2016 Rigid Pavement Condition Survey Facts and Figures

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Authors
Jamie Greene
Stacy Scott

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

Hank Lambert
Jason Noel
Frank Ostanik
Keith Parrish
Glenn Salvo
Gregory Beckner
William Bryant
Clay Whitaker

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

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</table>
Executive Summary

Since 1985, the Pavement Condition Unit of the State Materials Office 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 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.fdot.gov/materials/
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.

Rut and ride are measured using an automated vehicle-mounted profiling system that measures the longitudinal profile of the roadway. The ride quality is quantified in terms of International Roughness Index (IRI), which is defined in ASTM E1926. The IRI is then converted to a Ride Rating value that is based upon a scale of 0 (very rough) to 10 (very smooth).

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://www.fdot.gov/materials/pavement/performance/pcs/index.shtm

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

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

1. Since 1997 the number of miles of Rigid Pavements on the state-maintained highway system has declined from 1,604 lane miles to only 1,052 lane miles in 2016. 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 7.3 in 1999 to 8 in 2016.
3. The average Ride Ratings remained constant for the 5 years prior to the 2004 PCS with a mean rating of 7.4 in 2003 and an overall average of 7.2. 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 7.6 in 2016.
4. 99% of the pavement sections rated in 2016 for Defect were within one deduct point compared to the 2015 ratings. *
5. 100% of the pavement sections rated in 2016 for Ride were within one deduct point compared to the 2015 ratings. *

* 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. The most common defect present on rigid pavements is transverse cracking.
6. 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.
7. 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

<table>
<thead>
<tr>
<th>Year</th>
<th>Lane Miles</th>
<th>Rated Sections</th>
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</thead>
<tbody>
<tr>
<td>1997</td>
<td>1,604</td>
<td>329</td>
</tr>
<tr>
<td>1998</td>
<td>1,592</td>
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</tr>
<tr>
<td>1999</td>
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<td>275</td>
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<td>2003</td>
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<td>267</td>
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<td></td>
<td>283</td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td>287</td>
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</tbody>
</table>
Rigid Pavement Condition Survey
2016 PCS Production Summary
Statewide

Total Lane Miles: 43,765 (Flexible and Rigid Combined)

- Flexible: 97.6% (42,713 Mi.)
- Rigid: 2.4% (1,052 Mi.)

Total Rated Sections: 8,616 (Flexible and Rigid Combined)

- Flexible: 96.7% (8,333 rated sections.)
- Rigid: 3.3% (283 rated sections.)
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.
2016 Defect Rating by System and District

Lane Miles

<table>
<thead>
<tr>
<th>System</th>
<th>District-1</th>
<th>District-2</th>
<th>District-3</th>
<th>District-4</th>
<th>District-5</th>
<th>District-6</th>
<th>District-7</th>
<th>Statewide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>36</td>
<td>72</td>
<td>18</td>
<td>0</td>
<td>126</td>
<td>6</td>
<td>49</td>
<td>306</td>
</tr>
<tr>
<td>Interstate</td>
<td>21</td>
<td>175</td>
<td>0</td>
<td>0</td>
<td>49</td>
<td>86</td>
<td>250</td>
<td>582</td>
</tr>
<tr>
<td>Turnpike</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td>57</td>
<td>247</td>
<td>18</td>
<td>0</td>
<td>176</td>
<td>98</td>
<td>300</td>
<td>895</td>
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Defect Rating

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<th>District-3</th>
<th>District-4</th>
<th>District-5</th>
<th>District-6</th>
<th>District-7</th>
<th>Statewide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>6.3</td>
<td>8.0</td>
<td>7.8</td>
<td>6.8</td>
<td>8.6</td>
<td>6.5</td>
<td>7.1</td>
<td></td>
</tr>
<tr>
<td>Interstate</td>
<td>9.0</td>
<td>9.0</td>
<td></td>
<td>9.3</td>
<td>7.4</td>
<td>8.3</td>
<td>8.5</td>
<td></td>
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<tr>
<td>Turnpike</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Toll</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average</td>
<td>7.3</td>
<td>8.7</td>
<td>7.8</td>
<td>7.5</td>
<td>7.5</td>
<td>8.0</td>
<td>8.0</td>
<td></td>
</tr>
</tbody>
</table>

* All averages and Statewide (by System) values are weighted by miles
2016 Defect Distribution by System - Statewide

**Primary**

- 306 Lane Miles, Mean = 7.1

**Interstate**

- 582 Lane Miles, Mean = 8.5

**Turnpike**

- 0 Lane Miles, Mean = N/A

**Toll**

- 7 Lane Miles, Mean = 7.5

**Statewide**

- 895 Lane Miles, Mean = 8.0
2016 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
2016 Defect Distribution by System - District 2

**Primary**

- **Interstate**
  - Percent of Lane Miles
  - Defect Rating
  - 0% 1 2 3 4 5 6 7 8 9 10
  - 2.0% 0.8% 0.0% 0.0% 0.0% 4.4% 1.9% 10.2% 25.6% 55.1%
  - 0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 72 Lane Miles, Mean = 8.0

- **Toll**
  - Percent of Lane Miles
  - Defect Rating
  - 0% 1 2 3 4 5 6 7 8 9 10
  - 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 0 Lane Miles, Mean = N/A

**Interstate**

- **Turnpike**
  - Percent of Lane Miles
  - Defect Rating
  - 0% 1 2 3 4 5 6 7 8 9 10
  - 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 0 Lane Miles, Mean = N/A

- **Toll**
  - Percent of Lane Miles
  - Defect Rating
  - 0% 1 2 3 4 5 6 7 8 9 10
  - 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 0 Lane Miles, Mean = N/A

**All Systems**

- **Interstate**
  - Percent of Lane Miles
  - Defect Rating
  - 0% 1 2 3 4 5 6 7 8 9 10
  - 2.0% 0.2% 0.0% 0.6% 0.9% 0.0% 1.3% 0.6% 5.8% 11.1%
  - 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
  - 247 Lane Miles, Mean = 8.7

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2016 Defect Distribution by System - District 3

Primary

- No Interstate System
  - 0 Lane Miles, Mean = N/A

- No Turnpike System
  - 0 Lane Miles, Mean = N/A

- Toll
  - 0 Lane Miles, Mean = N/A

Interstate

- No Interstate System
  - 0 Lane Miles, Mean = N/A

Turnpike

- No Turnpike System
  - 0 Lane Miles, Mean = N/A

Toll

- No Toll System
  - 0 Lane Miles, Mean = N/A

All Systems

- 18 Lane Miles, Mean = 7.8
2016 Defect Distribution by System - District 4

**Primary**

- **No Primary System**
- 0 Lane Miles, Mean = N/A

**Interstate**

- **No Interstate System**
- 0 Lane Miles, Mean = N/A

**Turnpike**

- **No Turnpike System**
- 0 Lane Miles, Mean = N/A

**Toll**

- **No Toll System**
- 0 Lane Miles, Mean = N/A

**All Systems**

- **No Rigid Pavement**
- 0 Lane Miles, Mean = N/A

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2016 Defect Distribution by System - District 5

**Primary**

- Defect Rating: 126 Lane Miles, Mean = 6.8

**Interstate**

- Defect Rating: 49 Lane Miles, Mean = 9.3

**Turnpike**

- Defect Rating: 0 Lane Miles, Mean = N/A

**Toll**

- Defect Rating: 0 Lane Miles, Mean = N/A

**All Systems**

- Defect Rating: 176 Lane Miles, Mean = 7.5
2016 Defect Distribution by System - District 6

**Primary**

- 6 Lane Miles, Mean = 8.5

**Interstate**

- 86 Lane Miles, Mean = 7.4

**Turnpike**

- No Turnpike System
  - 0 Lane Miles, Mean = N/A

**Toll**

- 6 Lane Miles, Mean = 7.2

**All Systems**

- 98 Lane Miles, Mean = 7.5

15
2016 Defect Distribution by System - District 7

**Primary**

- 49 Lane Miles, Mean = 6.5

**Interstate**

- 250 Lane Miles, Mean = 8.3

**Turnpike**

- 0 Lane Miles, Mean = N/A

**Toll**

- 1 Lane Miles, Mean = 9.4

**All Systems**

- 300 Lane Miles, Mean = 8.0
Section III
Ride Rating
By
System and District
The 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.

The Ride Rating is based on a scale of 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. Ride Rating is determined by the International Roughness Index (IRI). IRI is a standard practice for computing and reporting road roughness (ASTM E1926). IRI is reported in units of inches per mile (in/mi) and is scaled with 0 being the smoothest and the upper limit being infinite.

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

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.
2016 Ride Rating by System and District

<table>
<thead>
<tr>
<th>System</th>
<th>District-1</th>
<th>District-2</th>
<th>District-3</th>
<th>District-4</th>
<th>District-5</th>
<th>District-6</th>
<th>District-7</th>
<th>Statewide</th>
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<tbody>
<tr>
<td>Primary</td>
<td>34</td>
<td>72</td>
<td>18</td>
<td>0</td>
<td>126</td>
<td>6</td>
<td>49</td>
<td>304</td>
</tr>
<tr>
<td>Interstate</td>
<td>21</td>
<td>175</td>
<td>0</td>
<td>0</td>
<td>49</td>
<td>85</td>
<td>250</td>
<td>581</td>
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<td>Turnpike</td>
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<td>18</td>
<td>0</td>
<td>176</td>
<td>97</td>
<td>300</td>
<td>892</td>
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<th>District-4</th>
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<th>District-6</th>
<th>District-7</th>
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<tr>
<td>Turnpike</td>
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<td>7.4</td>
<td>7.6</td>
<td>7.9</td>
<td>7.6</td>
<td></td>
</tr>
</tbody>
</table>

* All averages and Statewide (by System) values are weighted by miles
2016 Ride Distribution by System - Statewide

**Primary**

- 303 Lane Miles, Mean = 7.0

**Interstate**

- 581 Lane Miles, Mean = 8.0

**Turnpike**

- 0 Lane Miles, Mean = N/A

**Toll**

- 7 Lane Miles, Mean = 6.8

**Statewide**

- 891 Lane Miles, Mean = 7.6
2016 Ride Distribution by System - District 1

Primary

- 34 Lane Miles, Mean = 7.3

Interstate

- 21 Lane Miles, Mean = 7.1

Turnpike

- No Turnpike System

- 0 Lane Miles, Mean = N/A

Toll

- No Toll System

- 0 Lane Miles, Mean = N/A

All Systems

- 55 Lane Miles, Mean = 7.3
2016 Ride Distribution by System - District 2

Primary

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

72 Lane Miles, Mean = 7.0

Interstate

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

175 Lane Miles, Mean = 7.9

Turnpike

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

No Turnpike System

0 Lane Miles, Mean = N/A

Toll

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

No Toll System

0 Lane Miles, Mean = N/A

All Systems

0% 10 20 30 40 50 60 70 80 90 100
Percent of Lane Miles

Ride Rating

247 Lane Miles, Mean = 7.6
2016 Ride Distribution by System - District 3

**Primary**
18 Lane Miles, Mean = 6.1

**Interstate**
0 Lane Miles, Mean = N/A

**Turnpike**
0 Lane Miles, Mean = N/A

**Toll**
0 Lane Miles, Mean = N/A

**All Systems**
18 Lane Miles, Mean = 6.1
2016 Ride Distribution by System - District 4

**Primary**

- **No Primary System**
  - 0 Lane Miles, Mean = N/A

**Interstate**

- **No Interstate System**
  - 0 Lane Miles, Mean = N/A

**Turnpike**

- **No Turnpike System**
  - 0 Lane Miles, Mean = N/A

**Toll**

- **No Toll System**
  - 0 Lane Miles, Mean = N/A

**All Systems**

- **No Rigid Pavement**
  - 0 Lane Miles, Mean = N/A
2016 Ride Distribution by System - District 5

Primary

Interstate

Turnpike

Toll

All Systems

126 Lane Miles, Mean = 6.9

49 Lane Miles, Mean = 8.7

0 Lane Miles, Mean = N/A

0 Lane Miles, Mean = N/A

176 Lane Miles, Mean = 7.4
2016 Ride Distribution by System - District 6

**Primary**

- 6 Lane Miles, Mean = 6.9

**Interstate**

- 85 Lane Miles, Mean = 7.7

**Turnpike**

- 0 Lane Miles, Mean = N/A

**Toll**

- 6 Lane Miles, Mean = 6.5

**All Systems**

- 97 Lane Miles, Mean = 7.6
2016 Ride Distribution by System - District 7

Primary

Interstate

Turnpike

Toll

All Systems

49 Lane Miles, Mean = 7.3

250 Lane Miles, Mean = 8.1

0 Lane Miles, Mean = N/A

1 Lane Miles, Mean = 8.6

300 Lane Miles, Mean = 7.9
Section IV
Historical Distress Ratings
By District
1999 - 2016
Historical Distress Ratings - Statewide

All Systems - All Districts

<table>
<thead>
<tr>
<th>Year</th>
<th>Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>1,416</td>
</tr>
<tr>
<td>2010</td>
<td>1,373</td>
</tr>
<tr>
<td>2011</td>
<td>1,205</td>
</tr>
<tr>
<td>2012</td>
<td>896</td>
</tr>
<tr>
<td>2013</td>
<td>903</td>
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<tr>
<td>2014</td>
<td>863</td>
</tr>
<tr>
<td>2015</td>
<td>867</td>
</tr>
<tr>
<td>2016</td>
<td>859</td>
</tr>
<tr>
<td>2017</td>
<td>874</td>
</tr>
</tbody>
</table>

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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Historical Distress Ratings - District 3

All Systems

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Historical Distress Ratings - District 5
All Systems

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Historical Distress Ratings - District 6
All Systems

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Section V
Historical Distress Ratings
By System
1999 - 2016
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Historical Distress Ratings - Primary System

All Districts

<table>
<thead>
<tr>
<th>Year</th>
<th>Defect Rating</th>
<th>Ride Rating</th>
<th>Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Defect Rating</td>
<td>6.8</td>
<td>7.1</td>
<td>6.9</td>
</tr>
<tr>
<td>Ride Rating</td>
<td>6.5</td>
<td>6.3</td>
<td>6.7</td>
</tr>
<tr>
<td>Lane Miles</td>
<td>350</td>
<td>344</td>
<td>344</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Defect Rating</th>
<th>Ride Rating</th>
<th>Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Defect Rating</td>
<td>7.0</td>
<td>7.0</td>
<td>6.9</td>
</tr>
<tr>
<td>Ride Rating</td>
<td>6.3</td>
<td>6.2</td>
<td>6.3</td>
</tr>
<tr>
<td>Lane Miles</td>
<td>337</td>
<td>333</td>
<td>340</td>
</tr>
</tbody>
</table>

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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Historical Distress Ratings - Turnpike System
All Districts

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Section VI
Distress Ratings
Comparison
2015 vs. 2016
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

2015 compared to 2016

- 99% of the 2016 lane miles were within +/-1 point compared to 2015 survey

- 100% of the 2016 lane miles were within +/-1 point compared to 2015 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.
Section VII
Customer Service Survey
2016 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: ________________________________ City/State/Zip: ________________________________
Address: ________________________________ 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