Florida Department of
TRANSPORTATION

2015 Rigid Pavement Condition Survey Facts and Figures

FDOT Office
State Materials Office

Report Number
FL/DOT/SMO 15-574

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Date of Publication
September 2015

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This report is a result of the dedicated effort and contribution by the following individuals:

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This team's hard work in collecting and processing the data, and organizing this report is greatly appreciated.

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Executive Summary

The Pavement Condition Unit is one of three functional units of the Pavement Materials System Section, which represents one of four areas of expertise within the State Materials Office (SMO).

Since 1985, this unit has been collecting, processing, and analyzing the information on the condition and performance of the State Roadway System on an annual basis. The information provided by the Pavement Condition Survey (PCS) Program has been critical to the Department's effort to support informed highway planning, policy, and decision making at the State and local levels. This includes the apportionment and allocation of funding needs to the Districts, as well as the determination of appropriate cost-effective strategies to rehabilitate and preserve existing highway transportation infrastructure.

The PCS traditionally evaluates the pavement lane that is in the worst condition in each roadway direction. The beginning and ending of pavement sections to be rated are determined by construction limits and/or uniformity of conditions. All sections are rated based on the varying levels and extent of specific distresses, namely, 1) ride quality, 2) surface deterioration, 3) spalling, 4) patching, 5) transverse cracking, 6) longitudinal cracking, 7) corner cracking, 8) shattered slabs, 9) faulting, 10) pumping, and 11) joint condition. The ratings for distresses 2 through 11 are combined to generate an overall Defect Rating.

The Central Office's Pavement Management Office is responsible for the data processing and analysis, and for making the data available for use by the Department, consultants, and others. The Central Program Development Office is responsible for reporting the condition of the State Highway System for Pavement Management purposes.

The present report provides essential information on the current condition of the rigid pavement sections of the Florida State Highway System as part of the PCS program. It also includes a summary of the historical condition rating data.

To obtain an electronic copy of this and other reports, and to learn more about our program, please visit the Pavement Materials Division at SMO's website:

Intranet http://materials.dot.state.fl.us/

Internet http://www.dot.state.fl.us/statematerialsoffice/

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Section I

Introduction

The Pavement Condition Unit is responsible for the Department's Annual Pavement Condition Survey. The survey is conducted on the entire State-maintained Highway System, on an annual basis.

The survey is conducted by a highly-trained and experienced staff, and requires five area staff specialists about 25 weeks of travel each year to complete.

The annual PCS is used to accomplish the following main objectives:

- Determine the present condition of the State Roadway System
- Compare the present to past conditions
- Predict deterioration rates
- Predict rehabilitation funding needs
- Provide justification for project rehabilitation
- Provide justification for annual rehabilitation budget
- Provide justification for distribution of the funds to Districts

The PCS rating of rigid pavements is based on two main criteria, namely, 1) Defect Rating, and (2) Ride Rating. A pavement section is rated on a scale of 0 to 10, where a rating of 10 indicates a section in excellent condition. Currently, any section with a rating of 6 or less is eligible for rehabilitation.

The Defect Rating is obtained by evaluating ten different individual distress types, namely, 1) surface deterioration, 2) spalling, 3) patching, 4) transverse cracking, 5) longitudinal cracking, 6) corner cracking, 7) shattered slab, 8) faulting, 9) pumping, and 10) joint condition.

Ride quality is measured using an automated vehicle-mounted instrument called a Profiler that measures the longitudinal profile of the roadway. The ride quality is quantified in terms of Ride Number (RN). RN is a mathematical processing of longitudinal profile measurements to produce an estimate of ride quality or user perception in accordance with ASTM Standard E1489.

In order to ensure maximum accuracy and repeatability of the data collected, the testing equipment is well maintained and routinely calibrated. In addition, over 150 edit checks are used to test both the data accuracy and compliance with other known parameters. Comparisons of annual PCS data with earlier years are also performed to review trends and identify potential errors. When necessary, survey equipment and software is upgraded to improve the efficiency and effectiveness of data collection and processing. These types of improvements now allow in-depth analysis of any segment of the highway system and on-time completion of the PCS while maintaining a high level of accuracy.

For more detailed information about the Pavement Condition Surveys, please refer to the latest edition of the Rigid and Flexible Pavement Condition Survey Handbooks, which can be accessed online at:
http://materials.dot.state.fl.us/smo/pavement/performance/pcs/pavementconditionsurvey.htm

The facts and figures contained in this report are for rigid pavements only, which represent approximately 2.4% of the entire State Highway System.

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Observations

The review and analysis of PCS historical Distress Ratings for rigid pavements have resulted in the following statewide observations:

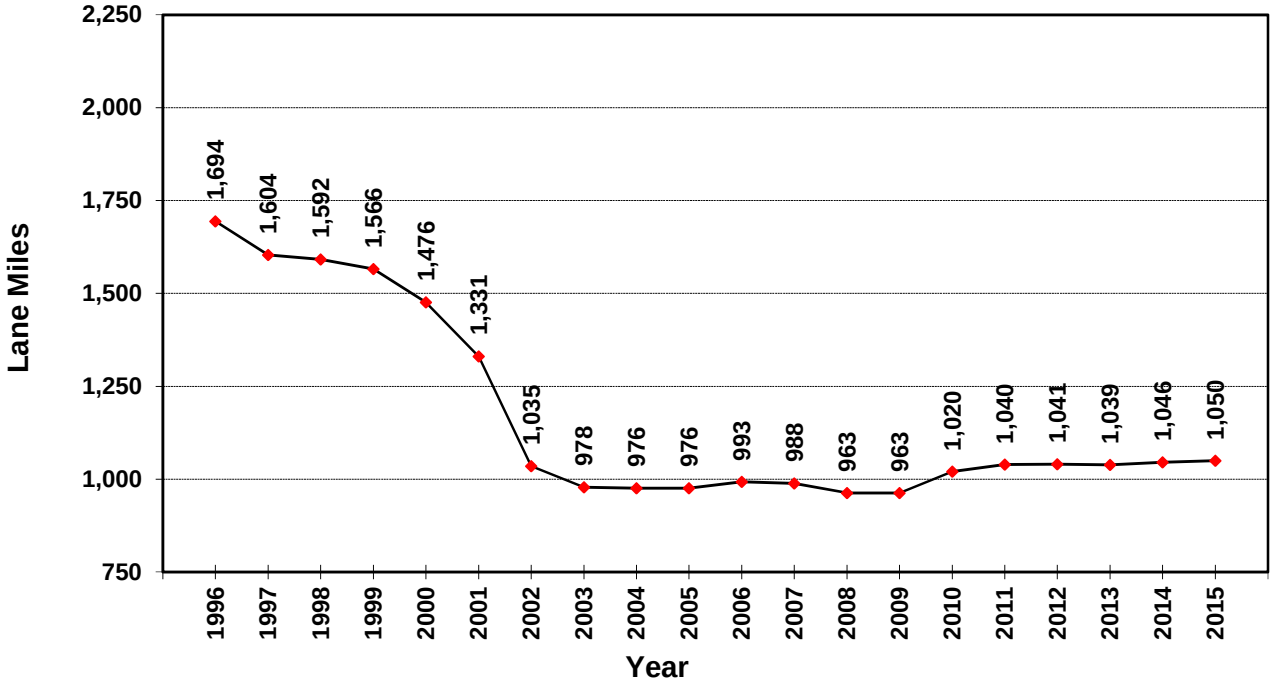
1. Since 1996 the number of miles of Rigid Pavements on the state-maintained highway system has declined from 1694 lane miles to only 1050 lane miles in 2015. Because of this, the conclusions drawn below may be largely due to the drop in number of miles.
2. The average Defect Ratings have steadily improved from 7.4 in 1998 to 7.8 in 2015.
3. The average Ride Ratings remained constant for the 6 years prior to the 2004 PCS with a mean rating of 7.4 in 2003 and an overall average of 7.3. In 2004 the Ride Rating declined to a statewide average of 6.8. This decline was mainly due to a change in sampling interval used when collecting the data. Prior to 2004, all surveys were conducted using a 12 inch sampling interval. Beginning with the 2004 survey, a 6 inch sampling interval was used. Since 2004, the Ride Rating has steadily improved from 6.8 to 7.2 in 2015.
4. 97% of the pavement sections rated in 2015 for Defect were within one deduct point compared to the 2014 ratings. (1)
5. 100% of the pavement sections rated in 2015 for Ride were within one deduct point compared to the 2014 ratings. (1)

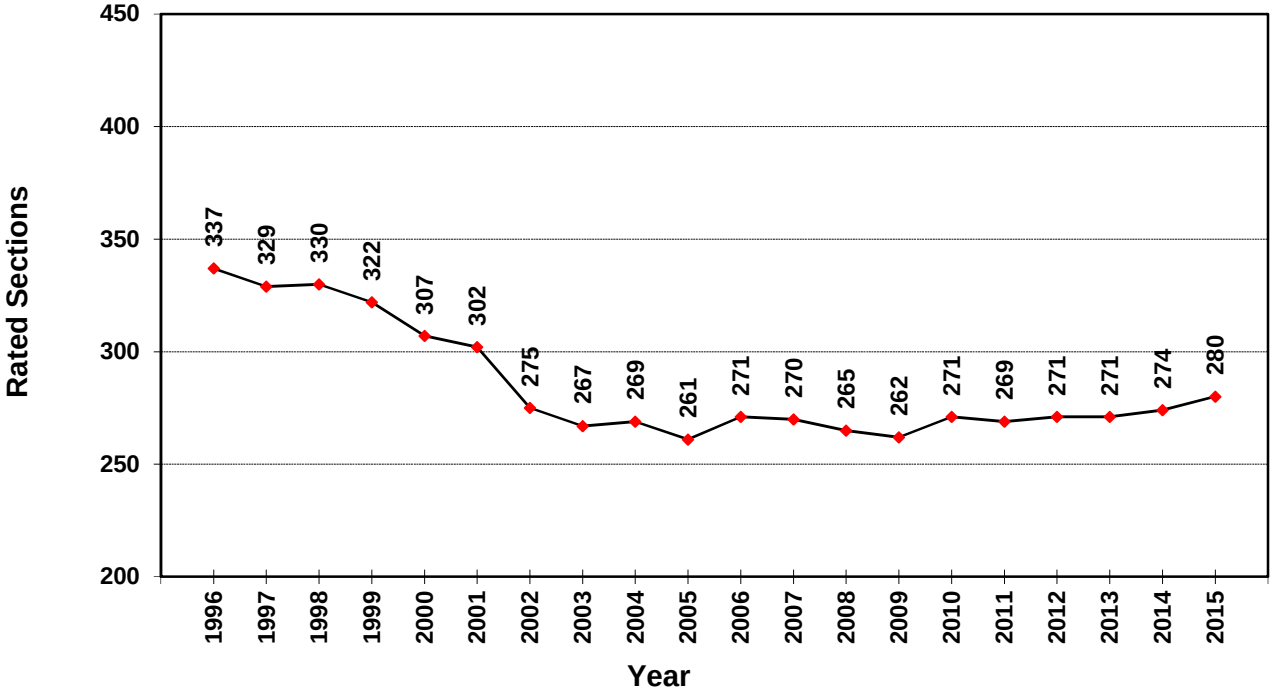
* Note (1): Sections that had undergone notable changes such as new construction or total rehabilitation were excluded from the analysis.

General Notes

1. For multi-lane roadways: The worst lane in each direction is rated (normally the outermost traffic lane).
2. For two-lane roadways: The worst lane is rated (normally the same lane tested the previous year).
3. Rated sections are determined by construction limits and/or significant changes in visual condition of the pavement.
4. Defect Rating is based on manual and visual distress measurements collected by the rater from the shoulder of the roadway.
5. Rigid Pavement Condition Survey Production History (p.4) and the PCS Production Summary (p.5) is based on total lane miles, including pavement types of No ride, Under construction, and Structures. All other graphs and tables are based on lane miles where given rating index (defect or ride) was measured.
6. Historical Distress Ratings by District (Section IV) and by System (Section V) are based on Lane Miles for Defect Rating.

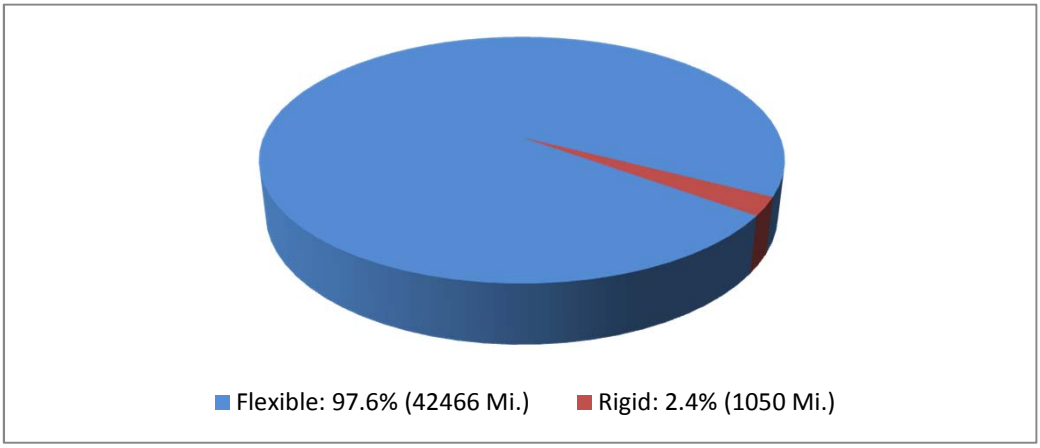
Rigid Pavement Condition Survey
Production History
Lane Miles / Rated Sections



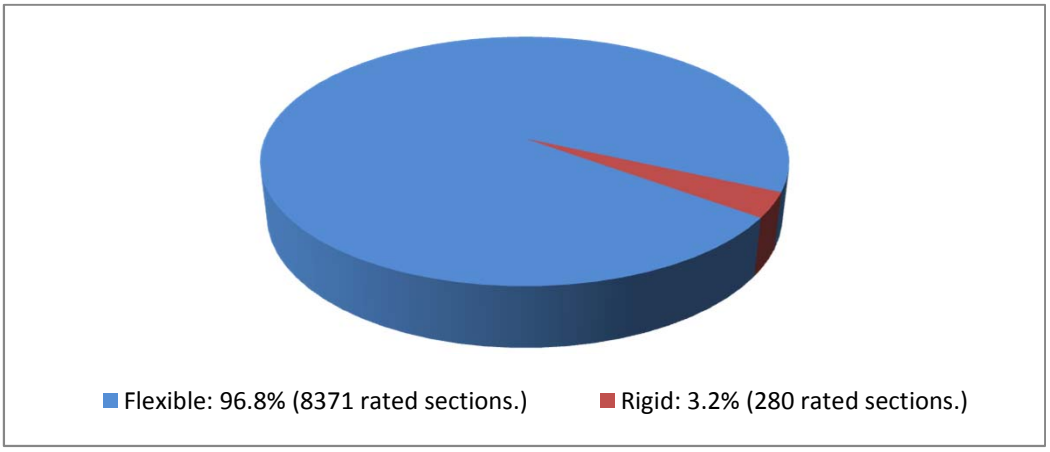


Rigid Pavement Condition Survey
2015 PCS Production Summary
Statewide

Total Lane Miles: 43516 (Flexible and Rigid Combined)



Total Rated Sections: 8651 (Flexible and Rigid Combined)



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Section II
Defect Rating
By
System and District

Section II

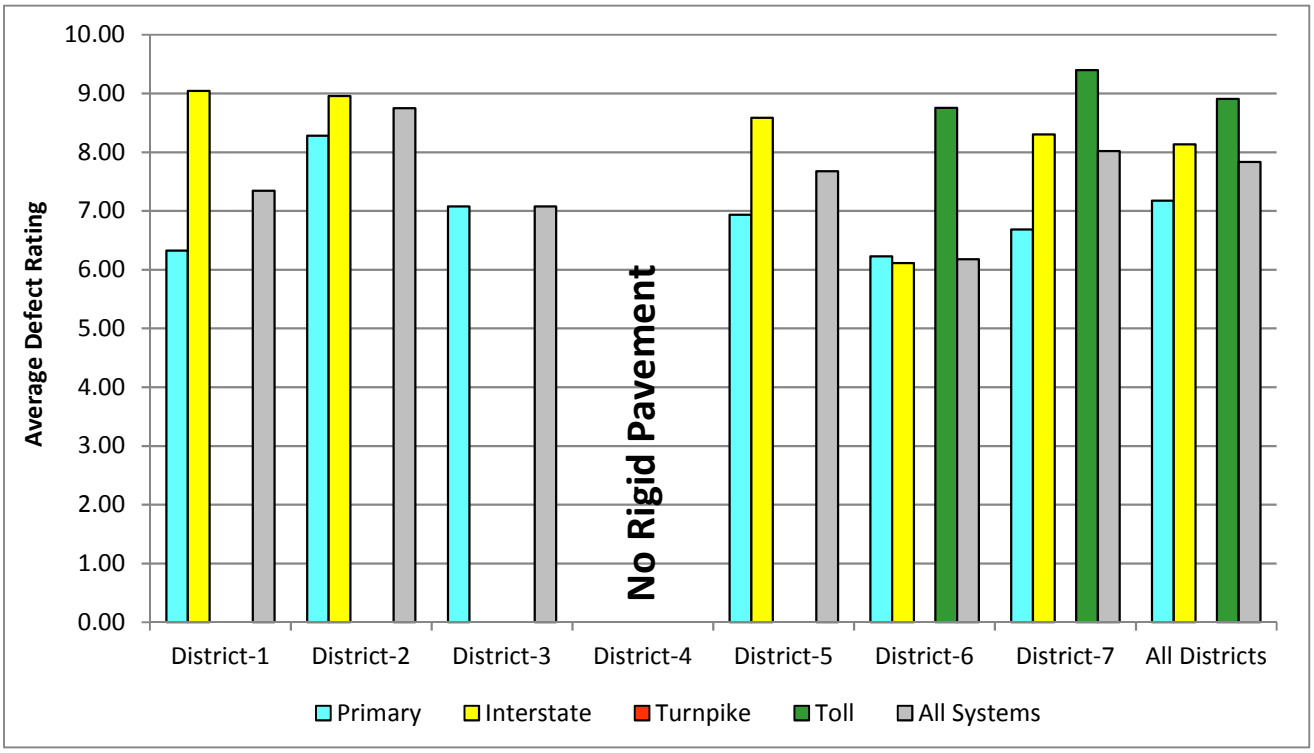
Defect Rating by System and District

Defect Rating Criteria

1. Ten different distresses are counted and/or estimated then classified by severity levels.
2. Each distress has a numeric deduct value based on the severity level assigned by the rater.
3. The Defect Rating is obtained by subtracting the individual deduct values associated with each various form of distress from 100, and then dividing by 10. A Defect Rating of 10 indicates a pavement without observable distress.

For more information on how Defect Rating is calculated see the latest Rigid PCS Handbook.

2015 Defect Rating by System and District



Lane Miles

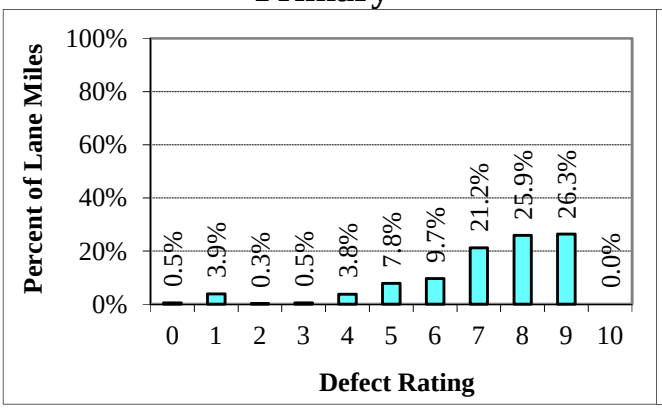
System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	36	82	15	0	126	5	49	313
Interstate	21	187	0	0	103	127	227	665
Turnpike	0	0	0	0	0	0	0	0
Toll	0	0	0	0	0	3	1	4
Total	57	269	15	0	229	135	276	982

Defect Rating

System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	6.3	8.3	7.1		6.9	6.2	6.7	7.2
Interstate	9.1	9.0			8.6	6.1	8.3	8.1
Turnpike								
Toll						8.8	9.4	8.9
Average	7.4	8.8	7.1		7.7	6.2	8.0	7.8

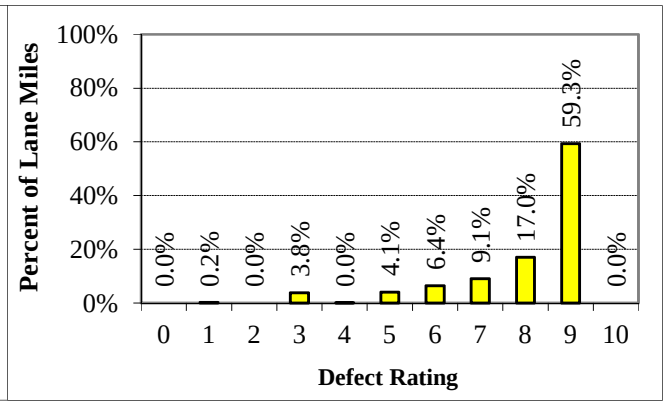
2015 Defect Distribution by System - Statewide

Primary



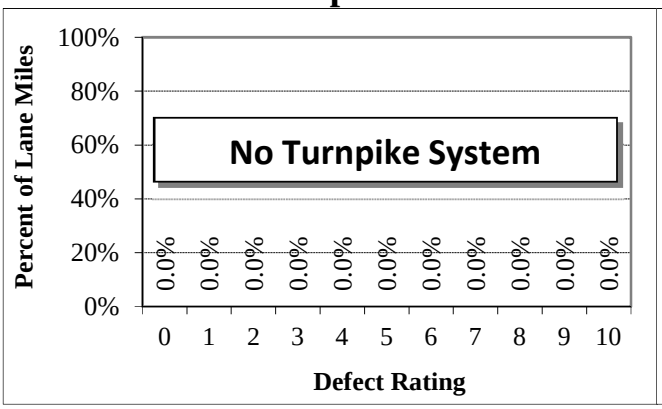
313 Lane Miles, Mean = 7.2

Interstate



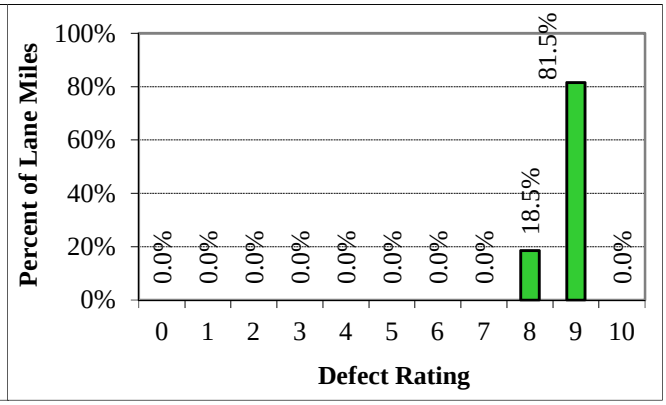
665 Lane Miles, Mean = 8.1

Turnpike



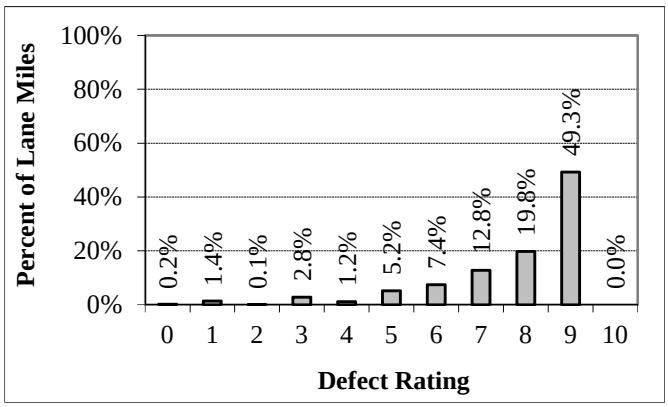
0 Lane Miles, Mean = N/A

Toll



4 Lane Miles, Mean = 8.9

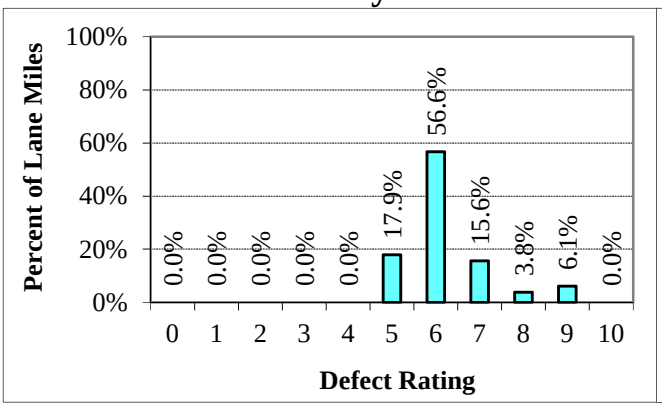
Statewide



982 Lane Miles, Mean = 7.8

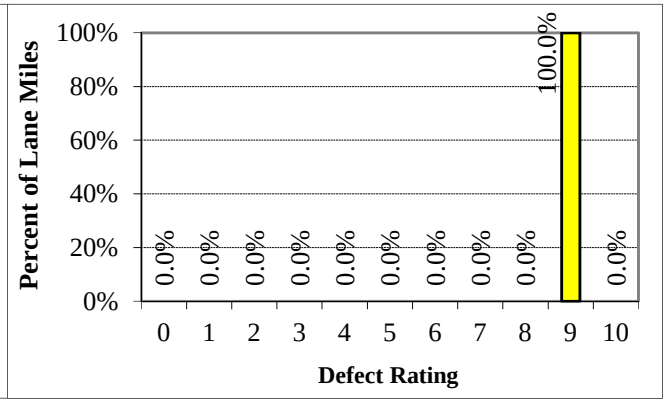
2015 Defect Distribution by System - District 1

Primary



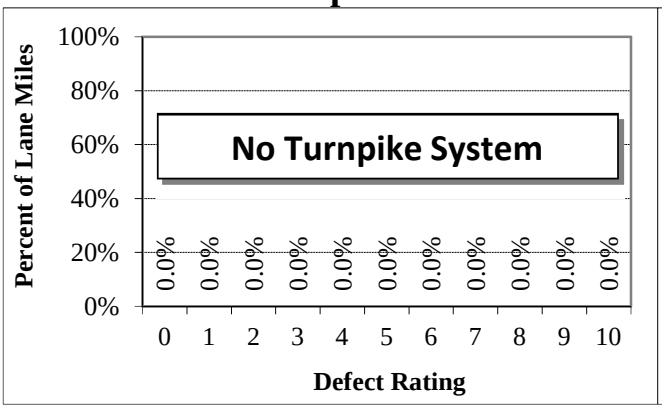
36 Lane Miles, Mean = 6.3

Interstate



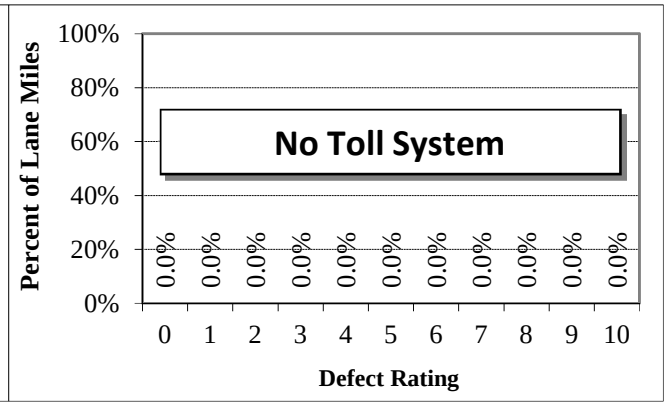
21 Lane Miles, Mean = 9.0

Turnpike



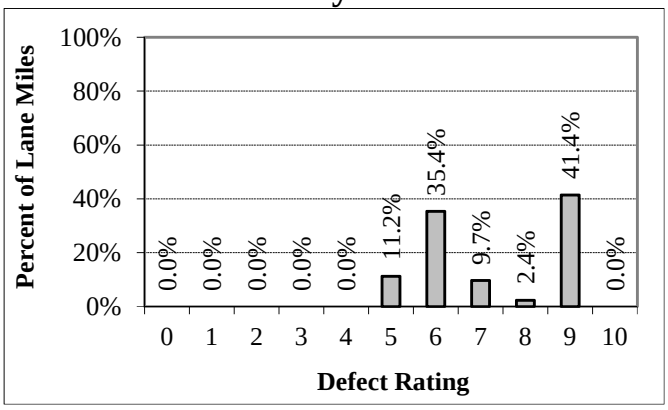
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

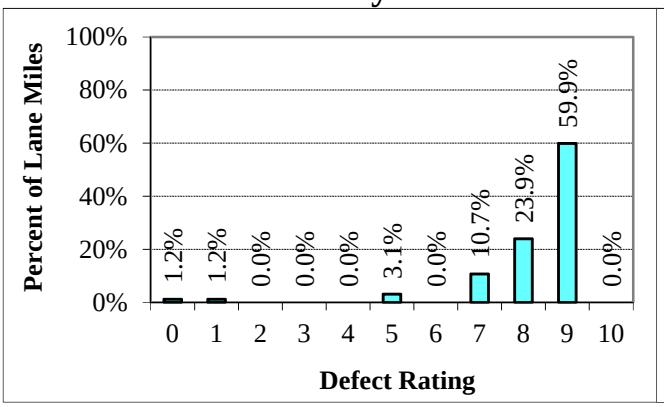
All Systems



57 Lane Miles, Mean = 7.3

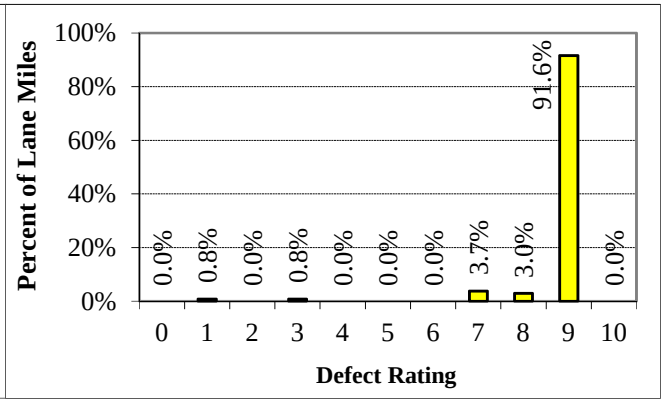
2015 Defect Distribution by System - District 2

Primary



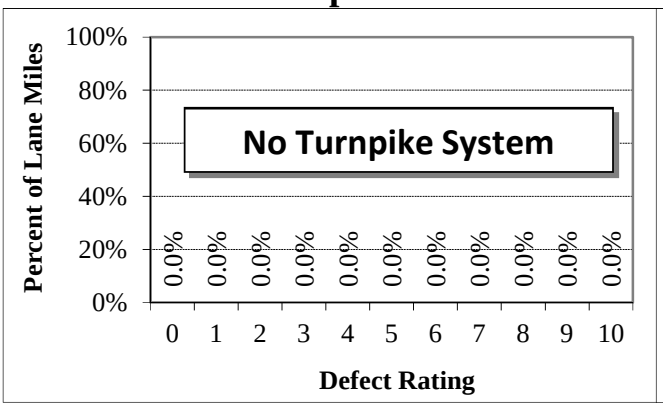
82 Lane Miles, Mean = 8.3

Interstate



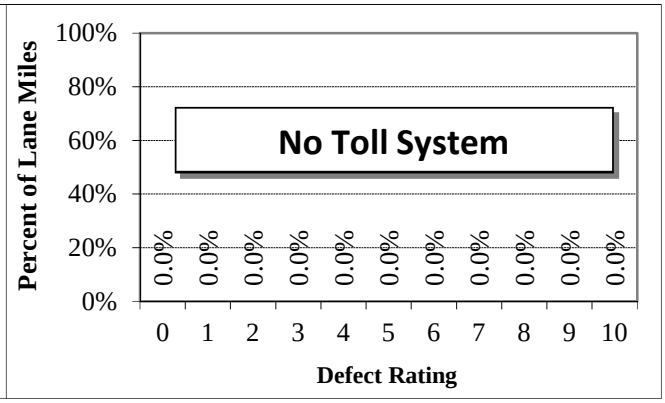
187 Lane Miles, Mean = 9.0

Turnpike



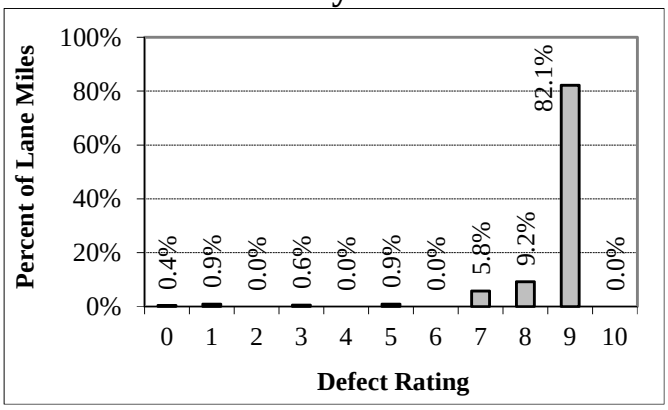
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

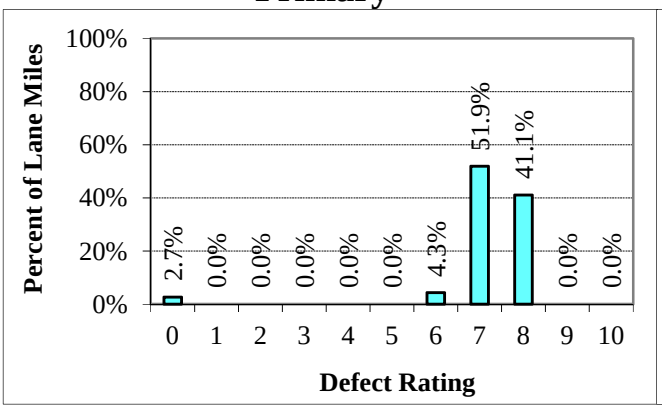
All Systems



269 Lane Miles, Mean = 8.8

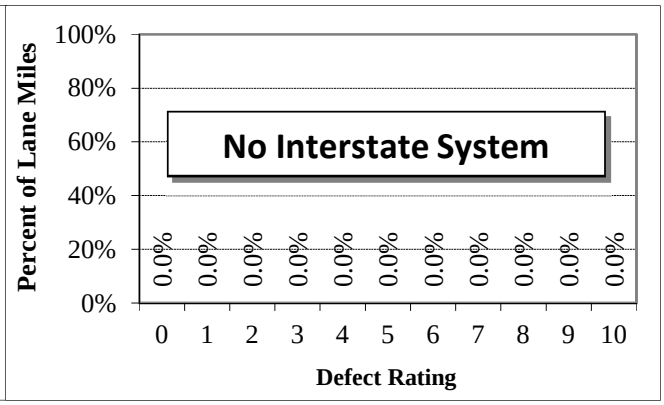
2015 Defect Distribution by System - District 3

Primary



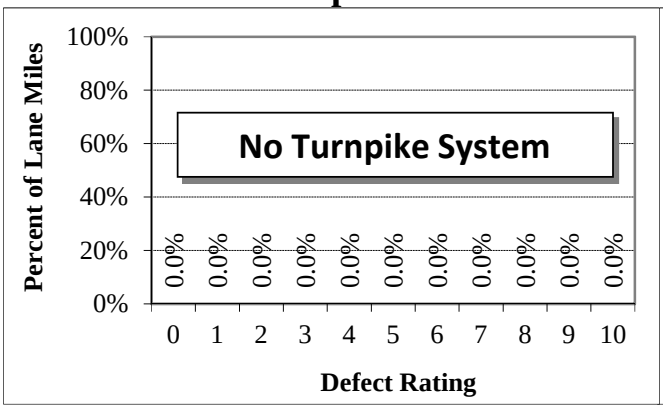
15 Lane Miles, Mean = 7.1

Interstate



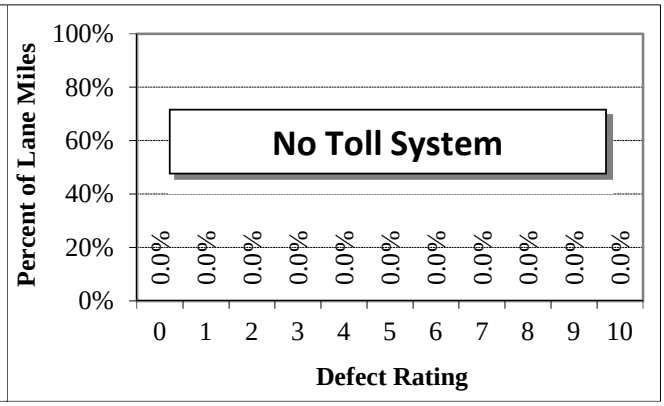
0 Lane Miles, Mean = N/A

Turnpike



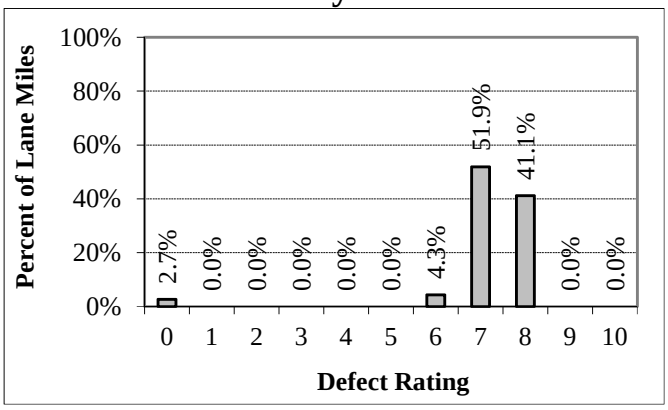
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

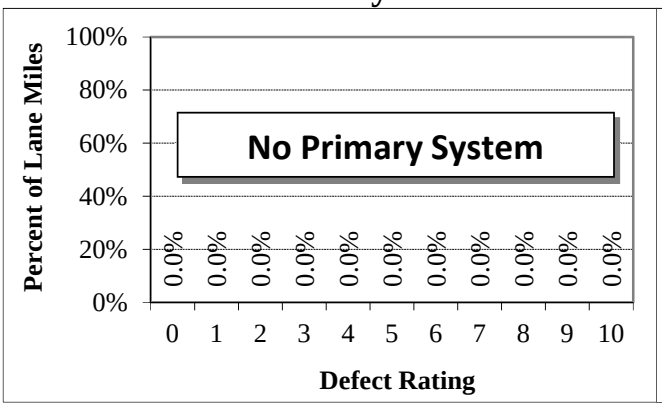
All Systems



15 Lane Miles, Mean = 7.1

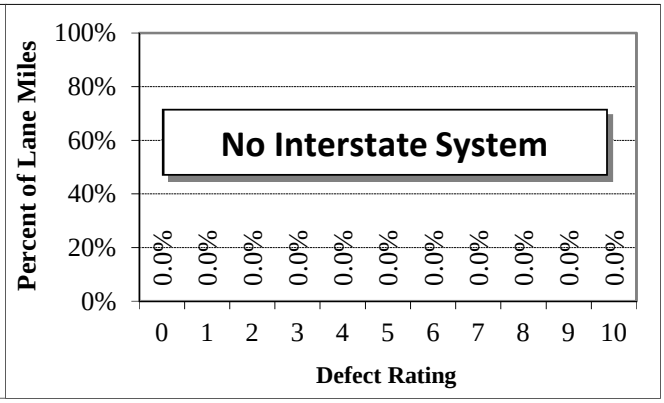
2015 Defect Distribution by System - District 4

Primary



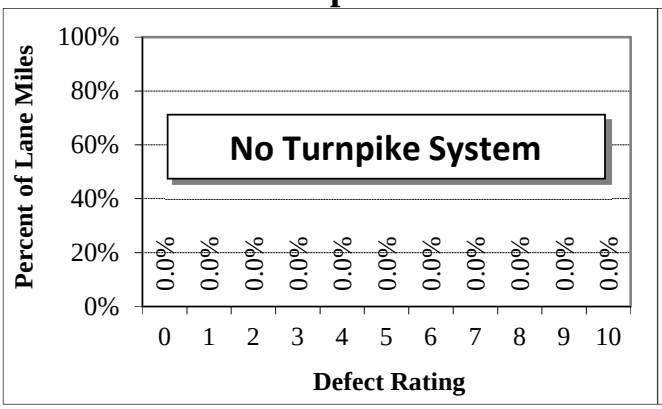
0 Lane Miles, Mean = N/A

Interstate



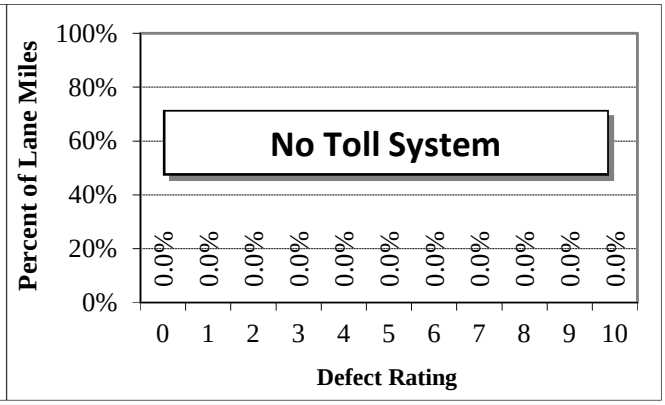
0 Lane Miles, Mean = N/A

Turnpike



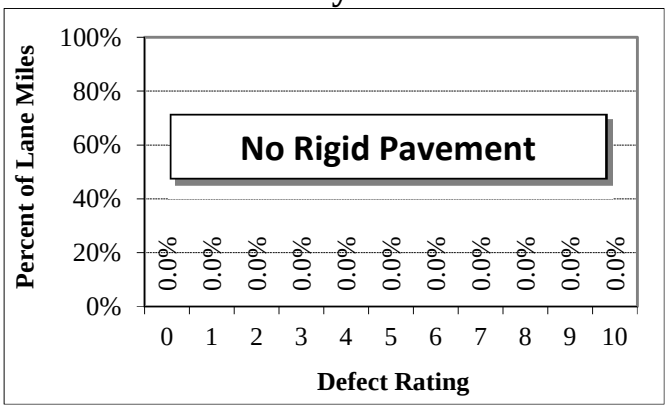
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

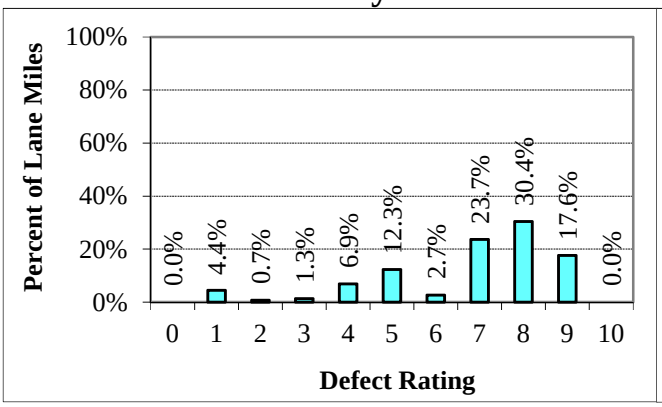
All Systems



0 Lane Miles, Mean = N/A

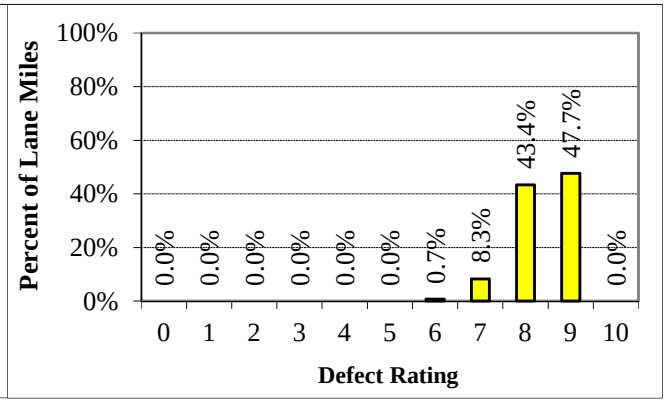
2015 Defect Distribution by System - District 5

Primary



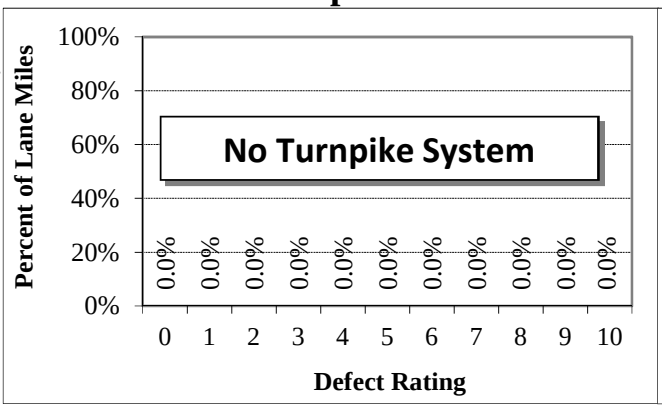
126 Lane Miles, Mean = 6.9

Interstate



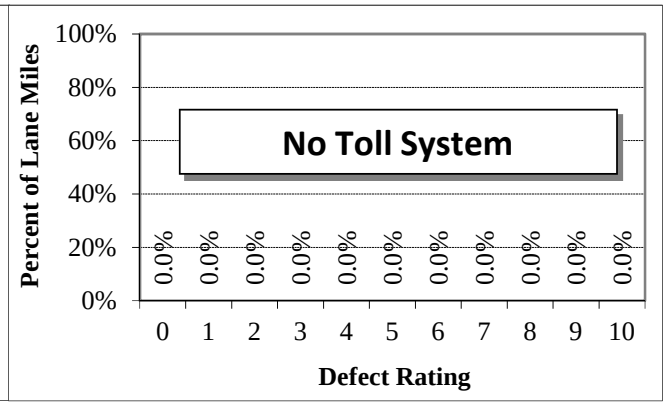
103 Lane Miles, Mean = 8.6

Turnpike



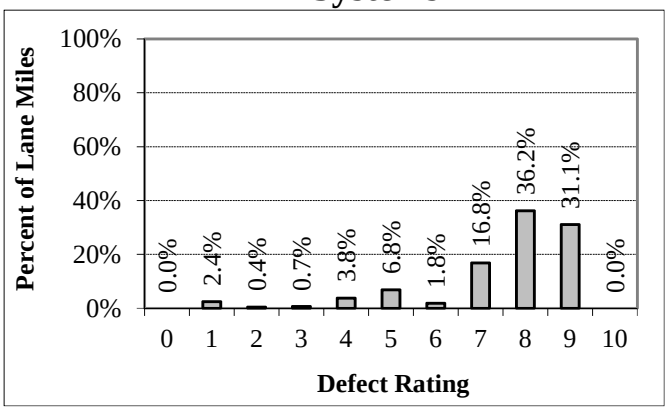
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

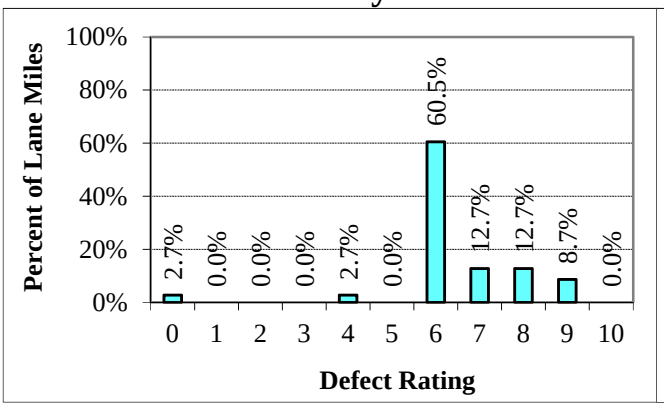
All Systems



229 Lane Miles, Mean = 7.7

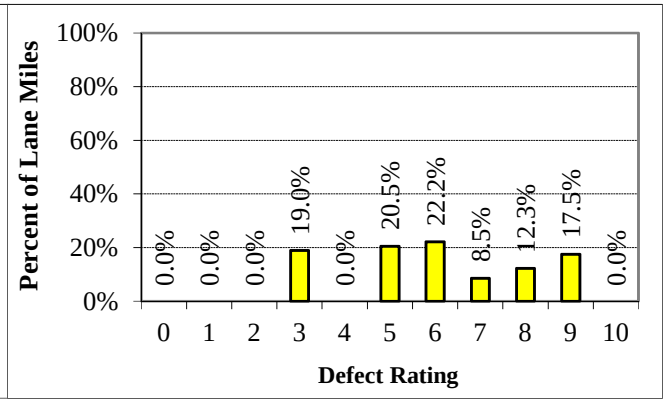
2015 Defect Distribution by System - District 6

Primary



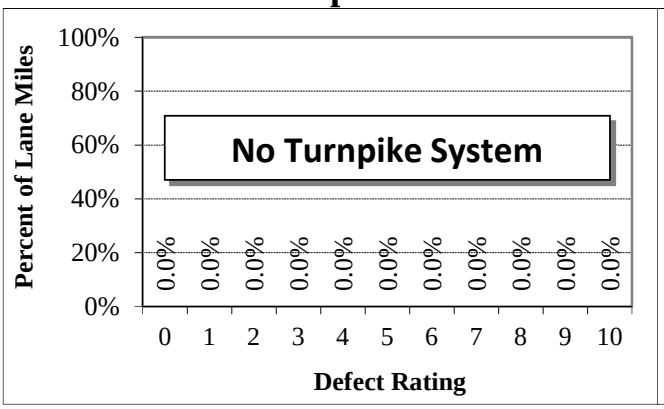
5 Lane Miles, Mean = 6.2

Interstate



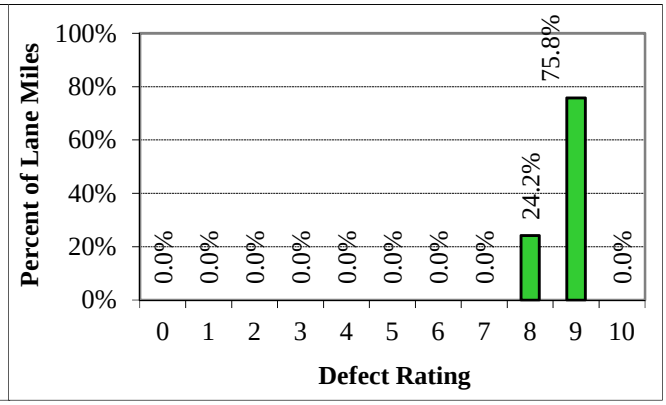
127 Lane Miles, Mean = 6.1

Turnpike



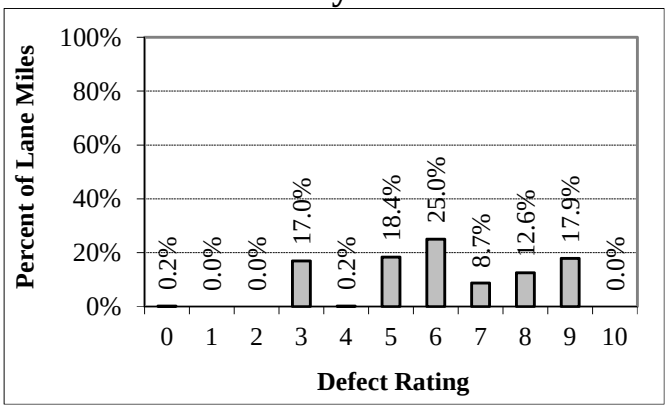
0 Lane Miles, Mean = N/A

Toll



3 Lane Miles, Mean = 8.8

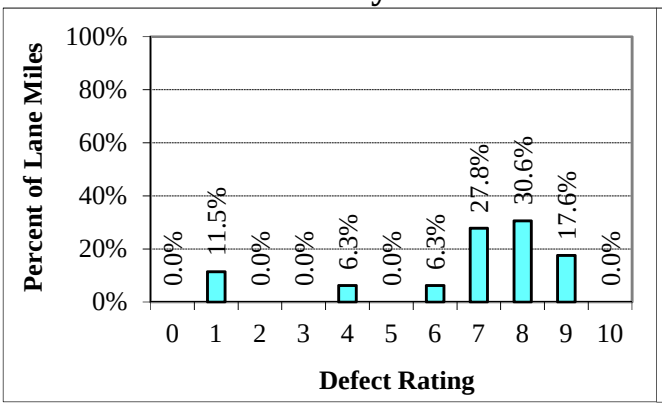
All Systems



135 Lane Miles, Mean = 6.2

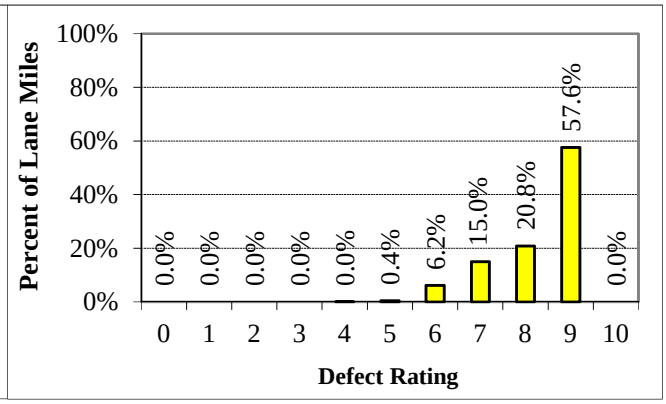
2015 Defect Distribution by System - District 7

Primary



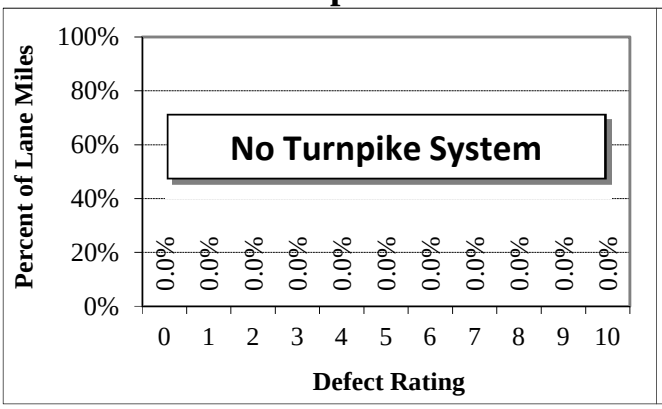
49 Lane Miles, Mean = 6.7

Interstate



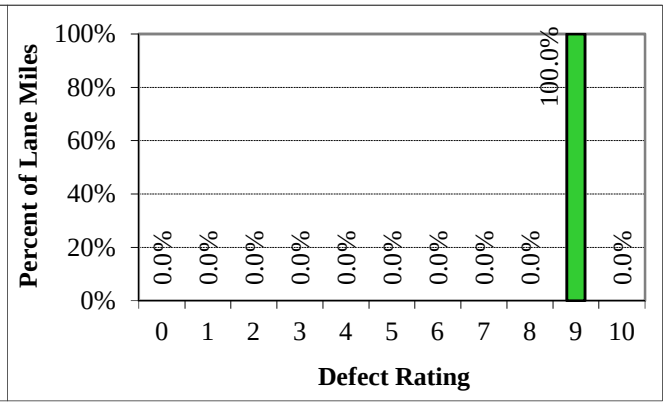
227 Lane Miles, Mean = 8.3

Turnpike



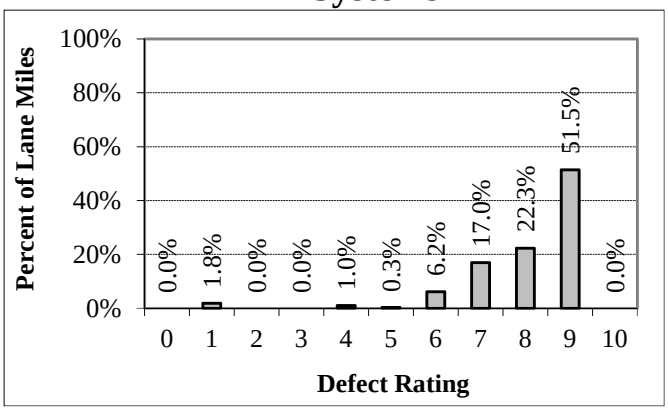
0 Lane Miles, Mean = N/A

Toll



1 Lane Miles, Mean = 9.4

All Systems



276 Lane Miles, Mean = 8.0

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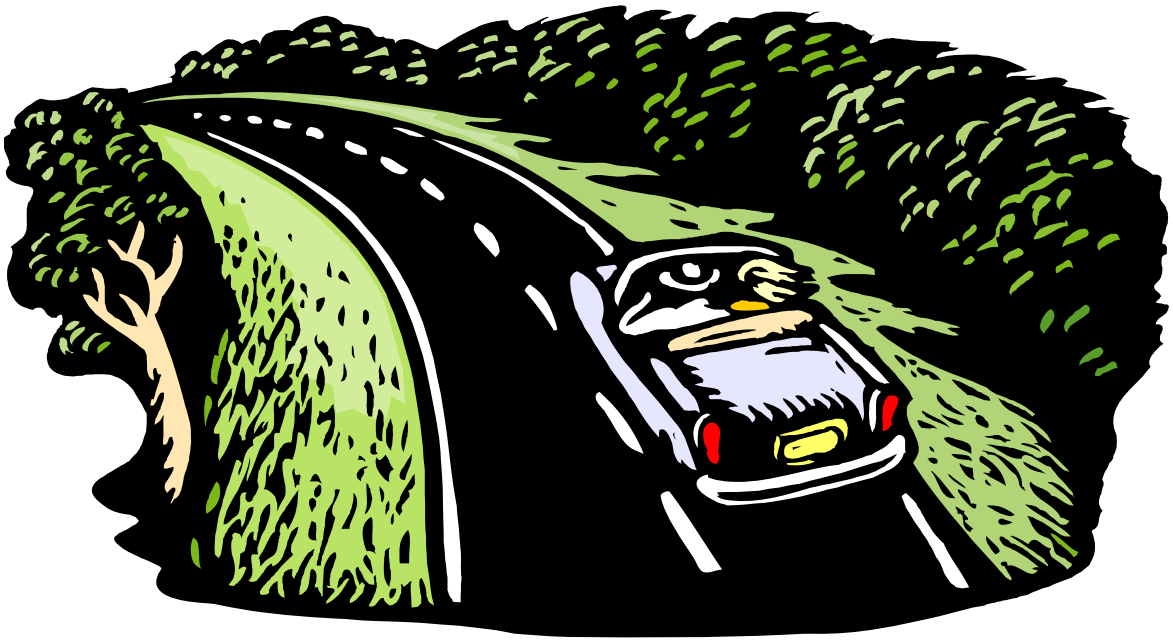
Section III
Ride Rating
By
System and District



Section III

Ride Rating by System and District

Ride Rating Criteria

1. A Ride Rating represents the ride quality of a pavement section. It is an indication of the degree of smoothness or roughness of the wearing surface.

2. A Ride Rating is calculated from Ride Number (RN). **Ride Rating = RN * 2**

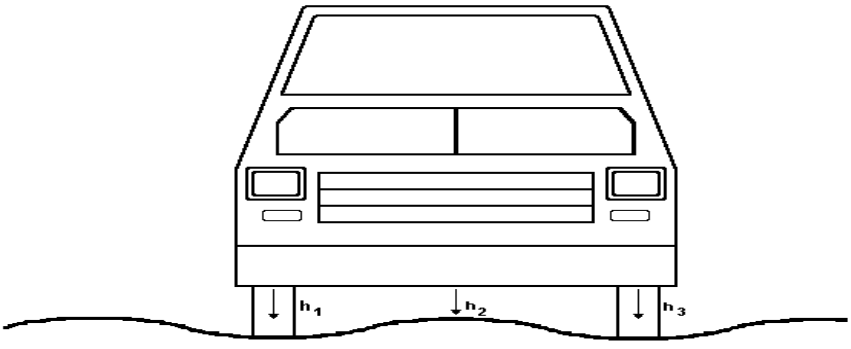
   RN is a mathematical processing of longitudinal profile measurements to produce an estimate of a driver's subjective perception of the ride quality of a roadway. The RN is based on an algorithm published in National Cooperative Highway Research Project (NCHRP) 1-23. RN is defined in ASTM Standard E-1489.

3. The ride quality of a roadway is greatly affected by, but not limited to, factors that include the following:

   - Original pavement profile
   - Profiles of intersecting roads
   - Utility patches and manhole covers
   - Surface and structural deterioration and deformation

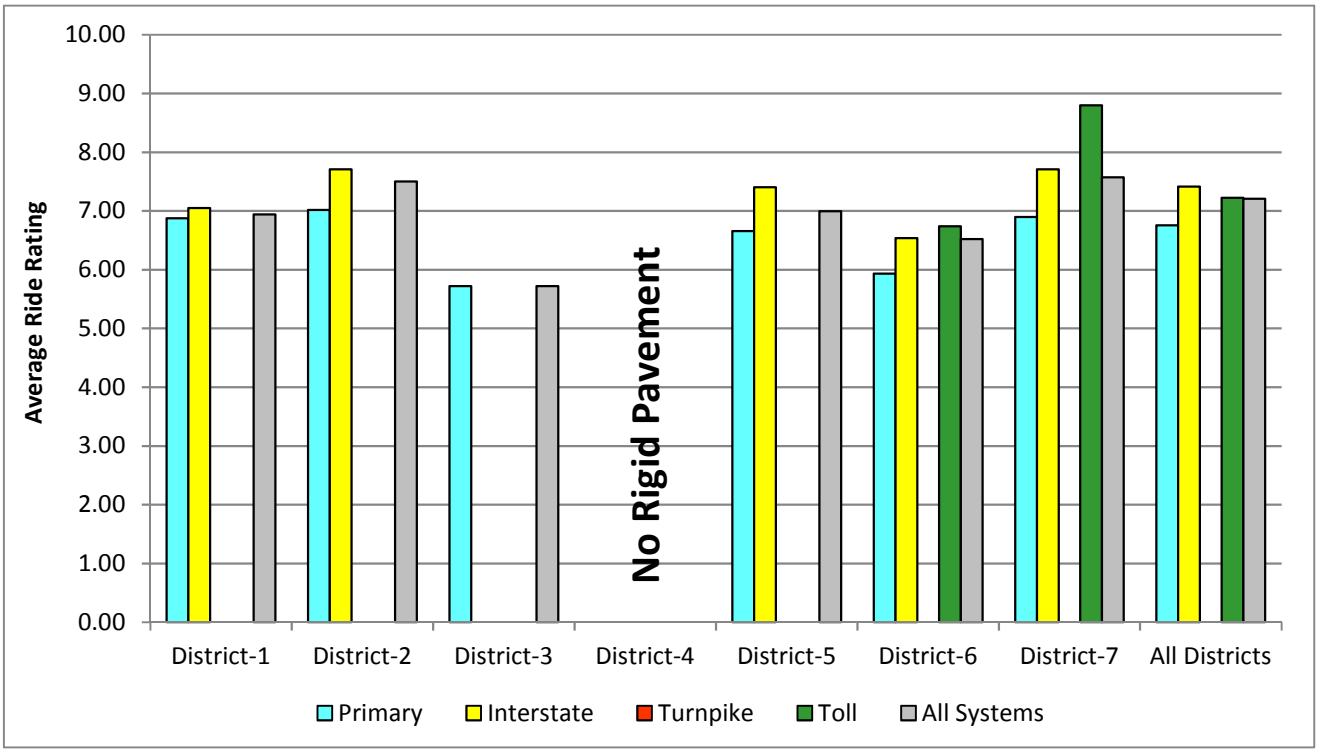
4. Ride Rating is based on a 0 to 10 scale, where 10 represents a pavement with no roughness while ratings of 6 or less represent a pavement with an undesirable ride quality.

   Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.



FRONT VIEW

2015 Ride Rating by System and District



Lane Miles

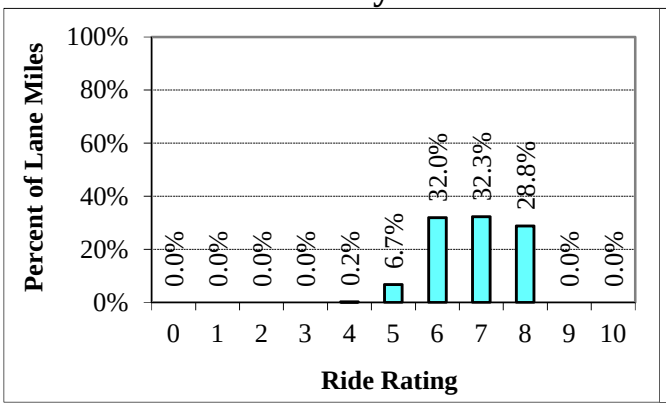
System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	34	81	15	0	126	5	49	309
Interstate	21	187	0	0	103	127	227	665
Turnpike	0	0	0	0	0	0	0	0
Toll	0	0	0	0	0	3	1	4
Total	55	268	15	0	229	134	276	978

Ride Rating

System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	6.9	7.0	5.7		6.7	5.9	6.9	6.8
Interstate	7.1	7.7			7.4	6.5	7.7	7.4
Turnpike								
Toll						6.7	8.8	7.2
Average	6.9	7.5	5.7		7.0	6.5	7.6	7.2

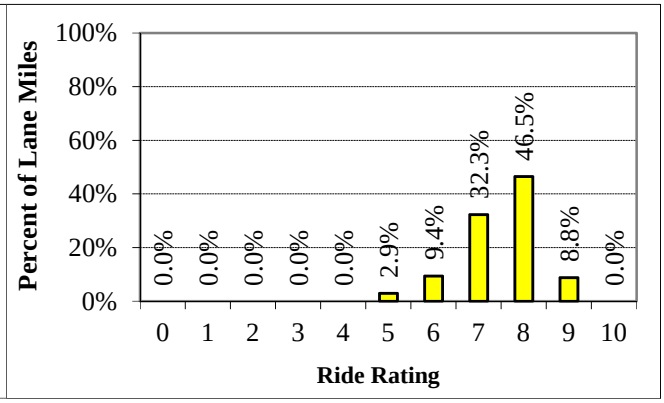
2015 Ride Distribution by System - Statewide

Primary



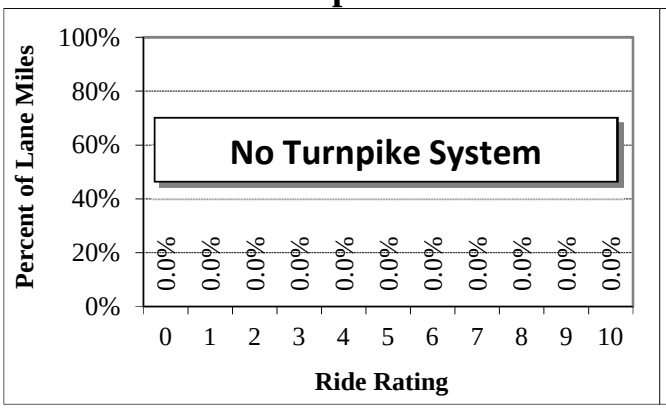
309 Lane Miles, Mean = 6.8

Interstate



665 Lane Miles, Mean = 7.4

Turnpike

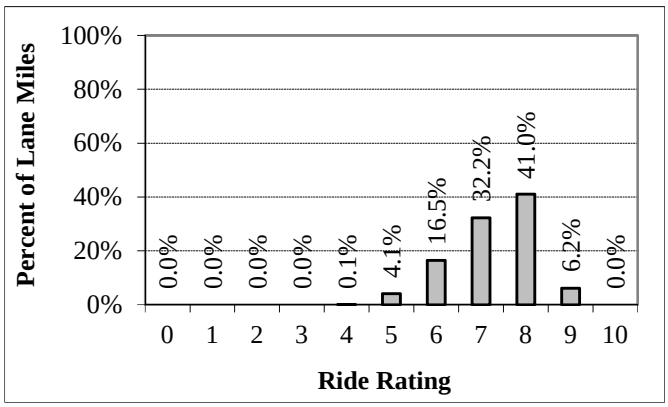


0 Lane Miles, Mean = N/A

Toll

4 Lane Miles, Mean = 7.2

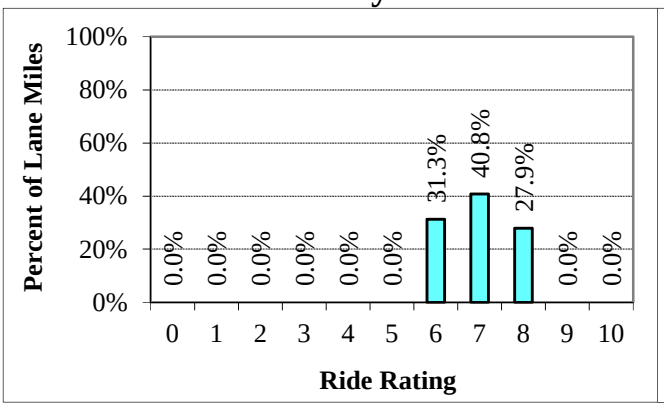
Statewide



978 Lane Miles, Mean = 7.2

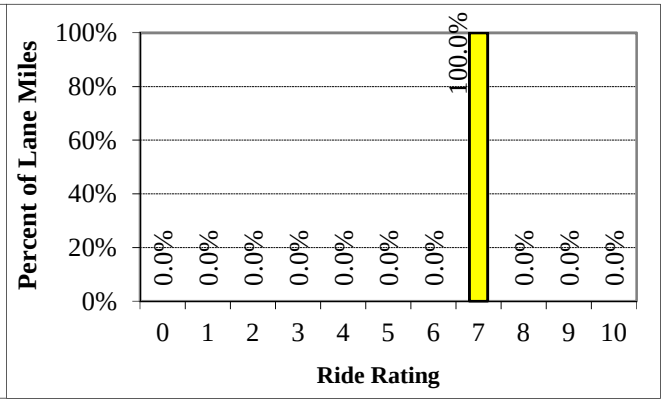
2015 Ride Distribution by System - District 1

Primary



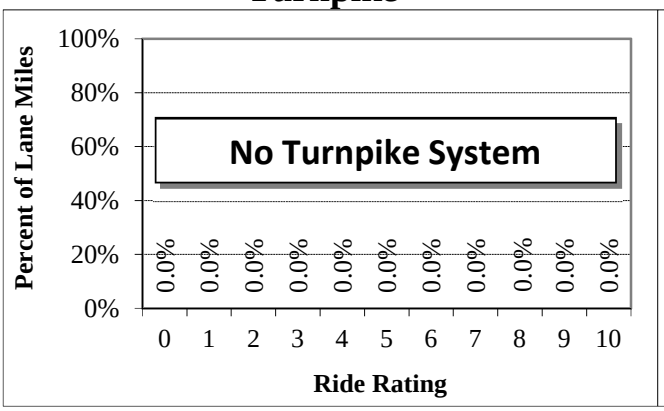
34 Lane Miles, Mean = 6.9

Interstate



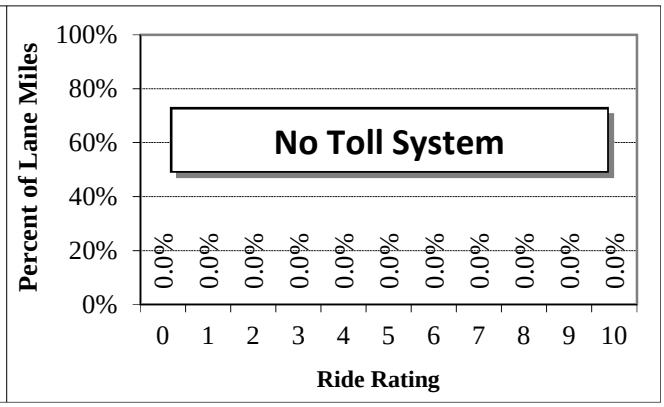
21 Lane Miles, Mean = 7.1

Turnpike



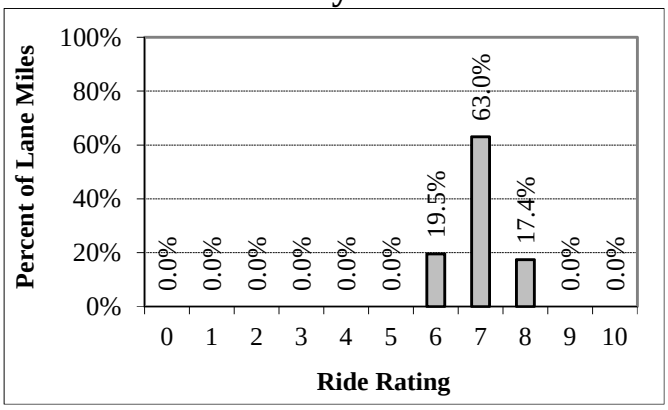
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

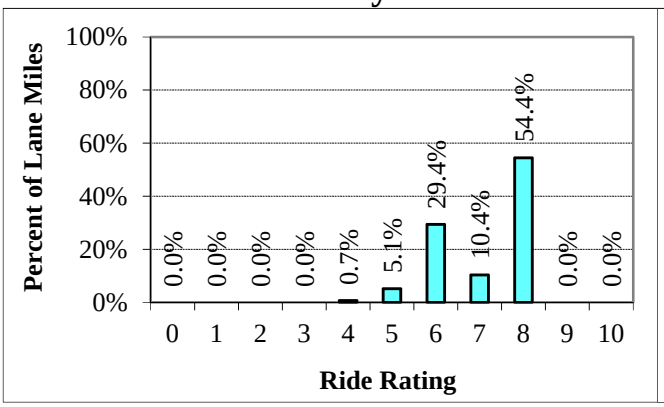
All Systems



55 Lane Miles, Mean = 6.9

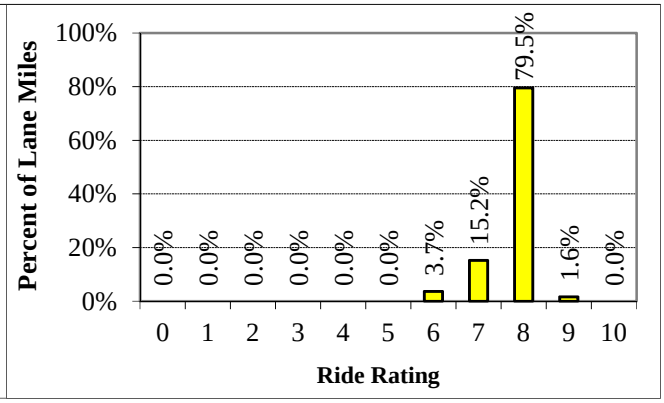
2015 Ride Distribution by System - District 2

Primary



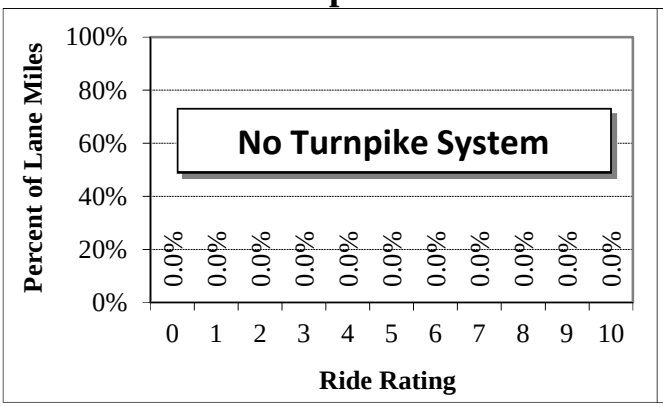
81 Lane Miles, Mean = 7.0

Interstate



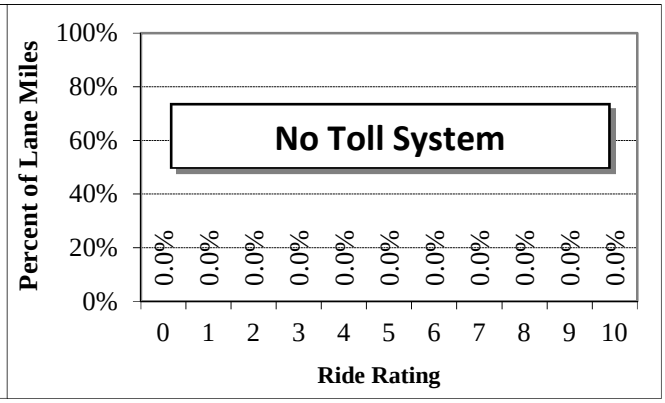
187 Lane Miles, Mean = 7.7

Turnpike



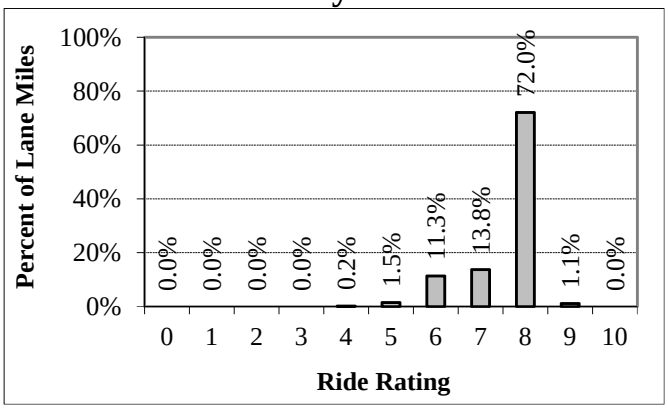
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

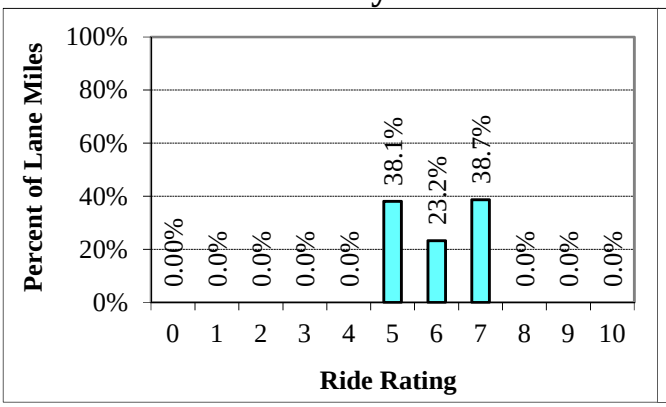
All Systems



268 Lane Miles, Mean = 7.5

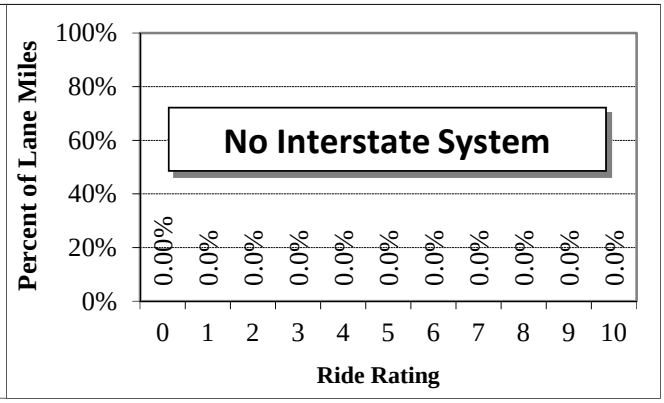
2015 Ride Distribution by System - District 3

Primary



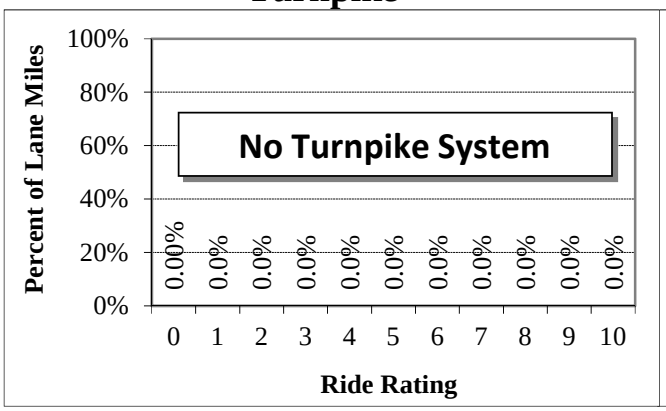
15 Lane Miles, Mean = 5.7

Interstate



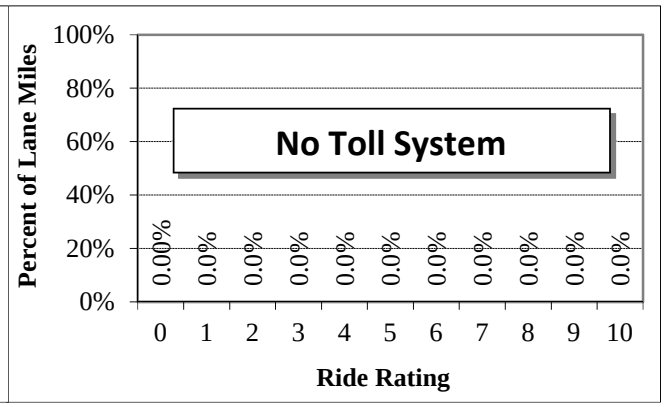
0 Lane Miles, Mean = N/A

Turnpike



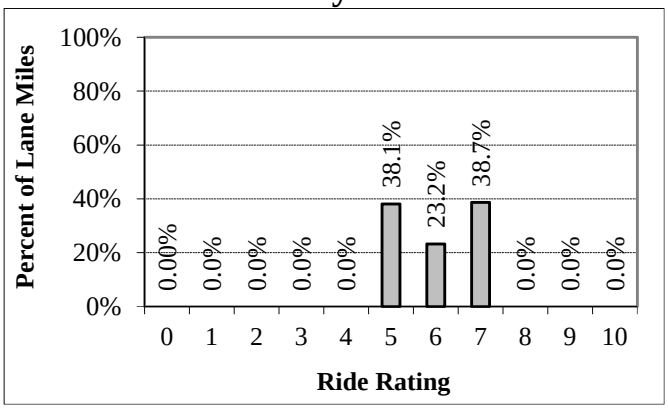
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

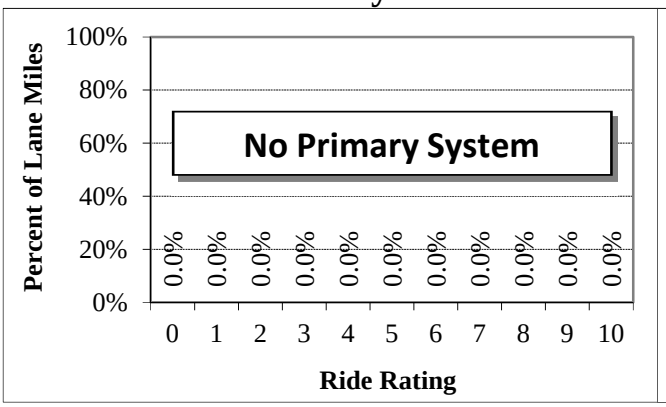
All Systems



15 Lane Miles, Mean = 5.7

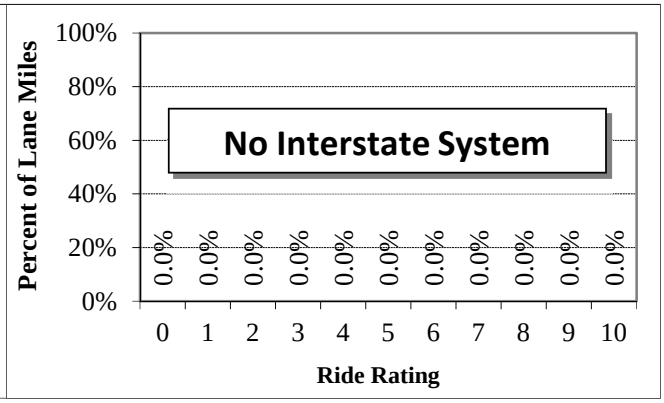
2015 Ride Distribution by System - District 4

Primary



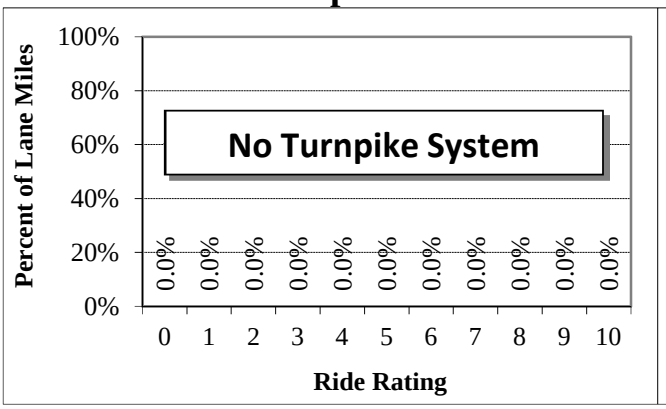
0 Lane Miles, Mean = N/A

Interstate



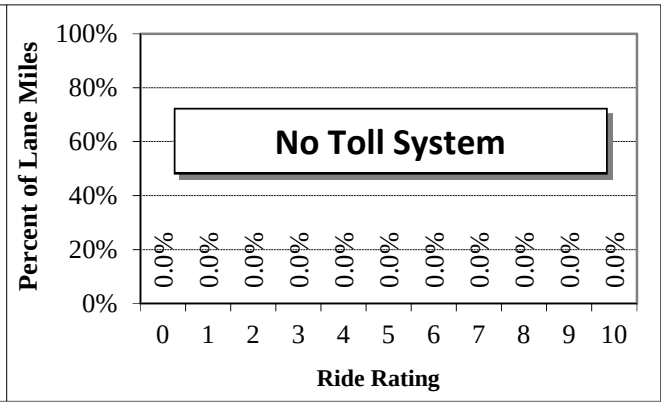
0 Lane Miles, Mean = N/A

Turnpike



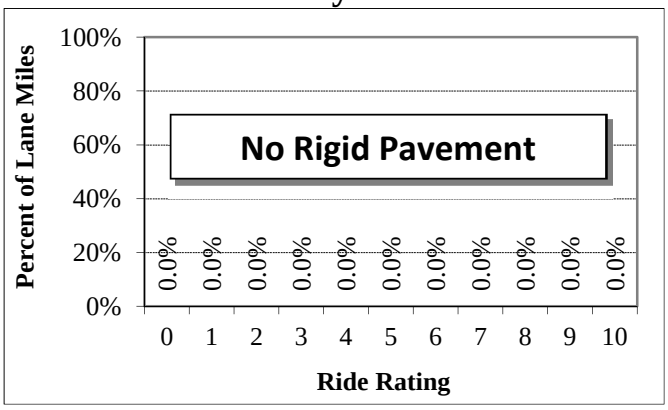
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

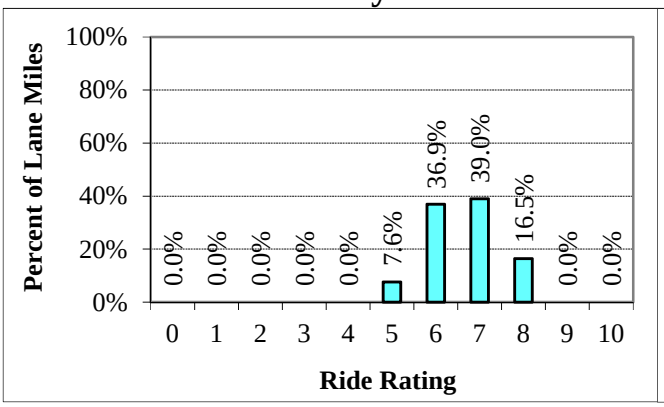
All Systems



0 Lane Miles, Mean = N/A

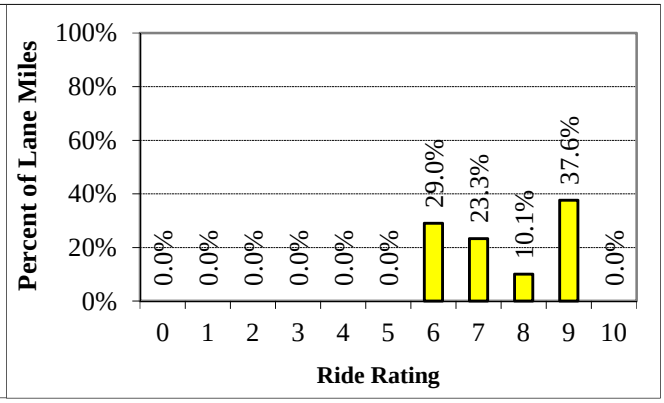
2015 Ride Distribution by System - District 5

Primary



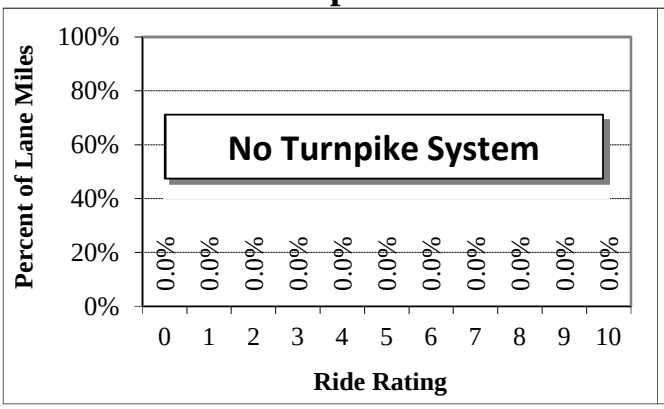
126 Lane Miles, Mean = 6.7

Interstate



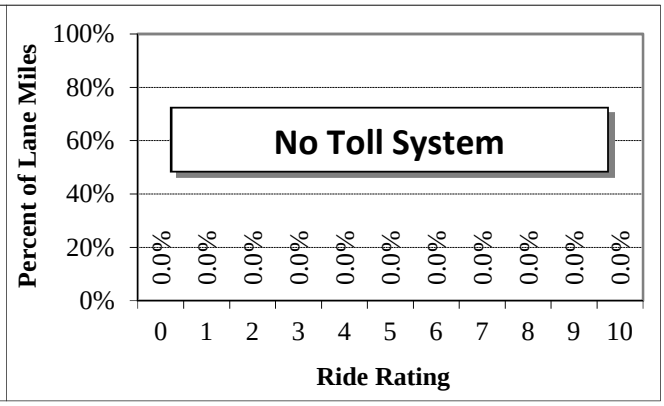
103 Lane Miles, Mean = 7.4

Turnpike



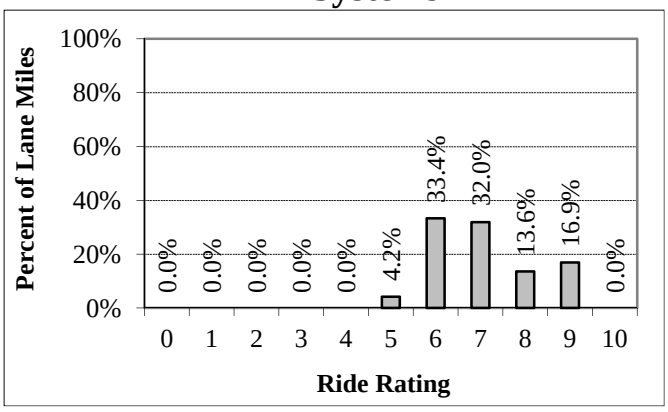
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

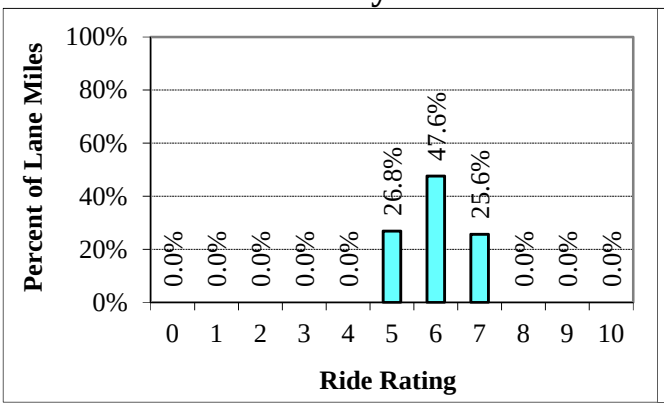
All Systems



229 Lane Miles, Mean = 7.0

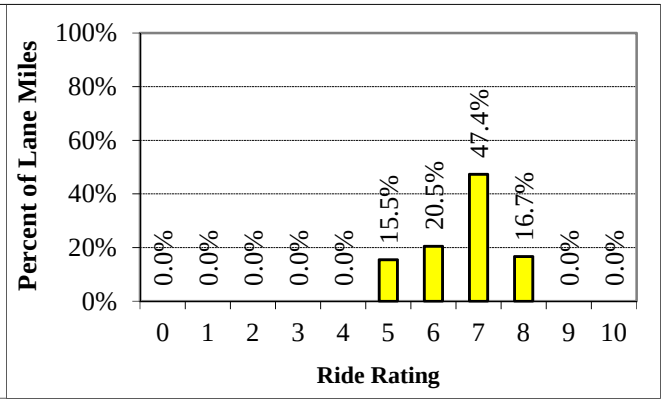
2015 Ride Distribution by System - District 6

Primary



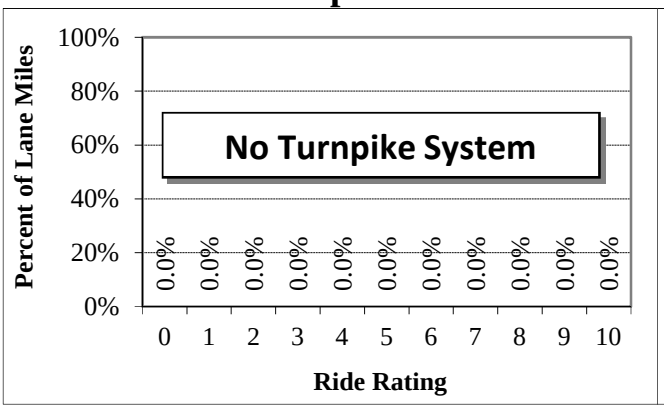
5 Lane Miles, Mean = 5.9

Interstate



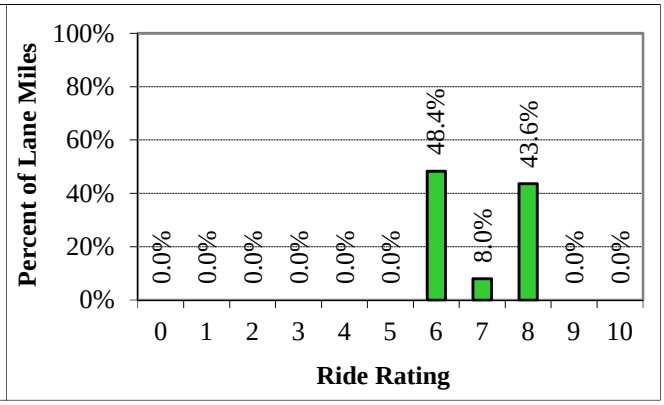
127 Lane Miles, Mean = 6.5

Turnpike



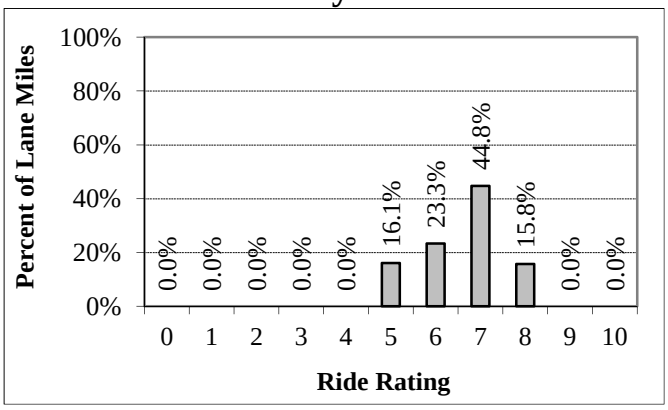
0 Lane Miles, Mean = N/A

Toll



3 Lane Miles, Mean = 6.7

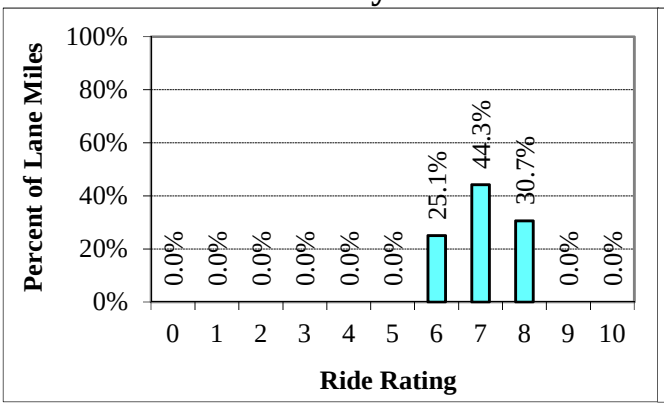
All Systems



134 Lane Miles, Mean = 6.5

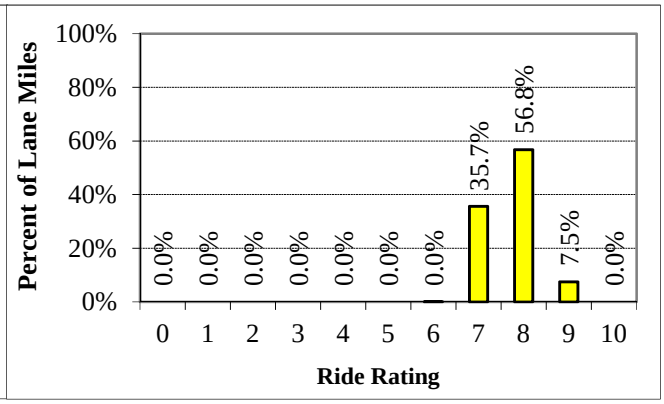
2015 Ride Distribution by System - District 7

Primary



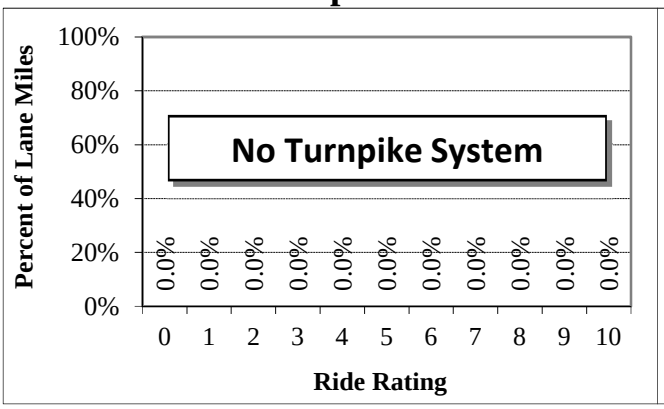
49 Lane Miles, Mean = 6.9

Interstate



227 Lane Miles, Mean = 7.7

Turnpike

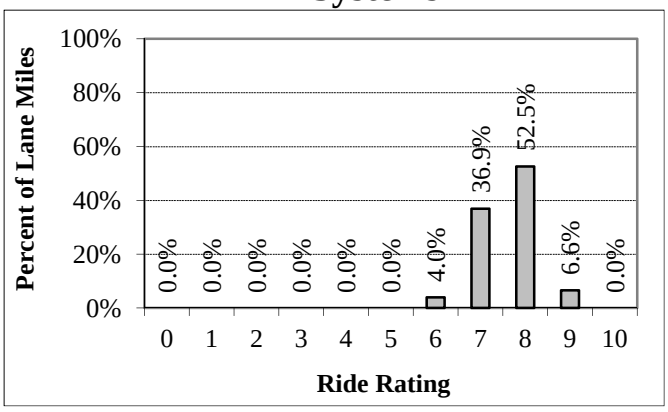


0 Lane Miles, Mean = N/A

Toll

1 Lane Miles, Mean = 8.8

All Systems



276 Lane Miles, Mean = 7.6

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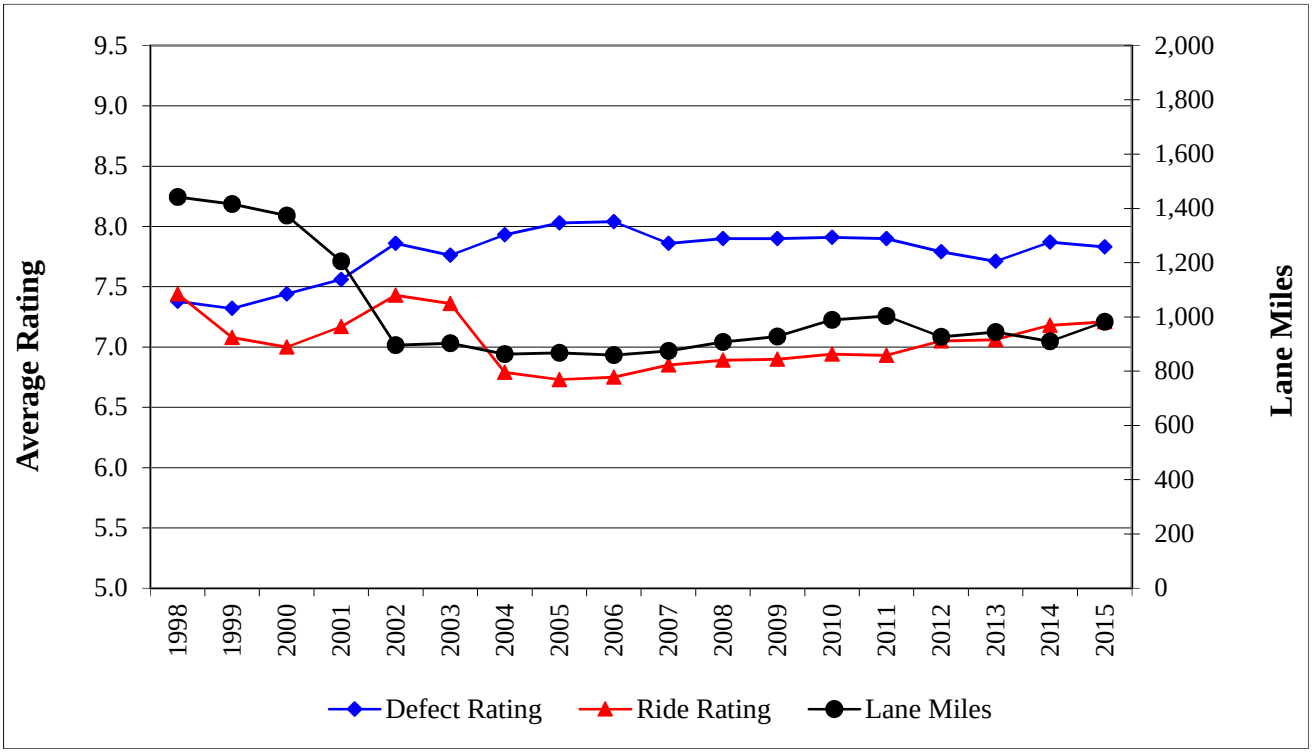
Section IV
Historical Distress Ratings
By District
1998 - 2015

Historical Distress Ratings - Statewide

All Systems - All Districts



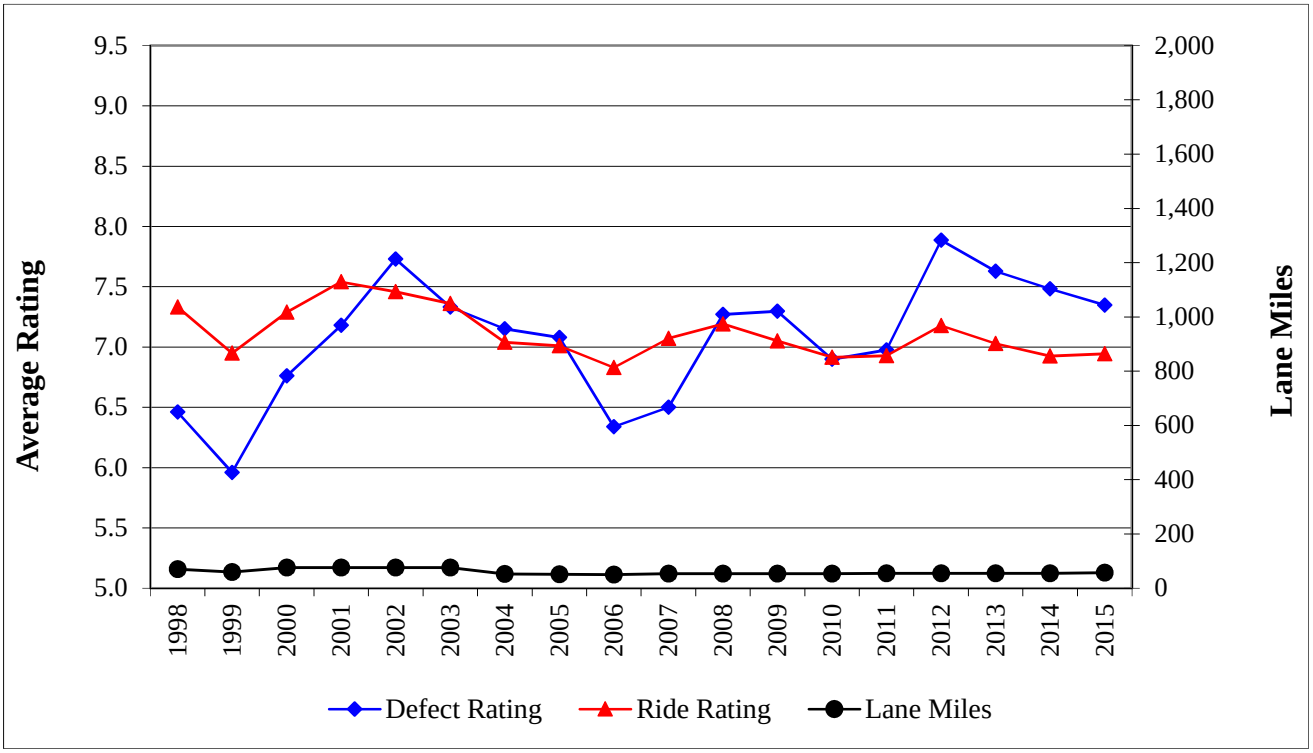
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	7.4	7.3	7.4	7.6	7.9	7.8	7.9	8.0	8.0
Ride Rating	7.4	7.1	7.0	7.2	7.4	7.4	6.8	6.7	6.8
Lane Miles	1442	1416	1373	1205	896	903	863	867	859

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	7.9	7.9	7.9	7.9	7.9	7.8	7.7	7.9	7.8
Ride Rating	6.9	6.9	6.9	6.9	6.9	7.1	7.1	7.2	7.2
Lane Miles	874	908	928	989	1003	926	944	910	982

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 1

All Systems



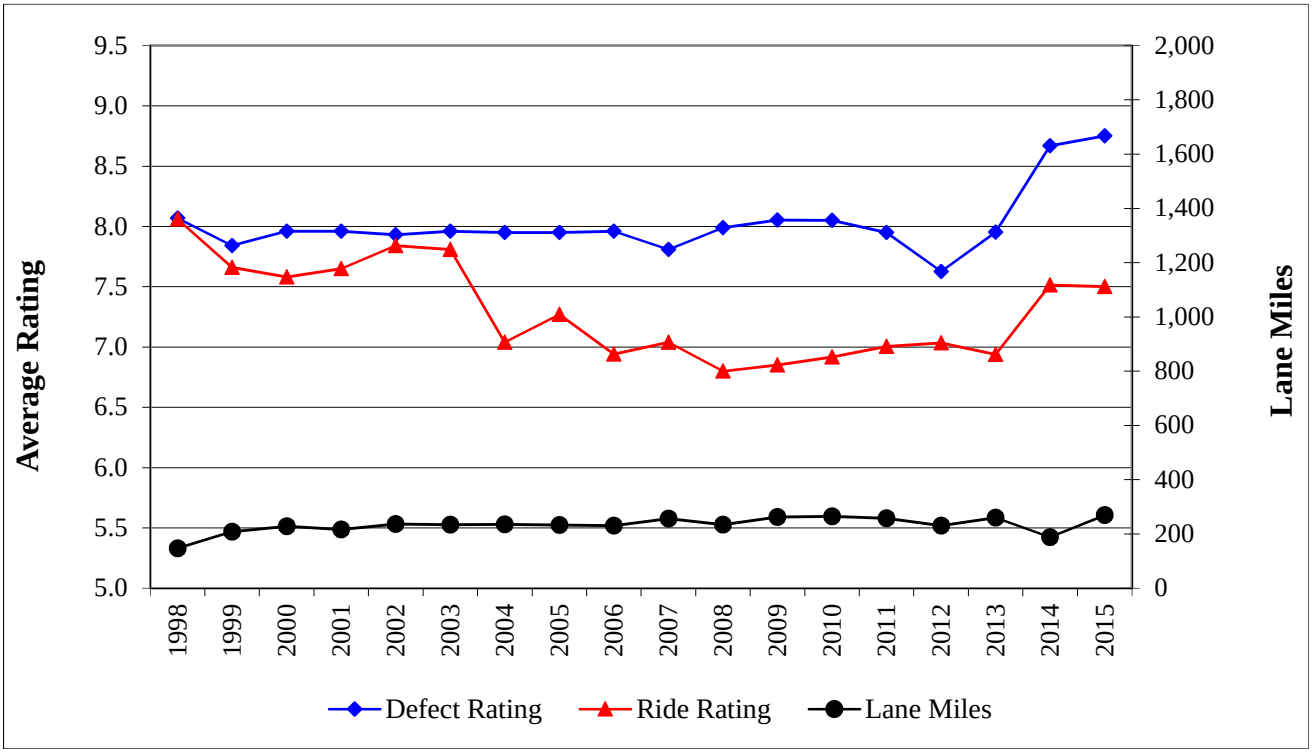
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	6.5	6.0	6.8	7.2	7.7	7.3	7.2	7.1	6.3
Ride Rating	7.3	7.0	7.3	7.5	7.5	7.4	7.0	7.0	6.8
Lane Miles	70	59	76	76	76	76	53	51	50

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	6.5	7.3	7.3	6.9	7.0	7.9	7.6	7.5	7.3
Ride Rating	7.1	7.2	7.0	6.9	6.9	7.2	7.0	6.9	6.9
Lane Miles	54	54	54	54	55	55	55	55	57

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 2

All Systems



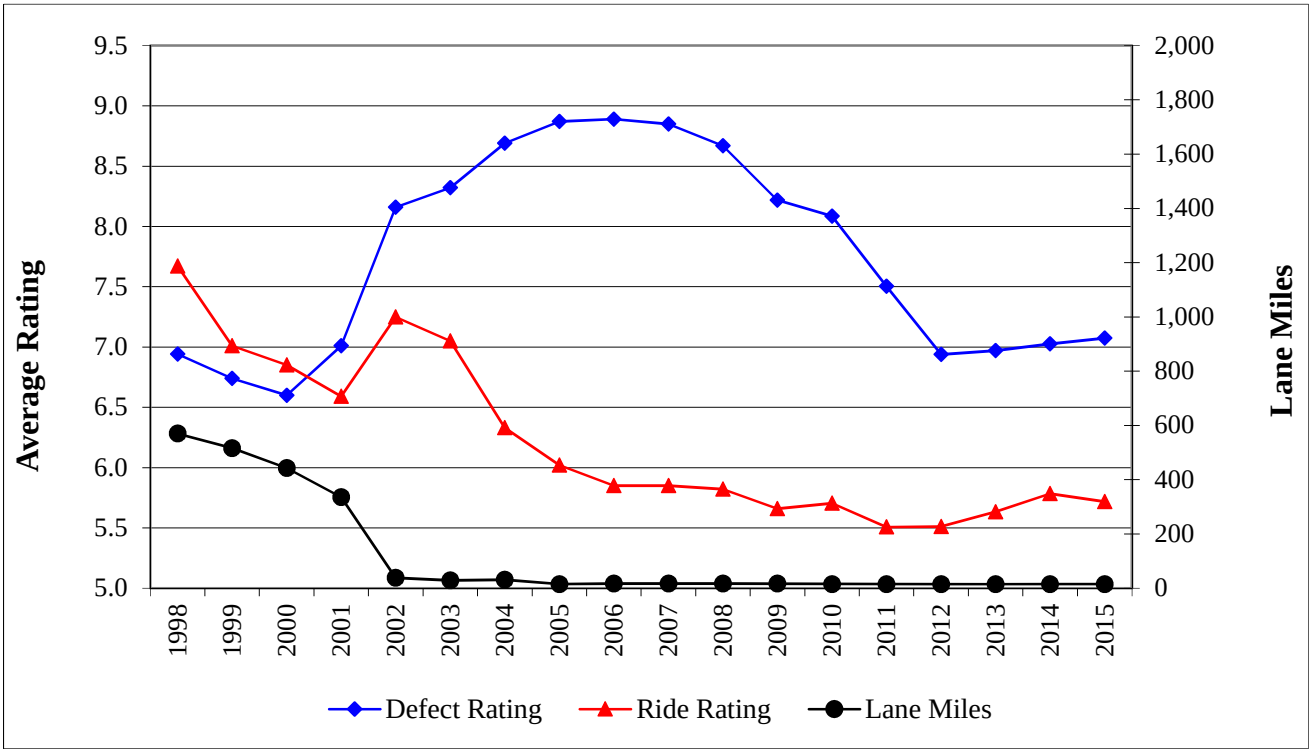
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	8.1	7.8	8.0	8.0	7.9	8.0	8.0	8.0	8.0
Ride Rating	8.1	7.7	7.6	7.7	7.8	7.8	7.0	7.3	6.9
Lane Miles	147	208	228	216	237	234	235	233	231

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	7.8	8.0	8.1	8.1	7.9	7.6	8.0	8.7	8.8
Ride Rating	7.0	6.8	6.9	6.9	7.0	7.0	6.9	7.5	7.5
Lane Miles	256	234	262	265	258	231	260	188	269

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 3

All Systems



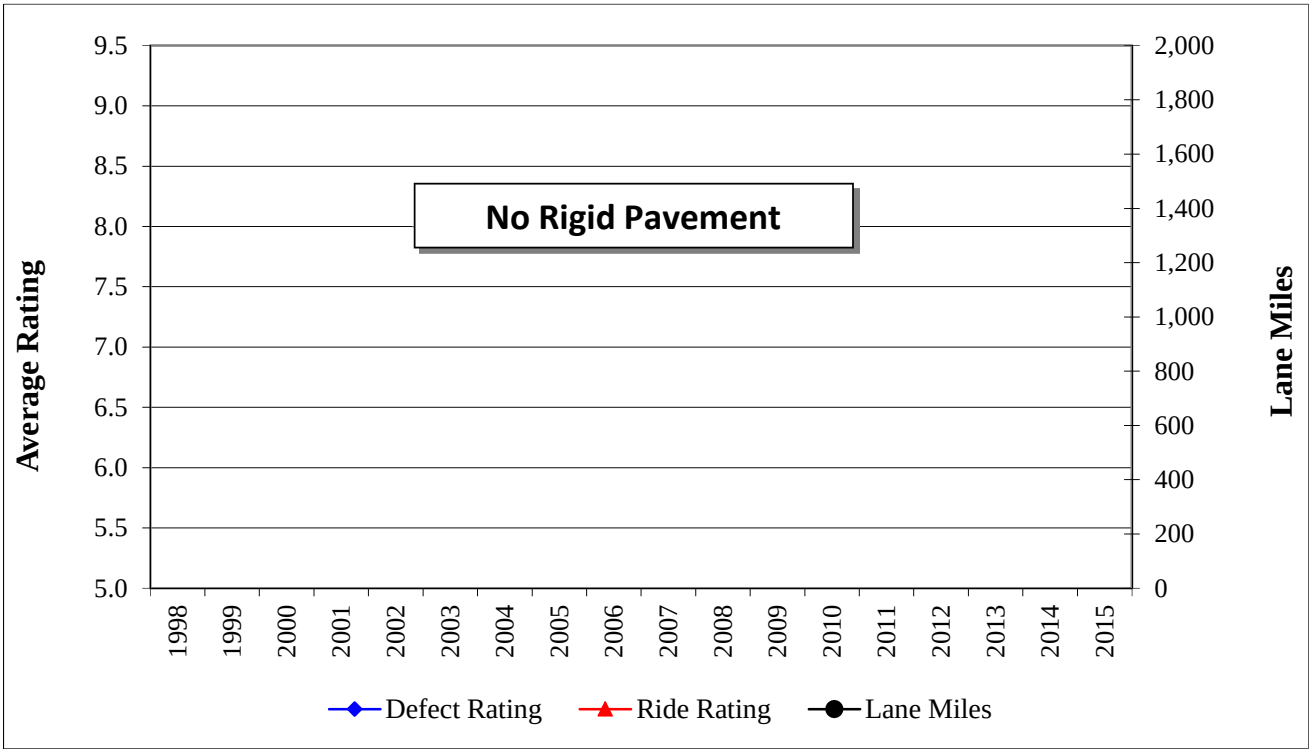
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	6.9	6.7	6.6	7.0	8.2	8.3	8.7	8.9	8.9
Ride Rating	7.7	7.0	6.9	6.6	7.3	7.1	6.3	6.0	5.9
Lane Miles	570	516	443	335	38	29	31	15	17

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	8.9	8.7	8.2	8.1	7.5	6.9	7.0	7.0	7.1
Ride Rating	5.9	5.8	5.7	5.7	5.5	5.5	5.6	5.8	5.7
Lane Miles	17	17	17	15	15	15	15	15	15

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 4

All Systems



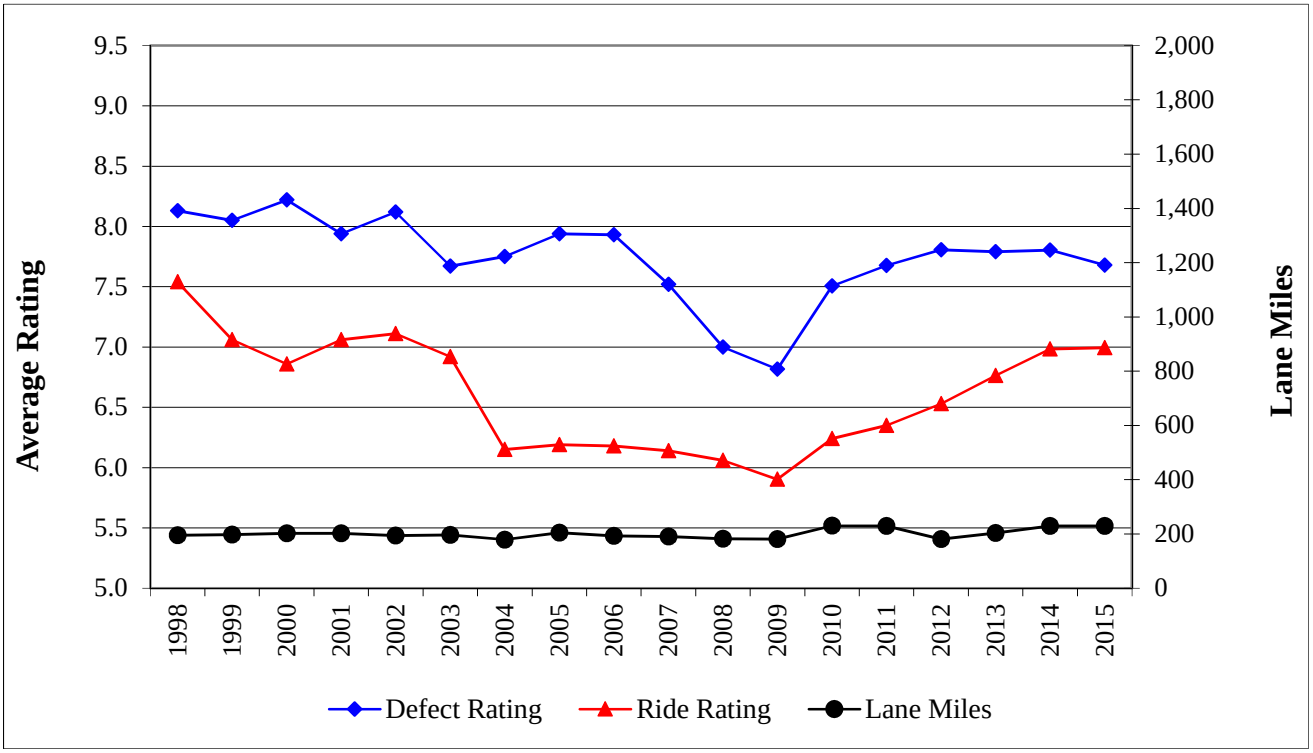
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating									
Ride Rating									
Lane Miles									

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating									
Ride Rating									
Lane Miles									

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 5

All Systems



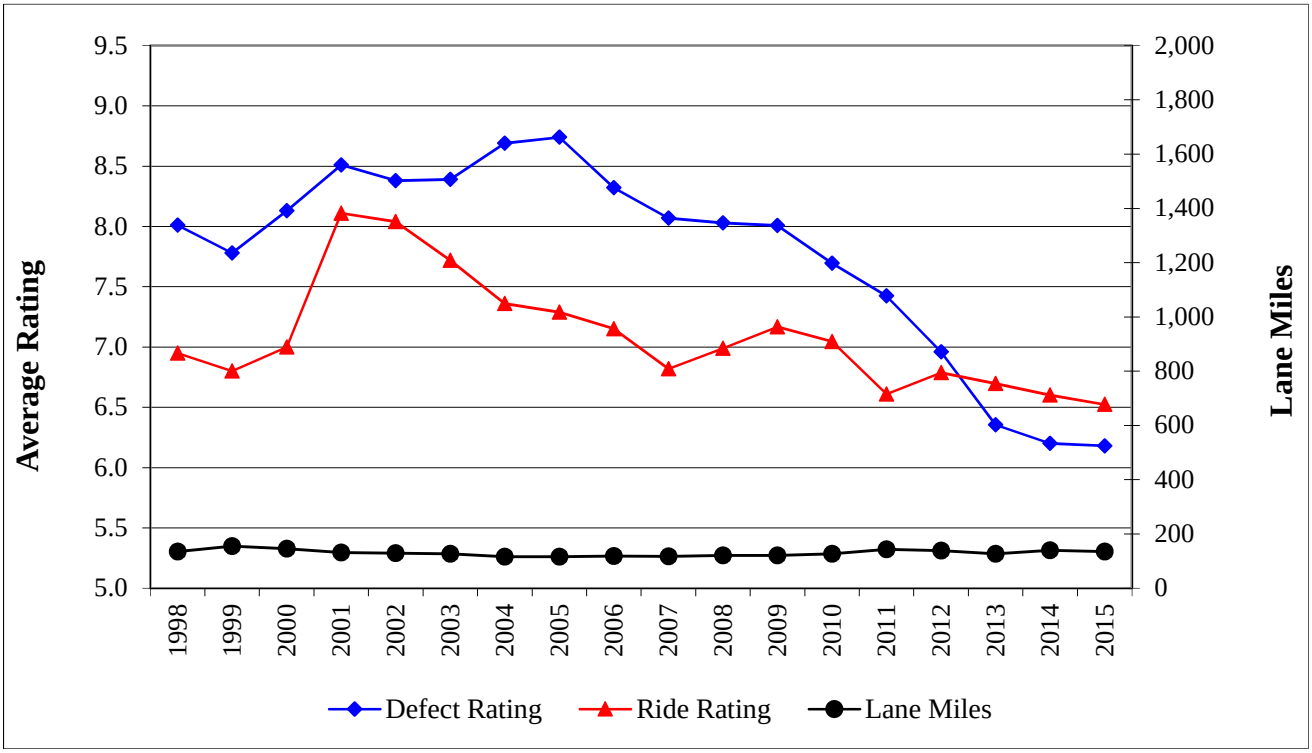
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	8.1	8.1	8.2	7.9	8.1	7.7	7.8	7.9	7.9
Ride Rating	7.5	7.1	6.9	7.1	7.1	6.9	6.2	6.2	6.2
Lane Miles	195	197	202	202	194	196	179	205	193

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	7.5	7.0	6.8	7.5	7.7	7.8	7.8	7.8	7.7
Ride Rating	6.1	6.1	5.9	6.2	6.3	6.5	6.8	7.0	7.0
Lane Miles	191	182	181	230	229	181	204	229	229

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 6

All Systems



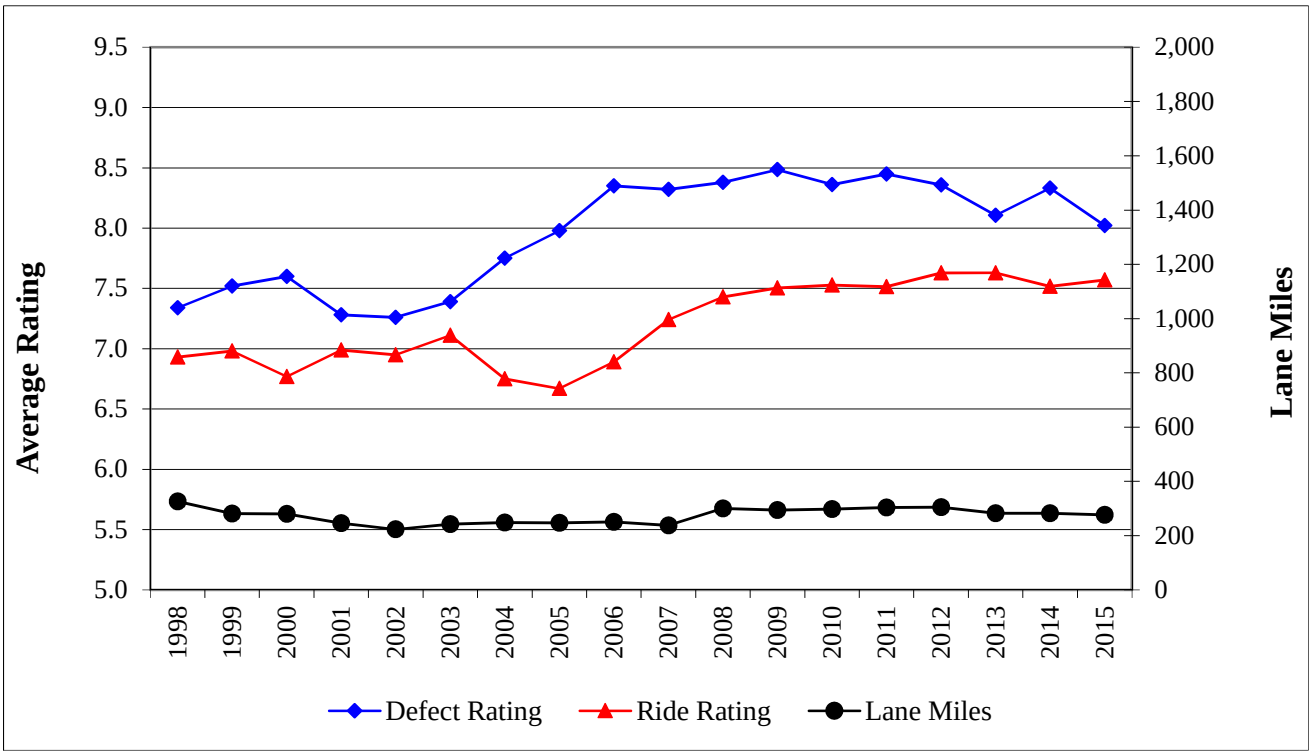
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	8.0	7.8	8.1	8.5	8.4	8.4	8.7	8.7	8.3
Ride Rating	7.0	6.8	7.0	8.1	8.0	7.7	7.4	7.3	7.2
Lane Miles	135	155	146	131	129	127	116	116	118

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	8.1	8.0	8.0	7.7	7.4	7.0	6.4	6.2	6.2
Ride Rating	6.8	7.0	7.2	7.0	6.6	6.8	6.7	6.6	6.5
Lane Miles	117	121	121	127	143	139	127	140	135

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - District 7

All Systems



Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	7.3	7.5	7.6	7.3	7.3	7.4	7.8	8.0	8.4
Ride Rating	6.9	7.0	6.8	7.0	7.0	7.1	6.8	6.7	6.9
Lane Miles	326	281	280	246	223	242	248	247	251

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	8.3	8.4	8.5	8.4	8.4	8.4	8.1	8.3	8.0
Ride Rating	7.2	7.4	7.5	7.5	7.5	7.6	7.6	7.5	7.6
Lane Miles	238	300	294	298	304	305	283	283	276

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

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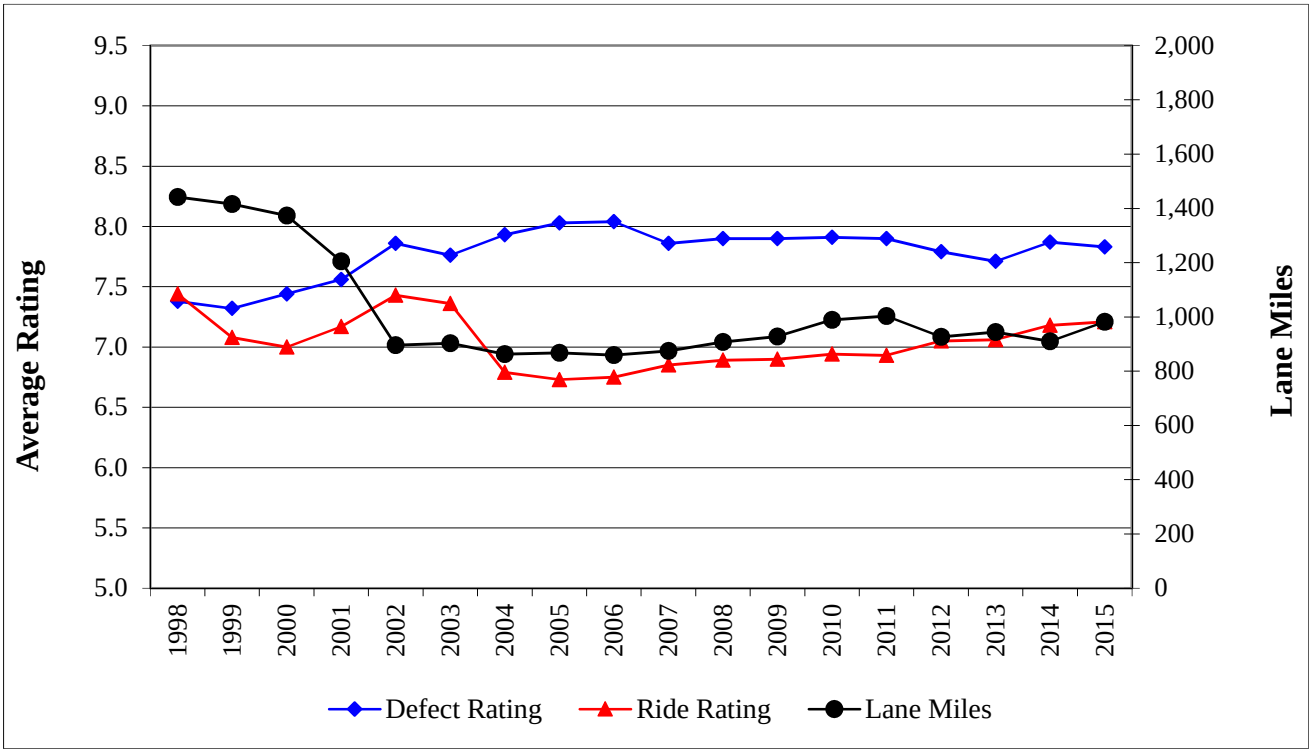
Section V
Historical Distress Ratings
By System
1998 - 2015

Historical Distress Ratings - Statewide

All Systems - All Districts



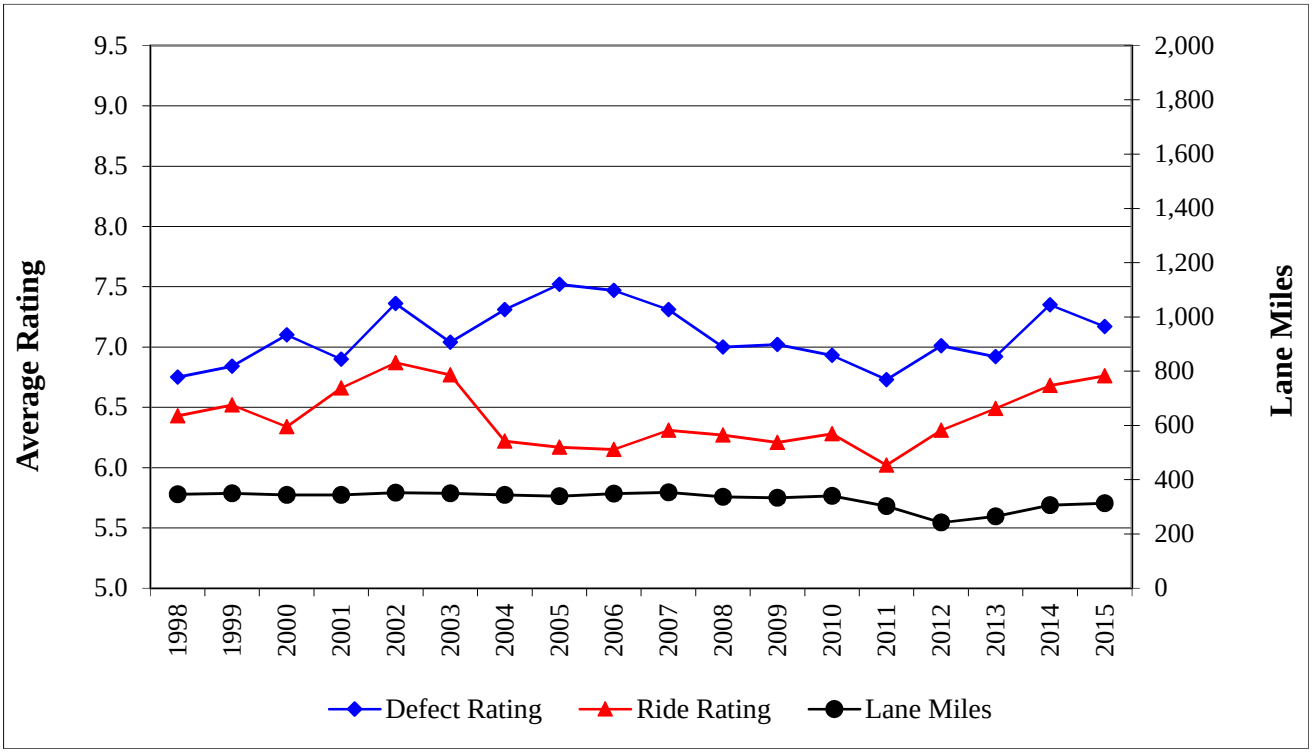
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	7.4	7.3	7.4	7.6	7.9	7.8	7.9	8.0	8.0
Ride Rating	7.4	7.1	7.0	7.2	7.4	7.4	6.8	6.7	6.8
Lane Miles	1442	1416	1373	1205	896	903	863	867	859

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	7.9	7.9	7.9	7.9	7.9	7.8	7.7	7.9	7.8
Ride Rating	6.9	6.9	6.9	6.9	6.9	7.1	7.1	7.2	7.2
Lane Miles	874	908	928	989	1003	926	944	910	982

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - Primary System

All Districts



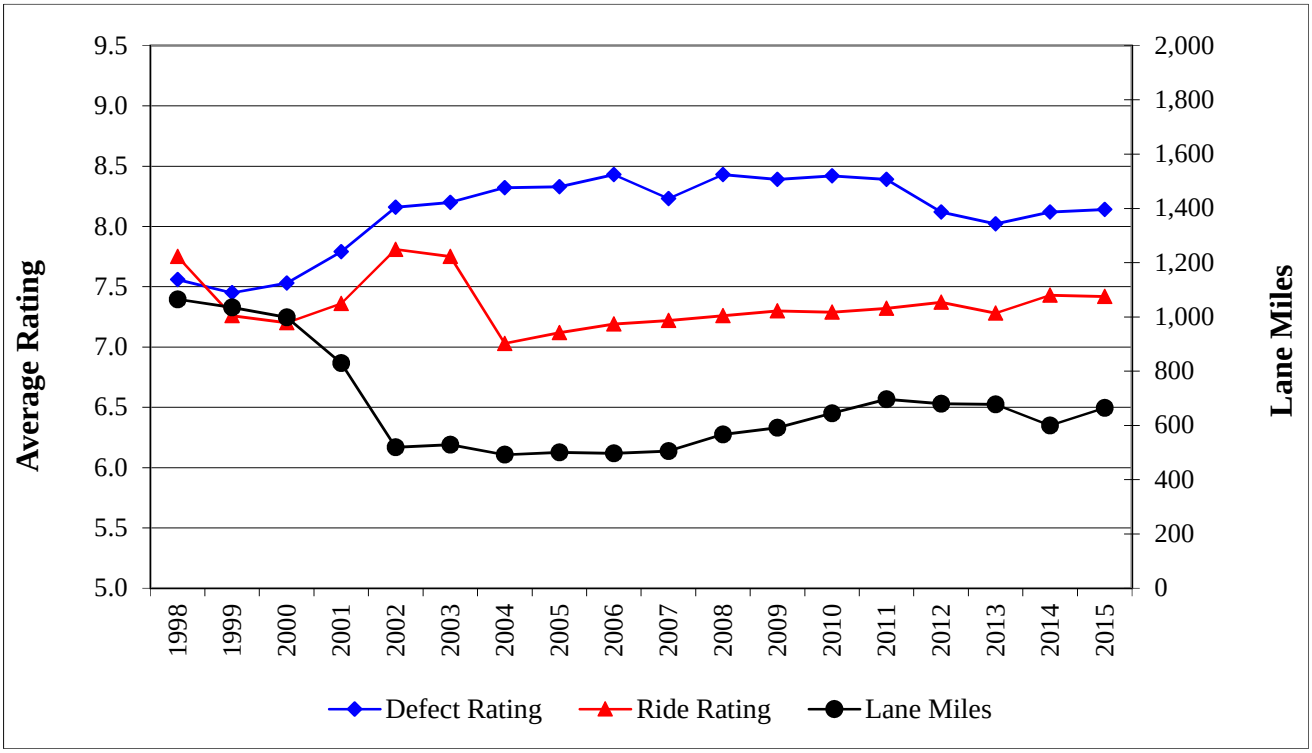
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	6.8	6.8	7.1	6.9	7.4	7.0	7.3	7.5	7.5
Ride Rating	6.4	6.5	6.3	6.7	6.9	6.8	6.2	6.2	6.2
Lane Miles	346	350	344	344	352	350	344	339	348

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	7.3	7.0	7.0	6.9	6.7	7.0	6.9	7.4	7.2
Ride Rating	6.3	6.3	6.2	6.3	6.0	6.3	6.5	6.7	6.8
Lane Miles	353	337	333	340	303	242	265	306	313

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - Interstate System

All Districts



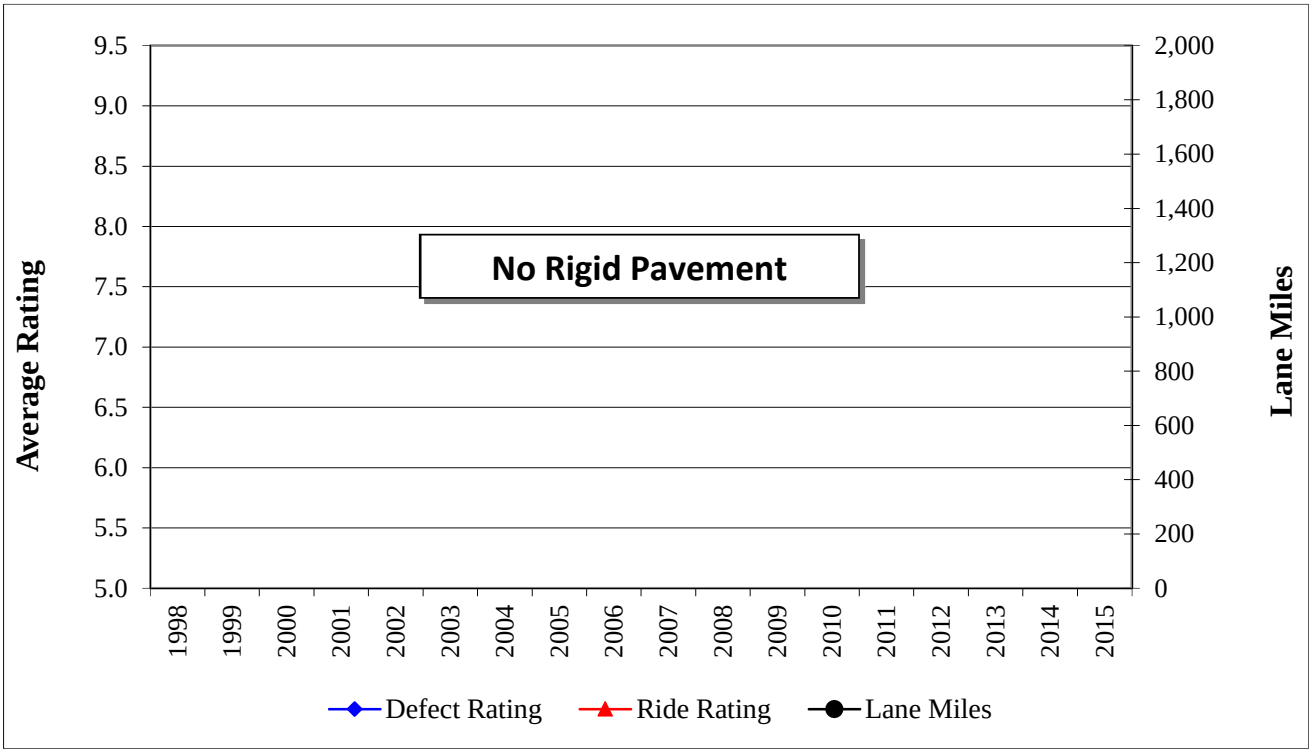
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	7.6	7.5	7.5	7.8	8.2	8.2	8.3	8.3	8.4
Ride Rating	7.8	7.3	7.2	7.4	7.8	7.8	7.0	7.1	7.2
Lane Miles	1065	1035	998	830	519	529	492	501	497

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	8.2	8.4	8.4	8.4	8.4	8.1	8.0	8.1	8.1
Ride Rating	7.2	7.3	7.3	7.3	7.3	7.4	7.3	7.4	7.4
Lane Miles	505	567	591	644	696	680	678	600	665

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - Turnpike System

All Districts



Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating									
Ride Rating									
Lane Miles									

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating									
Ride Rating									
Lane Miles									

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Historical Distress Ratings - Toll System

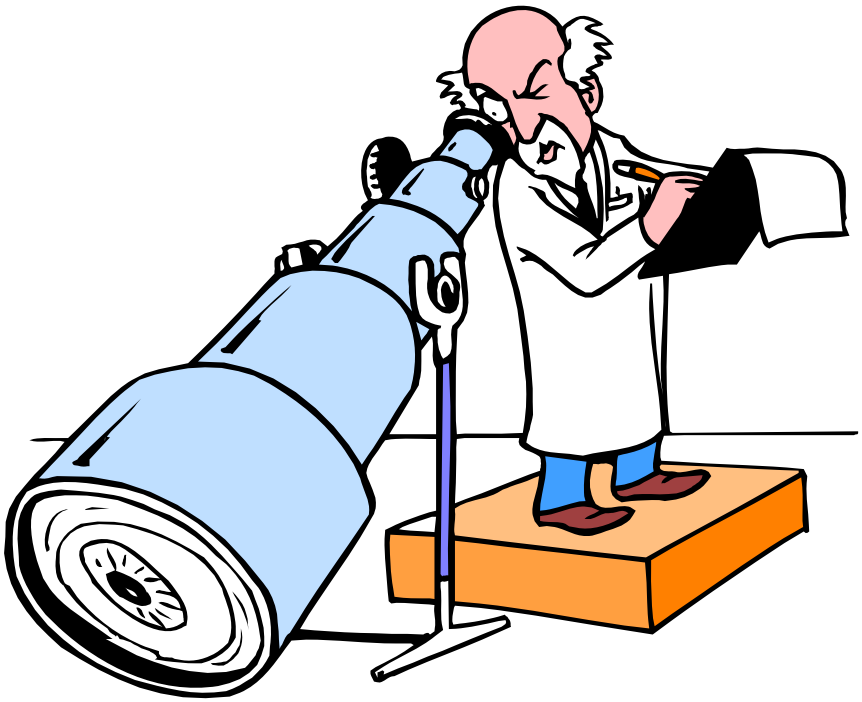
All Districts

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Defect Rating	8.4	8.4	8.4	9.0	8.7	8.7	8.7	8.8	8.5
Ride Rating	8.0	7.3	7.5	7.4	7.5	7.1	6.6	6.5	6.3
Lane Miles	31	31	31	31	25	25	27	27	14

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Defect Rating	8.4	7.7	8.6	8.6	8.7	8.6	9.4	9.1	8.9
Ride Rating	6.7	6.6	6.4	6.4	6.0	6.1	8.7	6.9	7.2
Lane Miles	15	4	4	4	4	4	1	4	4

Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Section VI
Distress Ratings
Comparison
2014 vs. 2015



Section VI

Defect and Ride Ratings Comparison

Rating Comparison Criteria

Only Type 4 Rigid Pavements are included in the comparison. The following pavement types have been omitted from this comparison since they exhibit notable changes to the pavement surface as indicated below:

Type 0 - Pavement sections not State-maintained, duplicated under another county section number, or added under the Rigid PCS.

Type 1 - Flexible Pavement

Type 2 - Surface Treatment or pavement improvement without new construction, such as intersection improvements, wheel path leveling, bridge approach or area resurfacing.

Type 3 - Skin Patch

Type 5 - New Construction

Type 6 - No Ride taken for this section (normally because of length constraint)

Type 7 - Rehabilitated Pavement

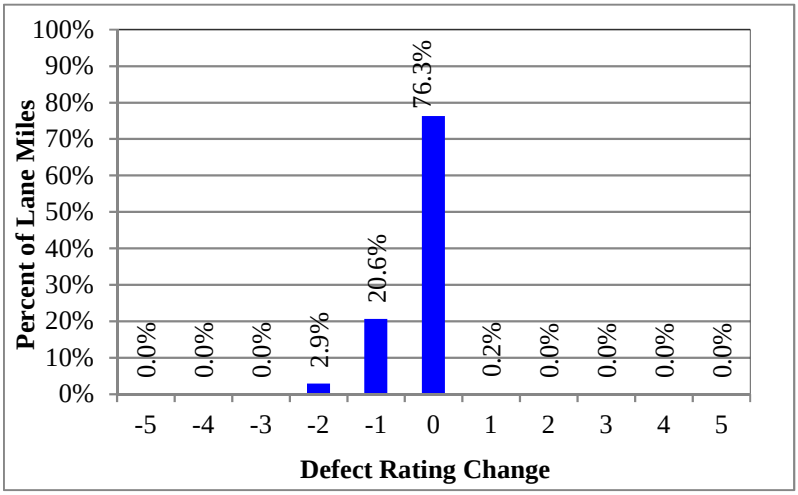
Type 8 - Under Construction

Type 9 - Structures or exceptions that are State-maintained

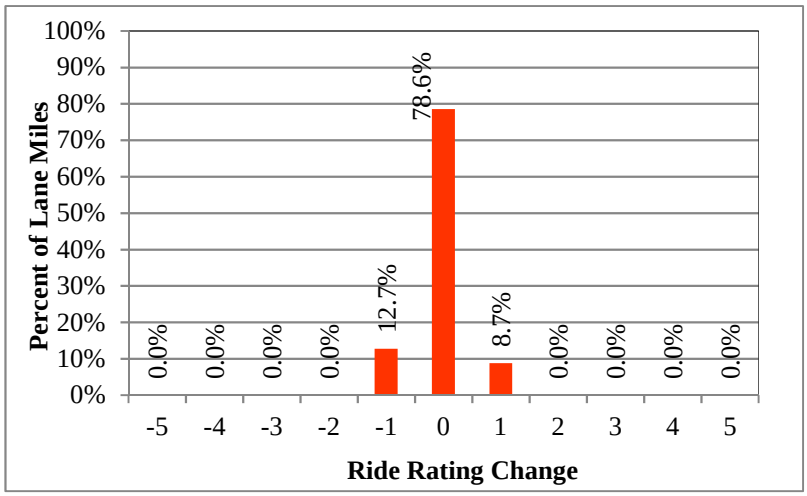
Defect and Ride Rating Changes

2014 compared to 2015

97% of the 2015 lane miles were within +/-1 point compared to 2014 survey



100% of the 2015 lane miles were within +/-1 point compared to 2014 survey



Negative values are indicative of the deterioration in the pavement and/or the variability in the data collection process. Positive values are indicative of the variability in the data collection process.

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Section VII
Customer Service Survey

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2015 Rigid Pavement Condition Survey

Facts and Figures

Customer Service Form

In an effort to continuously improve customer service, the Pavement Materials Section asks for your input by filling out and returning this survey form.

(Optional)

Name: _____ Title: _____
Company/Office: _____
Address: _____ City/State/Zip: _____
Phone: _____ E-mail: _____

Please rate each of the following on the scale provided by circling the appropriate number. ***One*** *corresponds to* ***Very Poor,*** *and* ***Five*** *corresponds to* ***Excellent****.*

Usefulness of Content ……..…….. 1 2 3 4 5

Organization of Information…..…….. 1 2 3 4 5

Clarity of Graphical Illustrations…….. 1 2 3 4 5

Format of Tables …...……..…….……... 1 2 3 4 5

Overall Value of this Report ....…….….. 1 2 3 4 5

Please provide an answer to the following questions. Attach an additional sheet(s) if needed.
What was the most useful/informative part of this report?

_____

What was the least useful/informative part of this report?

_____

What changes do you recommend to improve this report?

_____

Detach and mail to:
State Materials Office, Attention: Stacy Scott, 5007 NE 39th Ave., Gainesville, FL 32609 or send via email to: stacy.scott@dot.state.fl.us