

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PAVEMENT EVALUATION CORING AND CONDITION DATA

Cored By: District Materials Office

Coring Completion Date: 9/17/2024

Typical Section: 1

W.P.I. No.:				Name:	SR 776				Lanes:	4			
Fin. Proj. ID:	451360-1			From:	at Oceanspray Blvd				Shoulder Type and Condition:				
F.A. Project No.:			Roadway ID:	01050000		To:					Inside:	NA	
County:	Charlotte		SR No.:	776		Beg MP:	6.333	End MP:	6.969	Length:	0.636	Outside:	1
Overall Pavement Condition (from DMO field review):				Fair	Median Curbed (Y/N):	N	Paved	Grass Median			Curb & Gutter (Y/N):	N	

All Cores																										
CORE NO.	MILE POST ²	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE				STABILIZED SUBGRADE ³	CRACK				PAVEMENT CONDITION	COMMENTS
					FC5	SP2F	S									LR					DEPTH (IN.)	TYPE	CLASS	EXTENT		
1	6.759	TL	RL	Y	1.0	1.2	0.8								3.0	11.0				12.0	1.2	C	IB	L	F	AT OCEANSPRAY
2	6.809	TL	RL	N	0.7	1.5	0.7								2.9	10.0				12.0	0.7	C	IB	L	F	AT OCEANSPRAY
3	6.849	CO	CO	N		1.4	9.8								11.2	6.5				12.0					F	AT OCEANSPRAY
4	6.949	TL	LL	Y	0.8	1.6	1.0								3.4	15.0				12.0					F	AT OCEANSPRAY
5	6.869	TL	LL	N	0.9	1.8	1.4								4.1	14.5				12.0	2.7	C	IB	M	F	AT OCEANSPRAY
6	6.393	TL	LL	N	0.7	1.4	1.3								3.4	13.0				12.0	0.7	C	IB	L	F	AT SUNNYBROCK
7	6.353	TL	LL	Y	1.0	1.9	1.8								4.7	13.5				12.0					F	AT SUNNYBROCK
AVERAGE					0.85	1.54	2.40								4.67	11.93				12.00	1.33					
MAX					1.00	1.90	9.80								11.20	15.00				12.00	2.70					
MIN					0.70	1.20	0.70								2.90	6.50				12.00	0.70					
LAYER COEF.					0.00	0.25	0.25									0.18				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.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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