

STATE OF FLORIDA



**2004
RIGID PAVEMENT
CONDITION SURVEY
FACTS & FIGURES**

**FL/DOT/SMO/04-469
April 2004**

STATE MATERIALS OFFICE

Table of Contents

Executive Summary 1

Section I. Introduction 2

Observations 4

General Notes 4

Section II. Defect Rating by System and District 8

Section III. Ride Rating by System and District 19

Section IV. Historical Information by District (1992 - 2004) 30

Section V. Historical Information by System (1992 – 2004) 39

Section VI. Defect and Ride Rating Comparison (2003 vs. 2004) 45

Executive Summary

Since 1985, the Pavement Condition Unit of the Pavement Systems Evaluation Section 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 State and local levels. This includes the apportionment and allocation of funding needs as well as the determination of appropriate cost-effective strategies to rehabilitate and preserve existing highway transportation infrastructure.

The PCS is traditionally performed on the pavement lane that has deteriorated the most in each direction. The beginning and ending of pavement sections to be rated are determined by construction limits and/or uniformity of conditions. All the sections rated are rated in terms of varying levels and amounts 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. Items 2 through 11 are combined to generate a Defect Rating.

The Survey data is collected, reviewed, processed, and analyzed by the Pavement Systems Evaluation Section of the State Materials Office. Once the data collection process is complete, the Central Pavement Management Office is responsible for processing, analysis and making the data available for use by the Department, consultants and others. Thereafter, the Central Program Development Office becomes 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 Florida roadway system data collected as part of the PCS program. It also includes a twelve-year historical summary of condition ratings data by District and by system type.

SECTION I

Introduction

The Pavement Systems Evaluation Section of the State Materials Office is responsible for the Department's Annual PCS. The Survey is conducted on the entire State-maintained Highway System, on an annual basis.

The survey, which covers flexible and rigid pavements, is conducted by a highly trained and experienced staff. It requires each of the four area staff specialists about 25 weeks of travel each year to complete the survey. However, since rigid pavements represent only about 3% of the State-maintained Highway System, much less time is spent evaluating rigid pavement.

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

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

The PCS is conducted in terms of varying levels and amounts of specific distress criteria, namely, (1) defect rating, and (2) ride quality. For each distress type, the pavement sections are rated on a scale of zero to ten, where a rating of ten indicates a section in excellent condition. Currently, any section with a rating of six or less becomes eligible for rehabilitation.

Defect rating is measured using ten different individual distress types. These distresses are counted and/or estimated (depending on the distress type) and are classified according to severity. The rater collects this distress data by evaluating the pavement from the roadway shoulder.

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). Ride Number 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 a maximum accuracy and repeatability of the data collected, the testing equipment must be well maintained and routinely calibrated. In addition, edit procedures are currently implemented to test both the data accuracy and compliance with other parameters of the Pavement Management System. Comparisons of annual survey data to that of earlier years are also performed to review trends and identify potential errors. The efforts made to upgrade the survey equipment and to improve the data analysis software resulted in increased speed of data collection and substantial improvement in accuracy of the survey results. These improvements now allow in-depth analysis of any segment of the highway system and timely 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 located online at:

<http://www.dot.state.fl.us/statematerialsoffice/PavementEvaluation/reports.htm>.

The facts and figures contained in this report are for rigid pavements only unless otherwise noted.

Observations

The review and analysis of the 2004 PCS data have resulted into the following observations:

1. Defect ratings have improved slightly during the past eleven years from an average rating of 6.67 in 1992 to 7.93 in 2004.
2. Ride ratings have remained constant for the past twelve years with a mean rating of 7.36 in 2003 and an overall average of 7.29. In 2004 the PCS saw a severe decline in ride rating with a statewide average of 6.79. This decline is mainly due to the change in sampling rate which was conducted in 2004 at 6-inch intervals compared to 12-inch for previous years.
3. 94.3% of the pavement sections rated this year was within one Defect point compared to previous year's ratings. (*)
4. 79.8% of the pavement sections rated this year for Ride was within one point compared to the previous year's ratings. (*)

Note: Ultrasonic sensors were replaced with Laser sensors beginning with the 1999 survey, along with the use of Ride Number as the method of calculating Ride ratings. This may explain the increase in serviceability observed thereafter.

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

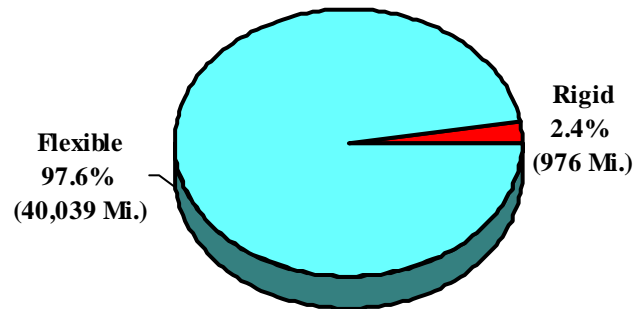
General Notes

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. Ride rating data is collected using four identical roadway profiler units.
5. Defect Rating is based on manual and visual distress measurements collected by the rater from the shoulder of the roadway.

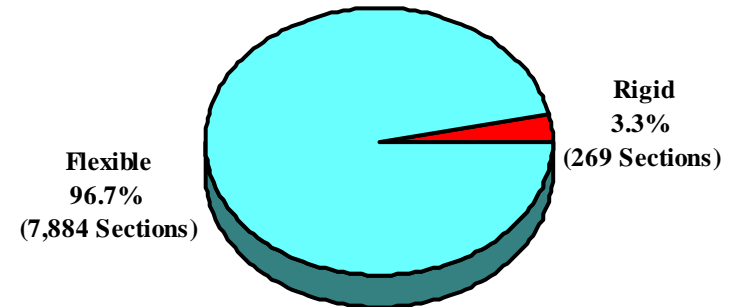
2004 Production Summary

Statewide

Total Lane Miles: 41,016 Mi.
(Flexible and Rigid Combined)

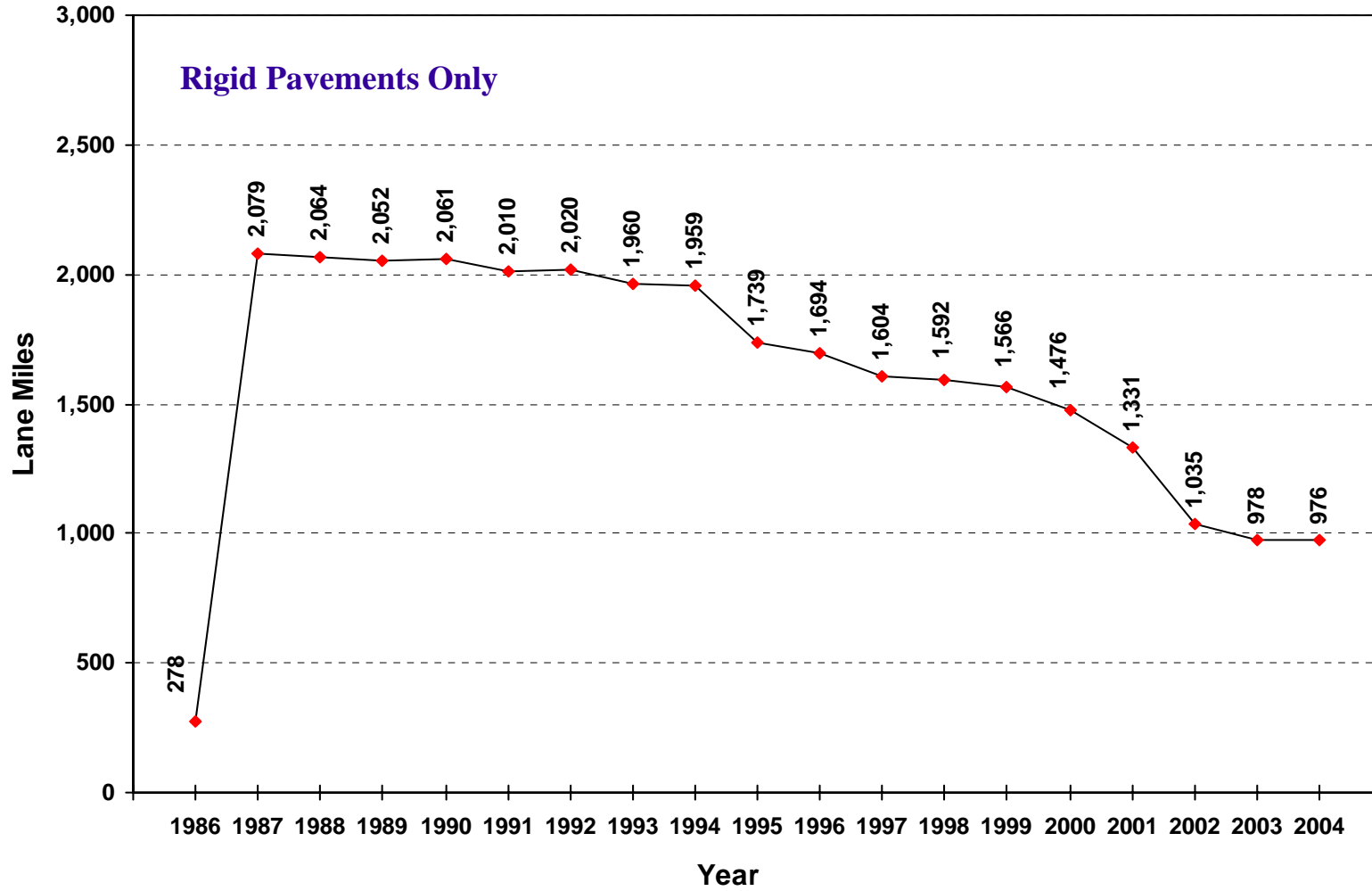


Total Rated Sections: 8,153
(Flexible and Rigid Combined)



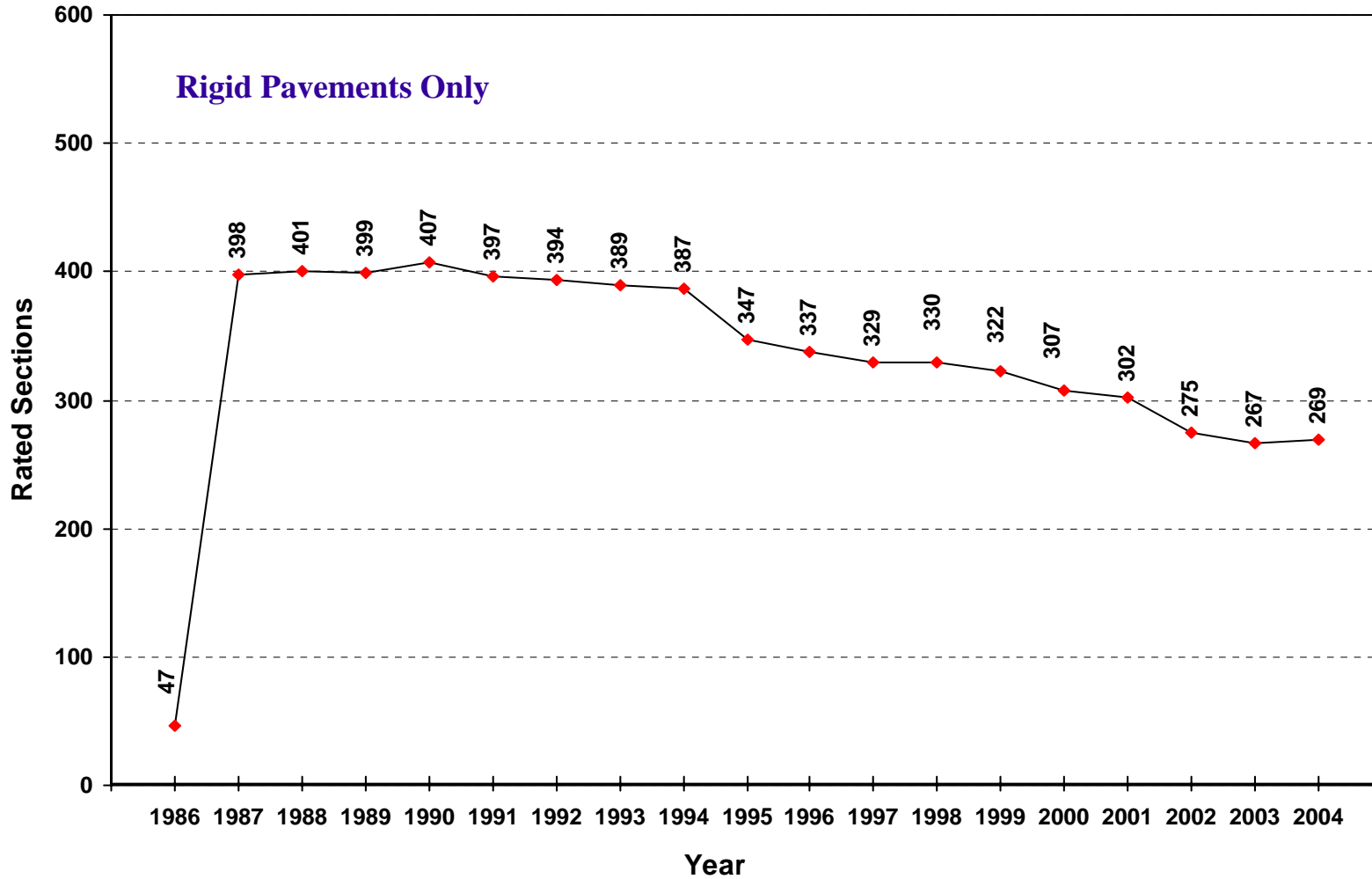
Production History

Lane Miles



Production History

Rated Sections



Rigid Pavements Only

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SECTION II

DEFECT RATING

BY

SYSTEM AND DISTRICT



SECTION II

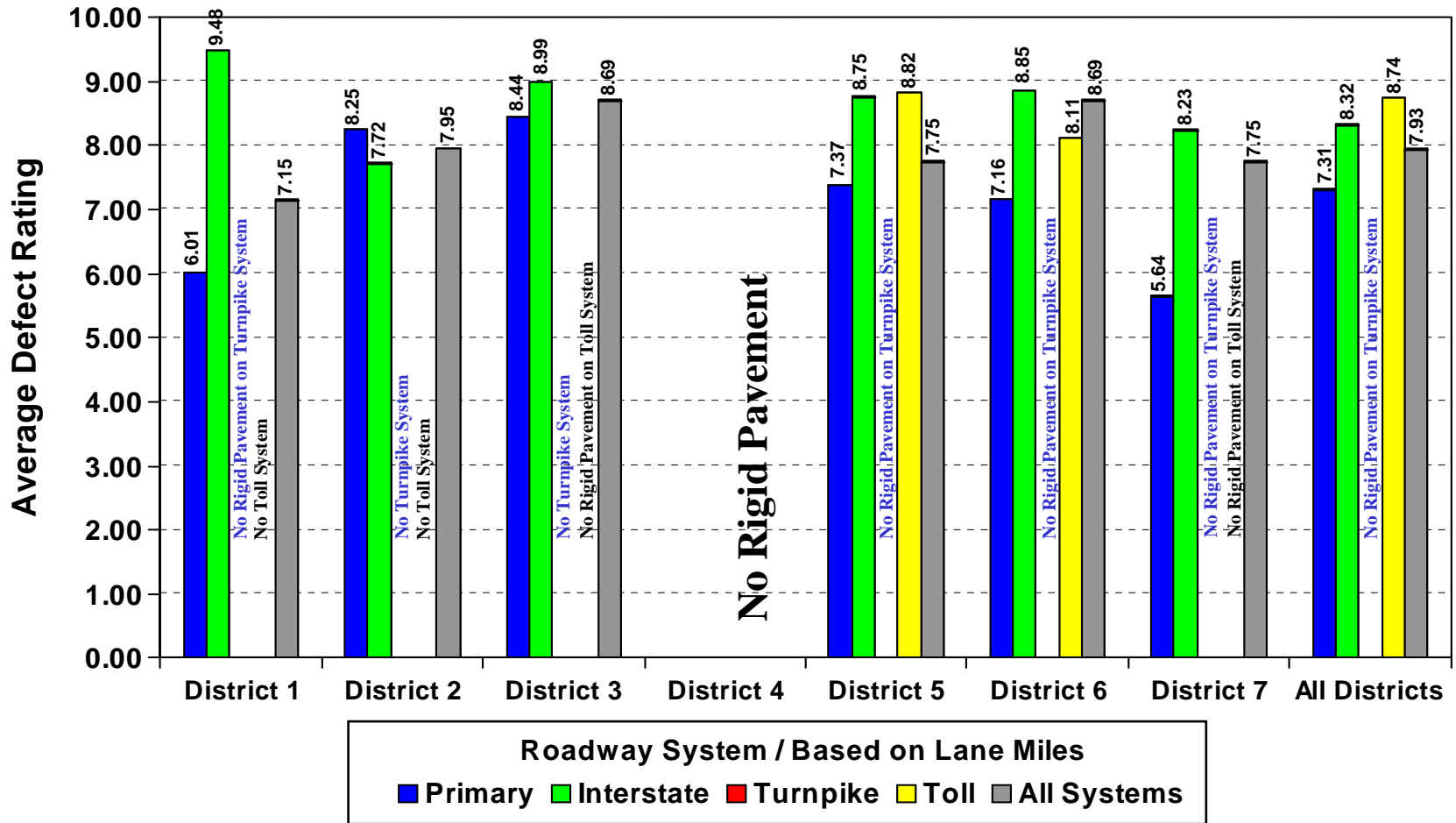
Defect Rating by System and District

Defect Rating Criteria

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

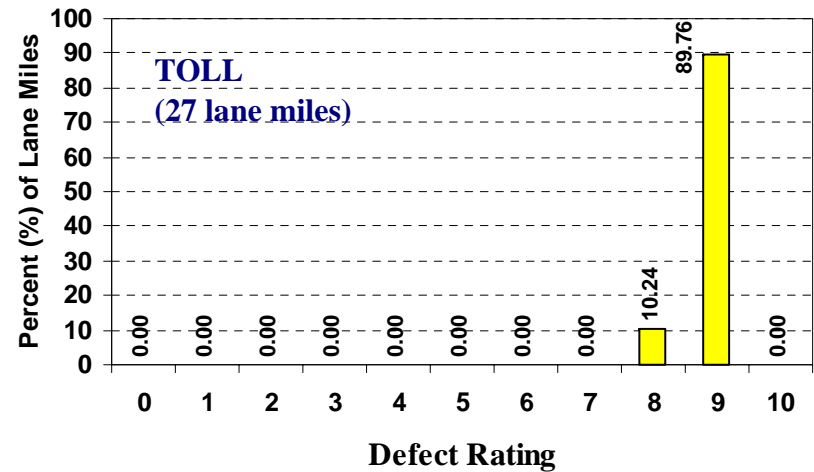
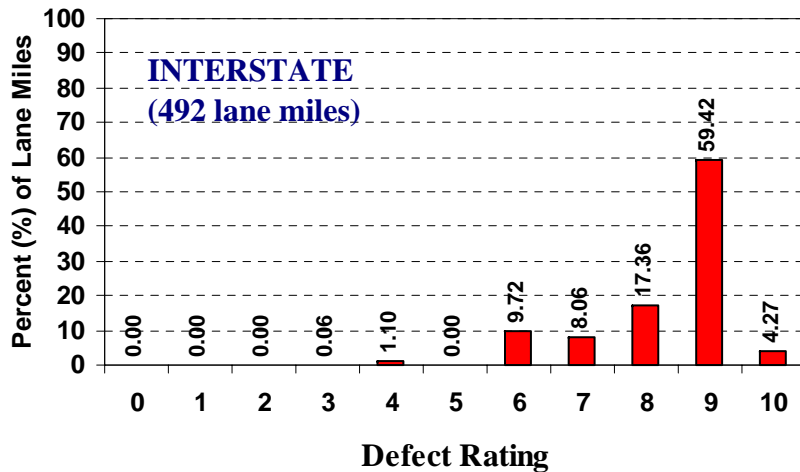
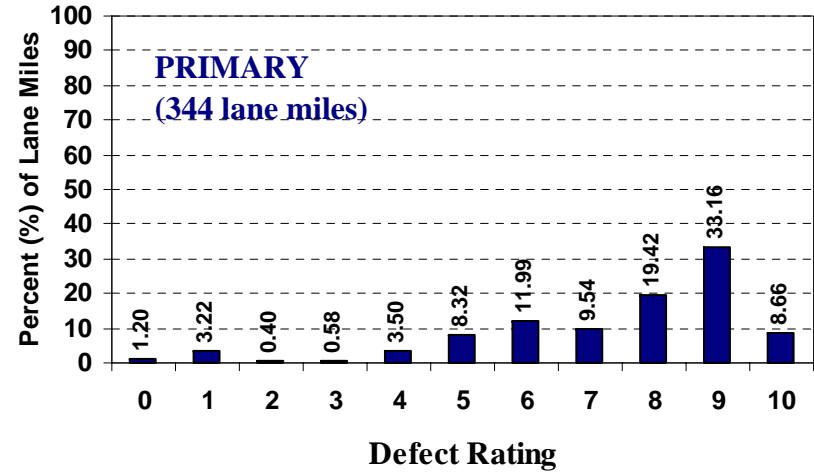
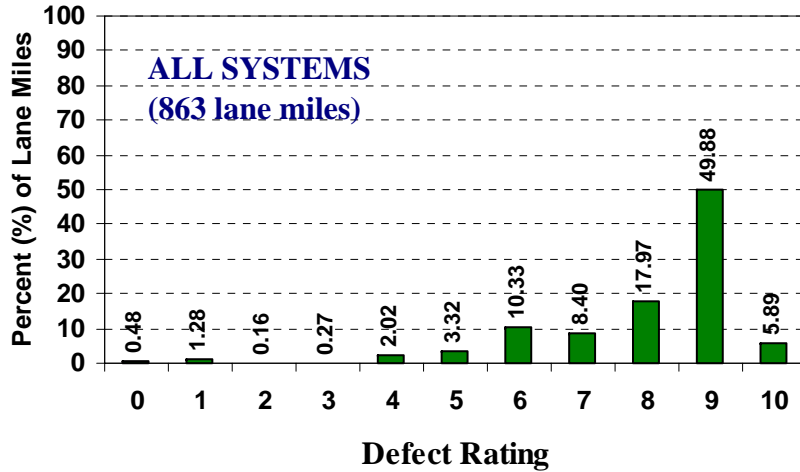
For more information on how Defect Rating is calculated see the 2004 Rigid Pavement Condition Survey Handbook.

Defect Rating by System and District



2004 Defect Distribution by System Statewide

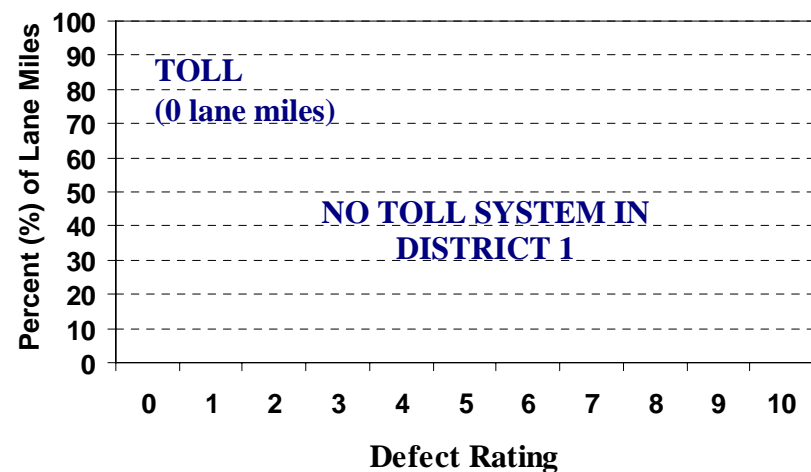
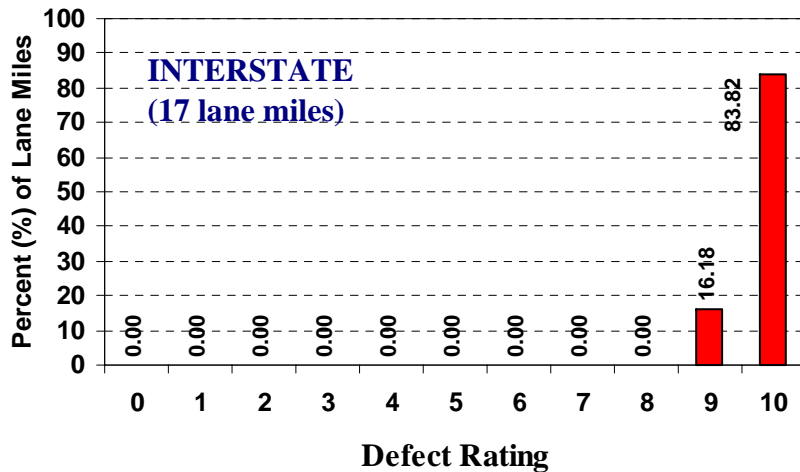
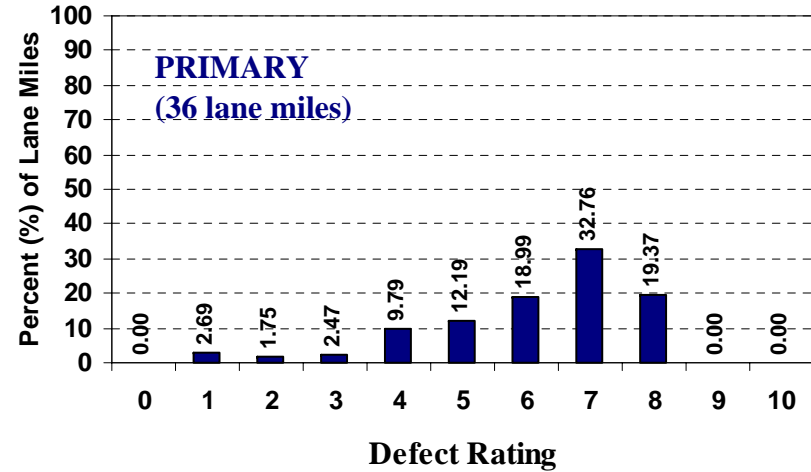
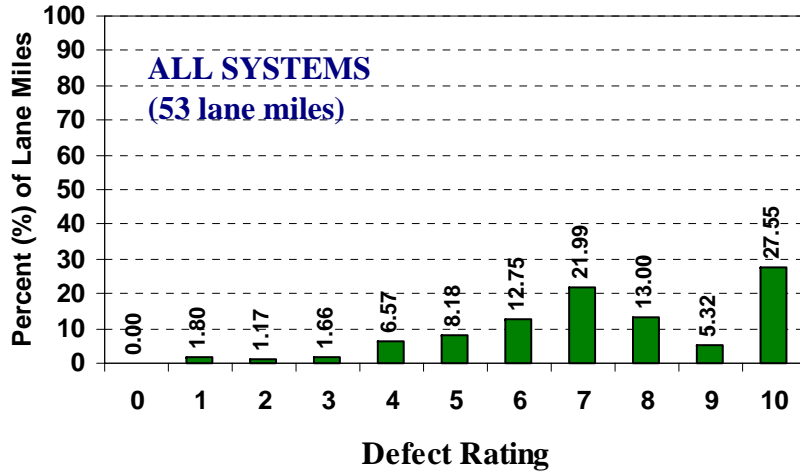
11



Note: No Rigid Pavement on Turnpike System

2004 Defect Distribution by System

District 1

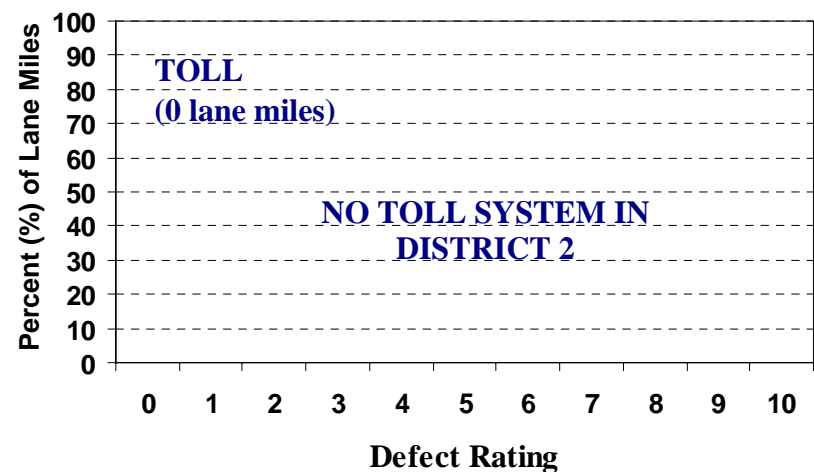
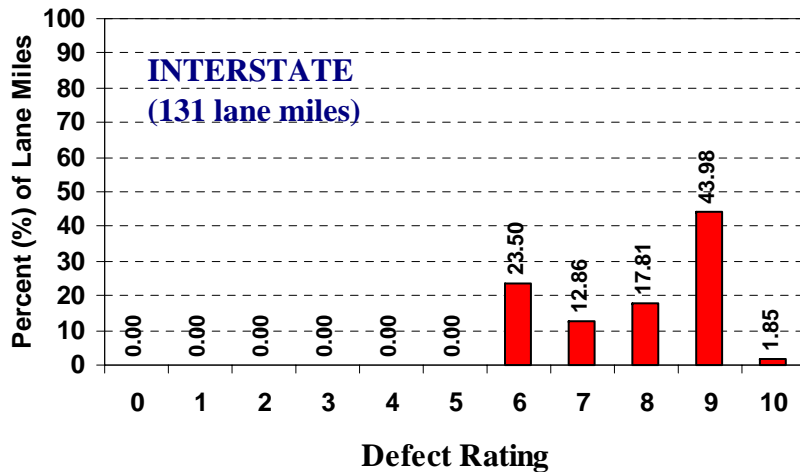
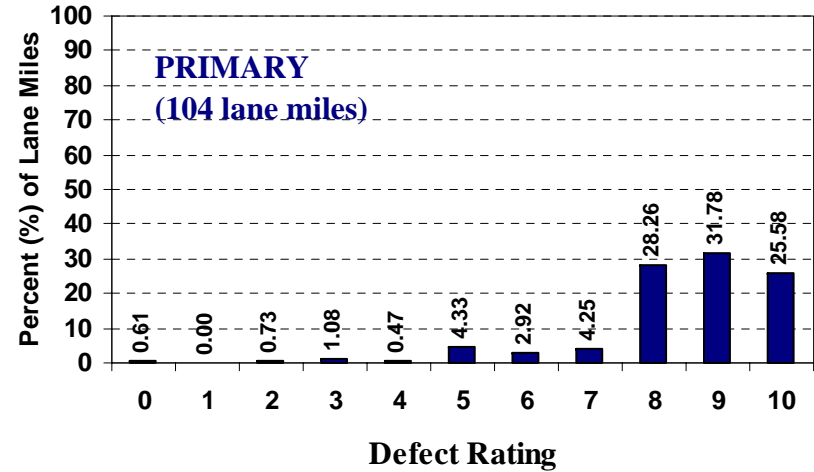
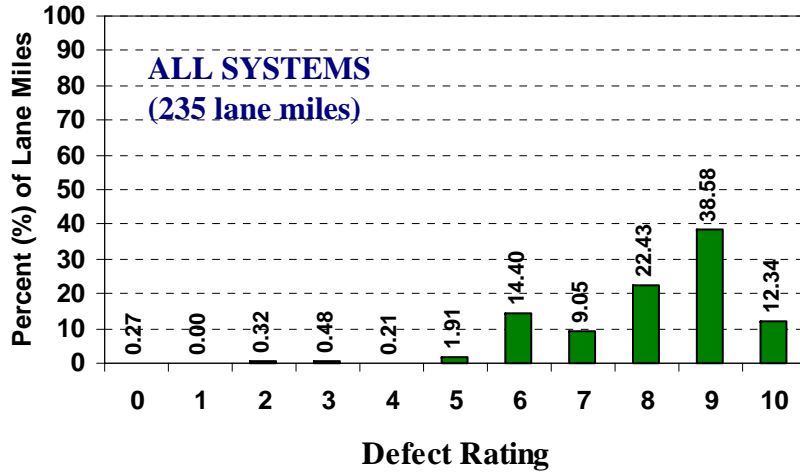


Note: No Rigid Pavement on Turnpike System

2004 Defect Distribution by System

District 2

13

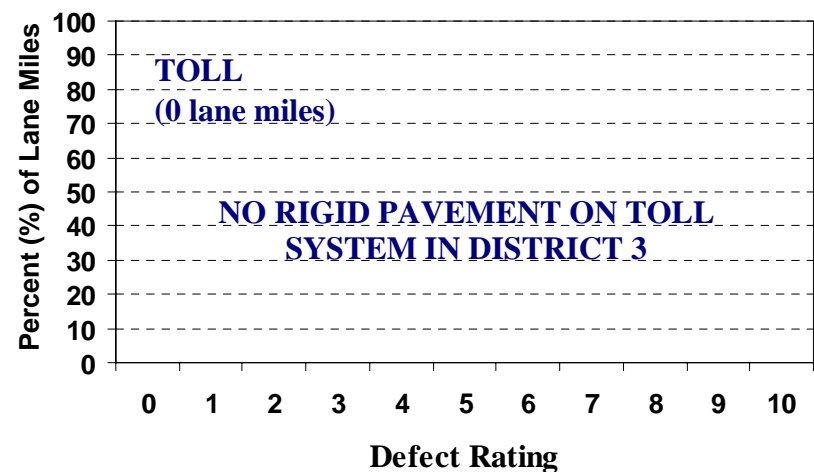
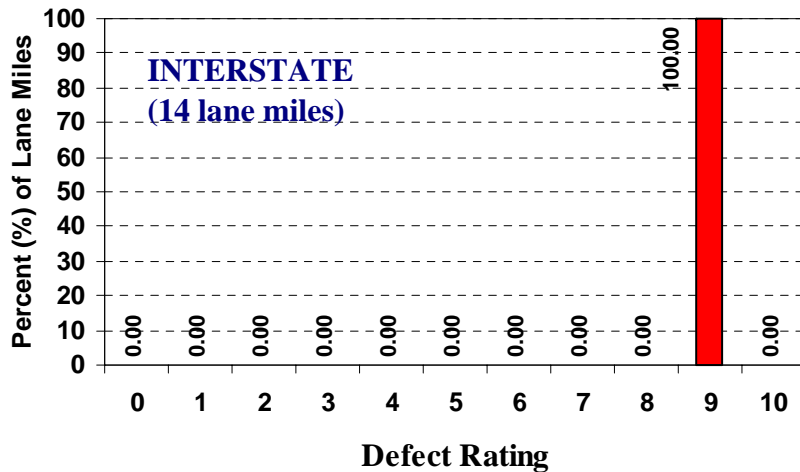
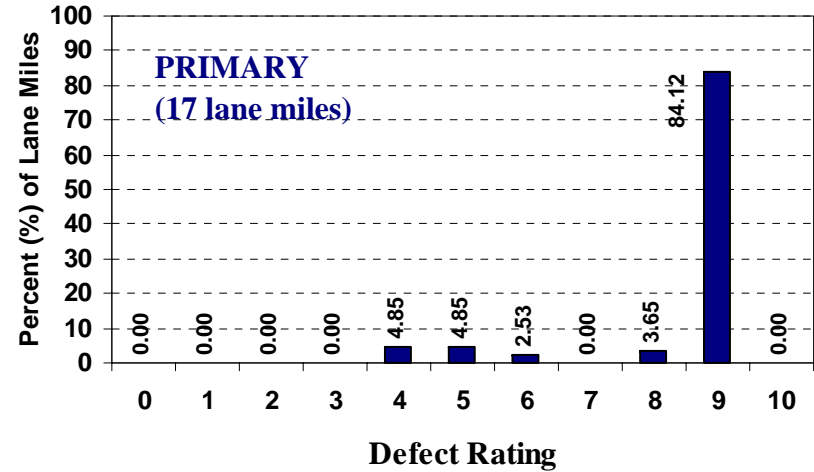
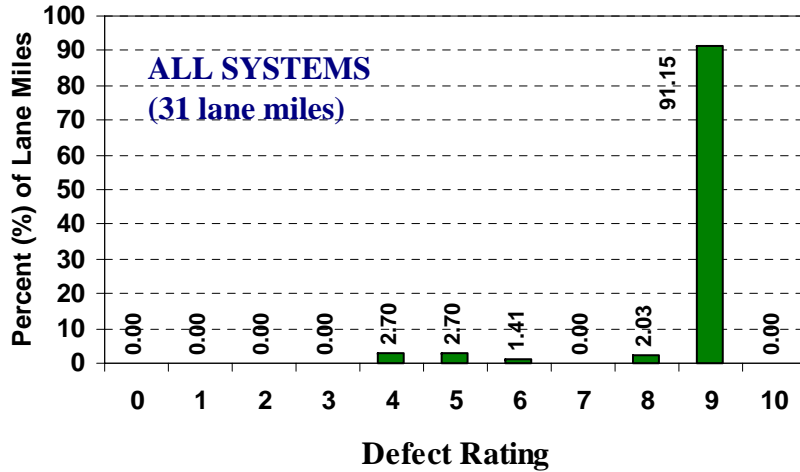


Note: No Turnpike System in District 2

2004 Defect Distribution by System

District 3

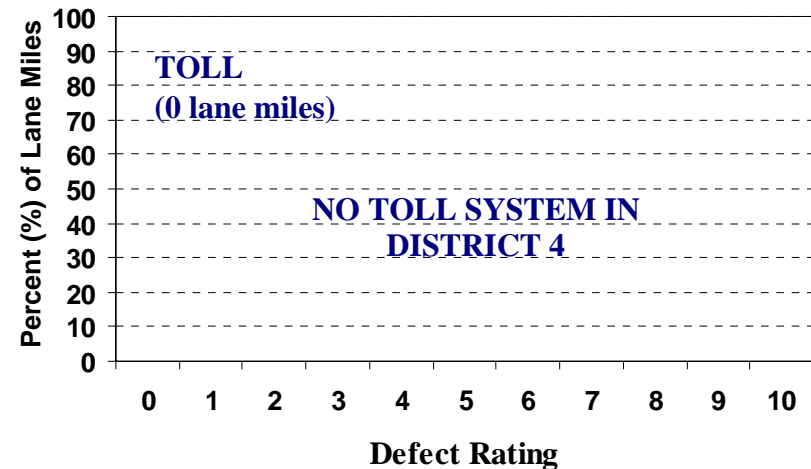
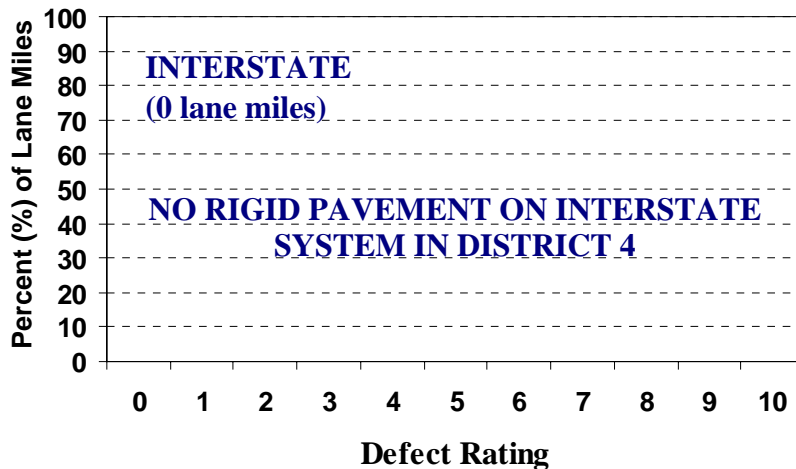
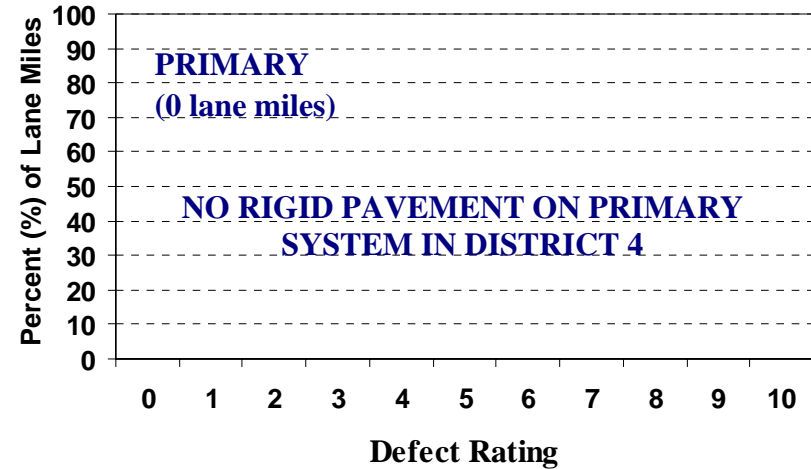
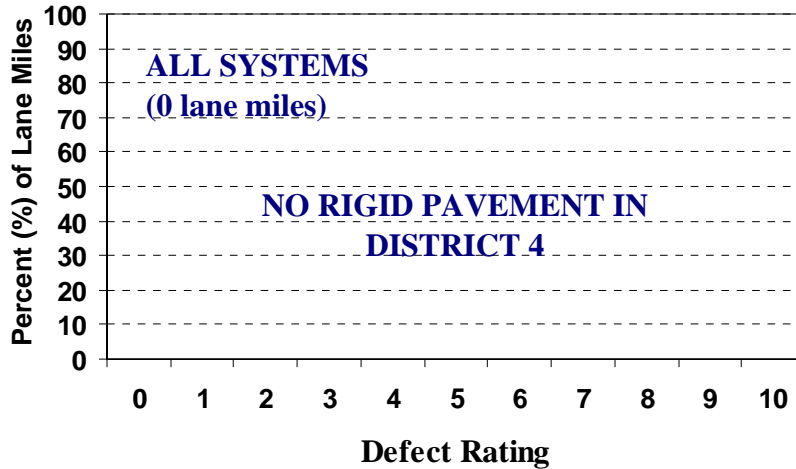
14



Note: No Turnpike System in District 3

2004 Defect Distribution by System

District 4

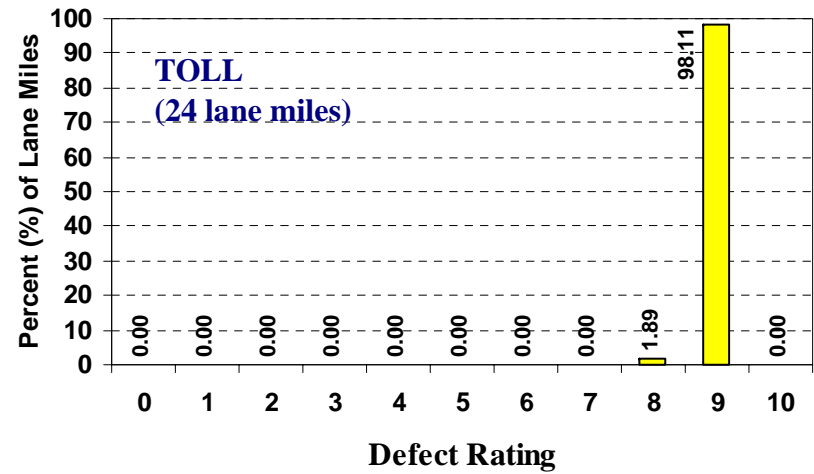
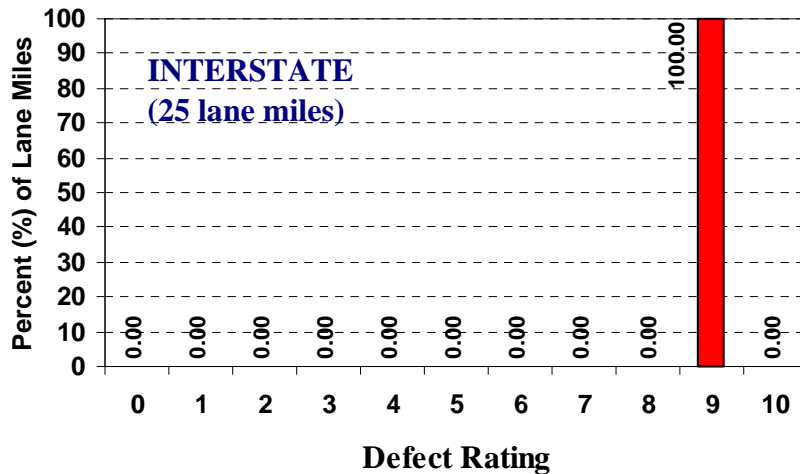
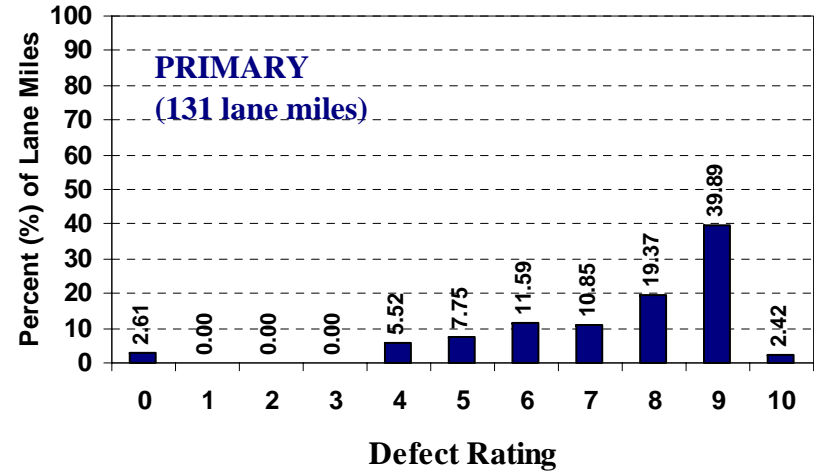
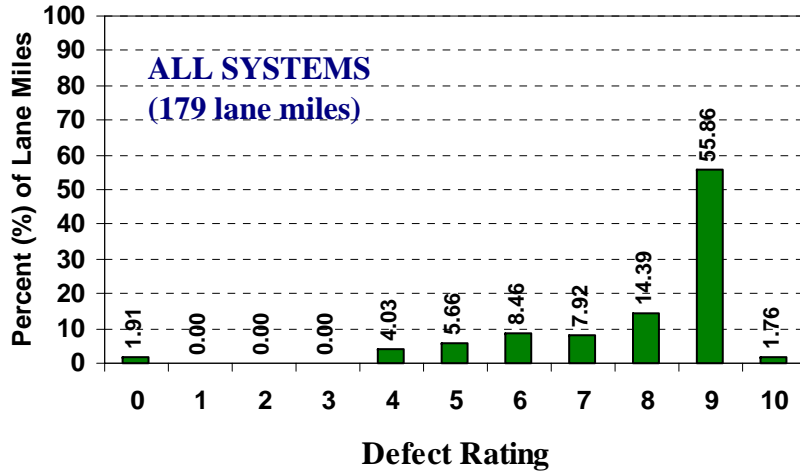


Note: No Rigid Pavement on Turnpike System

2004 Defect Distribution by System

District 5

91

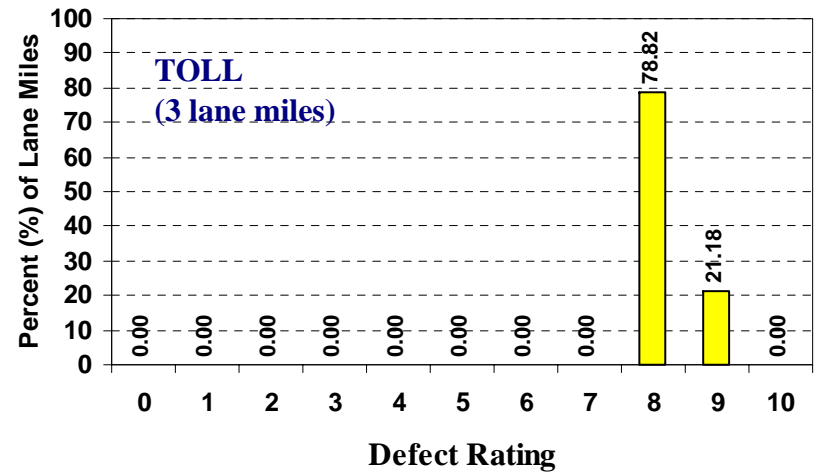
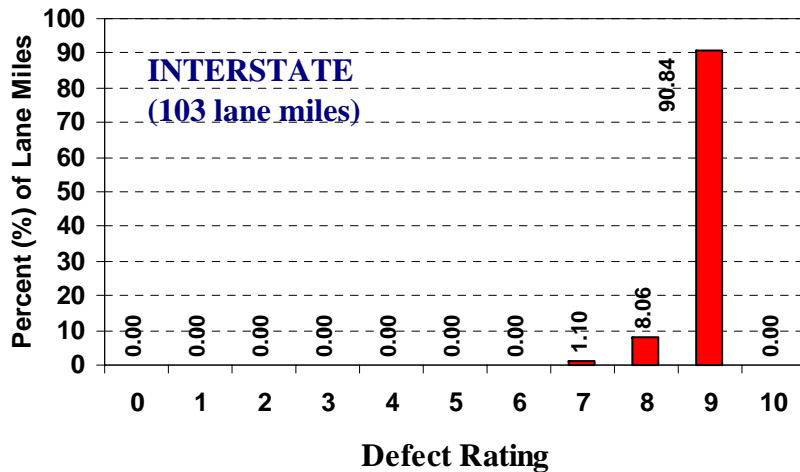
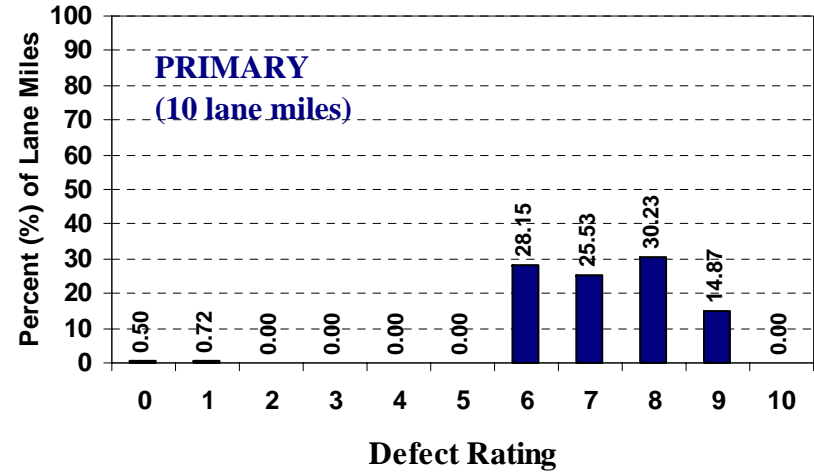
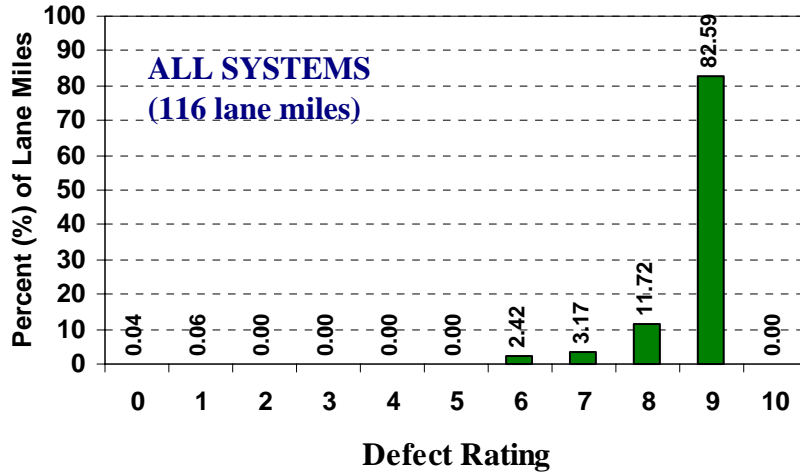


Note: No Rigid Pavement on Turnpike System

2004 Defect Distribution by System

District 6

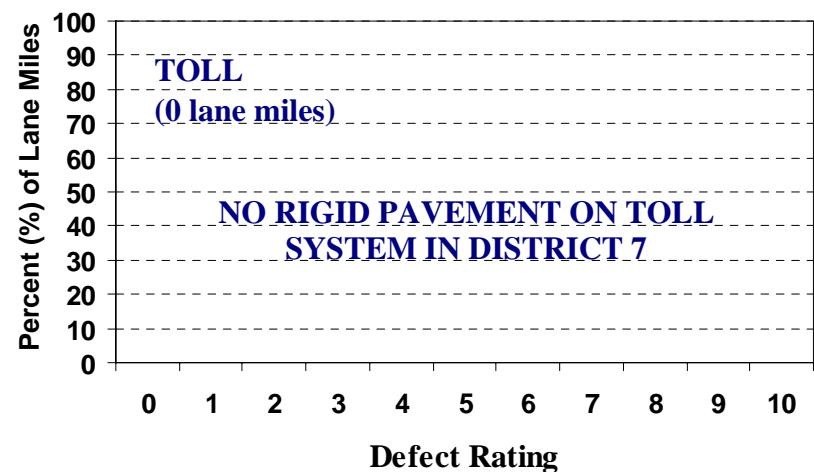
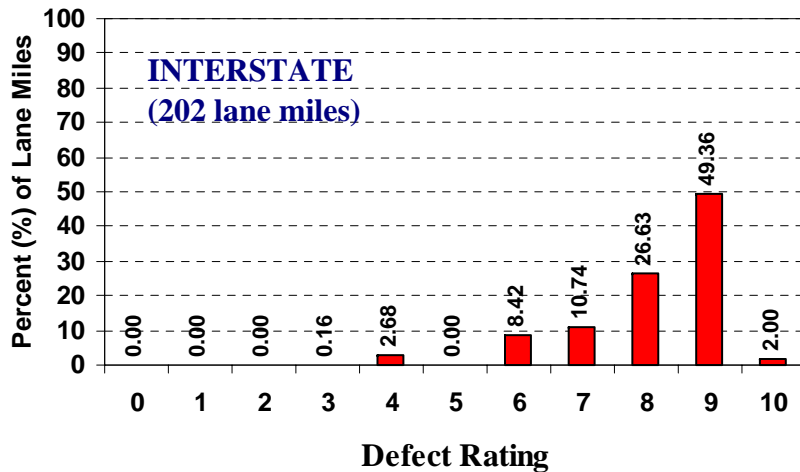
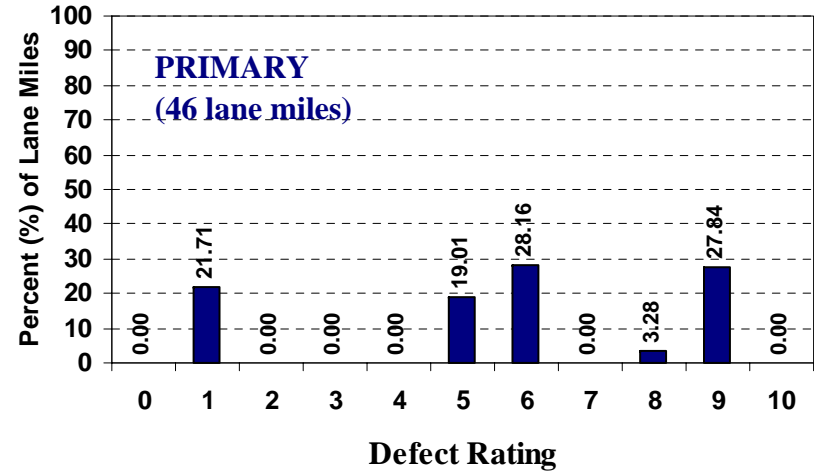
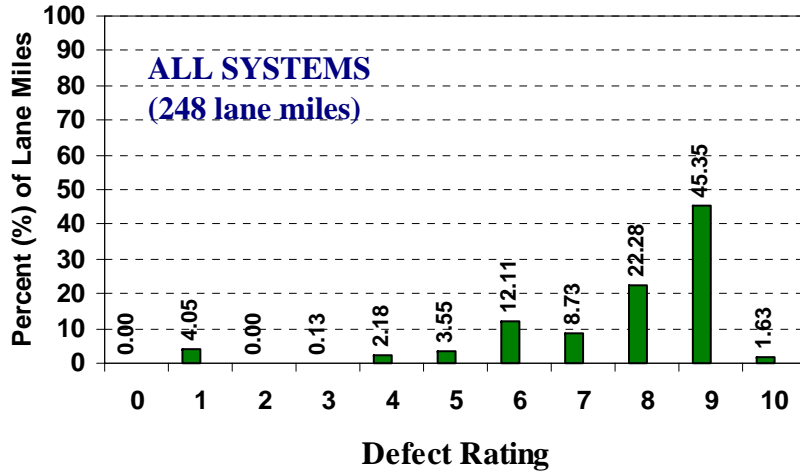
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Note: No Rigid Pavement on Turnpike System

2004 Defect Distribution by System

District 7



Note: No Rigid Pavement on Turnpike System

SECTION III

RIDE RATING

BY

SYSTEM AND DISTRICT



SECTION III

Ride Rating by System and District

Ride Rating Criteria

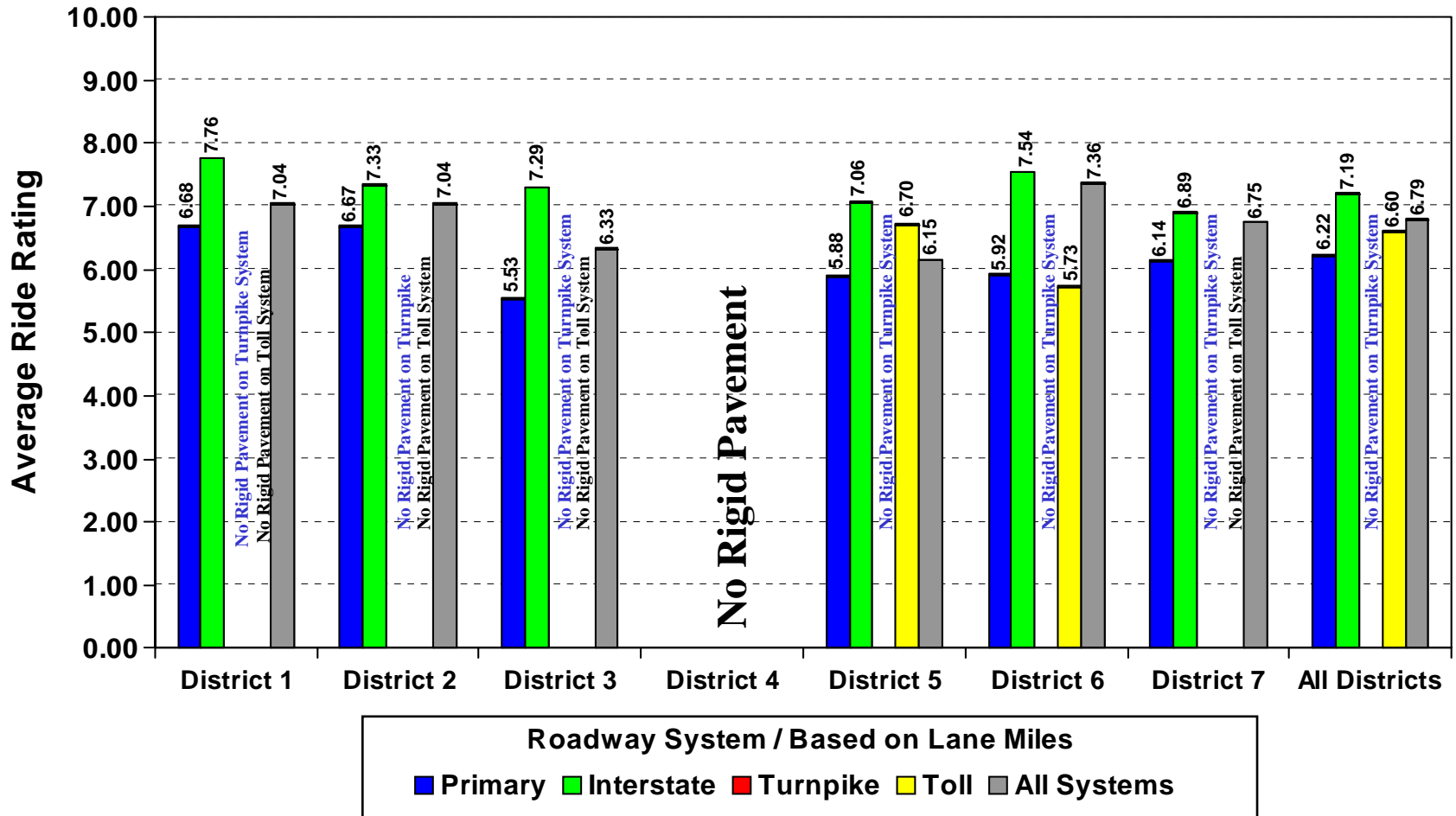
- Ride Ratings measure the ride quality of a pavement section. It is an indication of the degree of smoothness or roughness of the wearing surface.
- Ride Ratings are calculated from Ride Number (ASTM E-1489).

Ride Number x 2 = Ride Rating

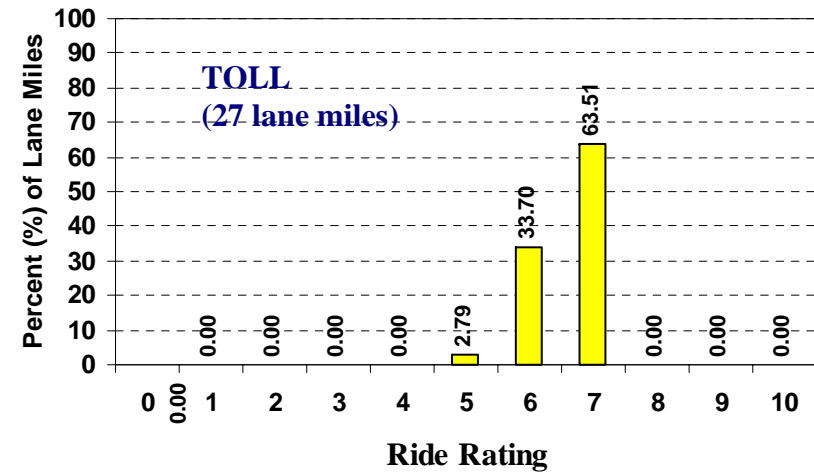
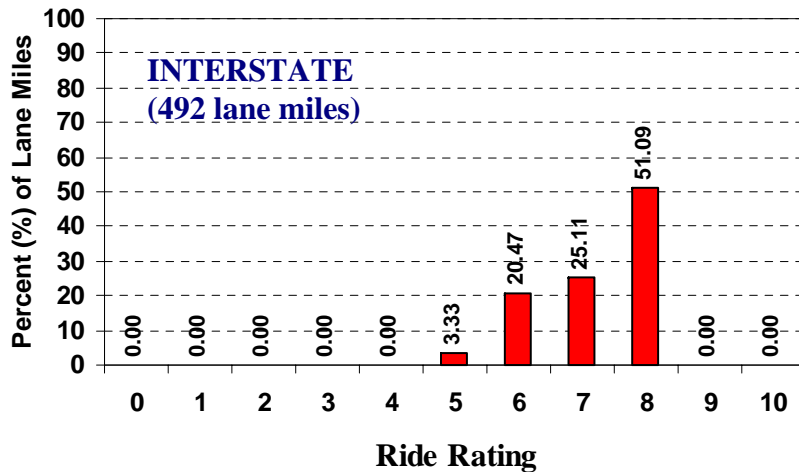
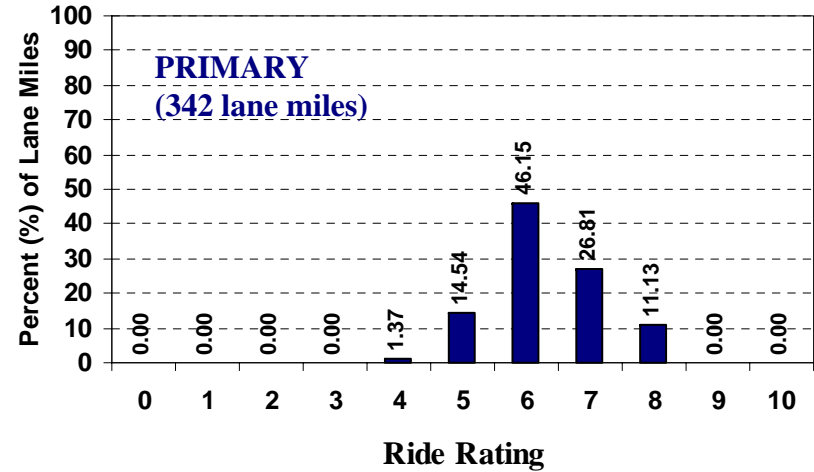
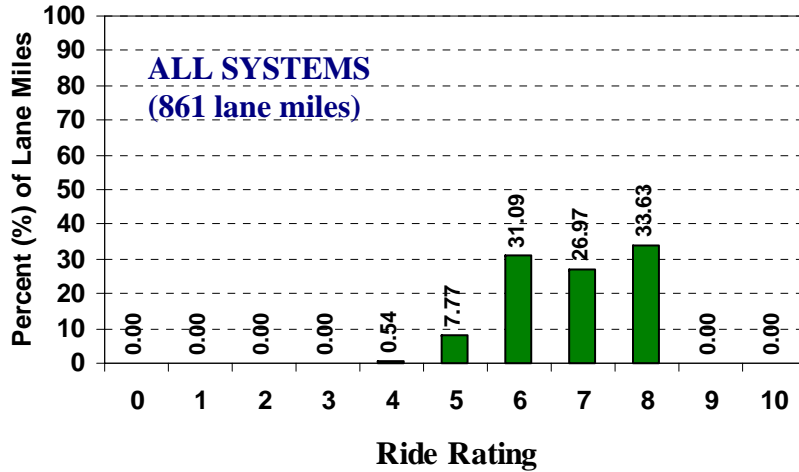
Ride Number is a mathematical processing of longitudinal profile measurements to produce an estimate of a drivers subjective perception of the ride quality of a roadway. Ride Number is based on an algorithm published in the National Cooperative Highway Research Project (NCHRP) 1-23 report and is defined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

- Rideability is greatly affected by factors that include the following:
 - ▶ Original pavement profile
 - ▶ Profiles from intersecting roads
 - ▶ Utility patches and manhole covers, and
 - ▶ Surface and structural deterioration
- Ride deficiency 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.

Ride Rating by System and District



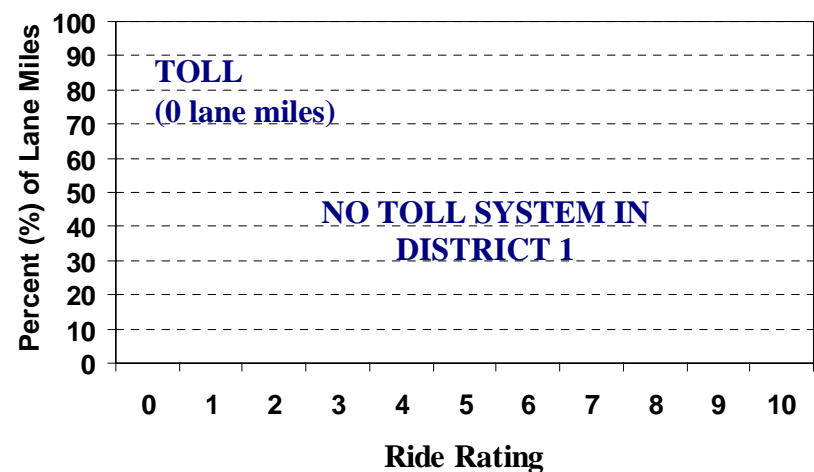
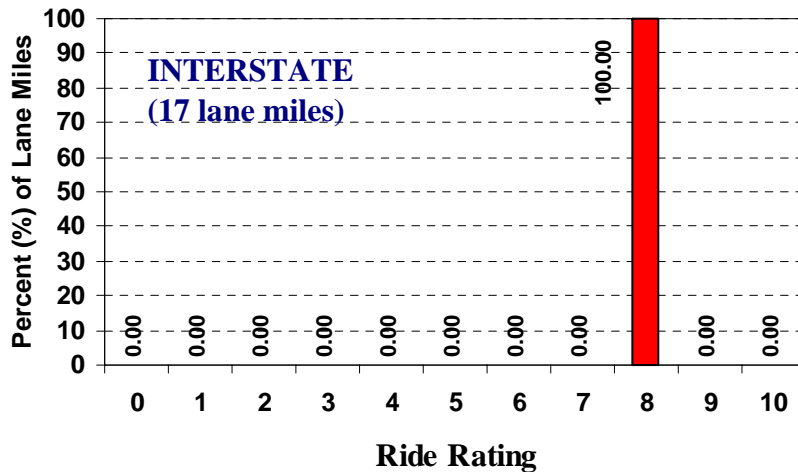
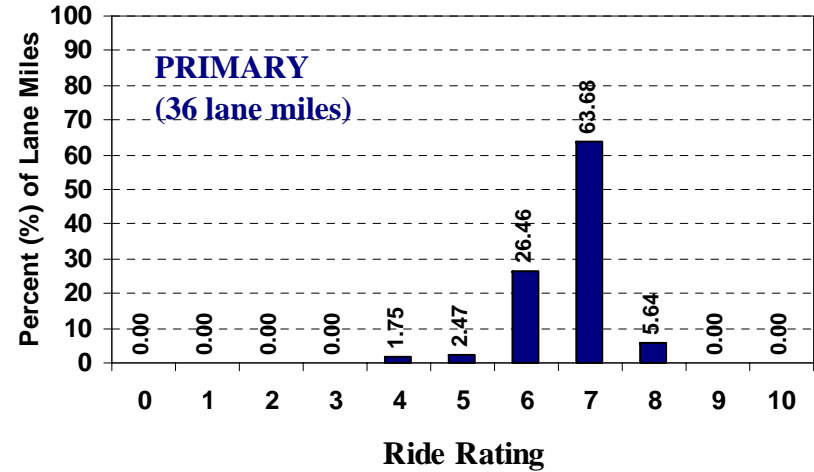
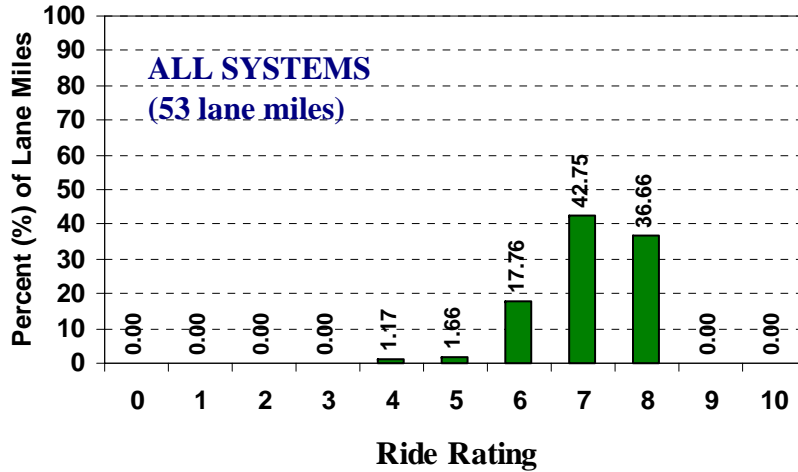
2004 Ride Distribution by System Statewide



Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

District 1

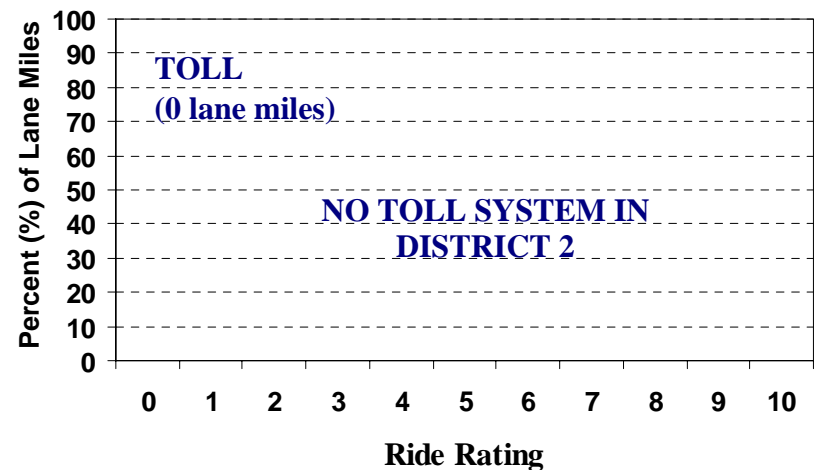
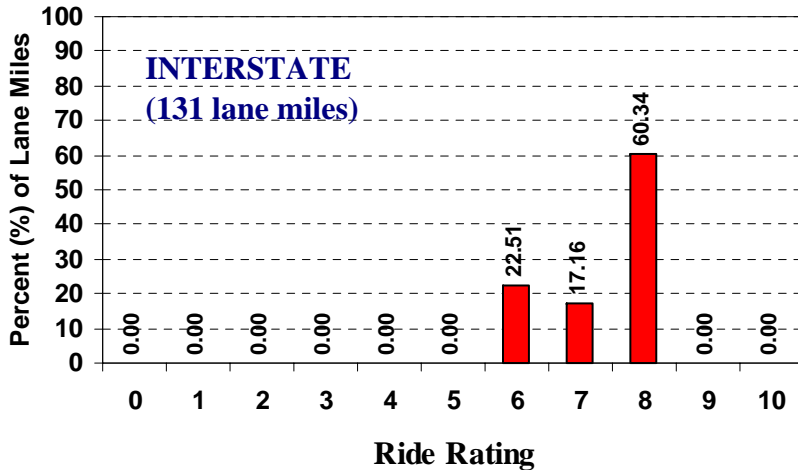
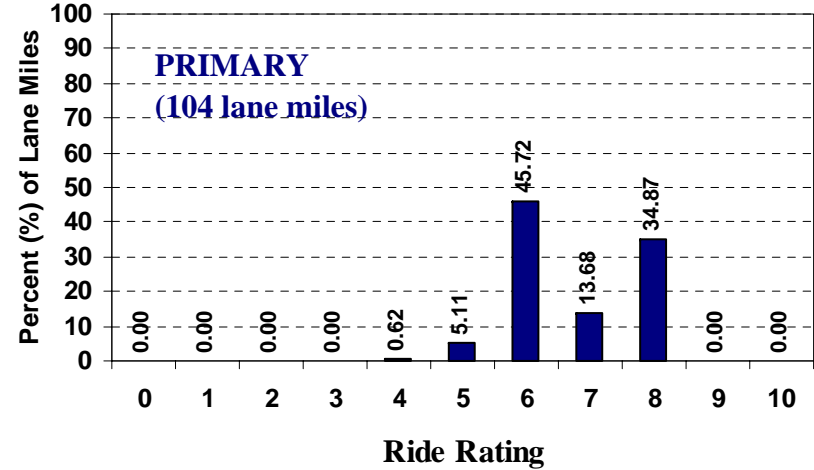
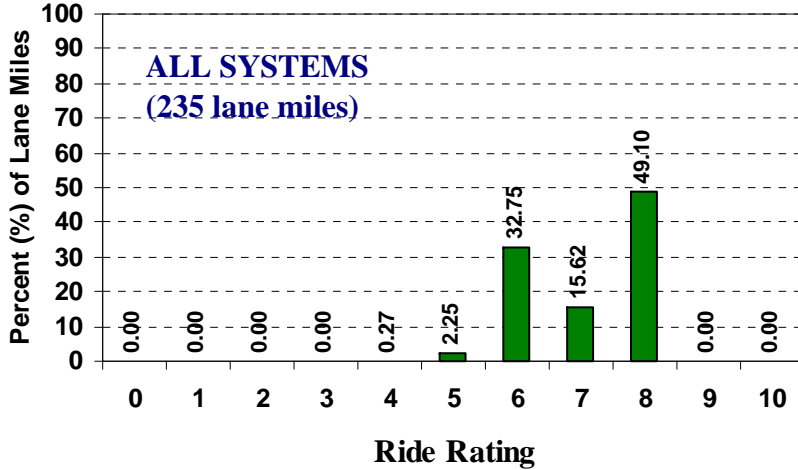


Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

District 2

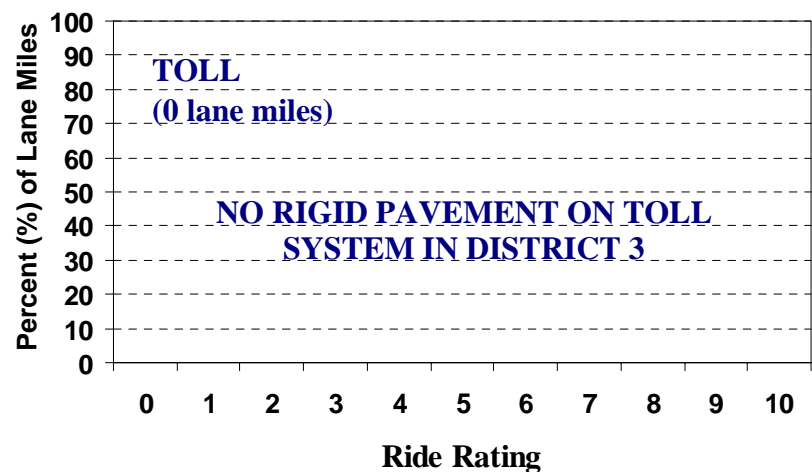
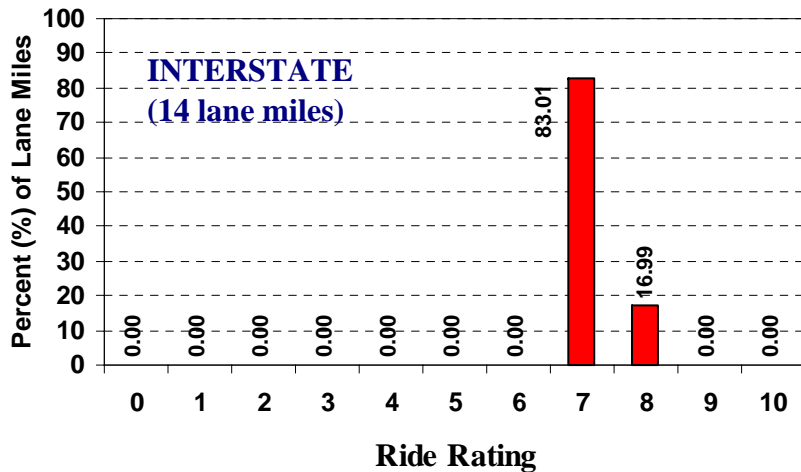
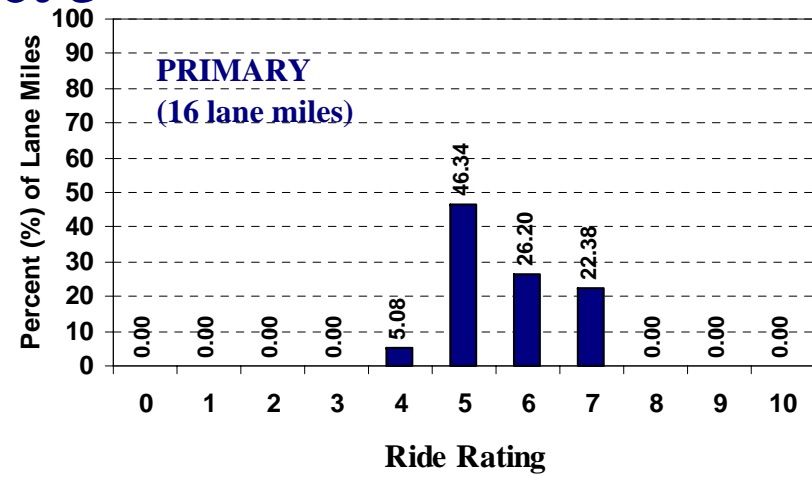
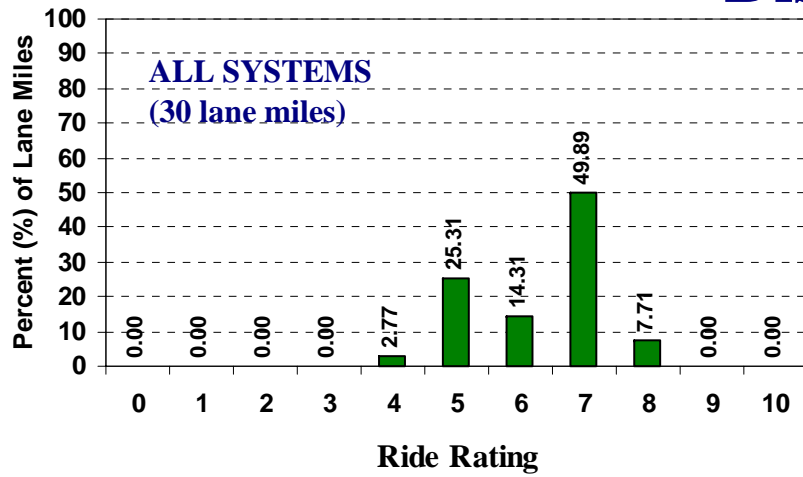
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Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

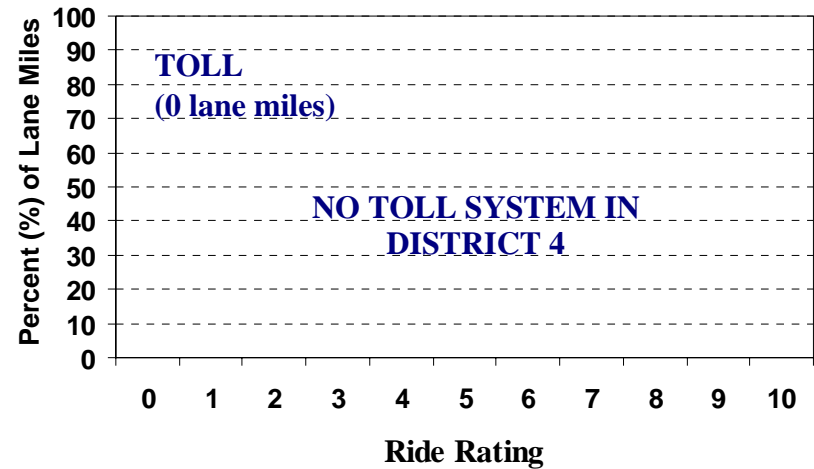
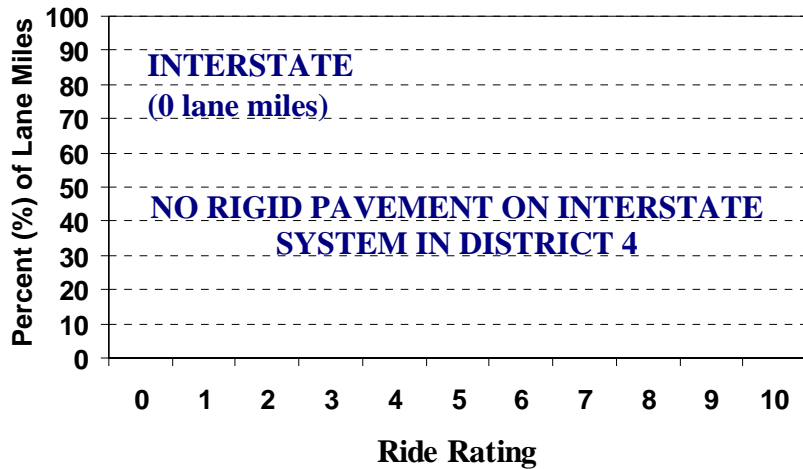
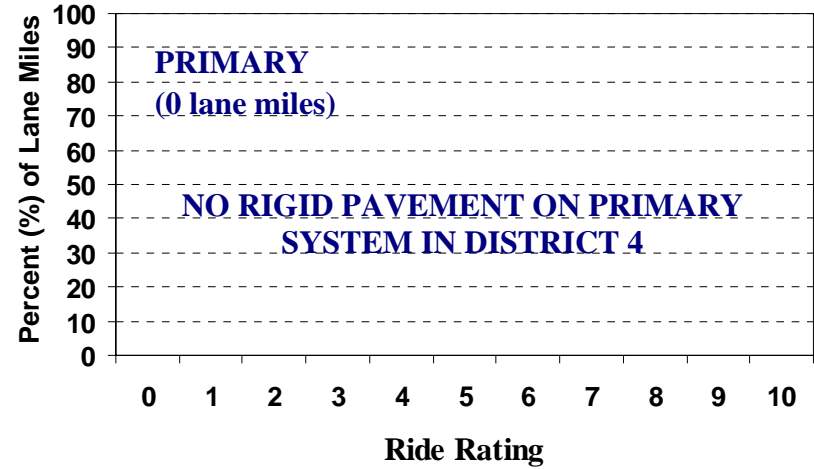
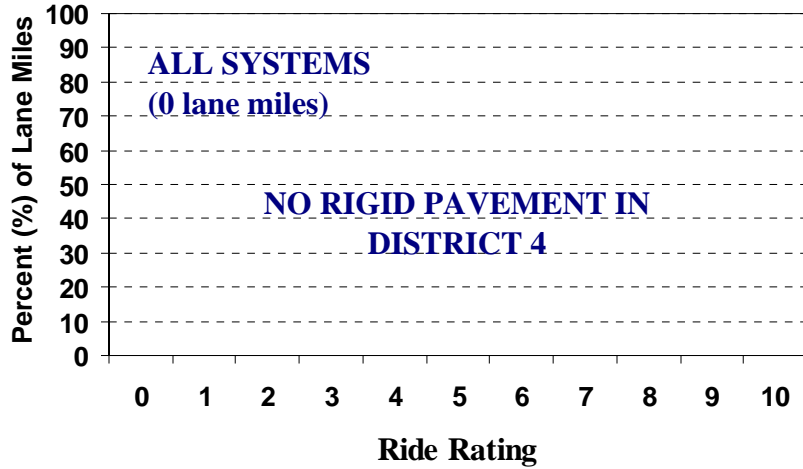
District 3



Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

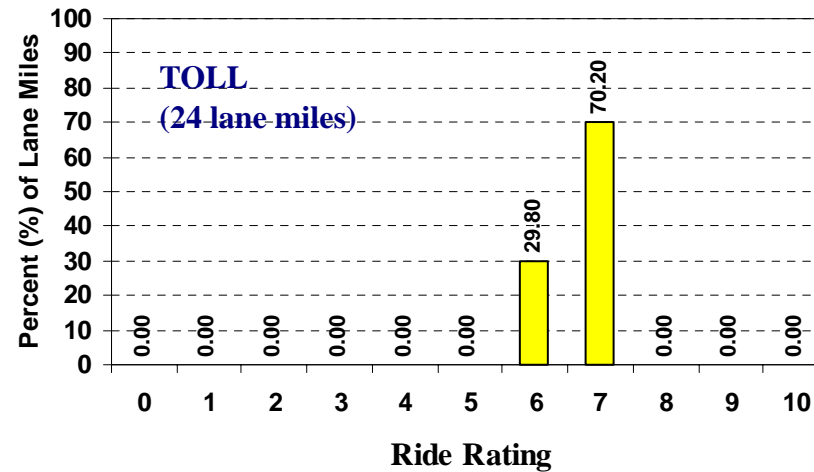
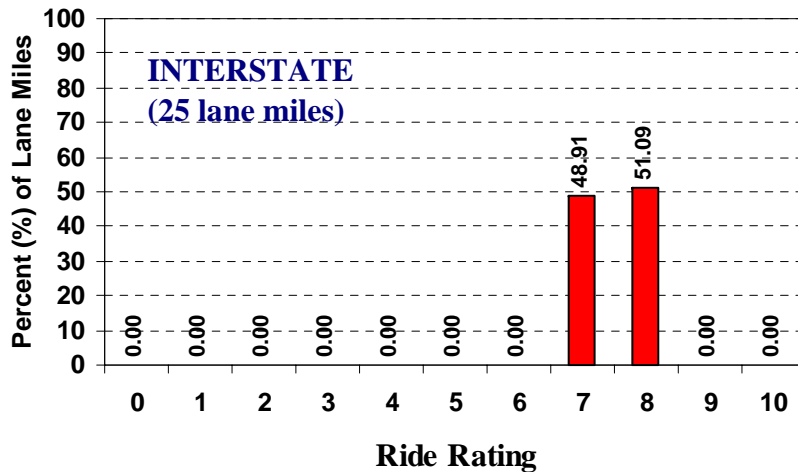
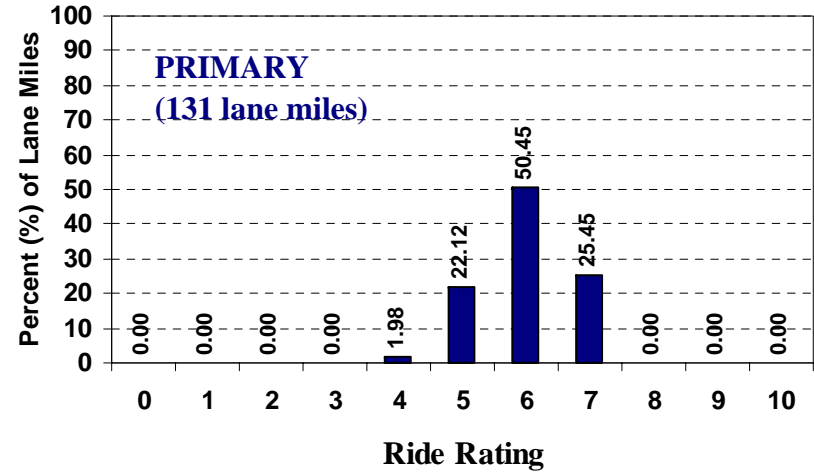
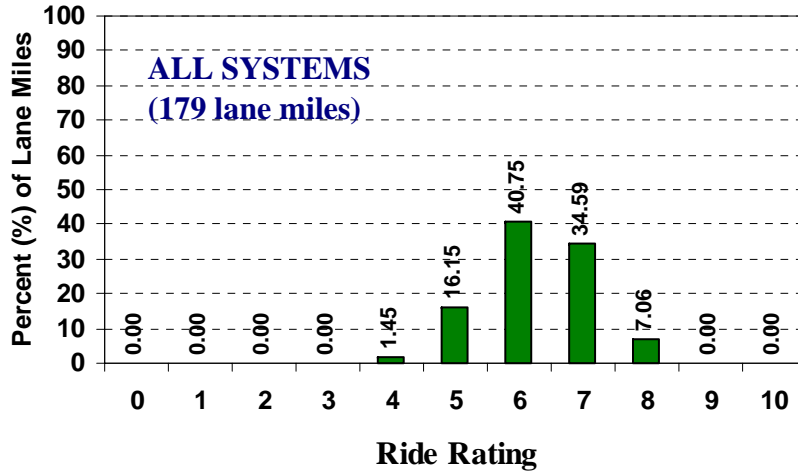
District 4



Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

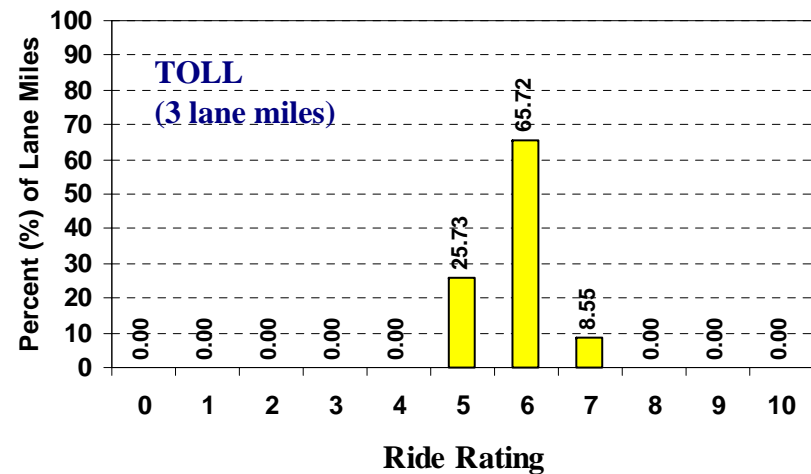
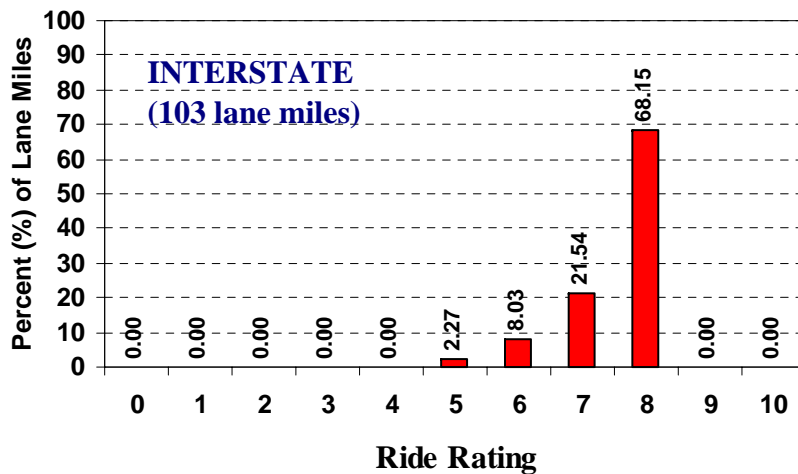
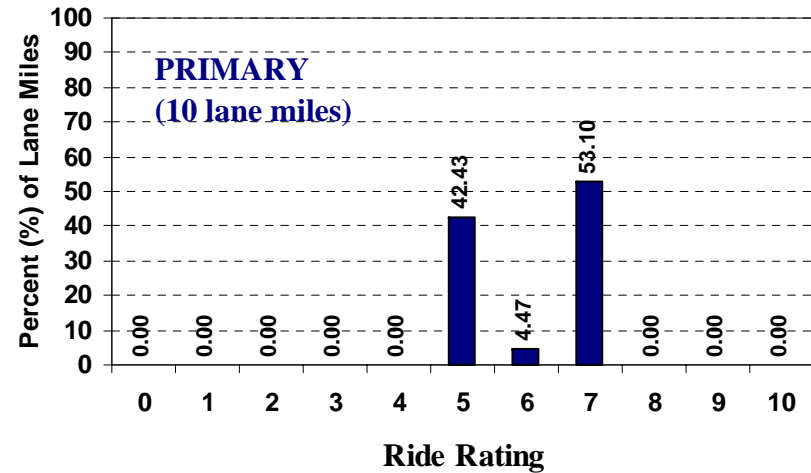
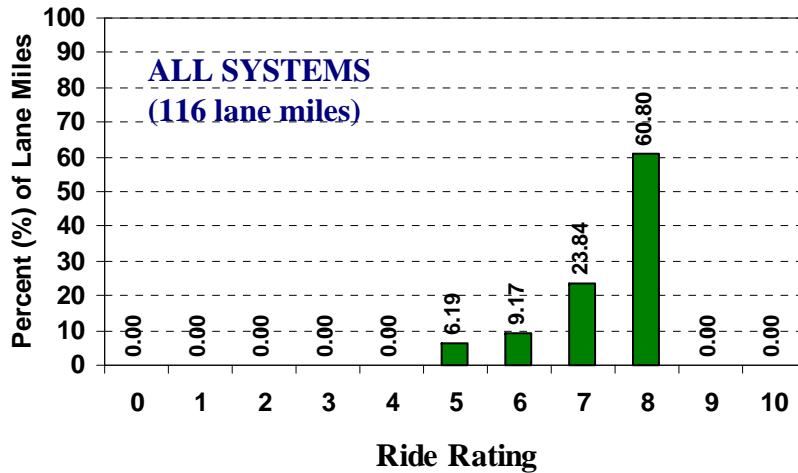
District 5



Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

District 6

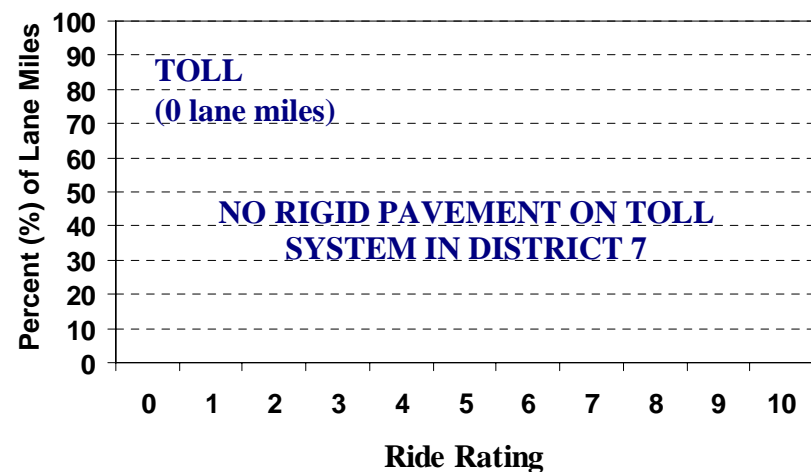
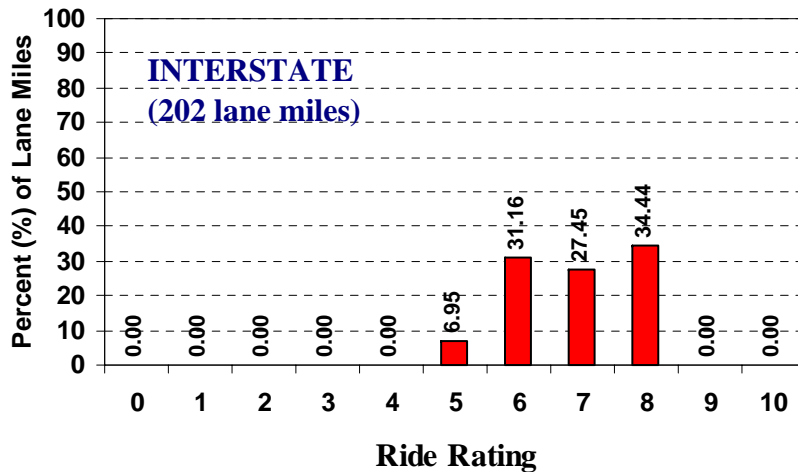
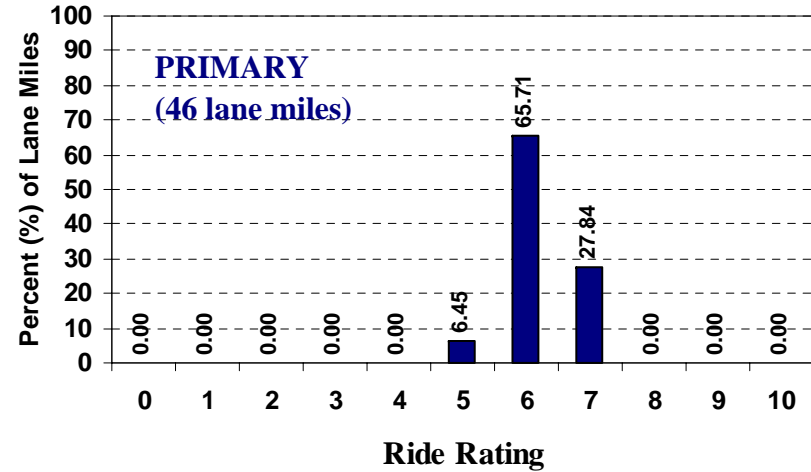
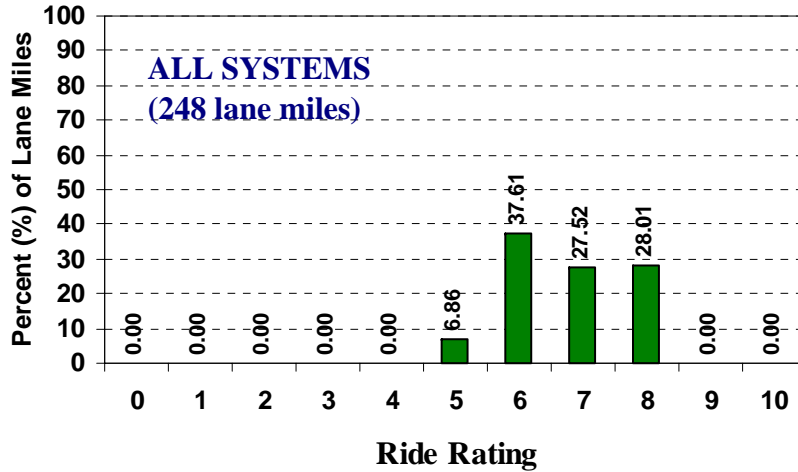


Note: No Rigid Pavement on Turnpike System

2004 Ride Distribution by System

District 7

29



Note: No Rigid Pavement on Turnpike System

SECTION IV

HISTORICAL

DISTRESS RATINGS

BY

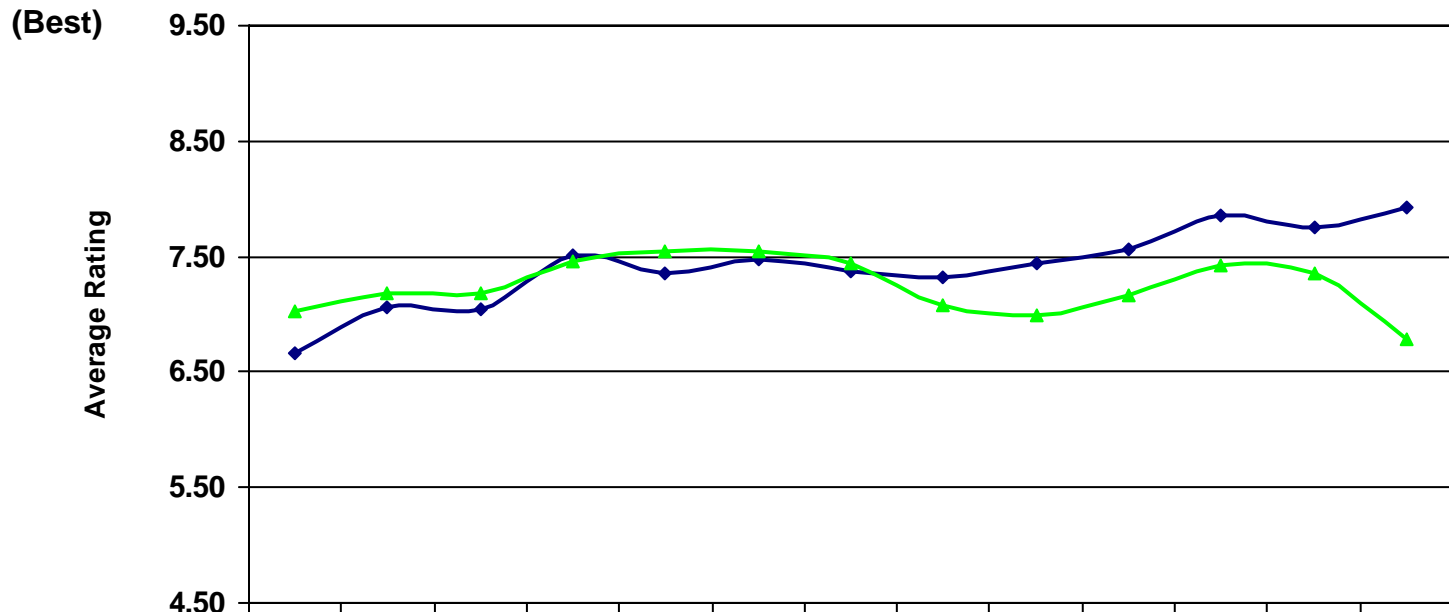
DISTRICT

(ALL SYSTEMS COMBINED)



Historical Distress Ratings

Statewide (All Systems)

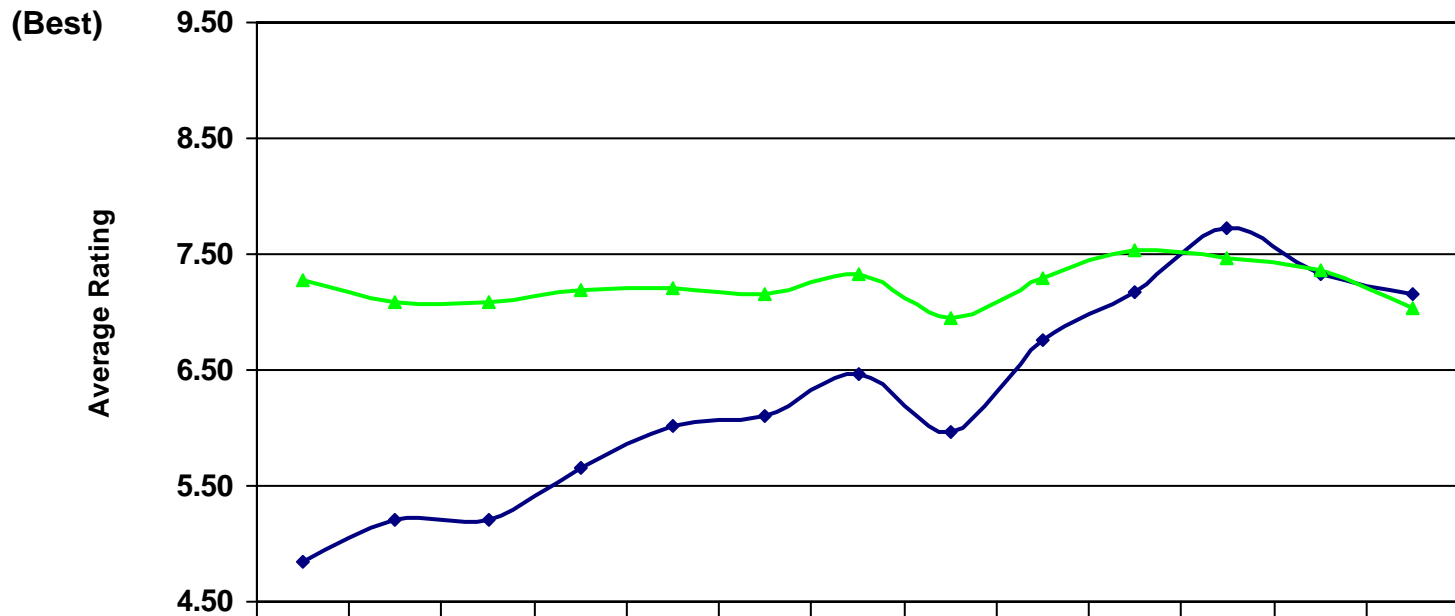


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 6.67 | 7.06 | 7.05 | 7.51 | 7.36 | 7.47 | 7.38 | 7.32 | 7.44 | 7.56 | 7.86 | 7.76 | 7.93 |
| ▲ Ride Rating (1) | 7.03 | 7.18 | 7.18 | 7.46 | 7.55 | 7.54 | 7.44 | 7.08 | 7.00 | 7.17 | 7.43 | 7.36 | 6.79 |
| Lane Miles Defected | 1984 | 1632 | 1632 | 1657 | 1572 | 1434 | 1442 | 1416 | 1373 | 1205 | 896 | 903 | 863 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

District 1 (All Systems)

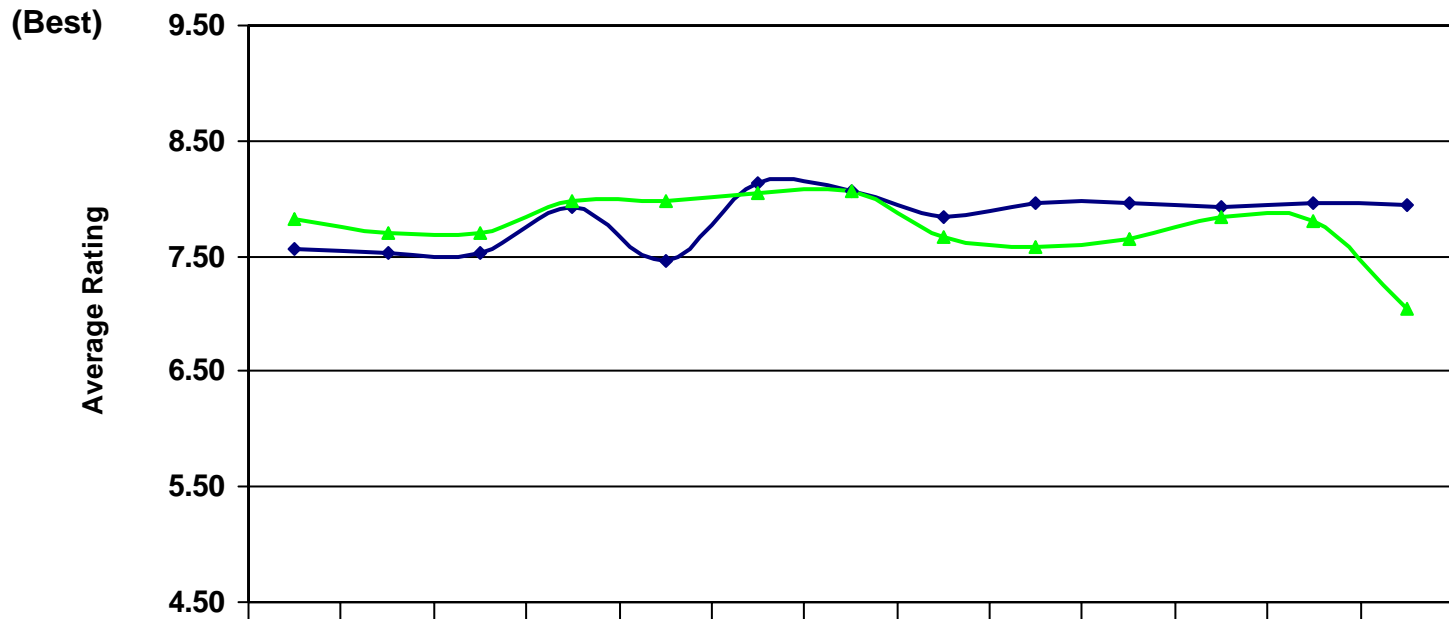


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 4.85 | 5.21 | 5.21 | 5.66 | 6.01 | 6.10 | 6.46 | 5.96 | 6.76 | 7.18 | 7.73 | 7.33 | 7.15 |
| ▲ Ride Rating (1) | 7.27 | 7.09 | 7.09 | 7.19 | 7.21 | 7.15 | 7.33 | 6.95 | 7.29 | 7.54 | 7.46 | 7.36 | 7.04 |
| Lane Miles Defected | 234 | 198 | 198 | 153 | 153 | 92 | 70 | 59 | 76 | 76 | 76 | 76 | 53 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

District 2 (All Systems)

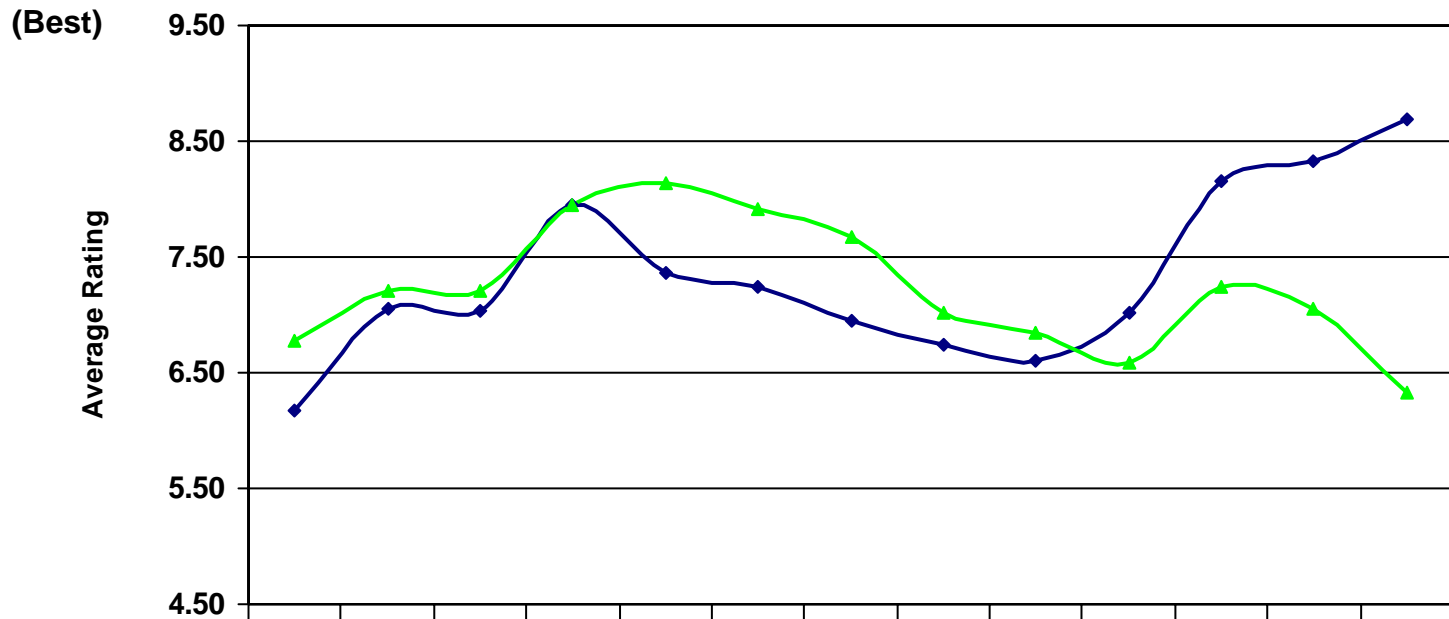


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 7.56 | 7.53 | 7.53 | 7.92 | 7.46 | 8.14 | 8.07 | 7.84 | 7.96 | 7.96 | 7.93 | 7.96 | 7.95 |
| ▲ Ride Rating (1) | 7.83 | 7.70 | 7.70 | 7.98 | 7.98 | 8.05 | 8.06 | 7.66 | 7.58 | 7.65 | 7.84 | 7.81 | 7.04 |
| Lane Miles Defected | 213 | 214 | 214 | 200 | 202 | 152 | 147 | 208 | 228 | 216 | 237 | 234 | 235 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

District 3 (All Systems)

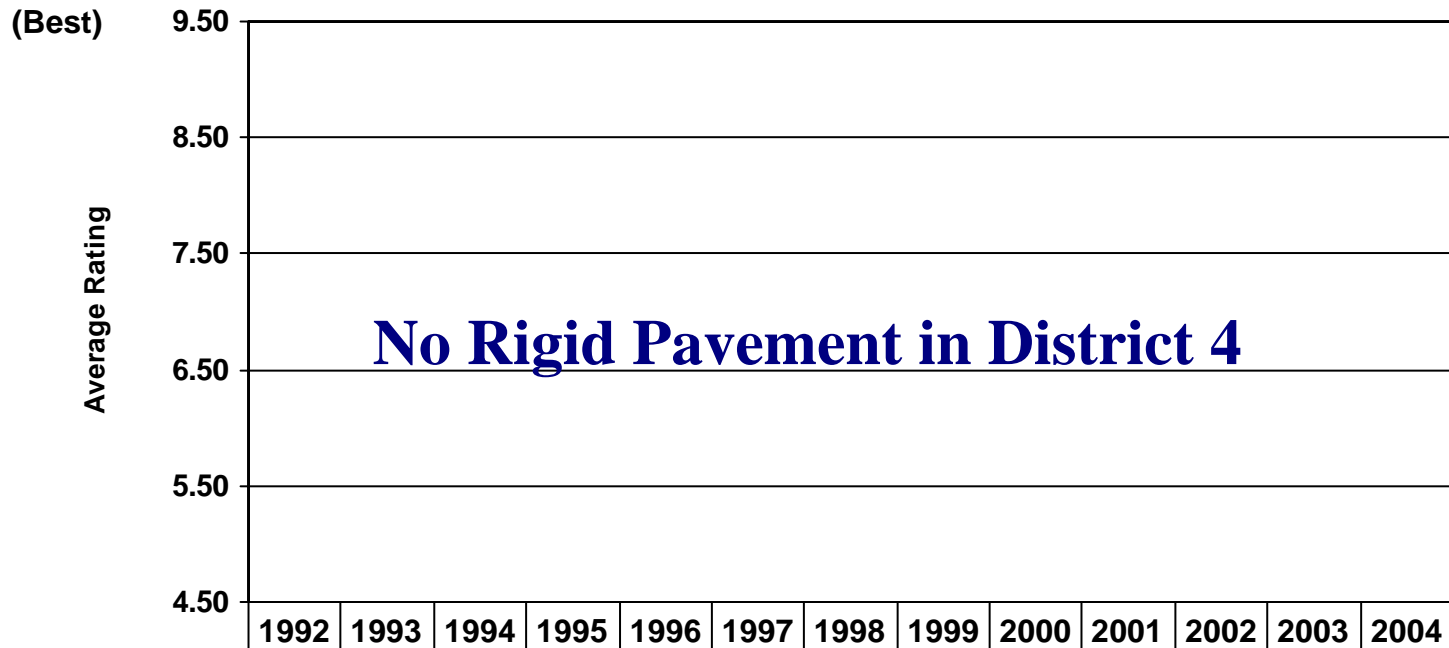


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Defect Rating | 6.17 | 7.06 | 7.04 | 7.95 | 7.37 | 7.25 | 6.94 | 6.74 | 6.60 | 7.01 | 8.16 | 8.32 | 8.69 |
| Ride Rating (1) | 6.78 | 7.21 | 7.21 | 7.95 | 8.14 | 7.91 | 7.67 | 7.01 | 6.85 | 6.59 | 7.25 | 7.05 | 6.33 |
| Lane Miles Defected | 828 | 524 | 524 | 585 | 520 | 571 | 570 | 516 | 443 | 335 | 38 | 29 | 31 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

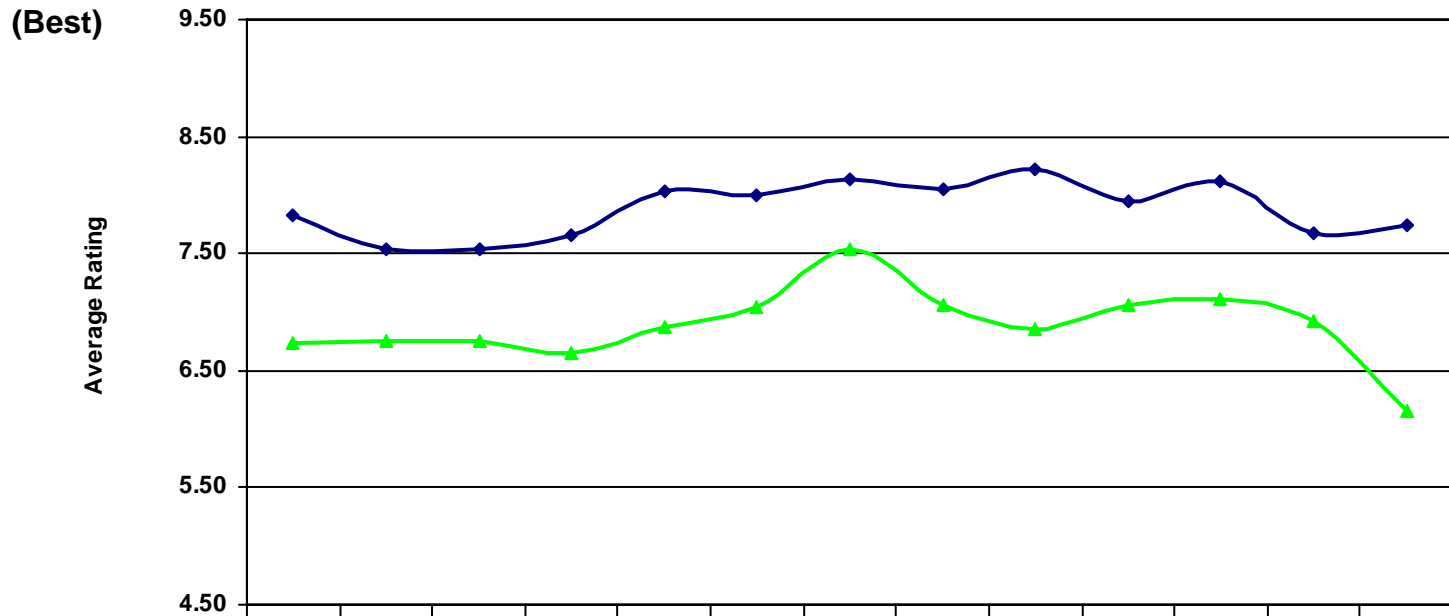
District 4 (All Systems)



| | | | | | | | | | | | | | |
|---------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| ◆ Defect Rating | | | | | | | | | | | | | |
| ▲ Ride Rating | | | | | | | | | | | | | |
| Lane Miles Defected | | | | | | | | | | | | | |

Historical Distress Ratings

District 5 (All Systems)

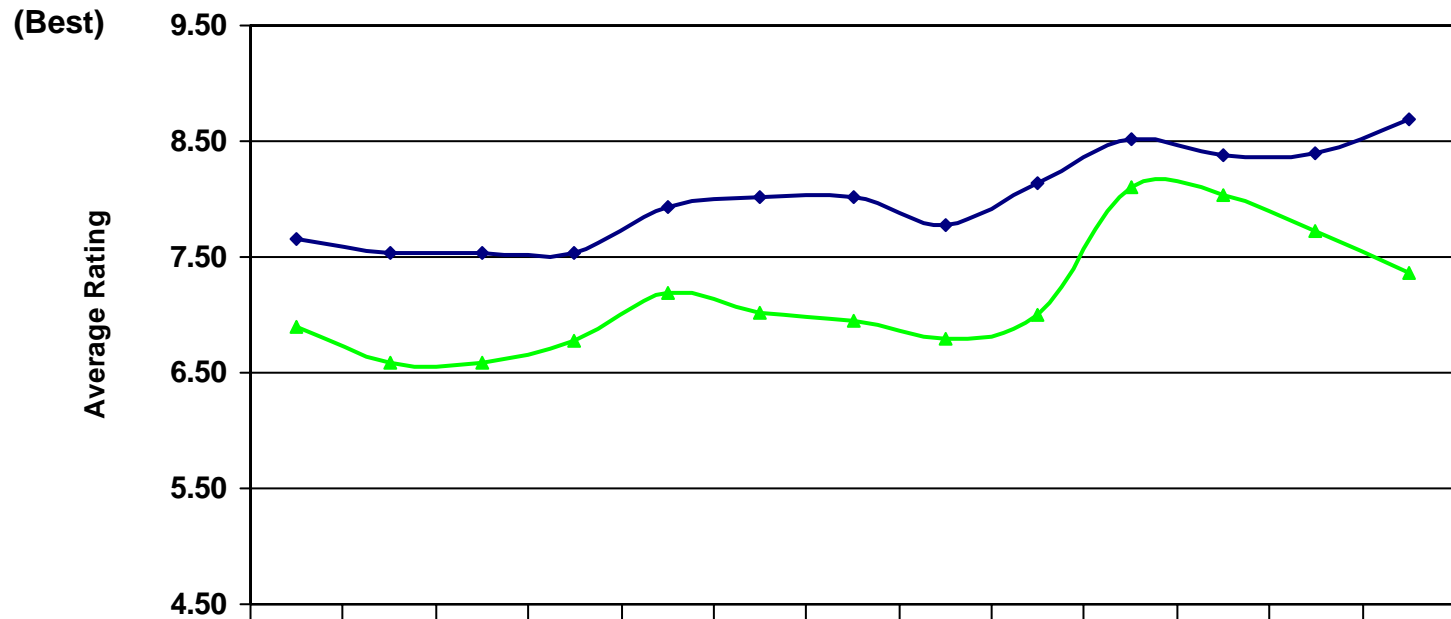


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 7.83 | 7.54 | 7.54 | 7.66 | 8.04 | 8.00 | 8.13 | 8.05 | 8.22 | 7.94 | 8.12 | 7.67 | 7.75 |
| ▲ Ride Rating (1) | 6.73 | 6.75 | 6.75 | 6.65 | 6.88 | 7.05 | 7.54 | 7.06 | 6.86 | 7.06 | 7.11 | 6.92 | 6.15 |
| Lane Miles Defected | 224 | 212 | 212 | 213 | 194 | 188 | 195 | 197 | 202 | 202 | 194 | 196 | 179 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

District 6 (All Systems)

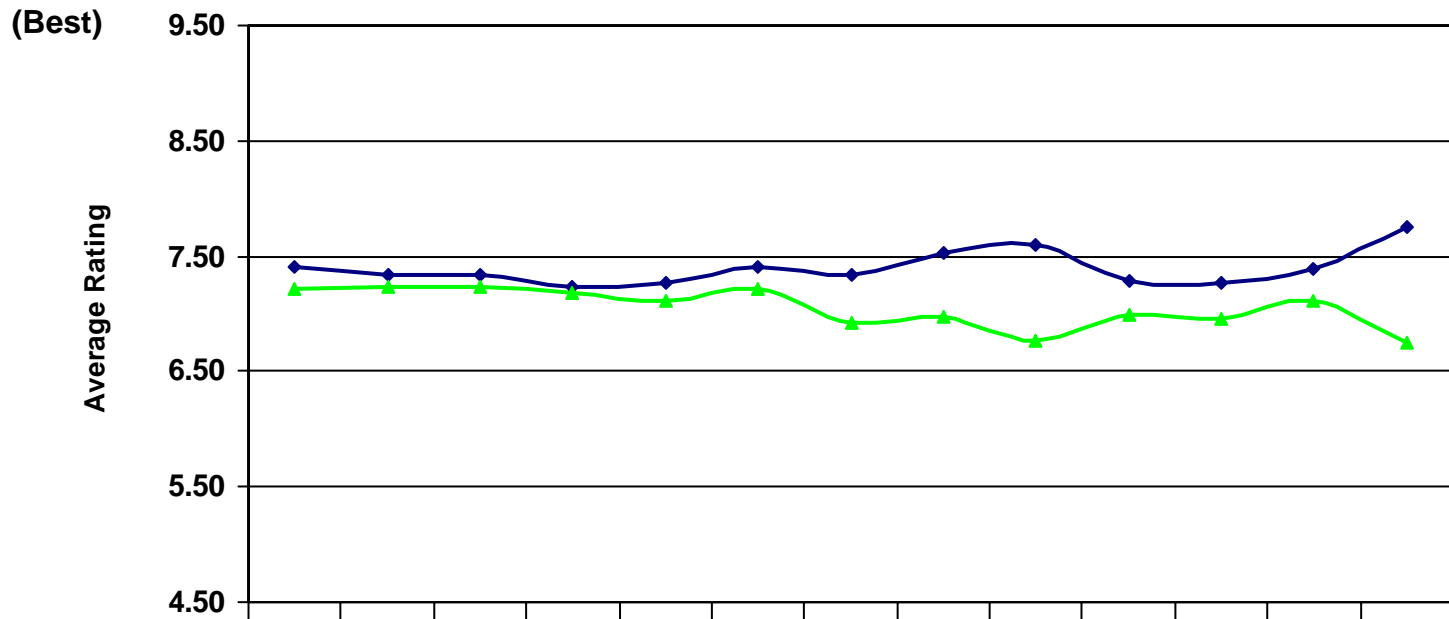


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Defect Rating | 7.65 | 7.54 | 7.54 | 7.53 | 7.93 | 8.02 | 8.01 | 7.78 | 8.13 | 8.51 | 8.38 | 8.39 | 8.69 |
| Ride Rating (1) | 6.90 | 6.59 | 6.59 | 6.77 | 7.19 | 7.01 | 6.95 | 6.80 | 7.00 | 8.11 | 8.04 | 7.72 | 7.36 |
| Lane Miles Defected | 142 | 142 | 142 | 143 | 140 | 136 | 135 | 155 | 146 | 131 | 129 | 127 | 116 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

District 7 (All Systems)



| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 7.40 | 7.33 | 7.33 | 7.24 | 7.26 | 7.41 | 7.34 | 7.52 | 7.60 | 7.28 | 7.26 | 7.39 | 7.75 |
| ▲ Ride Rating (1) | 7.22 | 7.24 | 7.24 | 7.18 | 7.11 | 7.22 | 6.93 | 6.98 | 6.77 | 6.99 | 6.95 | 7.11 | 6.75 |
| Lane Miles Defected | 343 | 342 | 342 | 363 | 363 | 296 | 326 | 281 | 280 | 246 | 223 | 242 | 248 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

SECTION V

HISTORICAL

DISTRESS RATINGS

BY

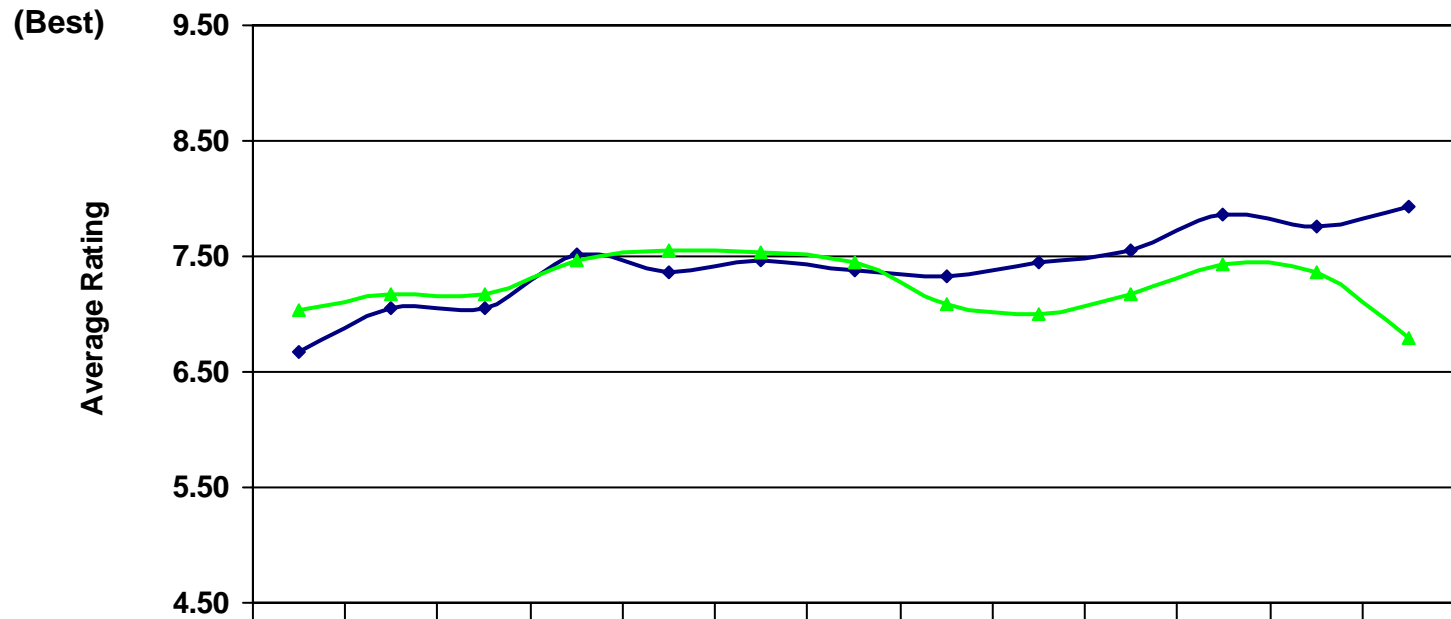
SYSTEM

(ALL DISTRICTS COMBINED)



Historical Distress Ratings

All Systems (All Districts)

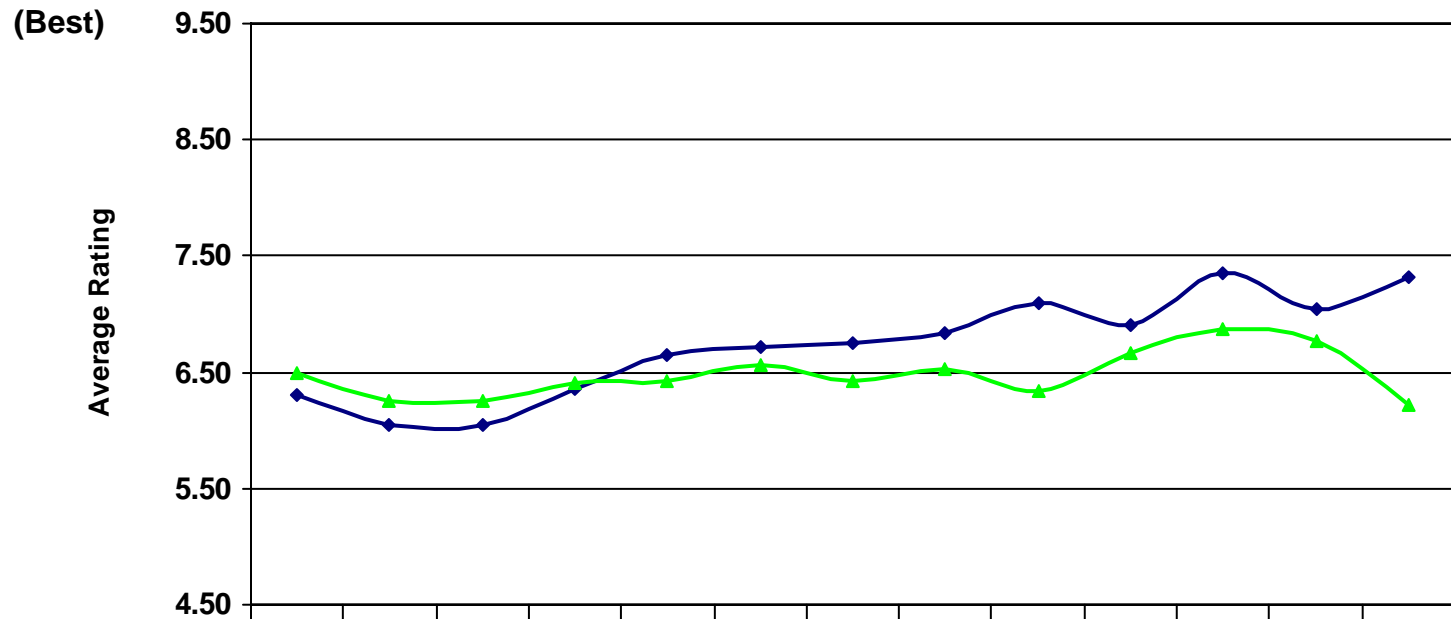


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 6.67 | 7.06 | 7.05 | 7.51 | 7.36 | 7.47 | 7.38 | 7.32 | 7.44 | 7.56 | 7.86 | 7.76 | 7.93 |
| ▲ Ride Rating (1) | 7.03 | 7.18 | 7.18 | 7.46 | 7.55 | 7.54 | 7.44 | 7.08 | 7.00 | 7.17 | 7.43 | 7.36 | 6.79 |
| Lane Miles Defected | 1984 | 1632 | 1632 | 1657 | 1572 | 1434 | 1442 | 1416 | 1373 | 1205 | 896 | 903 | 863 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

Primary System (All Districts)

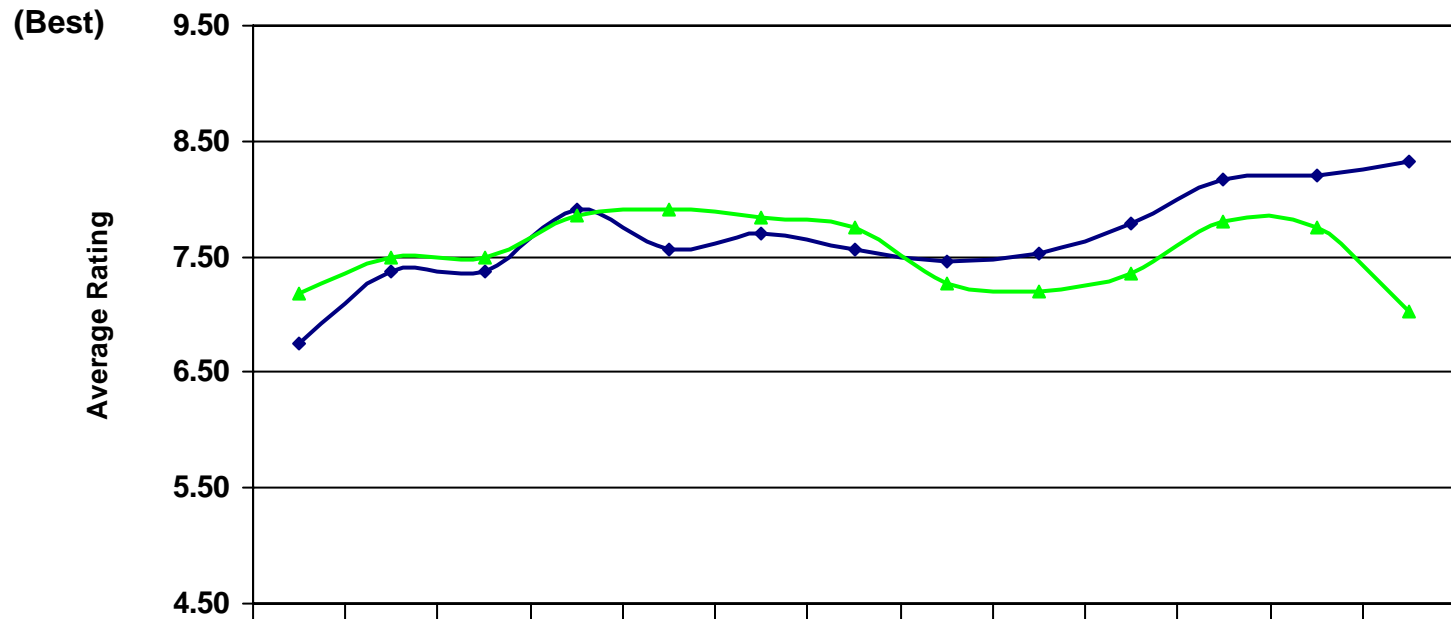


| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 6.30 | 6.05 | 6.05 | 6.35 | 6.64 | 6.71 | 6.75 | 6.84 | 7.10 | 6.90 | 7.36 | 7.04 | 7.31 |
| ▲ Ride Rating (1) | 6.49 | 6.25 | 6.25 | 6.40 | 6.42 | 6.57 | 6.43 | 6.52 | 6.34 | 6.66 | 6.87 | 6.77 | 6.22 |
| Lane Miles Defected | 424 | 409 | 409 | 424 | 375 | 344 | 346 | 350 | 344 | 344 | 352 | 350 | 344 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

Historical Distress Ratings

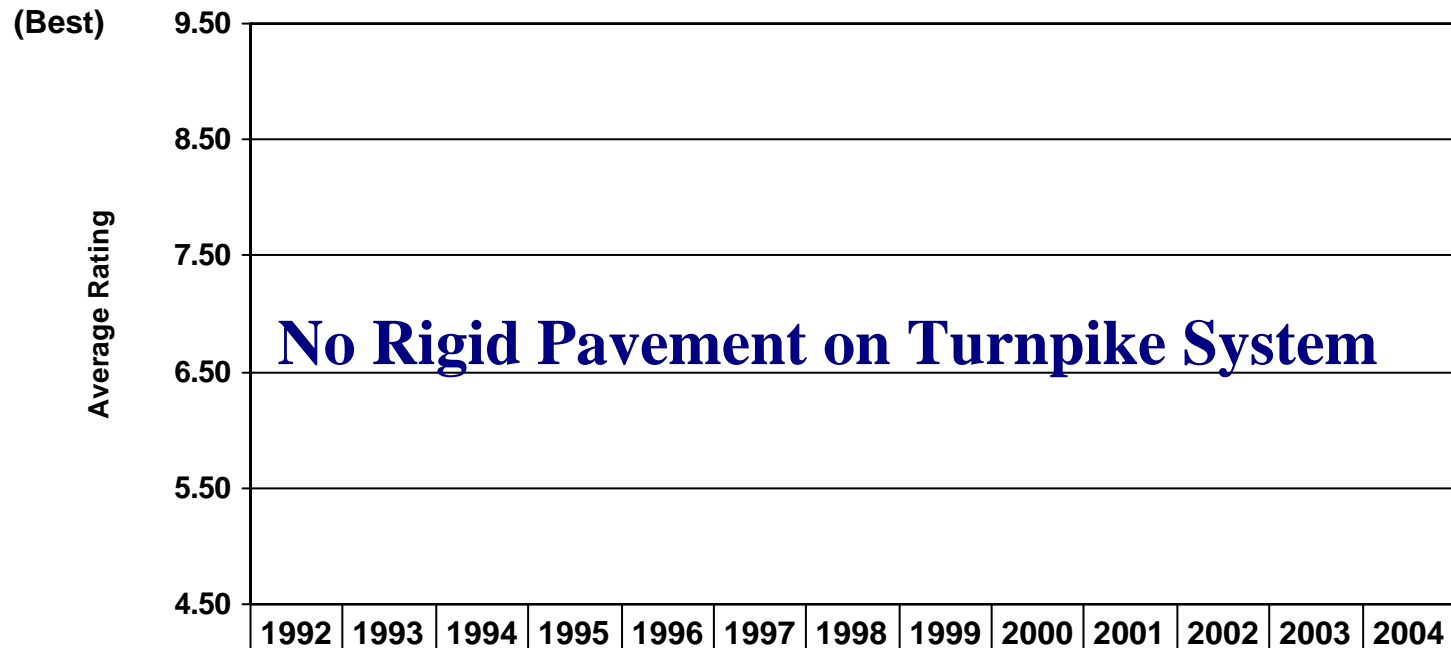
Interstate System (All Districts)



| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Defect Rating | 6.75 | 7.38 | 7.37 | 7.91 | 7.56 | 7.70 | 7.56 | 7.45 | 7.53 | 7.79 | 8.16 | 8.20 | 8.32 |
| Ride Rating (1) | 7.19 | 7.50 | 7.50 | 7.85 | 7.91 | 7.84 | 7.75 | 7.26 | 7.20 | 7.36 | 7.81 | 7.75 | 7.03 |
| Lane Miles Defected | 1541 | 1203 | 1203 | 1226 | 1167 | 1069 | 1065 | 1035 | 998 | 830 | 519 | 529 | 492 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

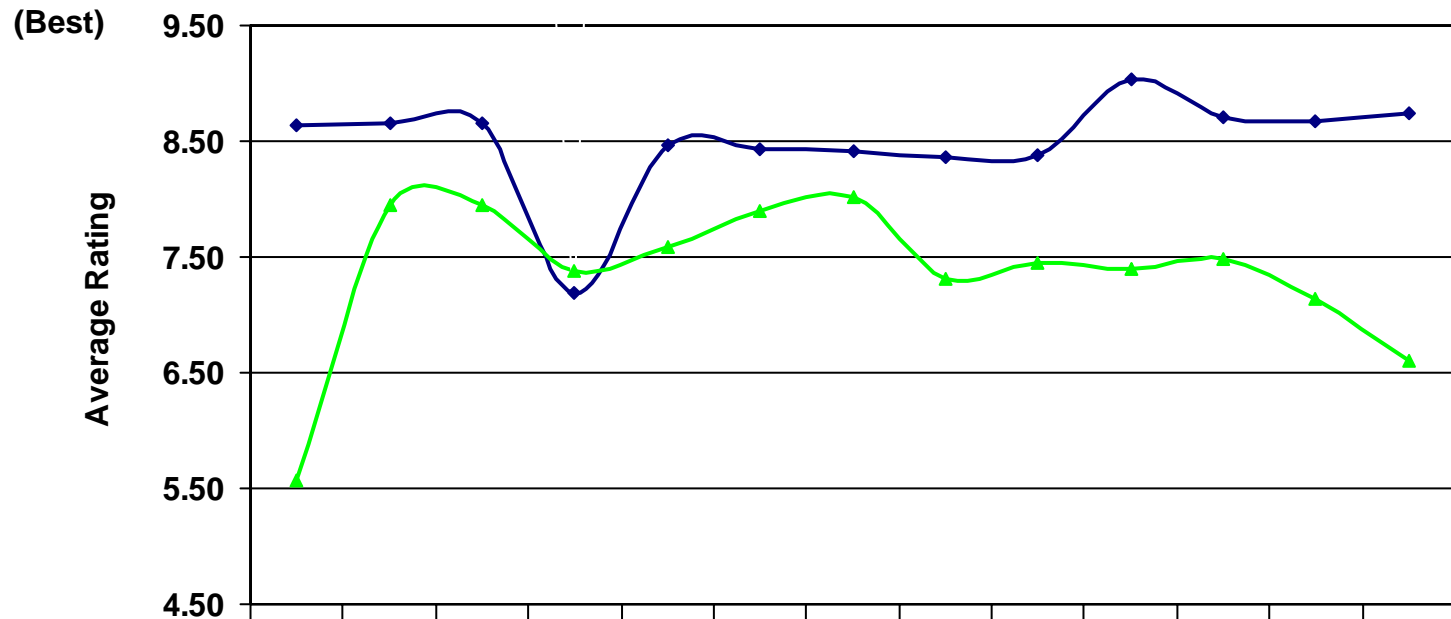
Historical Distress Ratings Turnpike System (All Districts)



| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | | | | | | | | | | | | | |
| ▲ Ride Rating | | | | | | | | | | | | | |
| Lane Miles Defected | | | | | | | | | | | | | |

Historical Distress Ratings

Toll System (All Districts)



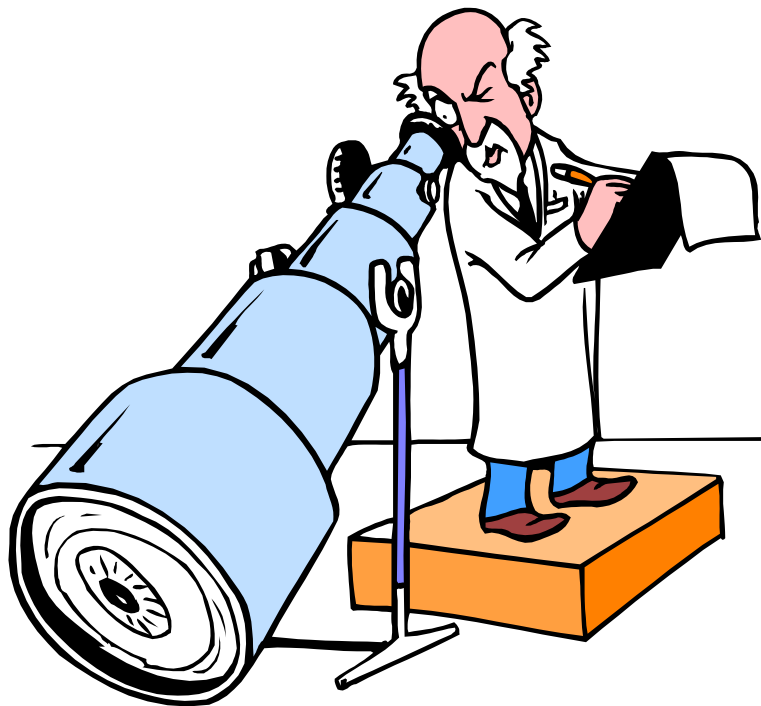
| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ◆ Defect Rating | 8.63 | 8.65 | 8.65 | 7.19 | 8.46 | 8.43 | 8.41 | 8.37 | 8.38 | 9.03 | 8.71 | 8.68 | 8.74 |
| ▲ Ride Rating (1) | 5.57 | 7.95 | 7.95 | 7.38 | 7.58 | 7.90 | 8.02 | 7.31 | 7.45 | 7.40 | 7.48 | 7.13 | 6.60 |
| Lane Miles Defected | 20 | 20 | 20 | 7 | 31 | 21 | 31 | 31 | 31 | 31 | 25 | 25 | 27 |

(1) Please note that for the 2004 PCS, the profile data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

SECTION VI

DEFECT AND RIDE RATING COMPARISON

2003 VS. 2004



SECTION VI

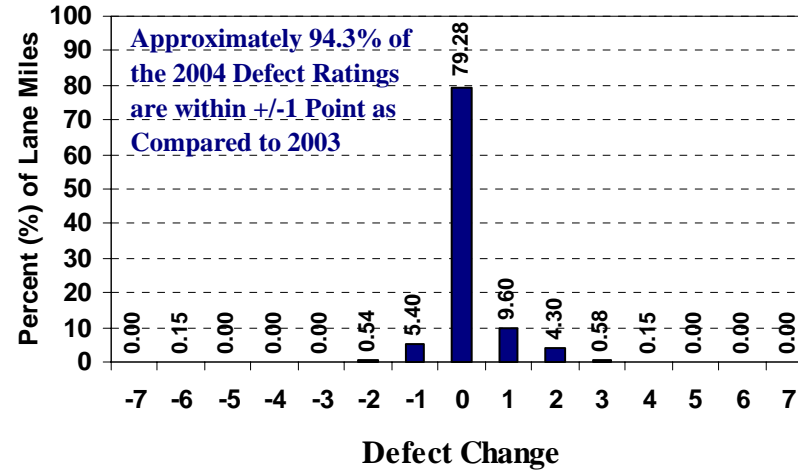
Defect and Ride Rating Comparison

Rating Comparison Criteria

The following pavement types have been omitted from this comparative analysis 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 flexible pavement condition survey.
- Type 1 - Flexible Pavements
- Type 2 - Pavement improvements without new construction, such as intersection improvement, bridge approach, crack sealing or grinding.
- 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

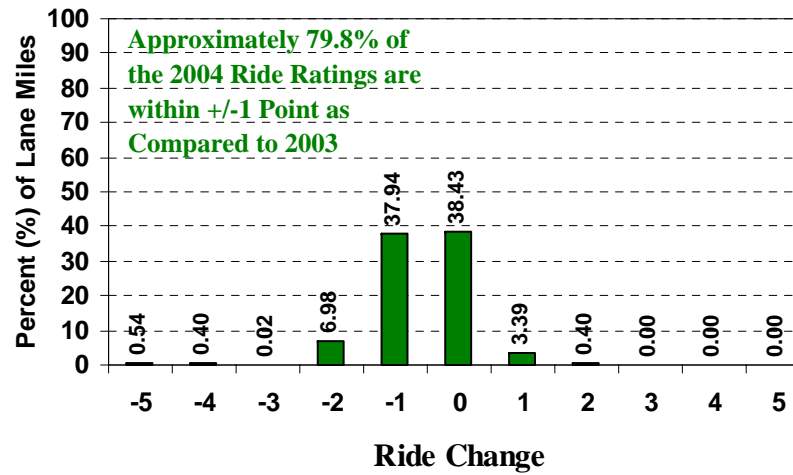
Defect Rating Change (2003 to 2004)



NEGATIVE VALUES INDICATE DETERIORATION IN THE PAVEMENT AND/OR VARIABILITY IN THE DATA COLLECTION PROCESS

POSITIVE VALUES INDICATE VARIABILITY IN THE DATA COLLECTION PROCESS

Ride Rating Change (2003 to 2004)



Customer Service Form

In an effort to continue providing useful documentation to our customers, and to further improve documentation such as this, the FDOT Pavement Systems Evaluation Team would like your input.

(Optional)

Your name: _____ Title: _____

Company or Organization: _____

Address: _____ City/State/Zip: _____

Phone: (____)____ — _____ e-mail: _____

*Please rate each of the following on the scale provided. **One** corresponds to **Very Poor** while **Five** corresponds to **Excellent**.*

Usefulness of Content 1 2 3 4 5

Organization of Data..... 1 2 3 4 5

Clarity of Graphical Data..... 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 a short answer to the questions below.

What was the most useful or informative part of this report? _____

What was the least useful or informative part of this report? _____

What other general comments might benefit the generators of this report? _____

Detach and mail to:
State Materials Office
Attn: Abdenour Nazef
5007 NE 39th Ave.
Gainesville, FL 32609

Or e-mail your comments to:
Abdenour.Nazef@dot.state.fl.us