

State of Florida Department of Transportation
PAVEMENT EVALUATION AND CONDITION DATA SHEET

| Project No.: 450951-1 | | | | | Cored By: Ardaman & Associates | | | | | | | Date: Novemeber 1, 2023 to November 3, 2023 | | | | | Page No.: 1 of 5 | | | | |
|------------------------------|-------|--------------------------------------|------|------------|---------------------------------------|---------|--------|--------|--|--|------------------|--|-----------------|------------|----------|-------|----------------------------|------------|----------------|-----------------|--|
| County: Marion County | | | | | Highway Sect. No: 36080 | | | | | | | From: 25th. Avenue | | | | | To: NE 64th. Ave. | | | | |
| Road No.: SR 40 | | | | | Begin MP: 2.250 | | | | | | | End MP: 6.494 | | | | | Total Length: 4.244 | | | | |
| Core No. | MP | Distance from left edge of lane (ft) | Lane | Wheel Path | Pavement Layer (in.) | | | | | | | Base | | Crack | | | | Pavt Cond. | Rut Depth (in) | Cross Slope (%) | Comments |
| | | | | | FC-9.5 | Type SP | Type S | Binder | | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 1A | 6.479 | 7.5 | R2 | X | 0.9 | 0.5 | 0.9 | 2.2 | | | 4.5 | LR | 13.5 | B | BR/SL/ST | II | S | P | | | Large cracks, no center lane divider, merge area |
| 2A | 6.434 | 3.0 | R1 | X | 1.0 | 0.5 | 0.5 | 2.0 | | | 4.0 | LR | - - | B | SL | I | L | F | | | |
| 3A | 6.380 | 3.0 | L1 | X | 0.4 | 1.3 | 0.4 | 1.8 | | | 3.9 | LR | 9.5 | 0.4 | ST | I | L | F | | | |
| 4A | 6.322 | 6.5 | L2 | | 1.2 | 0.8 | | 1.6 | | | 3.6 | LR | - - | B | SL | I | L | F | | | |
| 5A | 6.213 | 8.0 | CTL | | 1.0 | | 1.0 | 2.8 | | | 4.8 | LR | 13.7 | B | ST/SL | II | M | P | | | Large cracks |
| 6A | 6.019 | 5.0 | R2 | | 1.0 | 1.2 | | 1.3 | | | 3.5 | LR | - - | B | SL | II | M | P | | | |
| 7A | 5.994 | 2.0 | L2 | X | 1.1 | 0.9 | | 1.8 | | | 3.8 | LR | 10.8 | 1.0 | SL | I | L | F | | | |
| 8A | 5.962 | 3.0 | R1 | X | 1.0 | 0.9 | | 1.8 | | | 3.7 | LR | 9.3 | B | SL | I | L | F | | | |
| 9A | 5.819 | 2.5 | L1 | X | 0.5 | 0.5 | 1.0 | 2.0 | | | 4.0 | LR | - - | B | SL | I | L | F | | | |
| 10A | 5.731 | 6.0 | LLTL | | 1.4 | 0.7 | | 2.4 | | | 4.5 | LR | 9.5 | | | | | F | | | Rutting LLTL to CR 35 (Baseline Rd.) |
| 11A | 5.523 | 7.0 | CTL | | 0.8 | 0.4 | | 2.3 | | | 3.5 | LR | 11.6 | | | | | F | | | |
| 12A | 5.429 | 2.0 | R1 | X | 0.9 | 0.6 | | 2.0 | | | 3.5 | LR | - - | B | SL | II | M | P | | | Wide Crack w/ piece missing |
| 13A | 5.408 | 5.5 | R2 | | 1.0 | 0.9 | | 1.8 | | | 3.5 | LR | 8.2 | B | SL | I | L | F | | | |
| 14A | 5.326 | 5.5 | L1 | | 1.5 | 1.0 | | 2.0 | | | 4.5 | LR | 7.9 | B | SL/ST | I | L | F | | | |
| 15A | 5.297 | 7.0 | L2 | | 1.3 | 0.7 | | 1.5 | | | 3.5 | LR | - - | B | SL | II | M | F | | | |

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

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| County: Marion County | | | | | Highway Sect. No: 36080 | | | | | | | | From: 25th. Avenue | | | | | To: NE 64th. Ave. | | | |
| Road No.: SR 40 | | | | | Begin MP: 2.250 | | | | | | | | End MP: 6.494 | | | | | Total Length: 4.244 | | | |
| Core No. | MP | Distance from left edge of lane (ft) | Lane | Wheel Path | Pavement Layer (in.) | | | | | | Base | | Crack | | | | Pavt Cond. | Rut Depth (in) | Cross Slope (%) | Comments | |
| | | | | | FC-9.5 | Type SP | Type S | Binder | | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | | | | | Extent |
| 31A | 4.341 | 3.0 | L1 | X | 1.0 | 0.7 | | 1.3 | | | 4.0 | LR | 8.7 | B | ST/SL/BR | I | L | F | | | |
| 32A | 4.296 | 3.0 | L2 | X | 0.8 | 1.0 | 0.4 | 1.8 | | | 4.0 | LR | -- | B | ST/SL/BR | I | L | F | | | |
| 33A | 4.0810 | 3.0 | R2 | X | 0.7 | 1.0 | | 2.0 | | | 3.7 | LR | -- | B | ST/SL/BR | I | L | F | | | |
| 34A | 3.9590 | 6.0 | R1 | | 0.5 | 1.0 | | 1.8 | | | 3.3 | LR | 10.7 | | SL | I | L | F | | | Large superficial crack, chipped off the corner |
| 35A | 3.7300 | 3.0 | L1 | X | 1.1 | 0.5 | 1.5 | | | | 3.1 | LR | -- | B | ST/SL/BR | I | L | F | | | |
| 36A | 3.7240 | 7.0 | MXO (West Side) | | 1.0 | 0.6 | | 1.8 | | | 3.4 | LR | 11.9 | | | | | F | | | Cross Slope from West to East + 0.3 + 1.2 + 0.2 + 1.6 |
| 37A | 3.7030 | 6.0 | R2 | | 0.9 | 0.8 | | 1.0 | | | 2.7 | LR | 10.0 | B | SL | II | M | P | | | Park East Condos Large crack |
| 38A | 3.6350 | 3.0 | LRTL | X | 1.5 | | | | | | 1.5 | LR | 8.8 | | | | | F | | | LRTL to Wawa/Shopping Plaza |
| 39A | 3.6130 | 2.0 | L2 | | 1.0 | 1.2 | | 1.4 | | | 3.6 | LR | 9.4 | B | SL | I | L | F | | | |
| 40A | 3.5400 | 5.5 | AUX-L1 | | 1.4 | 0.8 | 2.2 | | | | 4.4 | LR | 11.7 | | | | | F | | | |
| 41A | 3.5820 | 5.0 | RRTL | | 1.0 | | 0.5 | | | | 1.5 | LR | 12.0 | | | | | F | | | Ravelling RRTL to Shopping Center |
| 42A | 3.5170 | 3.5 | R2 | X | 1.0 | 1.0 | | 0.9 | | | 2.9 | LR | 10.3 | B | SL/BR | I | L | F | | | |
| 43A | 3.5140 | 5.0 | LLTL-1 | | 1.5 | 1.0 | 1.6 | | | | 4.1 | LR | 11.9 | | BR | I | L | F | | | Superficial Crack LLTL to NE 36th Avenue (Dual Lefts) |
| 44A | 3.4090 | 7.0 | AUX-L1 | | 1.0 | 0.7 | 2.5 | | | | 4.2 | LR | 12.3 | | | | | | | | Rutting |
| 45A | 3.4140 | 3.5 | R1 | | 0.8 | 0.7 | 1.2 | | | | 2.7 | LR | 8.8 | B | ST | I | L | F | | | |

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| Road No.: SR 40 | | | | | Begin MP: 2.250 | | | | | | | End MP: 6.494 | | | | | | | Total Length: 4.244 | | |
| Core No. | MP | Distance from left edge of lane (ft) | Lane | Wheel Path | Pavement Layer (in.) | | | | | | Base | | Crack | | | | | Pavt Cond. | Rut Depth (in) | Cross Slope (%) | Comments |
| | | | | | FC-9.5 | Type SP | Type S | Binder | | | Core Length (in) | Type | Thick-ness (in) | Depth (in) | Type | Class | Extent | | | | |
| 46A | 3.3100 | 7.5 | RRTL | X | 0.5 | 0.6 | 1.1 | | | | 2.2 | LR | 11.8 | B | SL | I | L | F | | | RRTL to Forty East Mall / Publix |
| 47A | 3.3280 | 4.0 | RLTL-2 | | 1.6 | 1.4 | | | | | 3.0 | LR | 9.9 | | | | | F | | | RLTL to NE 36th Avenue (Dual Lefts) |
| 48A | 3.5390 | 1.5 | AUX-R1 | X | 1.0 | 0.9 | 2.1 | | | | 4.0 | LR | -- | | BR | I | L | F | | | Superficial crack Moved away from T lane entrances |
| 49A | 3.3490 | 0.5 | R2 | X | 1.1 | 0.9 | 1.1 | | | | 3.1 | LR | 10.6 | 1.0 | SL | I | L | F | | | Moved away from plaza entrances |
| 50A | 3.2340 | 4.0 | L1 | | 1.1 | 0.9 | | 0.8 | | | 2.8 | LR | 10.5 | B | SL/BR | II | M | F | | | Large crack |
| 51A | 3.2000 | 3.0 | RLTL | | | 3.2 | | | | | 11.2 | ABC | 8.0 | | | | | F | | | RLTL to Shopping Plaza/Darrell's Diner |
| 52A | 3.1960 | 8.0 | L2 | X | 0.7 | 1.0 | | 1.5 | | | 3.2 | LR | -- | | SL/BR | I | M | F | | | Superfiical crack |
| 53A | 3.0940 | 7.0 | RLTL | | | 3.0 | | | | | 3.0 | ABC | 7.8 | | | | | | | | RLTL to N.E. 7th St. |
| 54A | 2.9930 | 5.5 | LLTL | | | 4.0 | | | | | 4.0 | ABC | 6.7 | | SL | I | L | F | | | Superfiical crack LLTL to Ocala Golf Club |
| 55A | 2.9360 | 7.0 | RLTL | | | 9.2 | | | | | 9.2 | LR | -- | | | | | F | | | RLTL to Locos Grill |
| 56A | 2.9500 | 5.0 | LRTL | | | | 2.5 | | | | 2.5 | LR | 9.7 | B | AL | II | M | P | | | LRTL to Wendy's |
| 57A | 2.9090 | 3.5 | LLTL | X | | 3.7 | | | | | 3.7 | ABC | 6.1 | | SL | I | L | F | | | Superfiical crack LLTL to U-Turn to SR 40 EB |
| 58A | 2.7420 | 4.0 | R2 | | 1.0 | 0.6 | | 1.9 | | | 3.5 | LR | -- | B | SL | I | L | F | | | |
| 59A | 2.705 | 11.0 | RLTL | | 1.0 | 1.0 | | 4.4 | | | 6.4 | LR | 6.3 | B | J | I | L | F | | | RLTL to N.E. 3rd Street |
| 60A | 2.694 | 4.0 | R1 | | 1.0 | 0.8 | | 2.0 | | | 3.8 | LR | 12.2 | | | | | F | | | |

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| 61A | 2.612 | 6.0 | L1 | | 1.0 | 1.0 | 0.5 | 1.7 | | | 4.2 | LR | - - | 3.5 | SL | II | M | P | | | |
| 62A | 2.539 | 8.0 | L2 | | 1.0 | 0.7 | | 2.3 | | | 4.0 | LR | 9.7 | B | SL | I | L | F | | | |
| 63A | 2.523 | 5.0 | LLTL | | | 3.9 | | | | | 3.9 | ABC | 7.3 | | | | | | | | LLTL to Ocala Library Air Voids Noted in Type SP Layer |
| 64A | 2.497 | 5.0 | LRTL | | | | 0.6 | 3.6 | | | 4.2 | LR | 19.5 | | | | | | | | LRTL to Shopping Plaza |
| 65A | 2.446 | 6.0 | RRTL | | | 4.6 | | | | | 4.6 | LR | 4.8 | | | | | | | | RRTL to Marion Co. Govt Offices |
| 66A | 2.351 | 10.0 | R1 | X | 1.0 | 0.6 | 0.3 | 2.2 | | | 4.1 | LR | - - | 1.6 | ST | I | M | F | | | Superficial crack |
| 67A | 2.335 | 5.5 | LLTL | | 1.0 | 1.1 | | 2.1 | | | 4.2 | LR | 11.1 | | | | | F | | | LLTL to N.E. 25th Avenue |
| 68A | 2.305 | 3.0 | R2 | X | 1.0 | 0.6 | 0.3 | 1.8 | | | 3.7 | LR | 11.3 | | BR | I | M | F | | | Superficial crack |
| | | | | | | | | | | | | | | | | | | | | | |
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