		Curb & Gutter (Y/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			
					FC3	S												SHEL		LR		DEPTH (IN.)			TYPE	CLASS	EXTENT
1	11.436	ML	R1	Y	1.4	6.0										7.4	7.7					3.5	C	III	M	F	
2	11.496	ML	R1	Y	1.0	2.4										3.4	10.3				5.0	2.0		III	S	F	
3	11.591	ML	R2	N	1.1	2.4										3.5	9.6					1.3		II	M	F	
4	11.685	SS	R1	Y	1.0	1.6										2.6	9.4									F	
5	11.718	TL	RR	N	0.8	2.4										3.2	10.0									F	
6	11.735	TL	RL	Y	1.1	1.4										2.5	10.7									F	
7	11.753	SS	R1	N	1.1	2.6										3.7	8.2									F	
8	11.786	SS	R1	Y	1.1	2.7										3.8	9.7									F	
9	11.817	S	OR	N	1.0	2.1										3.1	10.0									F	
10	11.847	SS	R1	Y	1.0	2.8										3.8	8.7									F	
11	11.865	CO	CO	N	1.1	2.6										3.7	11.3					1.2	C	II	M	F	
12	11.902	SS	R1	Y	1.3	1.2										2.5	10.5					0.6	C	II	M	F	
13	11.923	ML	R1	N	1.0	2.0										3.0	9.9					3.0	C	III	M	F	Full depth cracking
14	11.958	SS	R1	Y	0.8	2.2										3.0	9.0				12.0	0.8	C	II	L	F	
15	11.972	TL	RL	N	1.1	1.8										2.9	9.3									F	
16	12.010	CO	CO	N	1.0	1.8										2.8	9.3									F	
17	12.015	SS	R1	N	1.0	1.9										2.9	9.4									F	
18	12.054	ML	R2	N	1.1	2.1										3.2		12.0				1.9		III	S	F	
19	12.109	SS	R1	Y	1.0	2.8										3.8		8.3								F	
20	12.164	SS	R1	N	1.0	2.4										3.4		10.8								F	
21	12.202	ML	R2	Y	1.0	1.9										2.9		9.7				1.0	C	II	L	F	
22	12.173	SS	R1	N	1.0	2.5										3.5		12.1								F	
23	12.254	S	OR	N	1.0	1.9										2.9		9.6								F	
24	12.287	SS	R1	N	1.0	2.4										3.4		10.6								F	
25	12.312	TL	RL	Y	0.9	1.8										2.7		12.8				12.0				F	
26	12.342	ML	R2	Y	1.0	2.0										3.0		9.9				0.4		IIB	L	F	
27	12.346	SS	R1	Y	1.2	2.6										3.8		10.7								F	
28	12.350	CO	CO	N	1.0	2.1										3.1		10.0								F	
29	12.379	SS	R1	Y	1.0	3.0										4.0		10.6				0.9		IIB	L	F	
30	12.468	ML	R1	N	1.0	2.0										3.0		10.1				0.5	C	II	M	F	
31	12.502	SS	R1	Y	1.1											1.1		7.3								F	
32	12.567	TL	RL	N	1.0	2.4										3.4		9.8				0.7		IIB	L	F	

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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			
					FC3	S												SHEL		LR		DEPTH (IN.)			TYPE	CLASS	EXTENT
33	12.611	S	OR	N	0.8	2.0										2.8		8.7							F		
34	12.720	ML	R2	N	1.1	2.3										3.4		10.2				0.3		IIB	M	F	
35	12.817	ML	R1	Y	0.8	1.9										2.7		10.4				1.8		III	S	F	
36	12.856	ML	R2	Y	1.0	1.7										2.7		10.1				2.7	C	III	M	F	Transverse cracking, Full depth cracking
37	12.856	S	OR	N	1.1	1.8										2.9		9.1				2.9		III	L	F	Transverse cracking, Full depth cracking
38	12.877	S	OR	N	1.4	1.6										3.0		9.0								F	
39	12.929	TL	RL	Y	0.9	1.9										2.8		9.4								F	
40	12.952	CO	CO	N	1.3	2.2										3.5		9.6								F	
41	13.046	ML	R2	Y	1.2	2.3										3.5		9.5			12.0					F	
42	13.126	TL	RL	N	1.2	2.0										3.2		9.5				1.2		II	M	F	
43	13.147	SS	L1	Y	1.0	2.4										3.4		12.8				1.1	C	III	M	F	
44	13.100	ML	L2	Y	0.9	1.6										2.5		9.0				2.5	C	III	S	F	Full depth cracking
45	13.054	ML	L2	N	0.6	2.5										3.1		8.0				3.1	C	III	S	F	Full depth cracking
46	12.992	TL	LR	N	0.8	2.3										3.1		9.9				1.3	C	II	M	F	
47	12.982	TL	LL	Y	1.0	1.7										2.7		11.5								F	
48	12.952	SS	L1	N	0.6	2.2										2.8		9.4				2.8	C	III	S	F	Full depth cracking
49	12.915	ML	L1	Y	0.8	2.0										2.8		9.0				2.8	C	III	M	F	Full depth cracking
50	12.859	S	OL	N	0.9	3.0										3.9		9.1				0.7		IIB	M	F	
51	12.797	ML	L1/L2	N	1.1	1.9										3.0		8.8				3.0		III	S	F	Full depth cracking
52	12.776	ML	L2	Y	0.9	2.6										3.5		9.7				1.5	C	II	S	F	
53	12.674	ML	L1	Y	1.1	2.1										3.2		8.2			12.0	1.5		II	M	F	
54	12.541	TL	LL	Y	0.6	1.6										2.2		9.5								F	
55	12.499	S	OL	N	1.0	2.6										3.6		8.8								F	
56	12.442	ML	L2	Y	1.0	2.2										3.2		8.1				3.2	C	III	S	F	Full depth cracking
57	12.390	TL	LL	N	1.0	1.4										2.4		9.6								F	
58	12.355	SS	L1	Y	1.2	1.8										3.0		8.4								F	
59	12.216	TL	LL	N	0.8	2.0										2.8		8.3								F	
60	12.200	ML	L1	Y	1.1	2.0										3.1		10.0				3.1		III	S	F	Full depth cracking
61	12.163	ML	L1	Y	1.2	2.1										3.3		8.7				2.7		III	S	F	
62	12.117	SS	L1	N	0.8	2.0										2.8		9.8								F	
63	12.113	ML	L2	Y	0.8	1.3										2.1		9.4			12.0	2.1	C	III	S	F	Full depth cracking
64	12.086	S	OL	N	1.1	1.6										2.7		8.1				2.1		III	M	F	

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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			
					FC3	S												SHEL		LR		DEPTH (IN.)			TYPE	CLASS	EXTENT
65	12.049	TL	LL	N	0.7	1.8										2.5		8.6				F					
66	12.007	SS	L1	Y	0.8	1.9										2.7		9.4			2.7	C	III	S	F	Full depth cracking	
67	11.939	TL	LL	N	0.9	2.2										3.1	12.6				12.0				F		
68	11.907	ML	L2	Y	0.8	2.1										2.9		9.0			2.9	C	III	S	F	Full depth cracking	
69	11.836	S	OL	N	1.0	2.4										3.4		12.8							F		
70	11.817	TL	LL	Y	0.6	2.3										2.9	10.1								F		
71	11.759	SS	L1	N	1.5	2.9										4.4		11.8			12.0				F		
72	11.724	TL	LL	Y	1.0	2.2										3.2	10.8				0.3		IIB	M	F		
73	11.650	ML	L2	N	0.9	2.0										2.9		11.4			2.3		III	S	F		
74	11.519	ML	L1	Y	1.1	1.6										2.7		13.3							F		
75	11.461	ML	L1	Y	1.2	2.5										3.7		8.3			3.7	C	III	S	P	Full depth cracking	
<b>AVERAGE</b>					<b>1.00</b>	<b>2.17</b>										<b>3.13</b>	<b>9.70</b>	<b>9.84</b>			<b>11.13</b>	<b>1.90</b>					
<b>MAX</b>					<b>1.50</b>	<b>6.00</b>										<b>7.40</b>	<b>12.60</b>	<b>13.30</b>			<b>12.00</b>	<b>3.70</b>					
<b>MIN</b>					<b>0.60</b>	<b>1.20</b>										<b>1.10</b>	<b>7.30</b>	<b>8.00</b>			<b>5.00</b>	<b>0.30</b>					
<b>LAYER COEF.</b>					<b>0.17</b>	<b>0.25</b>											<b>0.18</b>	<b>0.18</b>			<b>0.08</b>						

- Notes:
- 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.
  - Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
  - Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
  - The cross slope is approximate and measured in the center of the lane.
  - A blank cell indicates measurement was not recorded.
  - 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	Extent	Pavement Condition
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	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	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	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		BR - Bridge Approach/Departure				