



Florida Department of
TRANSPORTATION

2016 Rigid Pavement Condition Survey Facts and Figures

FDOT Office

State Materials Office

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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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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:

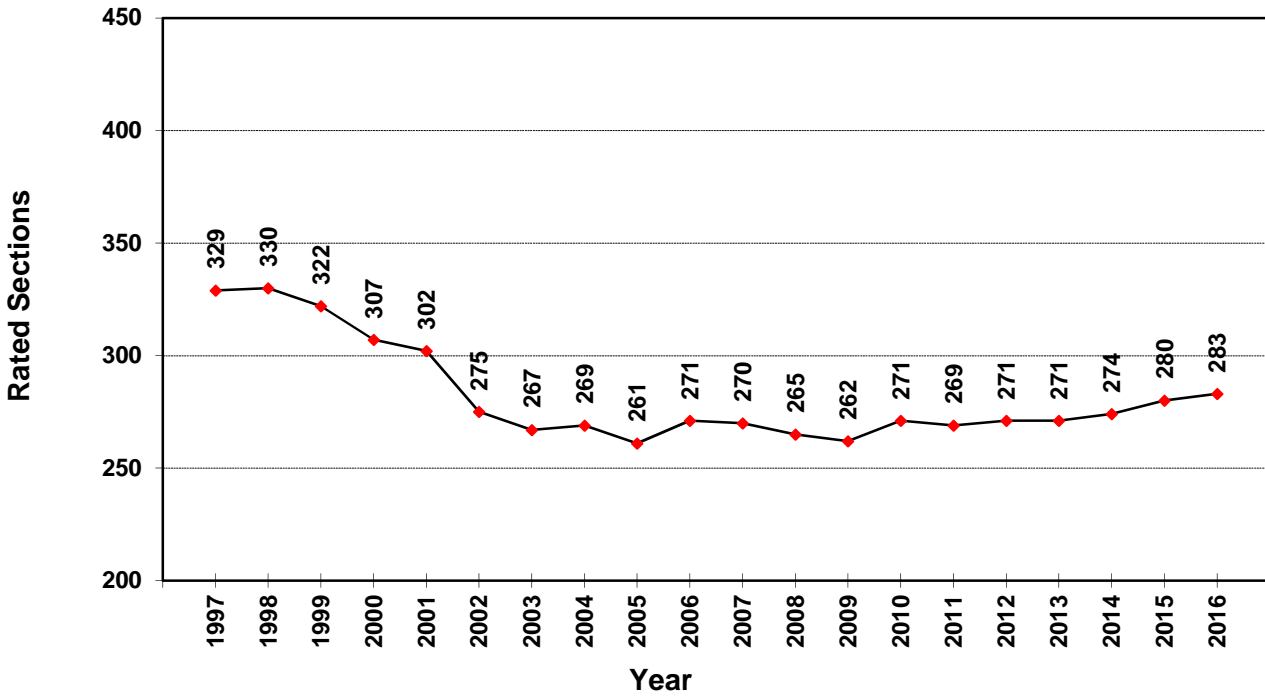
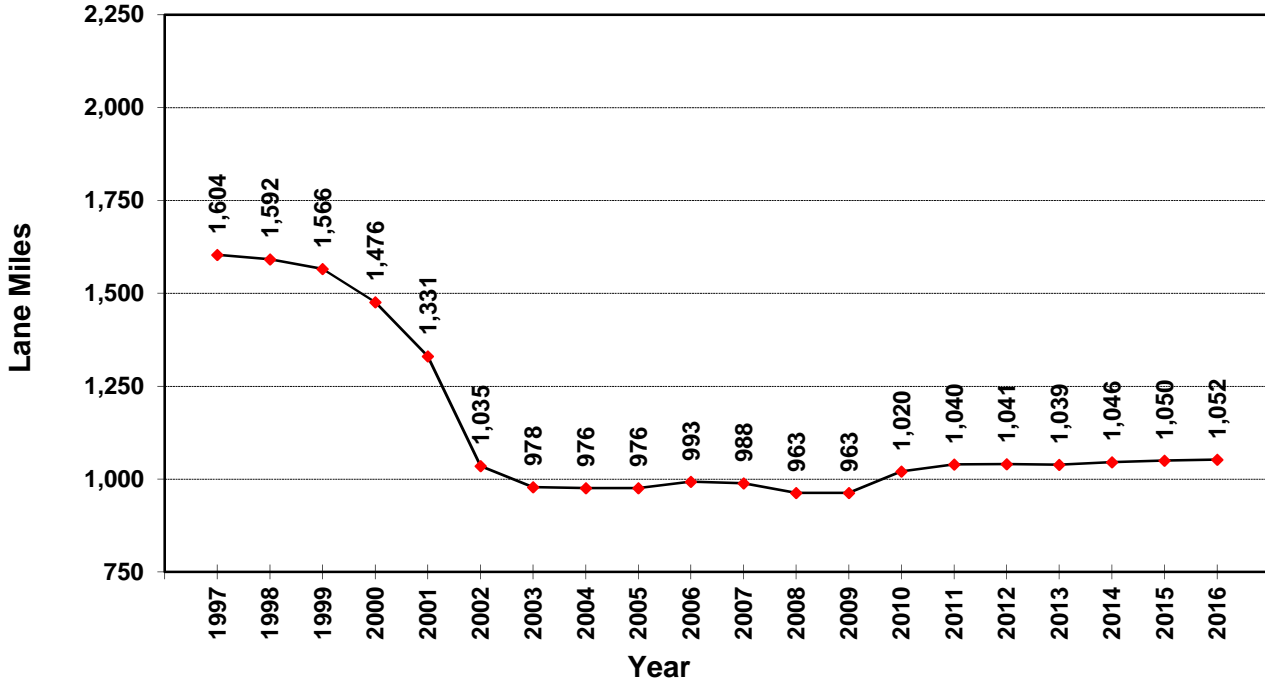
1. Since 1997 the number of miles of Rigid Pavements on the state-maintained highway system has declined from 1,604 lane miles to only 1,052 lane miles in 2016. Because of this, the conclusions drawn below may be largely due to the drop in number of miles.
2. The average Defect Ratings have steadily 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

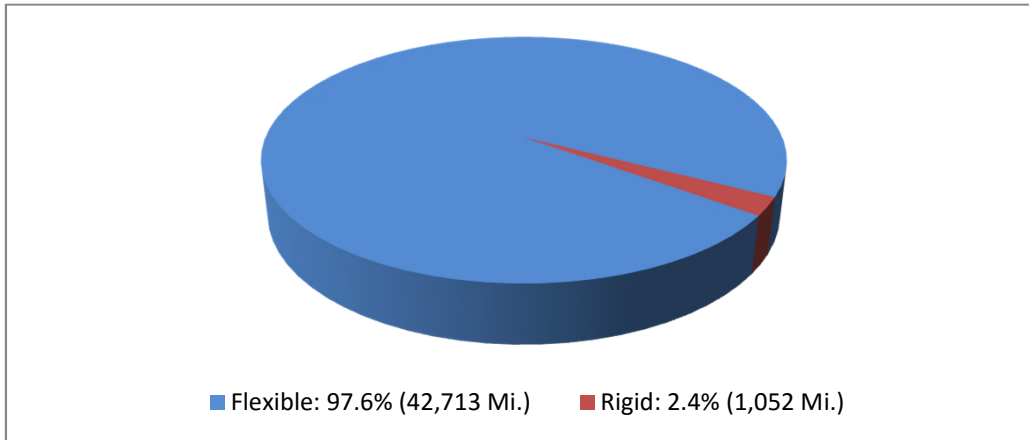


Rigid Pavement Condition Survey

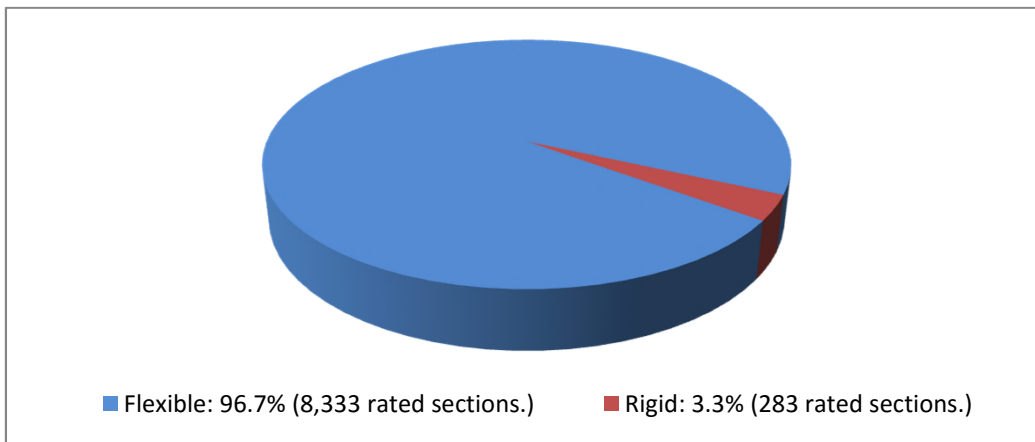
2016 PCS Production Summary

Statewide

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



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



Section II
Defect Rating
By
System and District



Section II

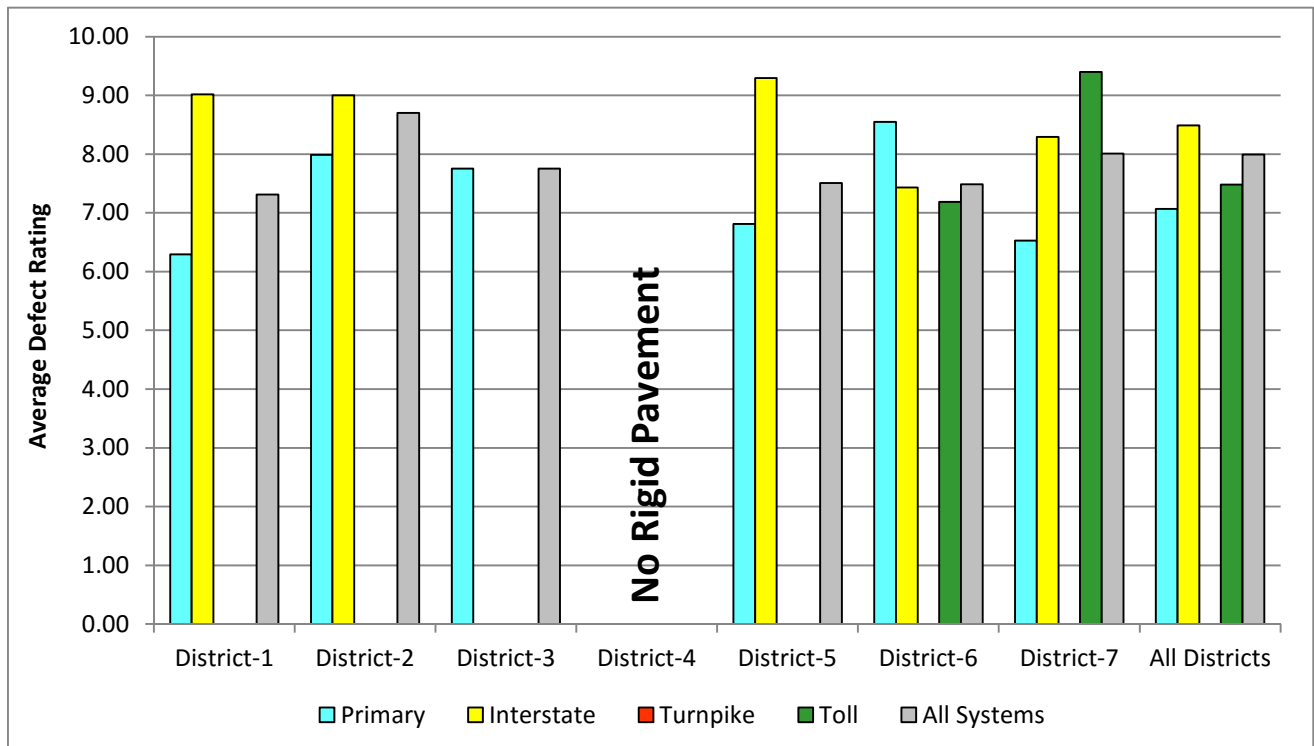
Defect Rating by System and District

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

System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	36	72	18	0	126	6	49	306
Interstate	21	175	0	0	49	86	250	582
Turnpike	0	0	0	0	0	0	0	0
Toll	0	0	0	0	0	6	1	7
Total	57	247	18	0	176	98	300	895

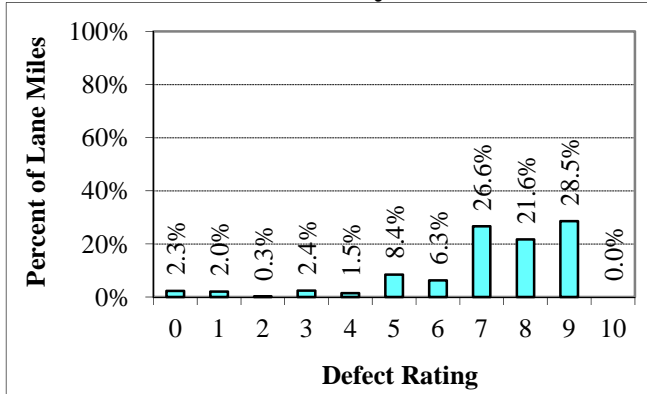
Defect Rating

System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	6.3	8.0	7.8		6.8	8.6	6.5	7.1
Interstate	9.0	9.0			9.3	7.4	8.3	8.5
Turnpike								
Toll						7.2	9.4	7.5
Average	7.3	8.7	7.8		7.5	7.5	8.0	8.0

* All averages and Statewide (by System) values are weighted by miles

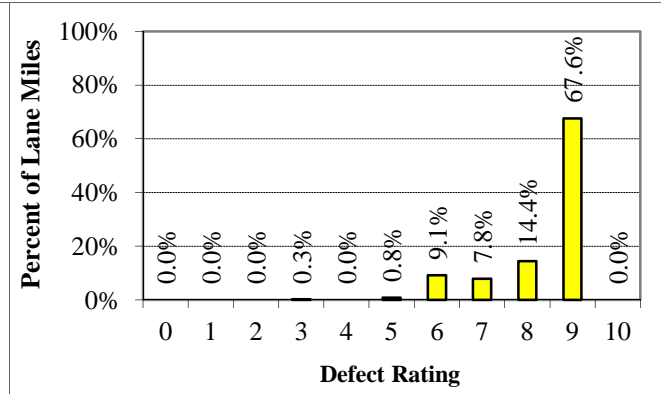
2016 Defect Distribution by System - Statewide

Primary



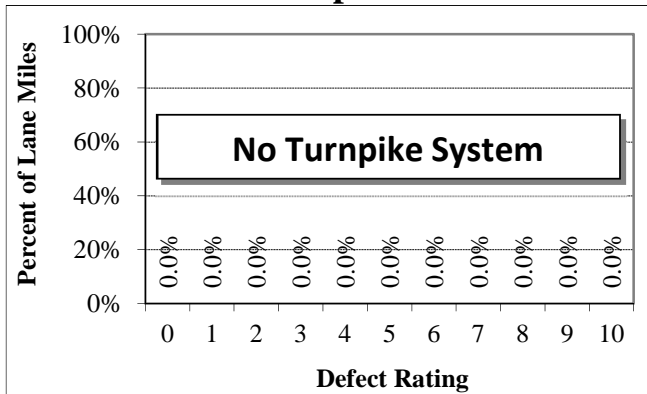
306 Lane Miles, Mean = 7.1

Interstate



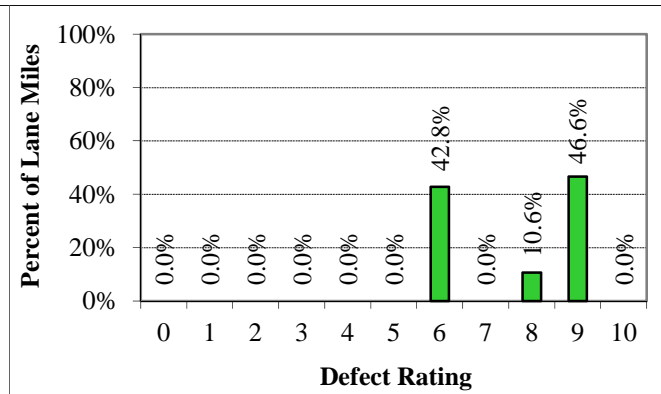
582 Lane Miles, Mean = 8.5

Turnpike



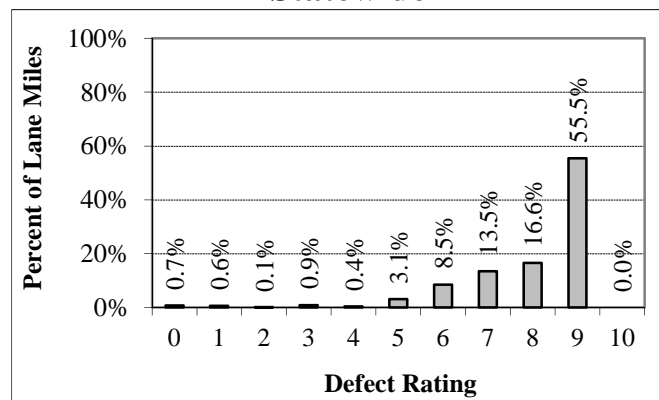
0 Lane Miles, Mean = N/A

Toll



7 Lane Miles, Mean = 7.5

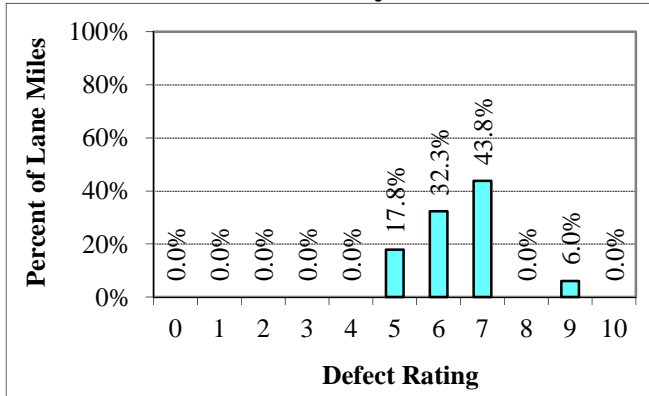
Statewide



895 Lane Miles, Mean = 8.0

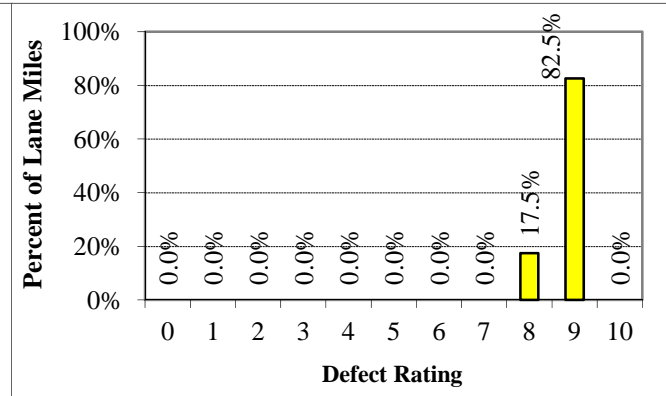
2016 Defect Distribution by System - District 1

Primary



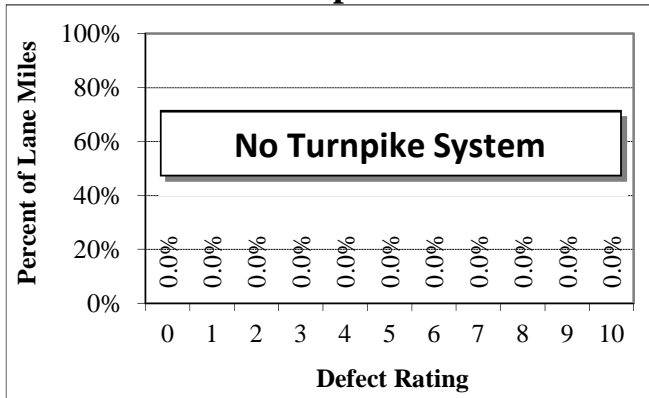
36 Lane Miles, Mean = 6.3

Interstate



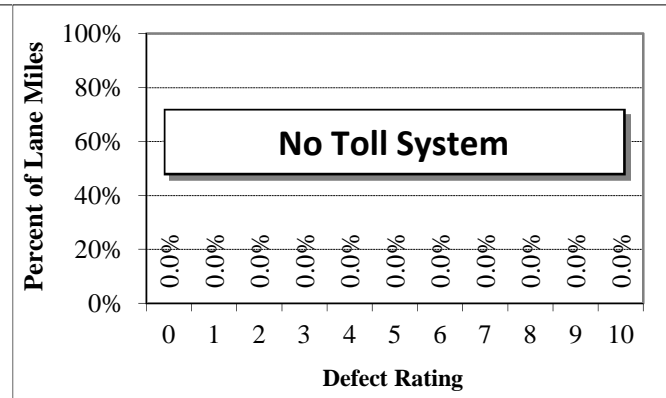
21 Lane Miles, Mean = 9.0

Turnpike



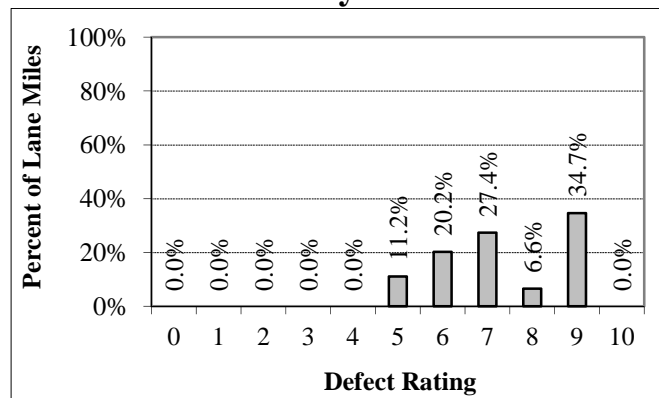
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

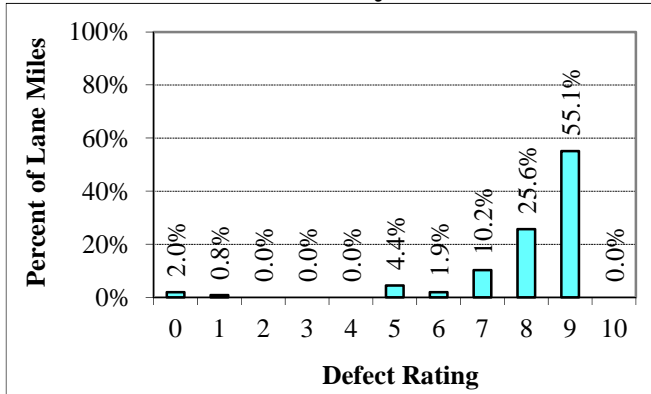
All Systems



57 Lane Miles, Mean = 7.3

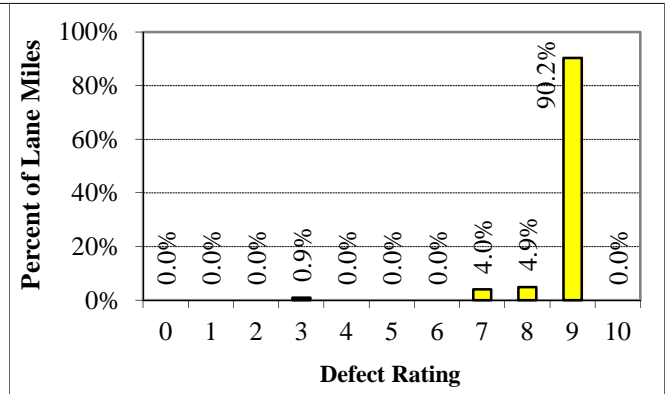
2016 Defect Distribution by System - District 2

Primary



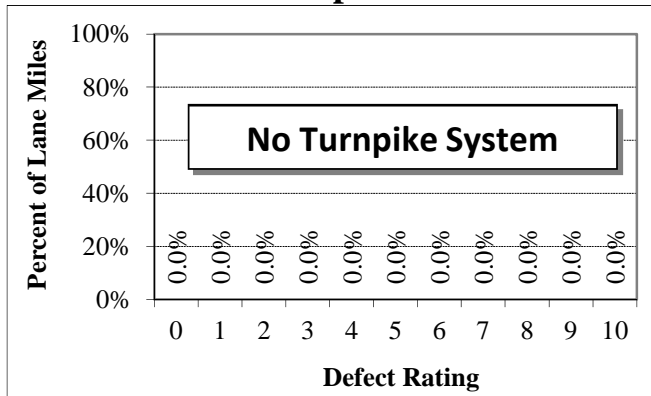
72 Lane Miles, Mean = 8.0

Interstate



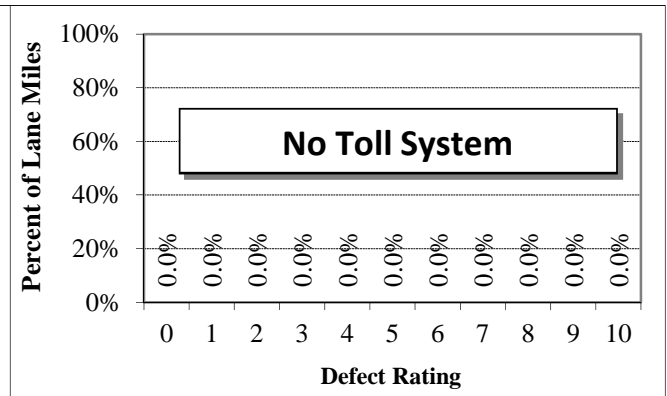
175 Lane Miles, Mean = 9.0

Turnpike



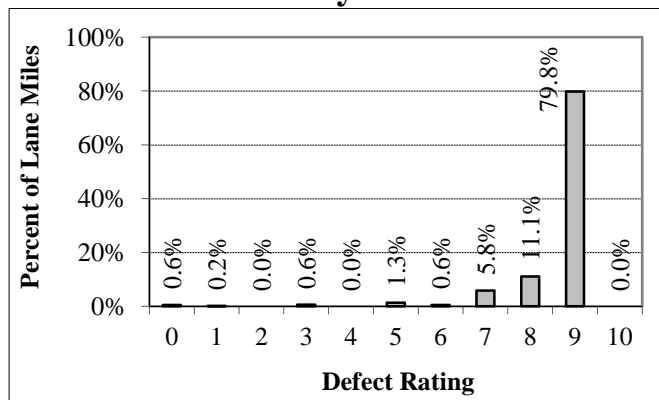
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

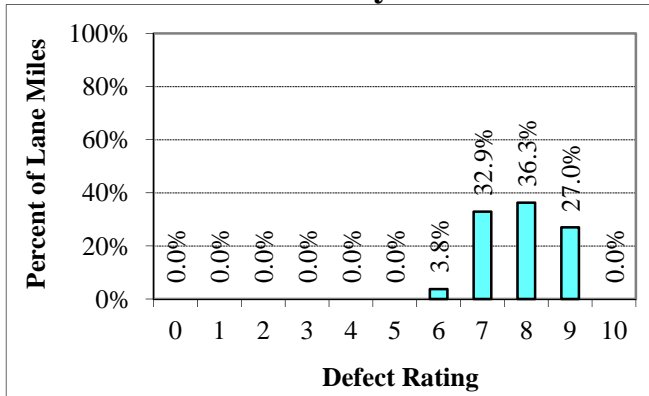
All Systems



247 Lane Miles, Mean = 8.7

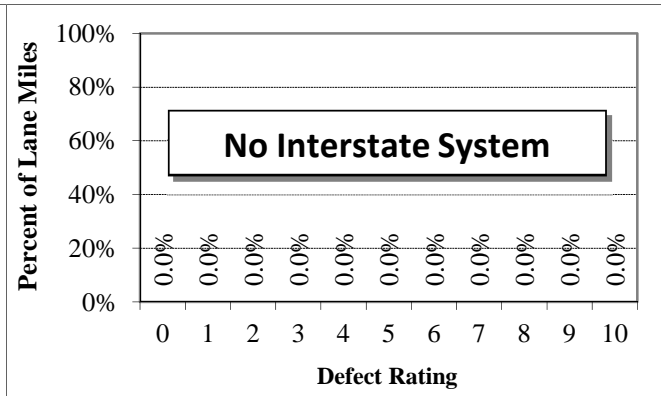
2016 Defect Distribution by System - District 3

Primary



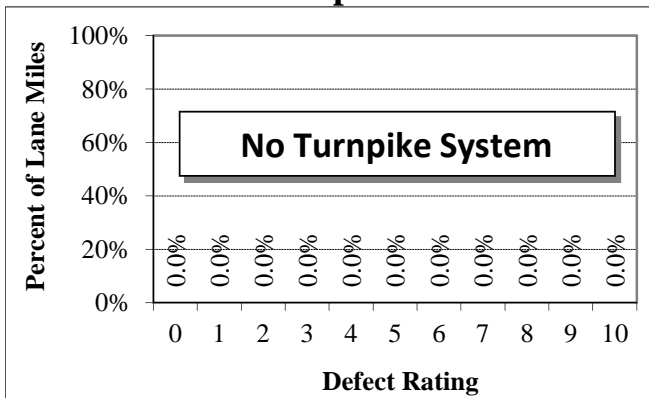
18 Lane Miles, Mean = 7.8

Interstate



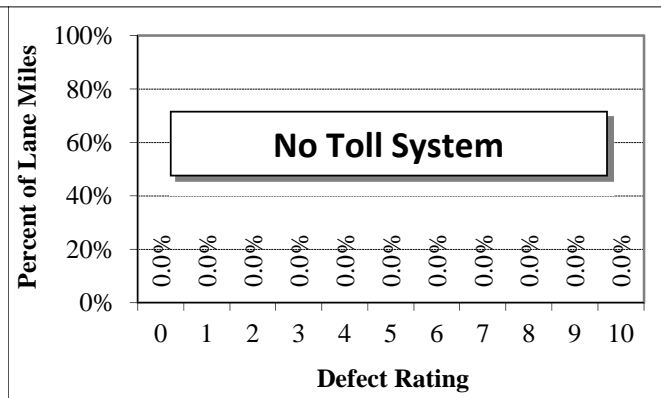
0 Lane Miles, Mean = N/A

Turnpike



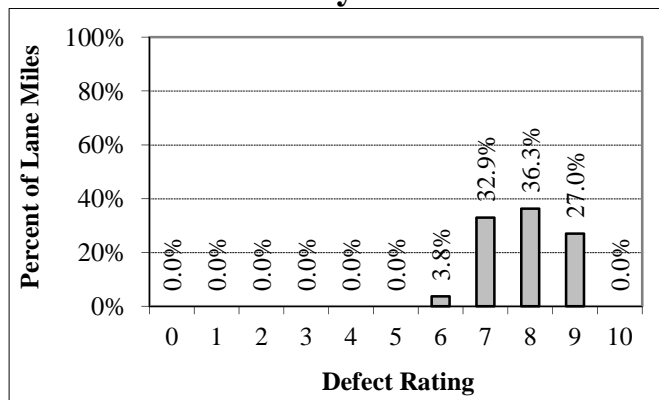
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

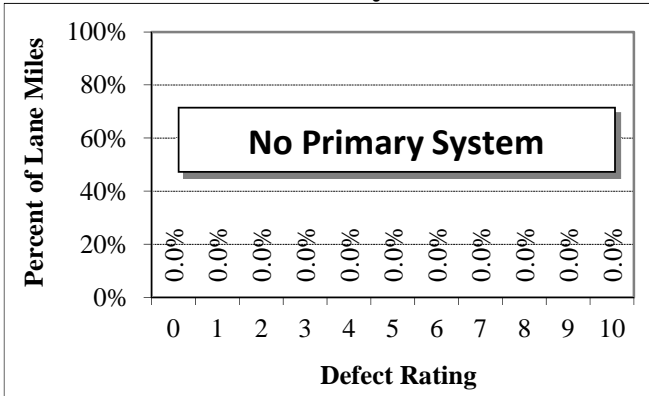
All Systems



18 Lane Miles, Mean = 7.8

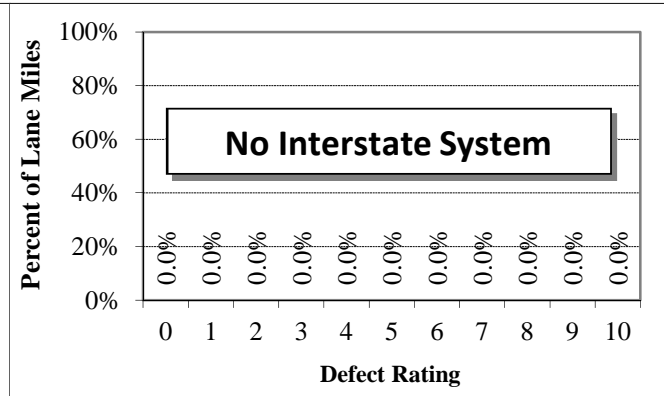
2016 Defect Distribution by System - District 4

Primary



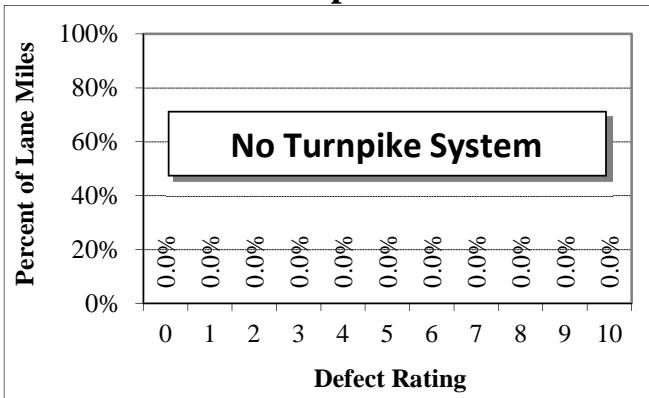
0 Lane Miles, Mean = N/A

Interstate



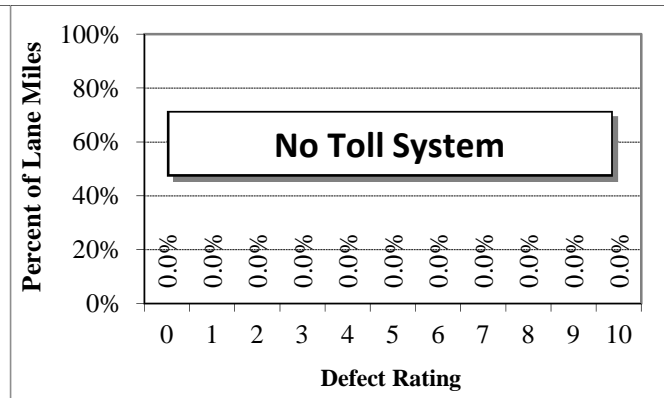
0 Lane Miles, Mean = N/A

Turnpike



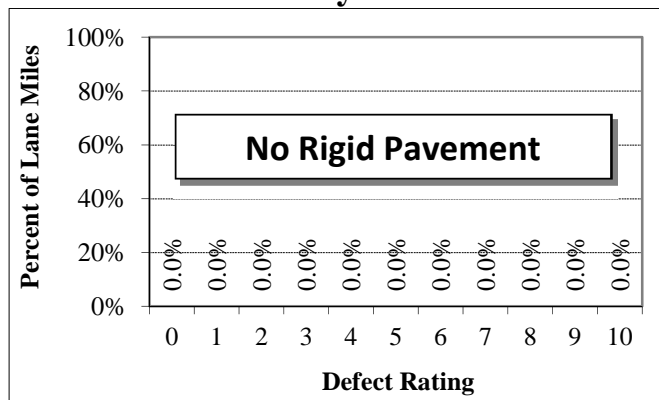
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

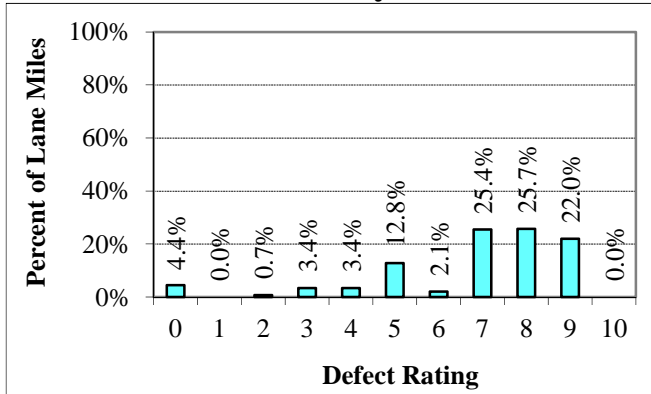
All Systems



0 Lane Miles, Mean = N/A

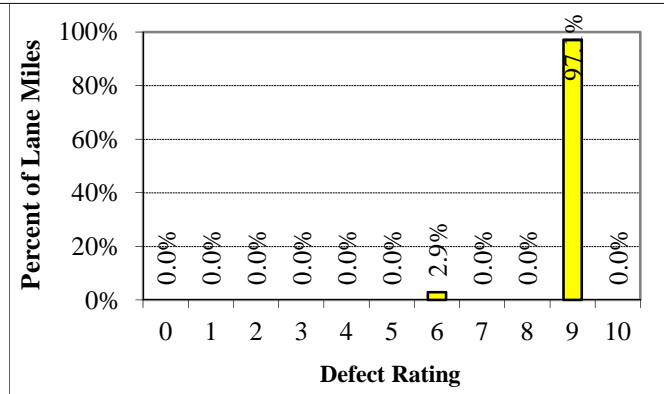
2016 Defect Distribution by System - District 5

Primary



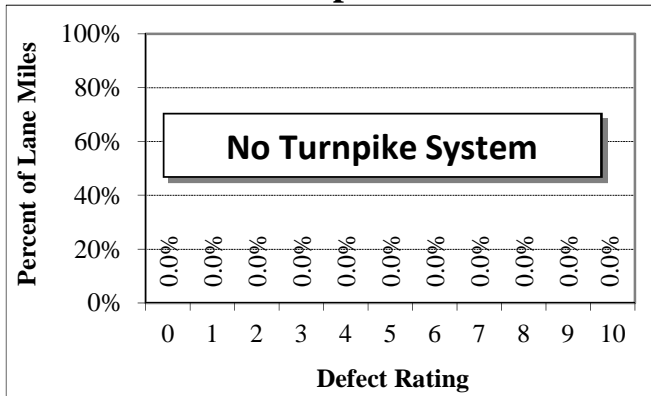
126 Lane Miles, Mean = 6.8

Interstate



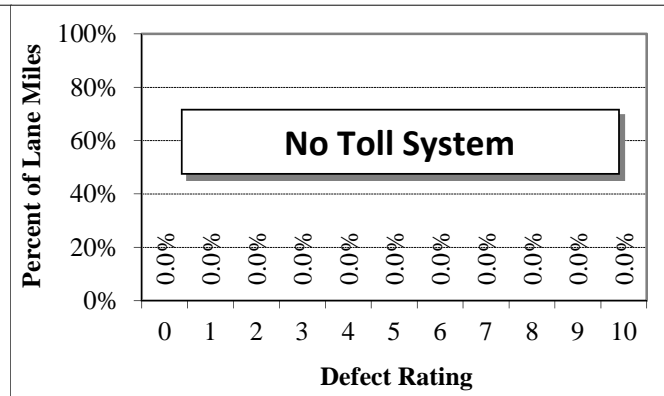
49 Lane Miles, Mean = 9.3

Turnpike



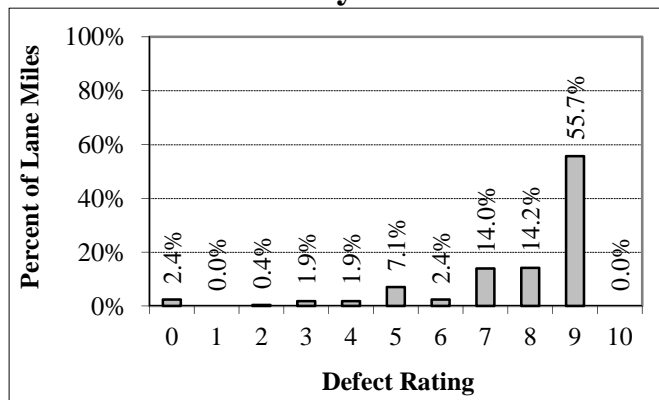
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

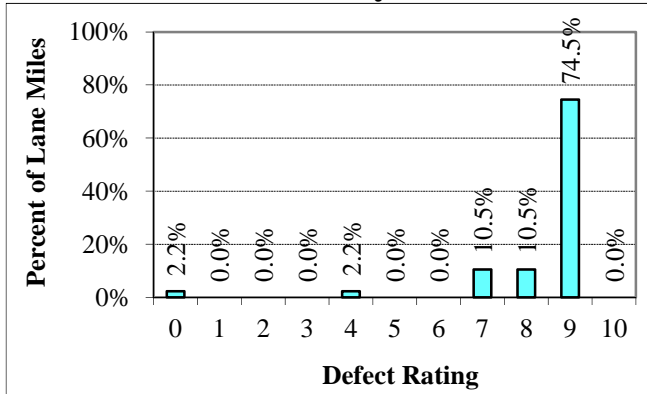
All Systems



176 Lane Miles, Mean = 7.5

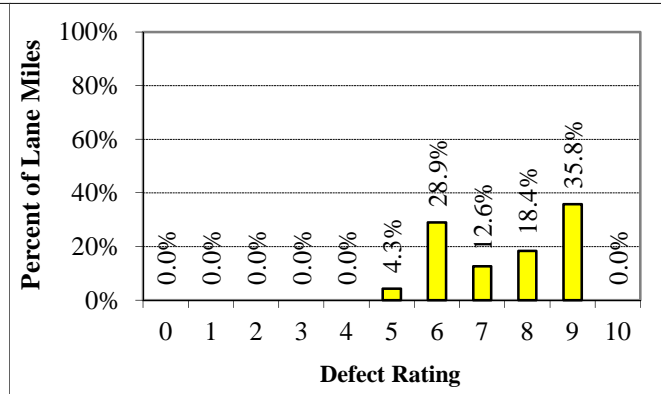
2016 Defect Distribution by System - District 6

Primary



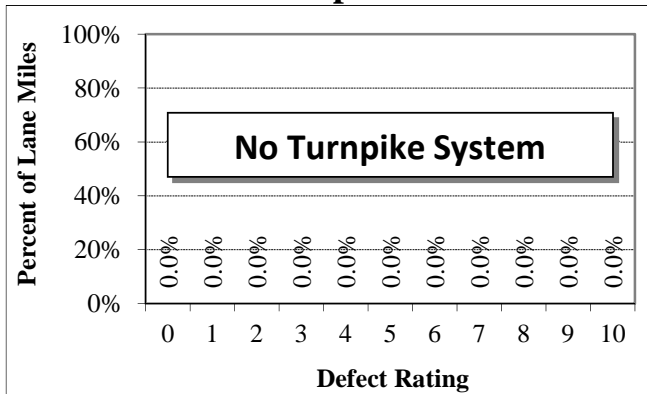
6 Lane Miles, Mean = 8.5

Interstate



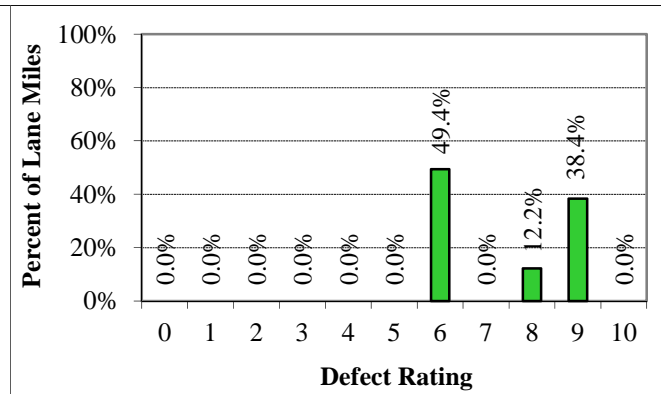
86 Lane Miles, Mean = 7.4

Turnpike



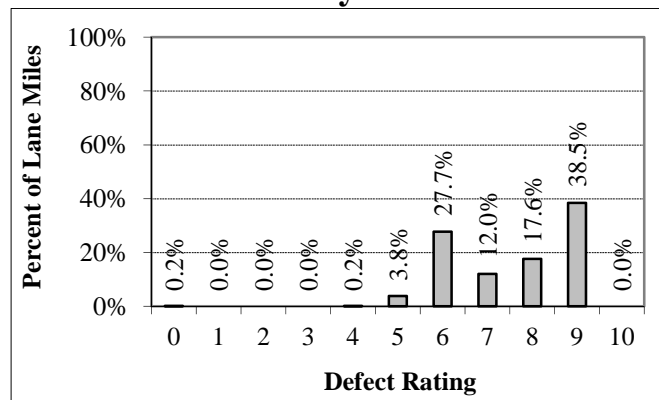
0 Lane Miles, Mean = N/A

Toll



6 Lane Miles, Mean = 7.2

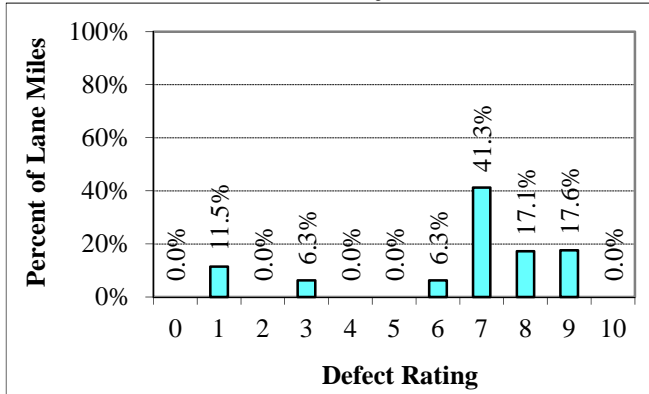
All Systems



98 Lane Miles, Mean = 7.5

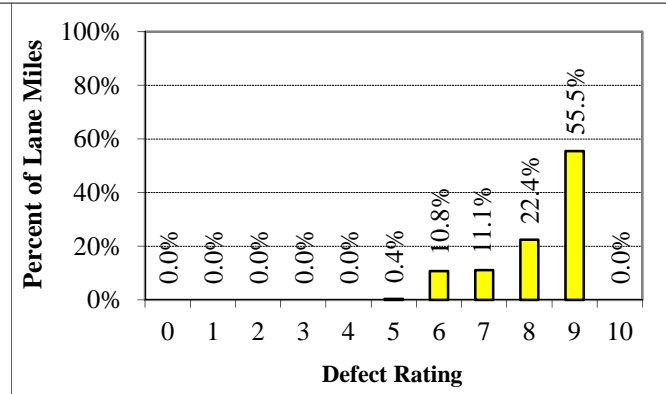
2016 Defect Distribution by System - District 7

Primary



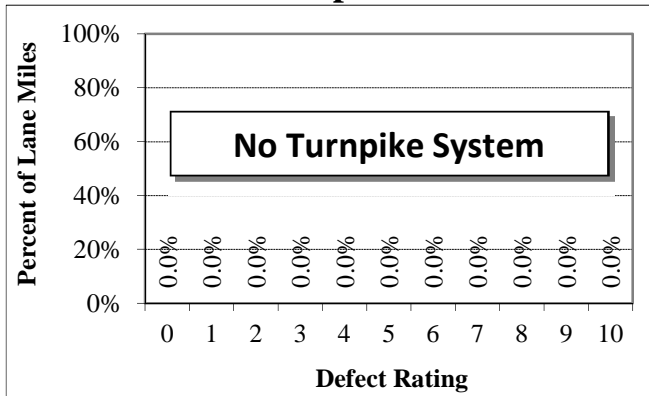
49 Lane Miles, Mean = 6.5

Interstate



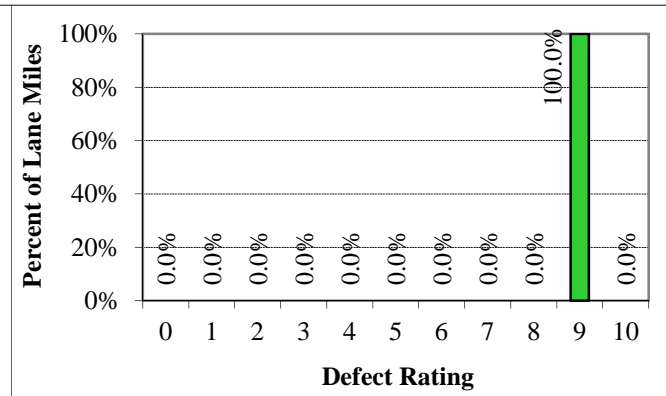
250 Lane Miles, Mean = 8.3

Turnpike



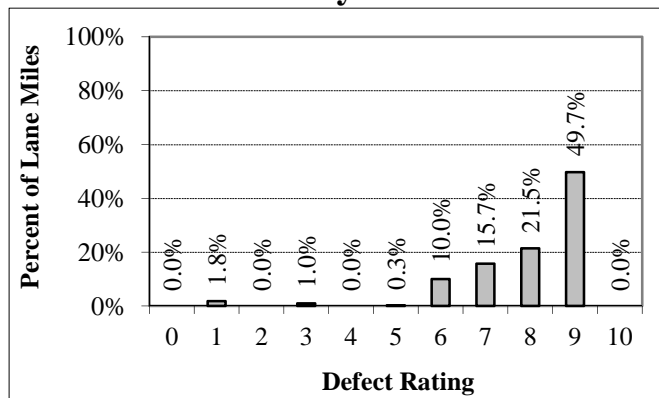
0 Lane Miles, Mean = N/A

Toll



1 Lane Miles, Mean = 9.4

All Systems



300 Lane Miles, Mean = 8.0

Section III
Ride Rating
By
System and District



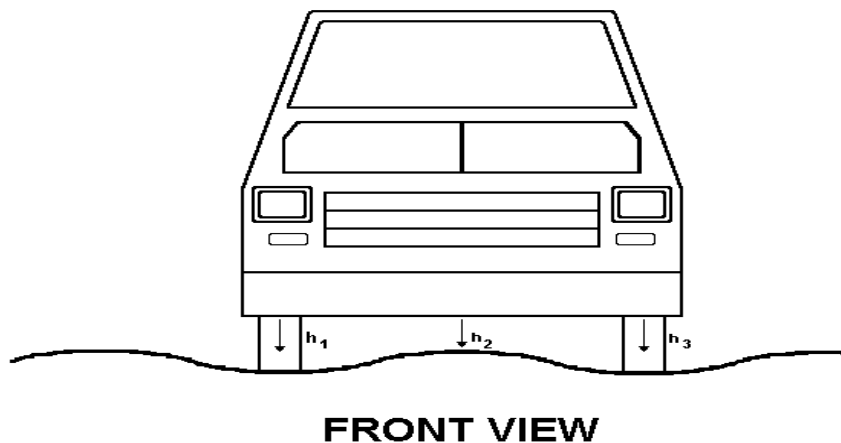
Section III

Ride Rating by System and District

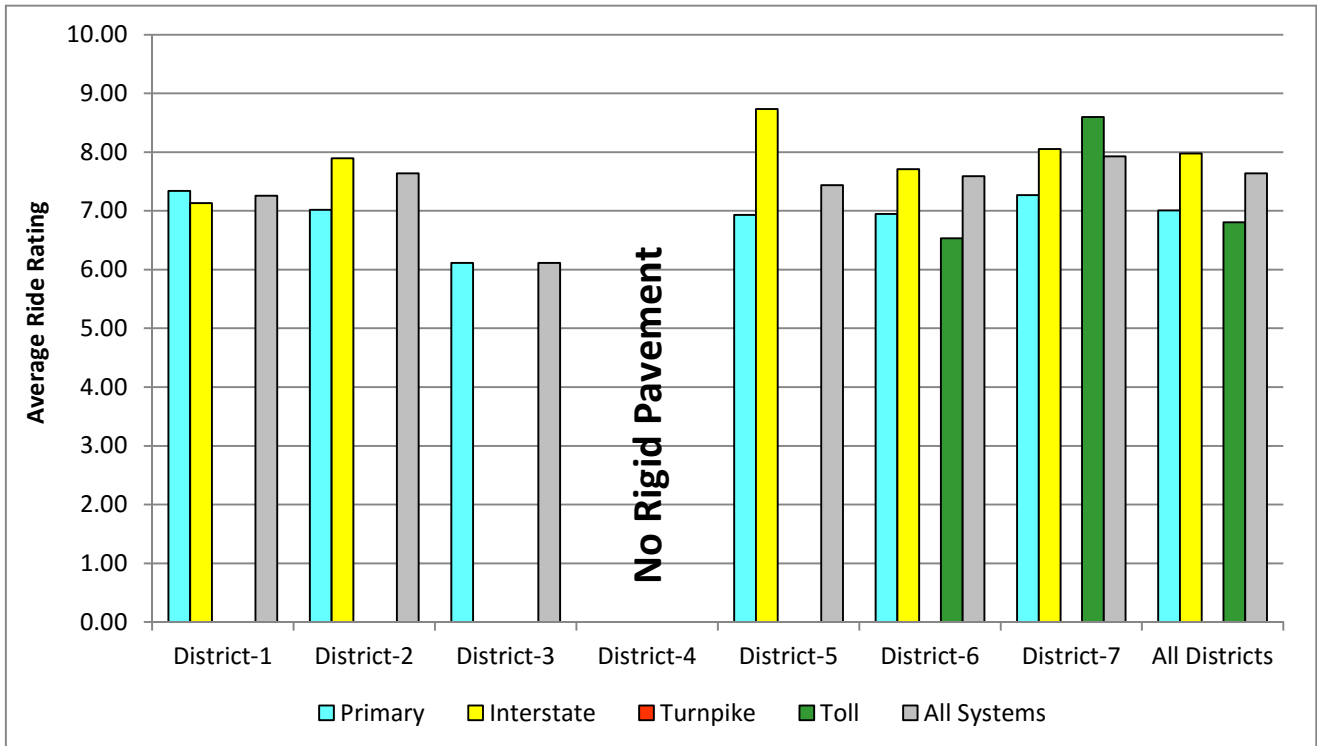
Ride Rating Criteria

1. 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.
2. 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.
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

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



Lane Miles

System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	34	72	18	0	126	6	49	304
Interstate	21	175	0	0	49	85	250	581
Turnpike	0	0	0	0	0	0	0	0
Toll	0	0	0	0	0	6	1	7
Total	55	247	18	0	176	97	300	892

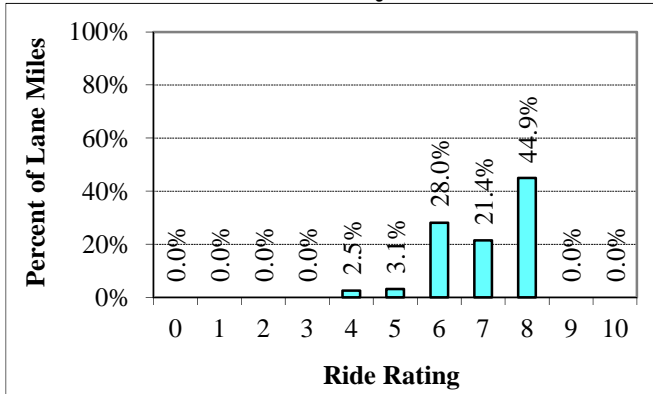
Ride Rating

System	District-1	District-2	District-3	District-4	District-5	District-6	District-7	Statewide
Primary	7.3	7.0	6.1		6.9	7.0	7.3	7.0
Interstate	7.1	7.9			8.7	7.7	8.1	8.0
Turnpike								
Toll						6.5	8.6	6.8
Average	7.3	7.6	6.1		7.4	7.6	7.9	7.6

* All averages and Statewide (by System) values are weighted by miles

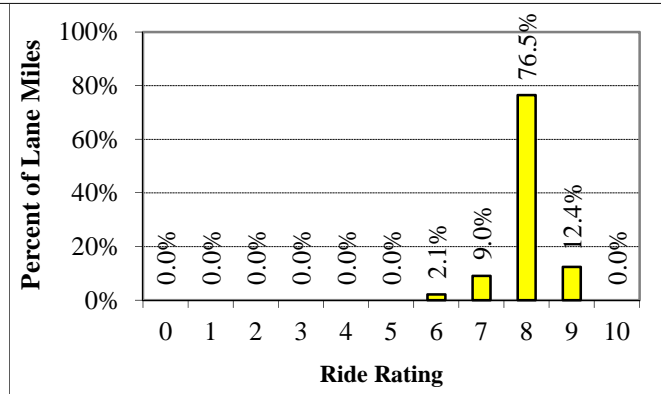
2016 Ride Distribution by System - Statewide

Primary



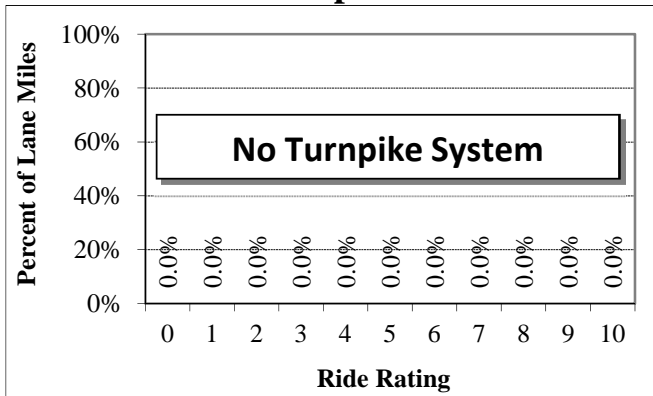
303 Lane Miles, Mean = 7.0

Interstate



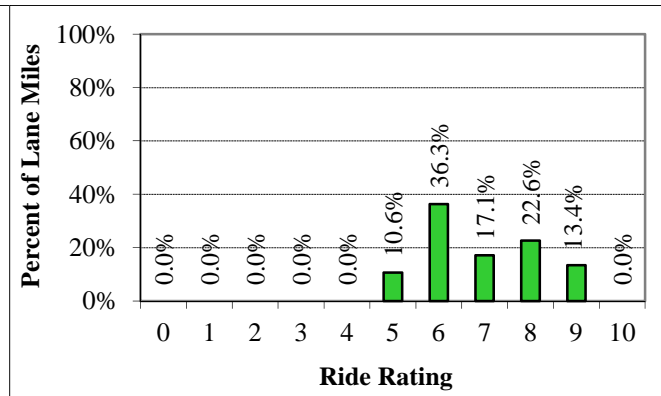
581 Lane Miles, Mean = 8.0

Turnpike



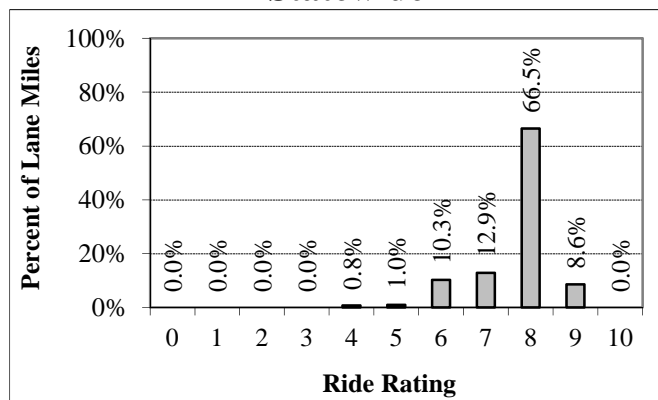
0 Lane Miles, Mean = N/A

Toll



7 Lane Miles, Mean = 6.8

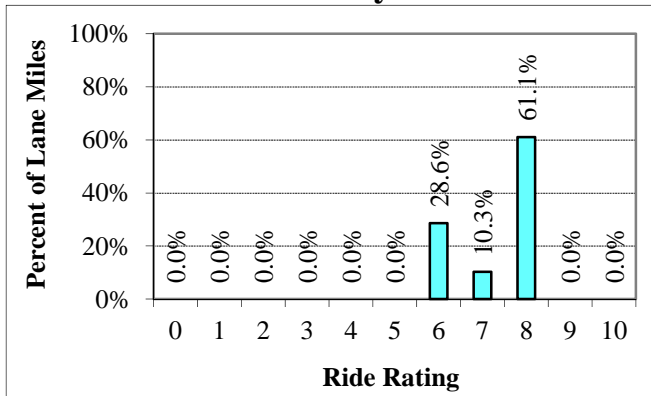
Statewide



891 Lane Miles, Mean = 7.6

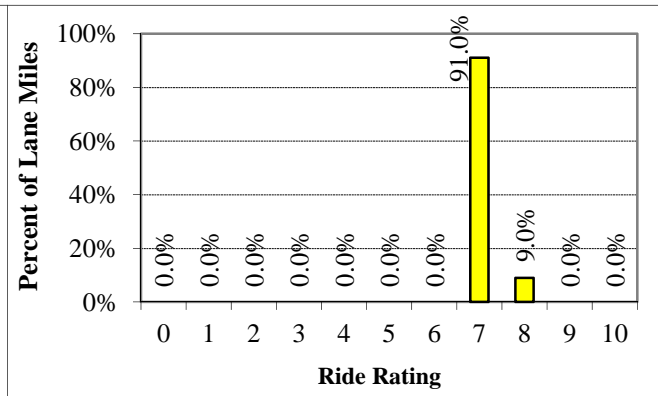
2016 Ride Distribution by System - District 1

Primary



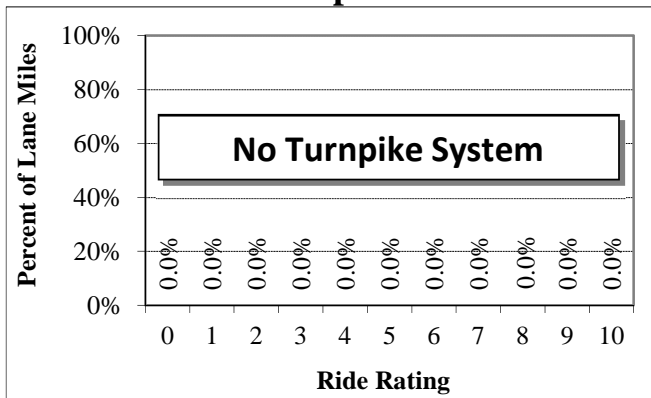
34 Lane Miles, Mean = 7.3

Interstate



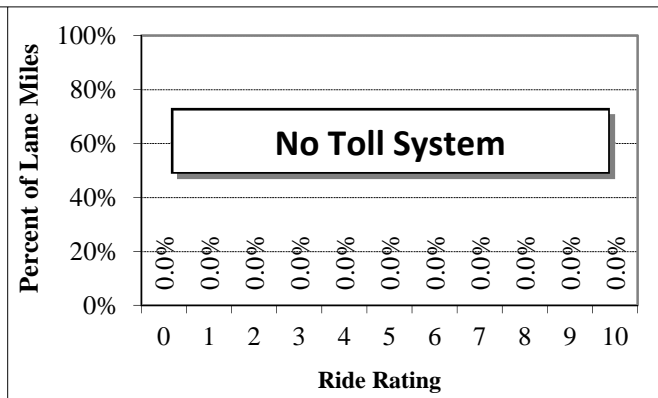
21 Lane Miles, Mean = 7.1

Turnpike



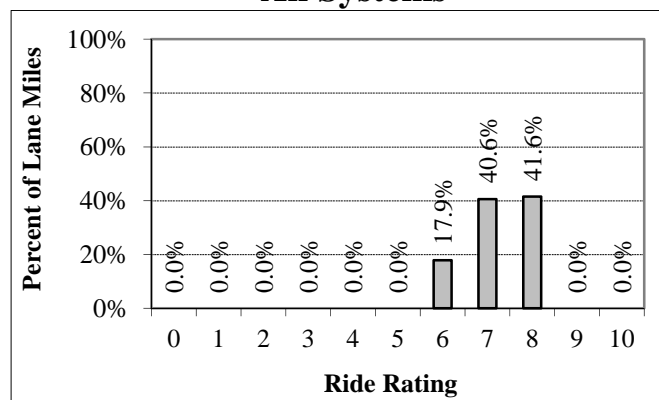
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

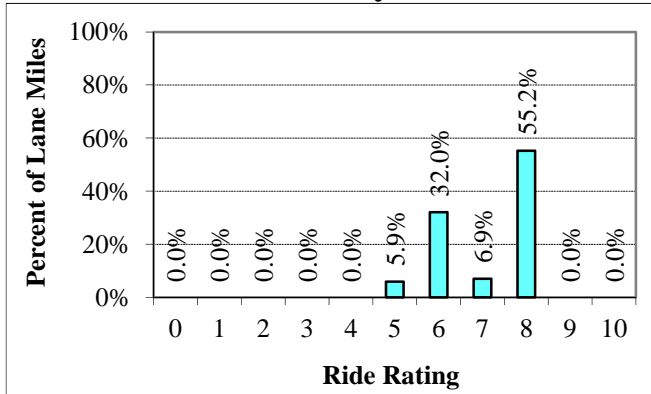
All Systems



55 Lane Miles, Mean = 7.3

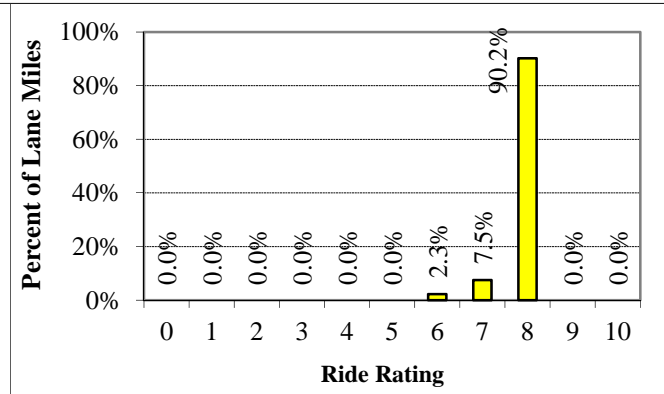
2016 Ride Distribution by System - District 2

Primary



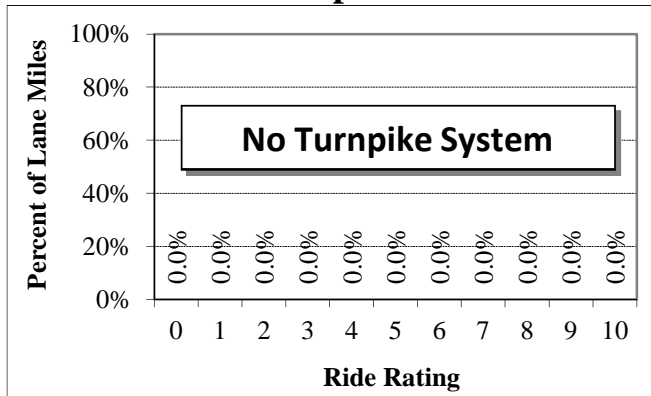
72 Lane Miles, Mean = 7.0

Interstate



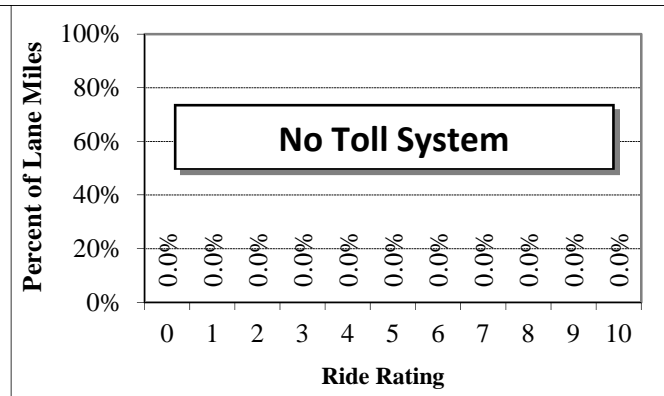
175 Lane Miles, Mean = 7.9

Turnpike



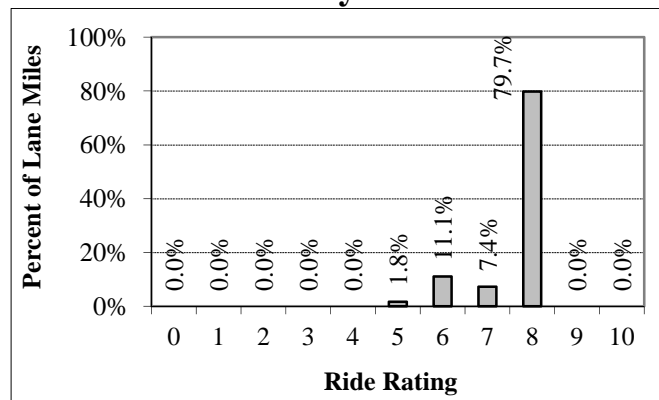
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

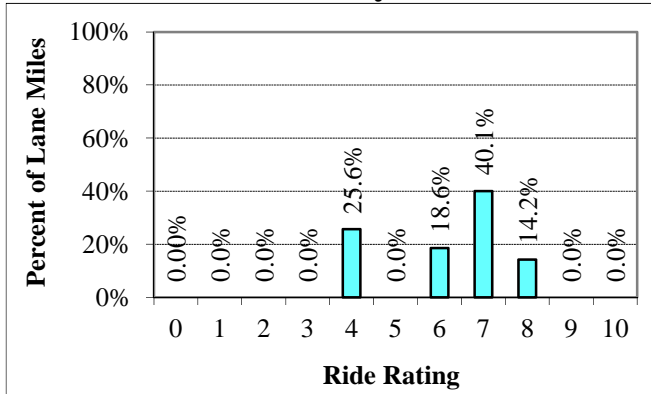
All Systems



247 Lane Miles, Mean = 7.6

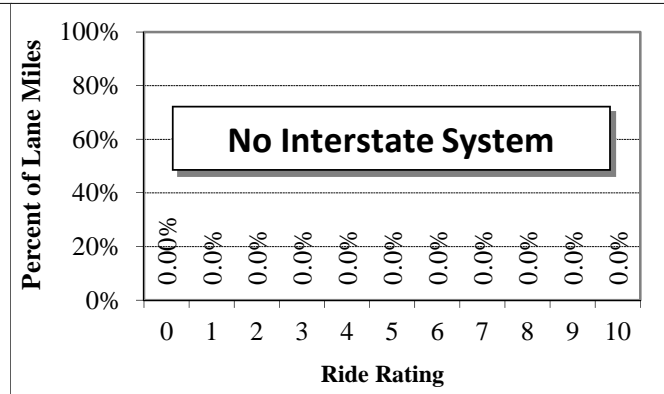
2016 Ride Distribution by System - District 3

Primary



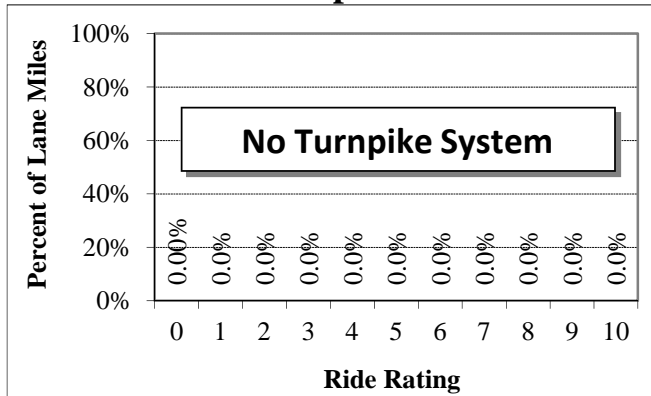
18 Lane Miles, Mean = 6.1

Interstate



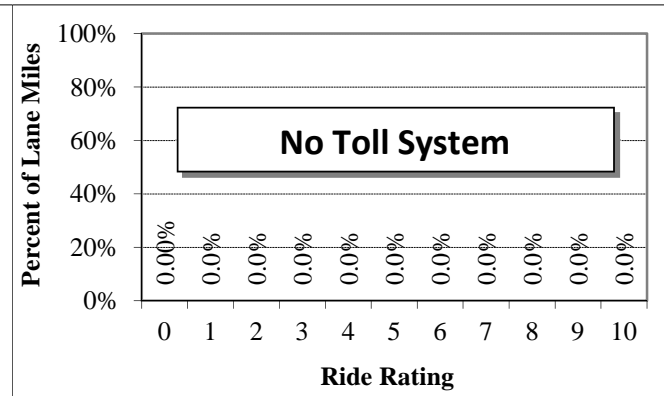
0 Lane Miles, Mean = N/A

Turnpike



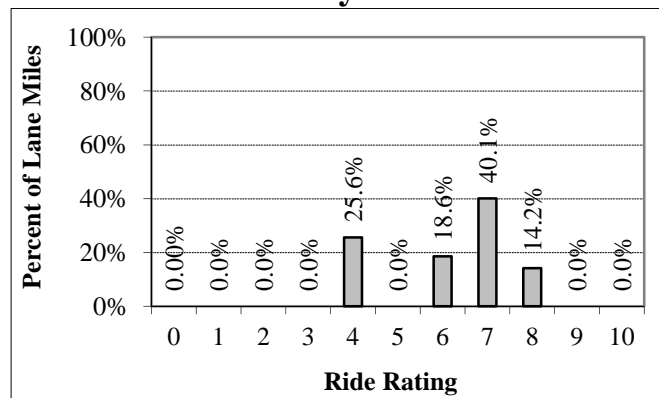
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

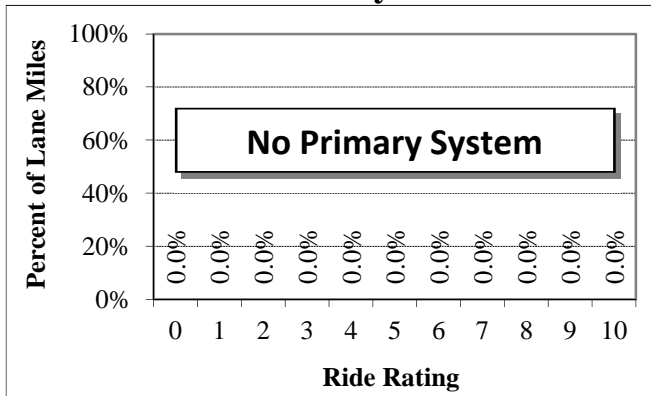
All Systems



18 Lane Miles, Mean = 6.1

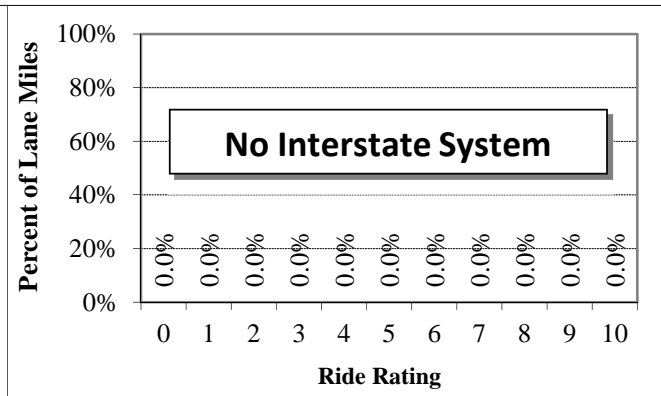
2016 Ride Distribution by System - District 4

Primary



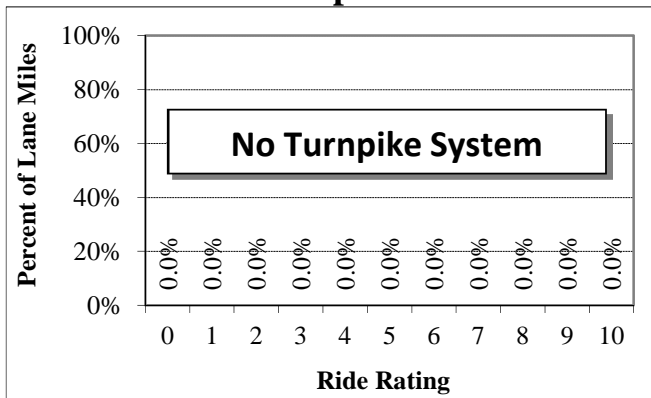
0 Lane Miles, Mean = N/A

Interstate



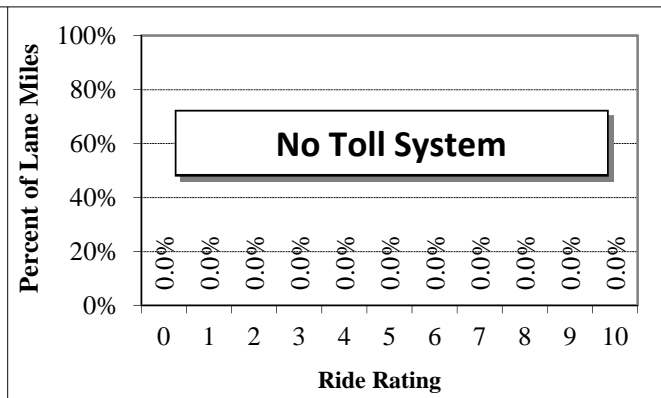
0 Lane Miles, Mean = N/A

Turnpike



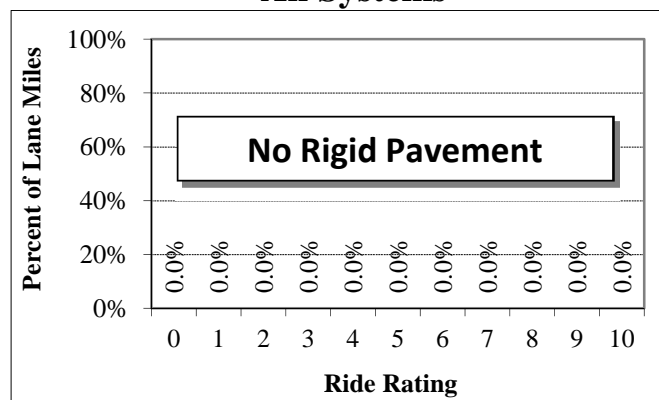
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

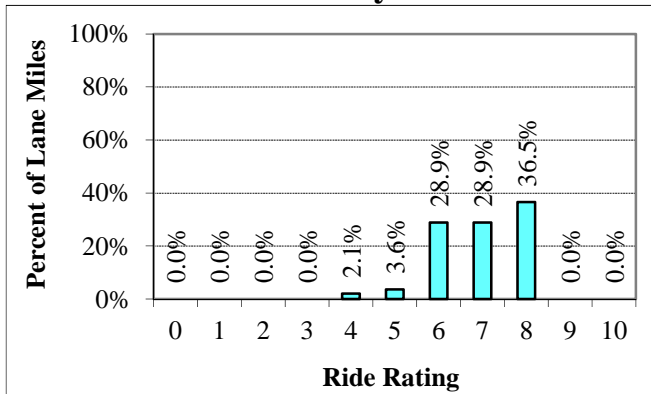
All Systems



0 Lane Miles, Mean = N/A

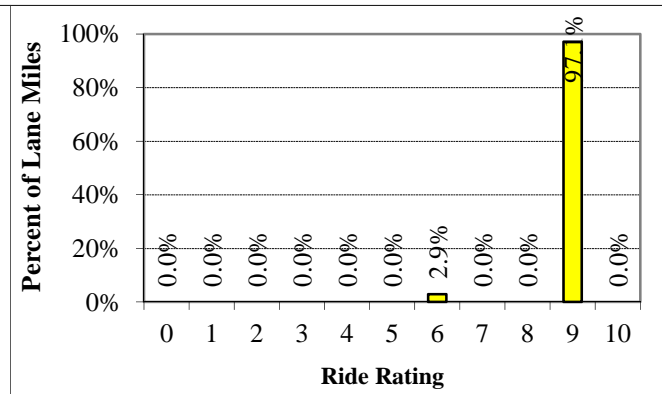
2016 Ride Distribution by System - District 5

Primary



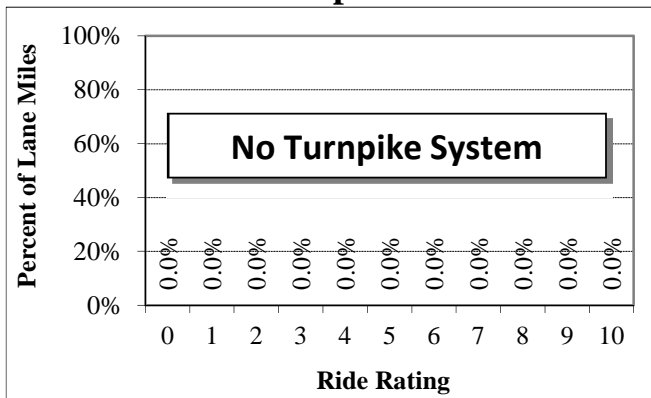
126 Lane Miles, Mean = 6.9

Interstate



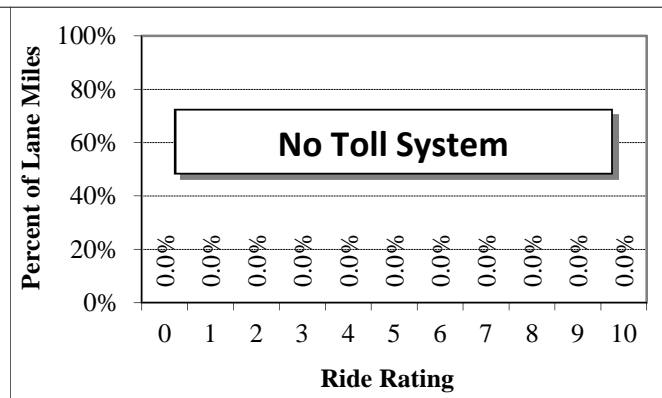
49 Lane Miles, Mean = 8.7

Turnpike



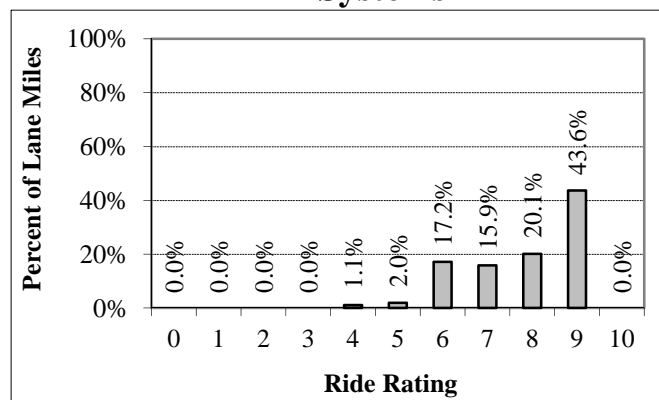
0 Lane Miles, Mean = N/A

Toll



0 Lane Miles, Mean = N/A

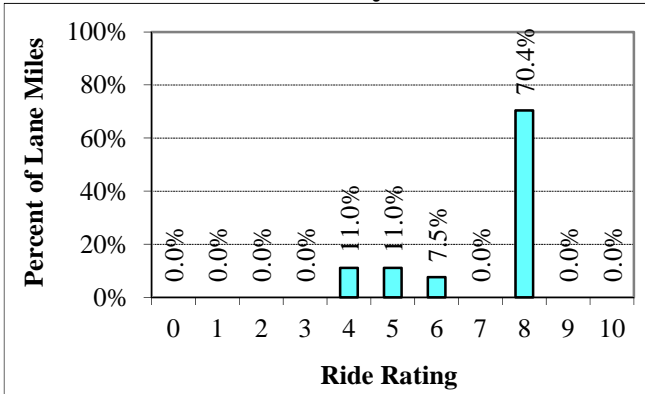
All Systems



176 Lane Miles, Mean = 7.4

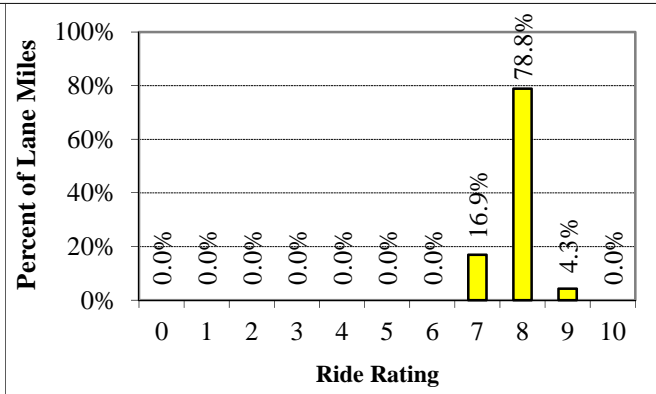
2016 Ride Distribution by System - District 6

Primary



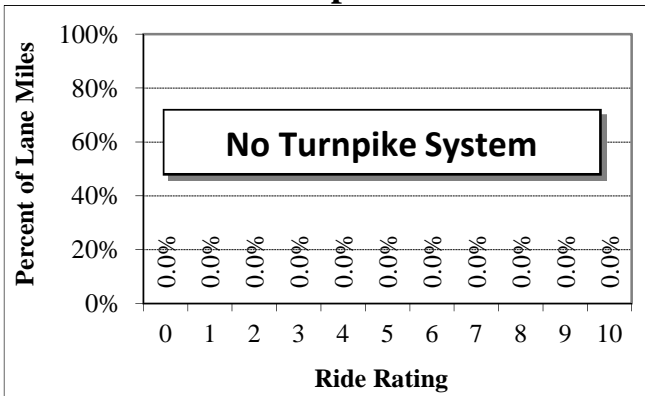
6 Lane Miles, Mean = 6.9

Interstate



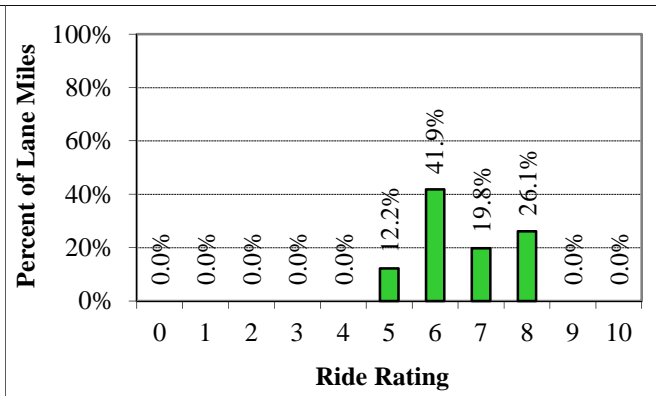
85 Lane Miles, Mean = 7.7

Turnpike



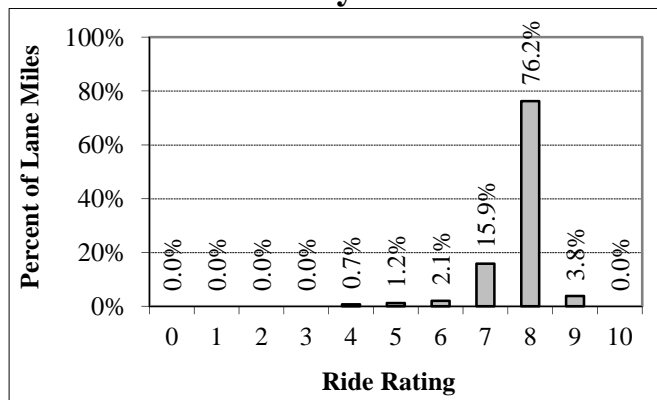
0 Lane Miles, Mean = N/A

Toll



6 Lane Miles, Mean = 6.5

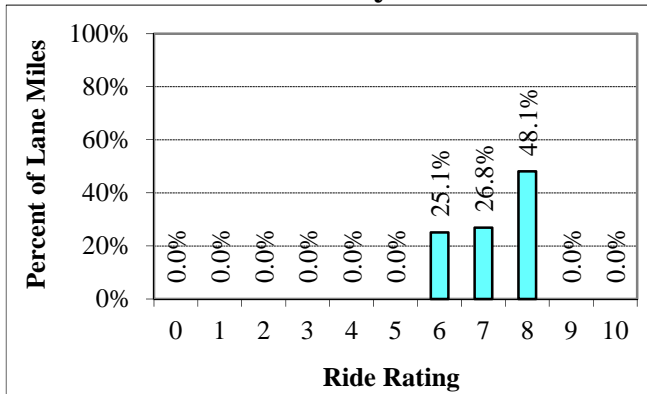
All Systems



97 Lane Miles, Mean = 7.6

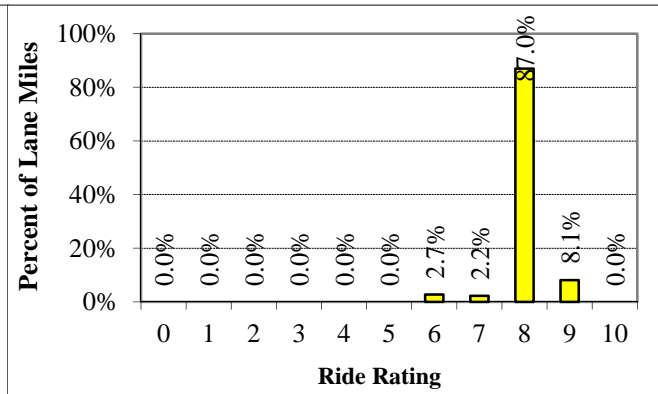
2016 Ride Distribution by System - District 7

Primary



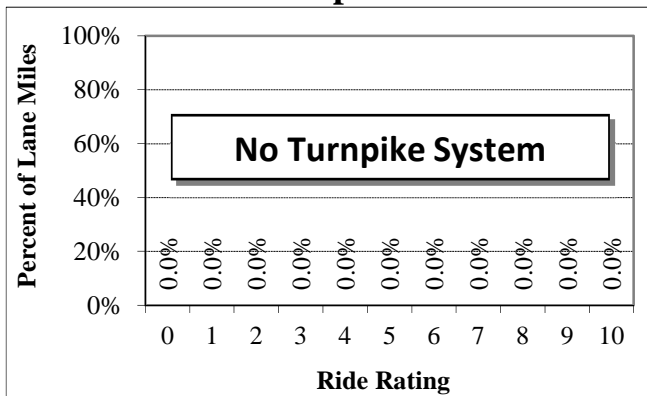
49 Lane Miles, Mean = 7.3

Interstate



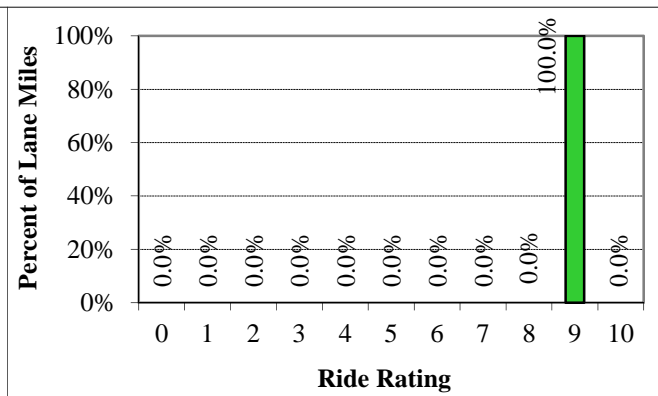
250 Lane Miles, Mean = 8.1

Turnpike



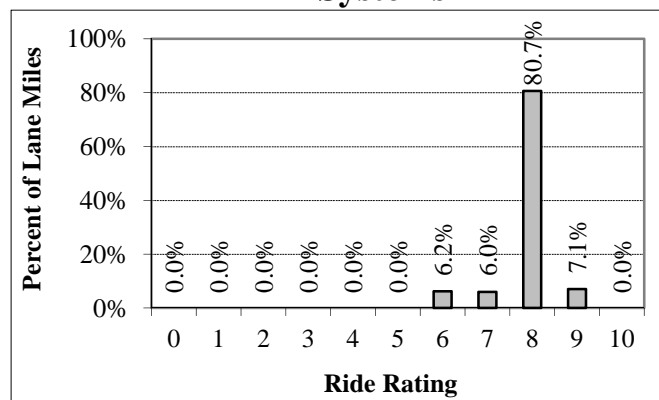
0 Lane Miles, Mean = N/A

Toll



1 Lane Miles, Mean = 8.6

All Systems



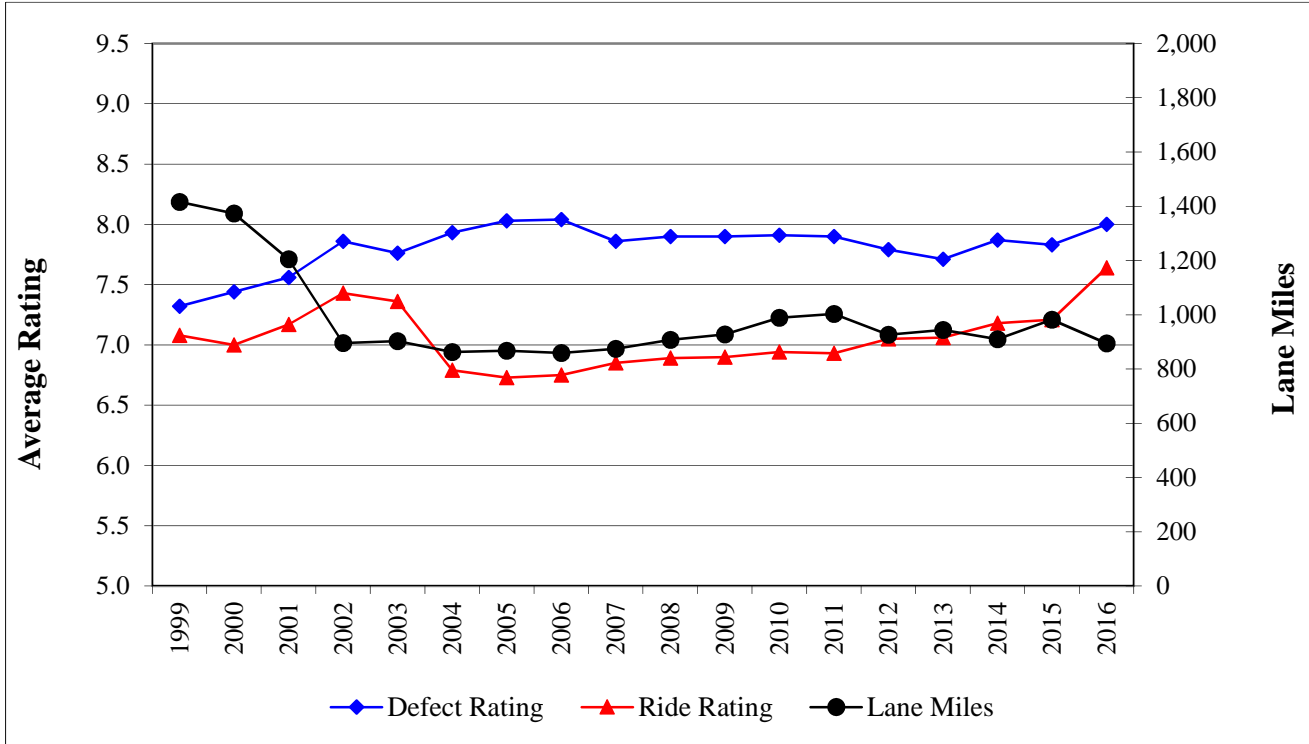
300 Lane Miles, Mean = 7.9

Section IV
Historical Distress Ratings
By District
1999 - 2016



Historical Distress Ratings - Statewide

All Systems - All Districts



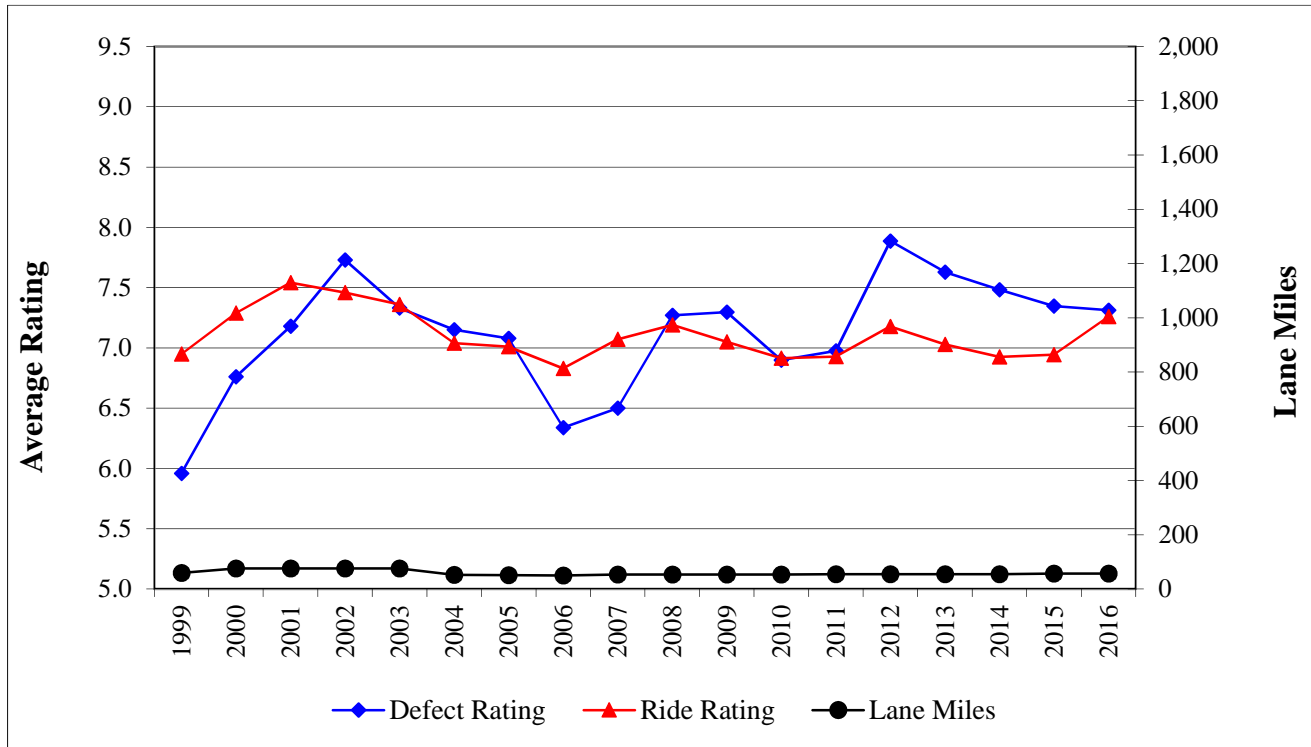
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	7.3	7.4	7.6	7.9	7.8	7.9	8.0	8.0	7.9
Ride Rating	7.1	7.0	7.2	7.4	7.4	6.8	6.7	6.8	6.9
Lane Miles	1,416	1,373	1,205	896	903	863	867	859	874

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	7.9	7.9	7.9	7.9	7.8	7.7	7.9	7.8	8.0
Ride Rating	6.9	6.9	6.9	6.9	7.1	7.1	7.2	7.2	7.6
Lane Miles	908	928	989	1,003	926	944	910	982	895

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



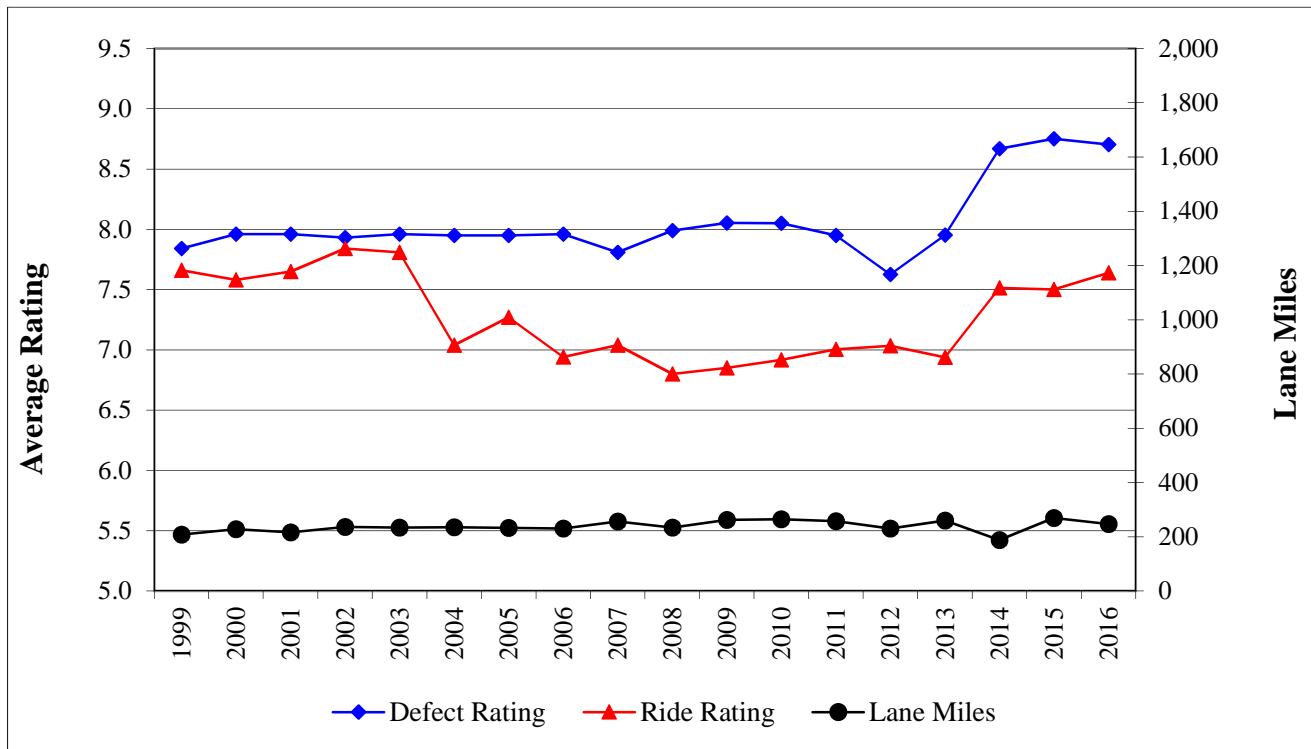
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	6.0	6.8	7.2	7.7	7.3	7.2	7.1	6.3	6.5
Ride Rating	7.0	7.3	7.5	7.5	7.4	7.0	7.0	6.8	7.1
Lane Miles	59	76	76	76	76	53	51	50	54

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	7.3	7.3	6.9	7.0	7.9	7.6	7.5	7.3	7.3
Ride Rating	7.2	7.0	6.9	6.9	7.2	7.0	6.9	6.9	7.3
Lane Miles	54	54	54	55	55	55	55	57	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	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	7.8	8.0	8.0	7.9	8.0	8.0	8.0	8.0	7.8
Ride Rating	7.7	7.6	7.7	7.8	7.8	7.0	7.3	6.9	7.0
Lane Miles	208	228	216	237	234	235	233	231	256

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	8.0	8.1	8.1	7.9	7.6	8.0	8.7	8.8	8.7
Ride Rating	6.8	6.9	6.9	7.0	7.0	6.9	7.5	7.5	7.6
Lane Miles	234	262	265	258	231	260	188	269	247

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



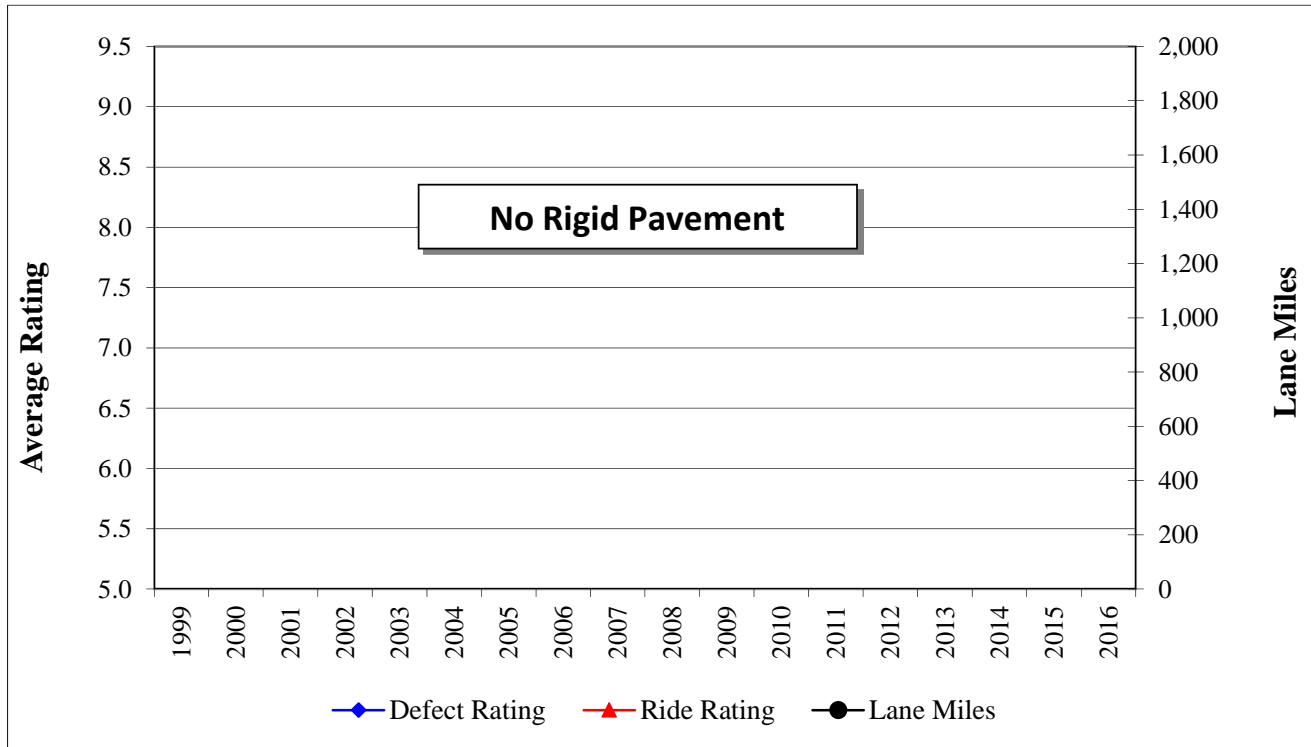
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	6.7	6.6	7.0	8.2	8.3	8.7	8.9	8.9	8.9
Ride Rating	7.0	6.9	6.6	7.3	7.1	6.3	6.0	5.9	5.9
Lane Miles	516	443	335	38	29	31	15	17	17

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	8.7	8.2	8.1	7.5	6.9	7.0	7.0	7.1	7.8
Ride Rating	5.8	5.7	5.7	5.5	5.5	5.6	5.8	5.7	6.1
Lane Miles	17	17	15	15	15	15	15	15	18

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



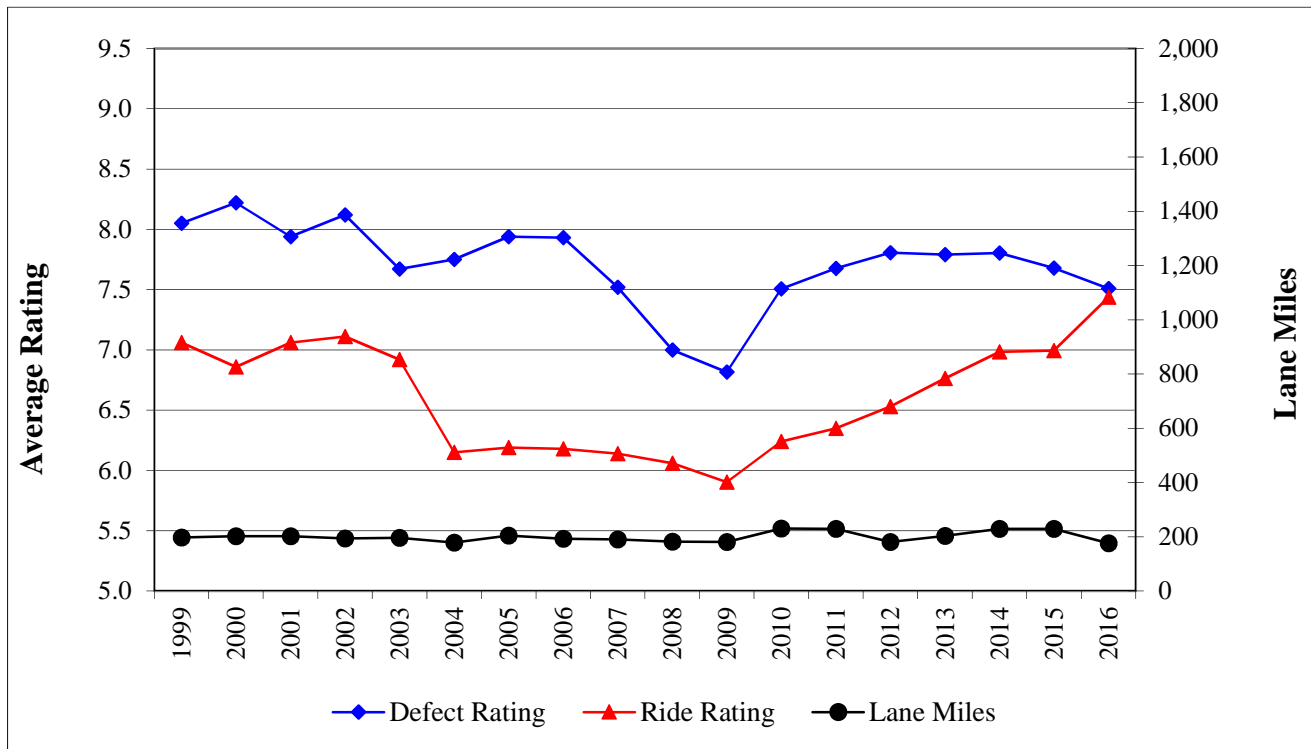
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating									
Ride Rating									
Lane Miles									

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
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



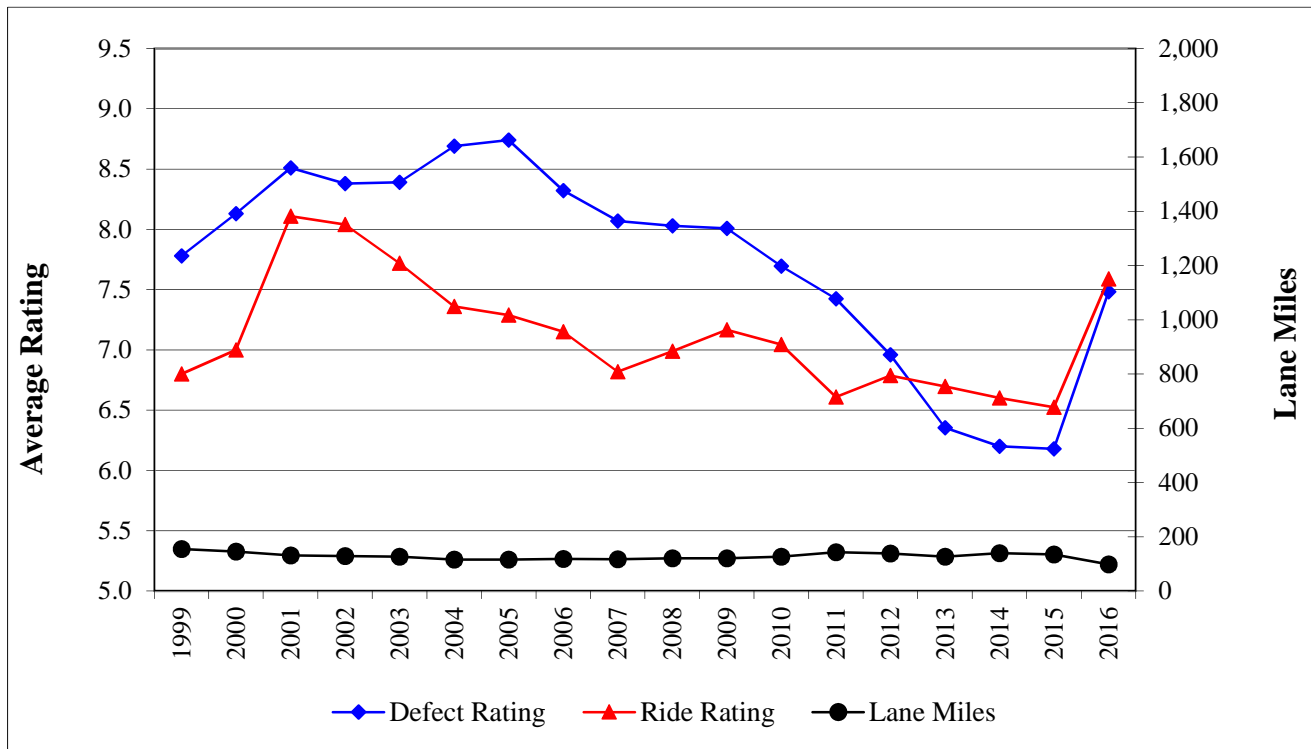
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	8.1	8.2	7.9	8.1	7.7	7.8	7.9	7.9	7.5
Ride Rating	7.1	6.9	7.1	7.1	6.9	6.2	6.2	6.2	6.1
Lane Miles	197	202	202	194	196	179	205	193	191

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	7.0	6.8	7.5	7.7	7.8	7.8	7.8	7.7	7.5
Ride Rating	6.1	5.9	6.2	6.3	6.5	6.8	7.0	7.0	7.4
Lane Miles	182	181	230	229	181	204	229	229	176

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



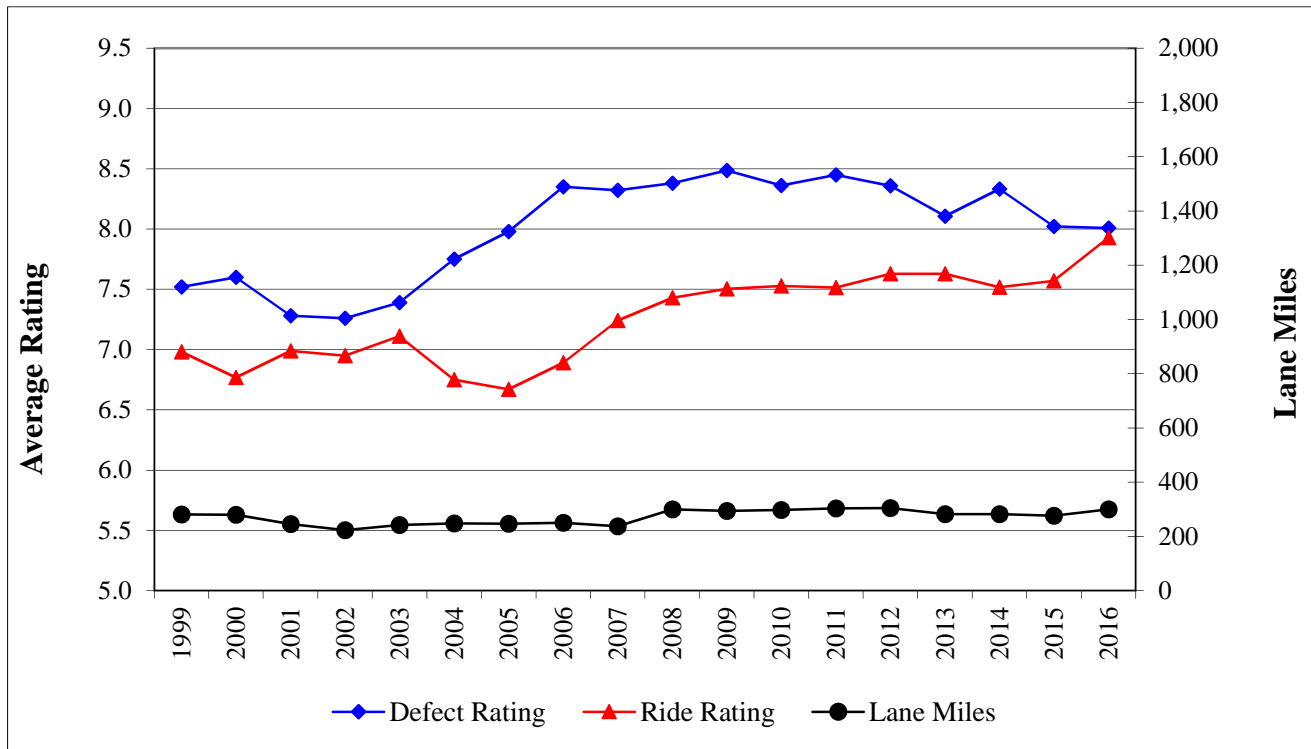
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	7.8	8.1	8.5	8.4	8.4	8.7	8.7	8.3	8.1
Ride Rating	6.8	7.0	8.1	8.0	7.7	7.4	7.3	7.2	6.8
Lane Miles	155	146	131	129	127	116	116	118	117

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	8.0	8.0	7.7	7.4	7.0	6.4	6.2	6.2	7.5
Ride Rating	7.0	7.2	7.0	6.6	6.8	6.7	6.6	6.5	7.6
Lane Miles	121	121	127	143	139	127	140	135	98

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	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	7.5	7.6	7.3	7.3	7.4	7.8	8.0	8.4	8.3
Ride Rating	7.0	6.8	7.0	7.0	7.1	6.8	6.7	6.9	7.2
Lane Miles	281	280	246	223	242	248	247	251	238

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	8.4	8.5	8.4	8.4	8.4	8.1	8.3	8.0	8.0
Ride Rating	7.4	7.5	7.5	7.5	7.6	7.6	7.5	7.6	7.9
Lane Miles	300	294	298	304	305	283	283	276	300

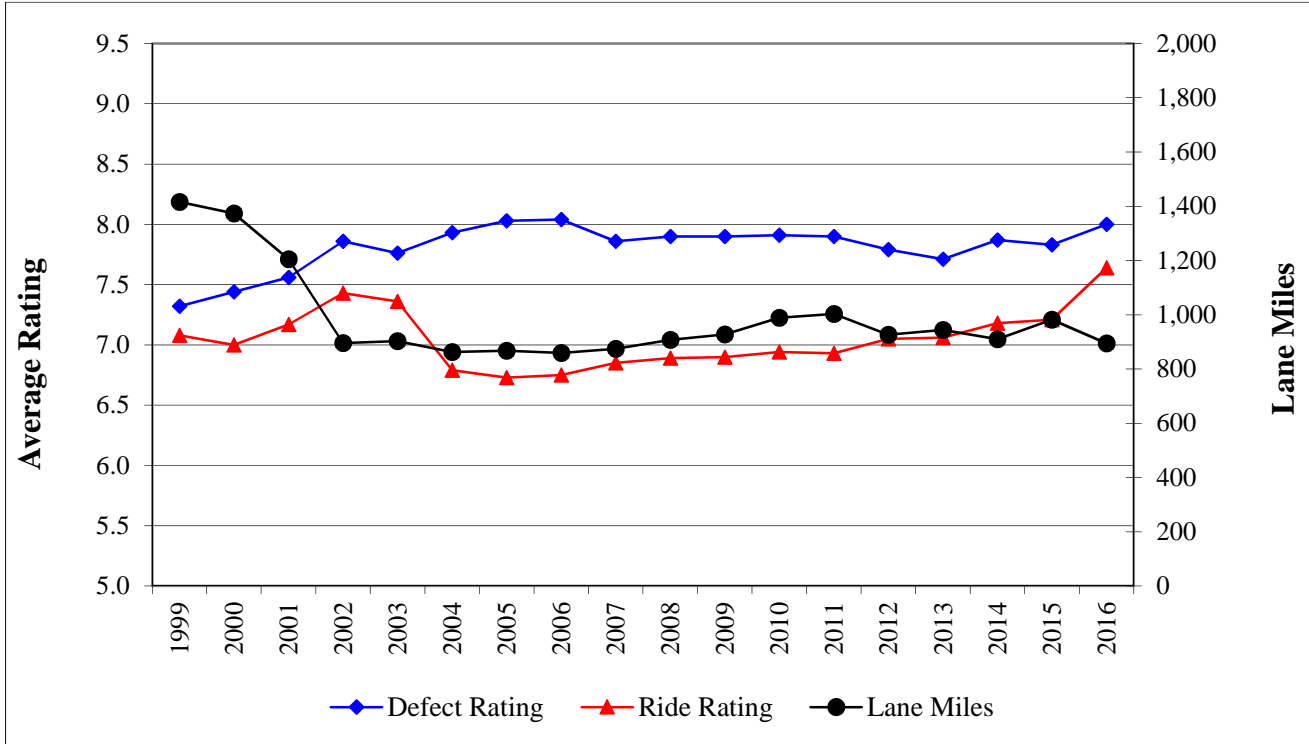
Note that with the start of the 2004 PCS, the profile data was collected using a sampling rate of 6 in. compared to a 12 in. sample interval used in previous years.

Section V
Historical Distress Ratings
By System
1999 - 2016



Historical Distress Ratings - Statewide

All Systems - All Districts



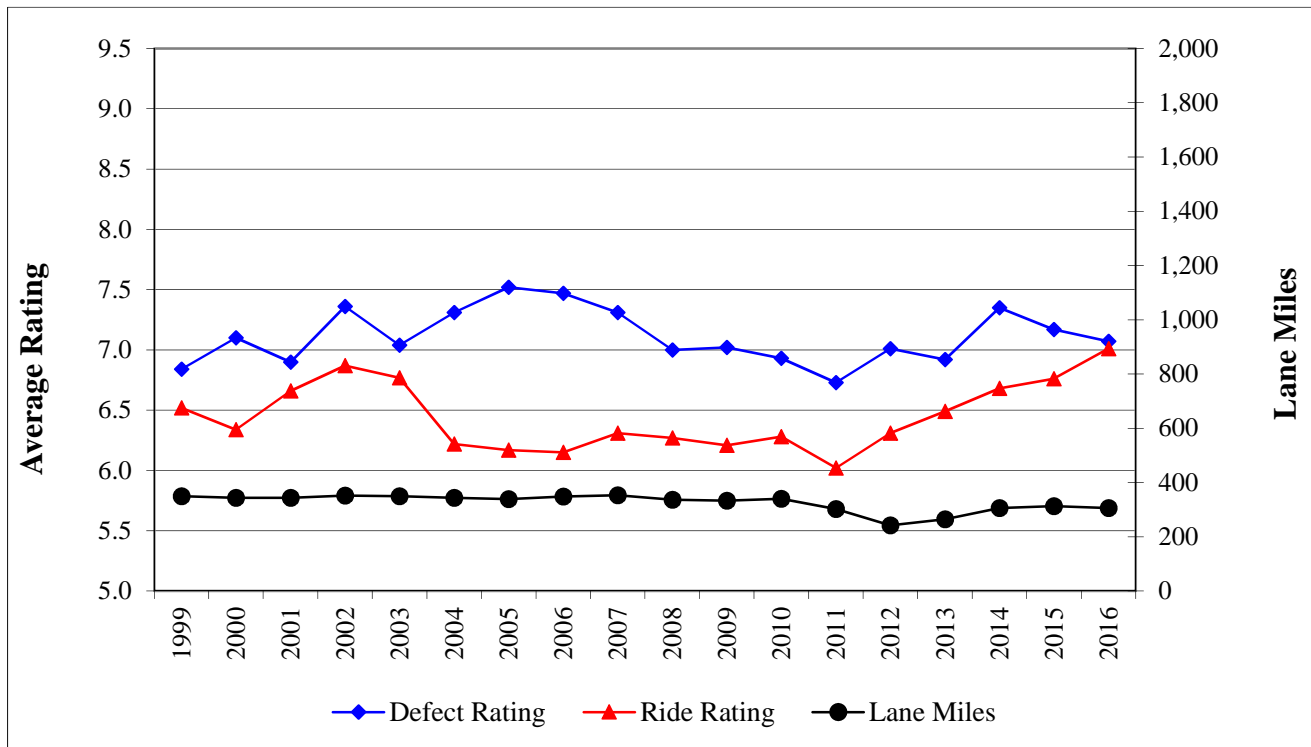
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	7.3	7.4	7.6	7.9	7.8	7.9	8.0	8.0	7.9
Ride Rating	7.1	7.0	7.2	7.4	7.4	6.8	6.7	6.8	6.9
Lane Miles	1,416	1,373	1,205	896	903	863	867	859	874

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	7.9	7.9	7.9	7.9	7.8	7.7	7.9	7.8	8.0
Ride Rating	6.9	6.9	6.9	6.9	7.1	7.1	7.2	7.2	7.6
Lane Miles	908	928	989	1,003	926	944	910	982	895

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



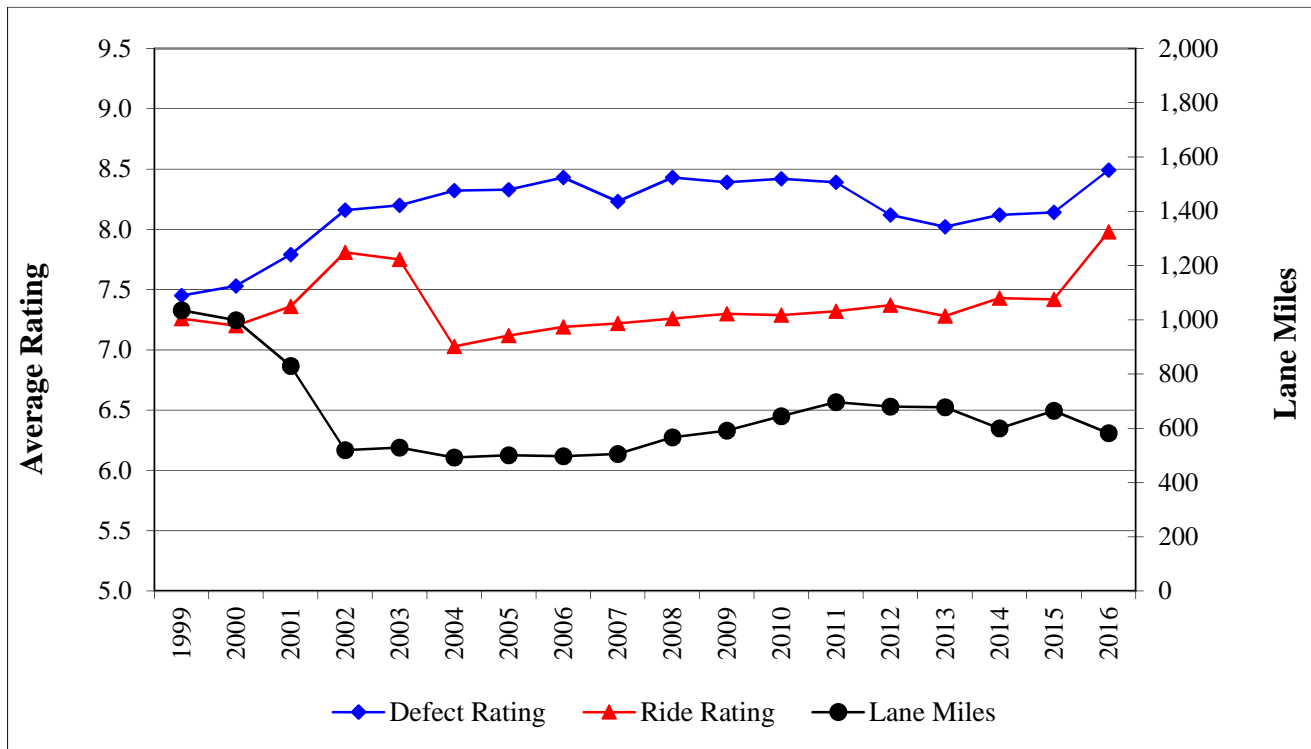
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	6.8	7.1	6.9	7.4	7.0	7.3	7.5	7.5	7.3
Ride Rating	6.5	6.3	6.7	6.9	6.8	6.2	6.2	6.2	6.3
Lane Miles	350	344	344	352	350	344	339	348	353

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	7.0	7.0	6.9	6.7	7.0	6.9	7.4	7.2	7.1
Ride Rating	6.3	6.2	6.3	6.0	6.3	6.5	6.7	6.8	7.0
Lane Miles	337	333	340	303	242	265	306	313	306

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	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	7.5	7.5	7.8	8.2	8.2	8.3	8.3	8.4	8.2
Ride Rating	7.3	7.2	7.4	7.8	7.8	7.0	7.1	7.2	7.2
Lane Miles	1,035	998	830	519	529	492	501	497	505

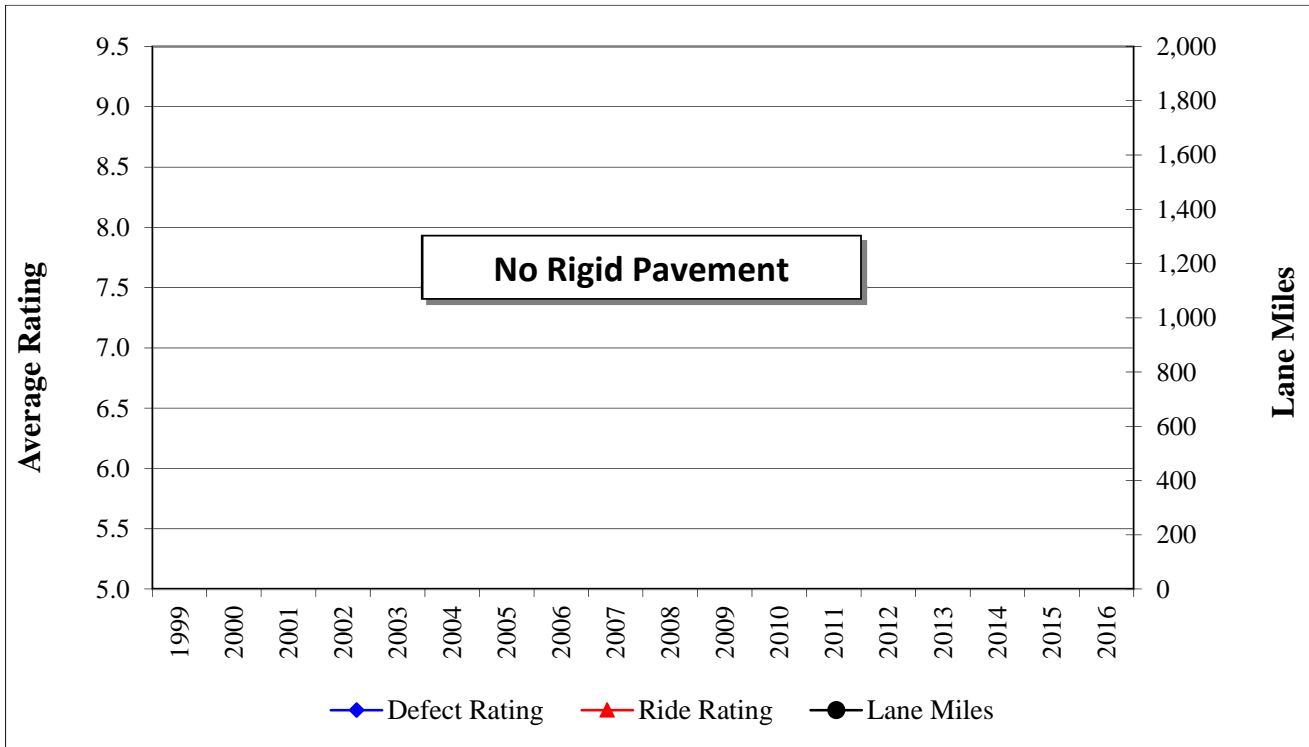
Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	8.4	8.4	8.4	8.4	8.1	8.0	8.1	8.1	8.5
Ride Rating	7.3	7.3	7.3	7.3	7.4	7.3	7.4	7.4	8.0
Lane Miles	567	591	644	696	680	678	600	665	582

Historical Statewide!\$]

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



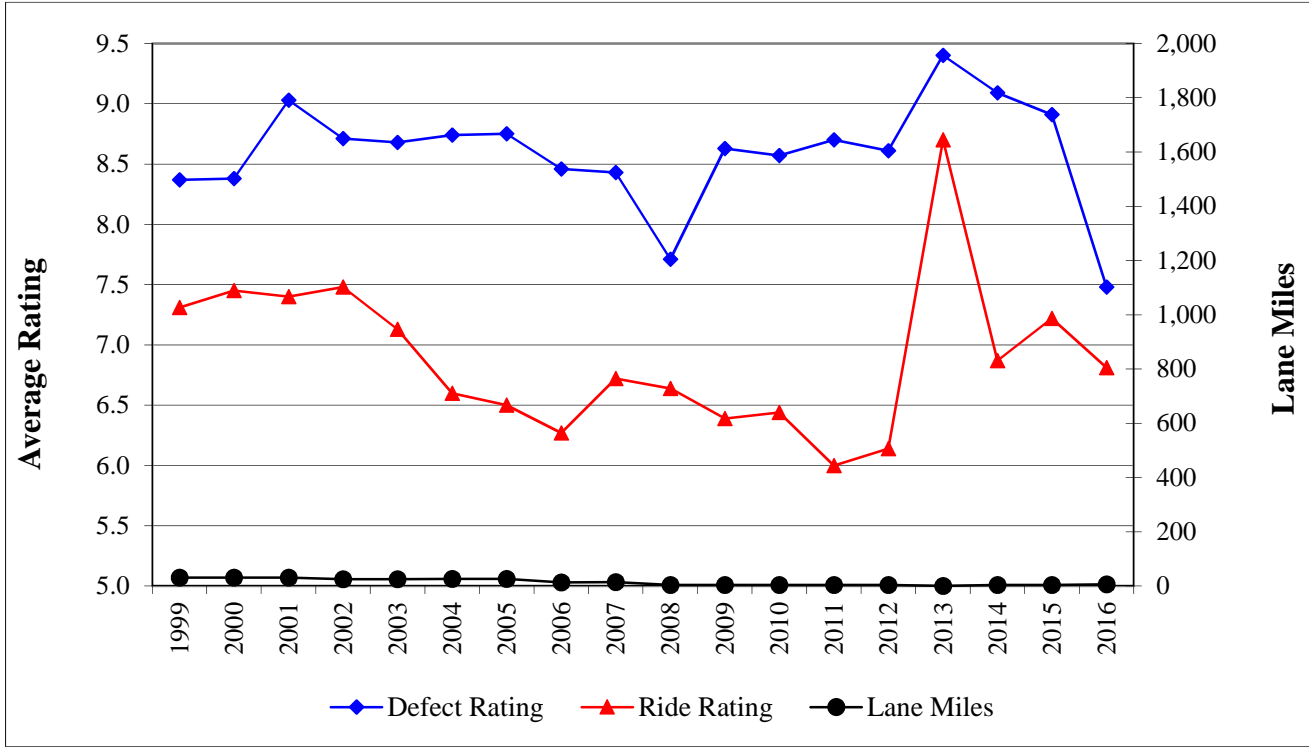
Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating									
Ride Rating									
Lane Miles									

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
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

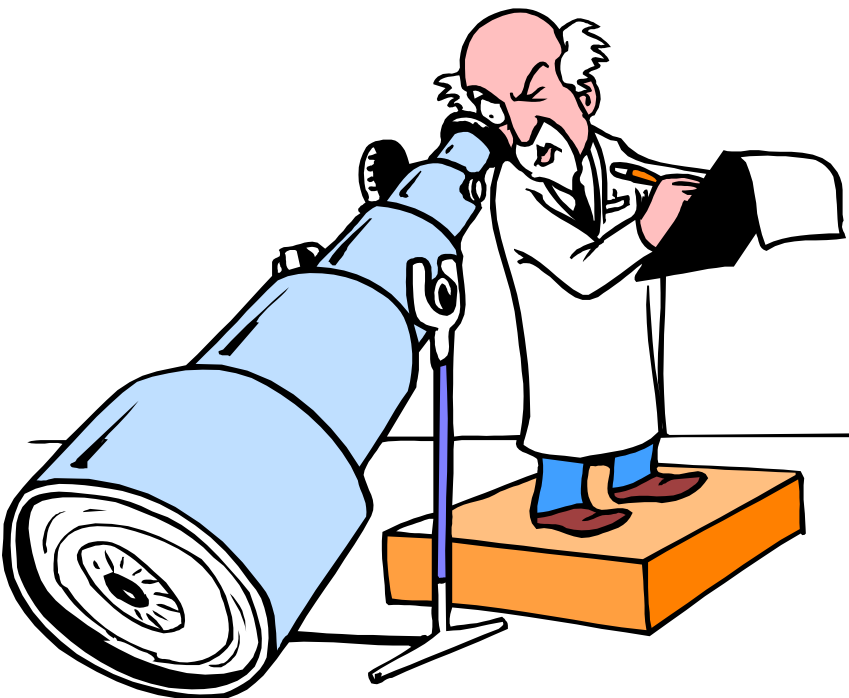


Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Defect Rating	8.4	8.4	9.0	8.7	8.7	8.7	8.8	8.5	8.4
Ride Rating	7.3	7.5	7.4	7.5	7.1	6.6	6.5	6.3	6.7
Lane Miles	31	31	31	25	25	27	27	14	15

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016
Defect Rating	7.7	8.6	8.6	8.7	8.6	9.4	9.1	8.9	7.5
Ride Rating	6.6	6.4	6.4	6.0	6.1	8.7	6.9	7.2	6.8
Lane Miles	4	4	4	4	4	1	4	4	7

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
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

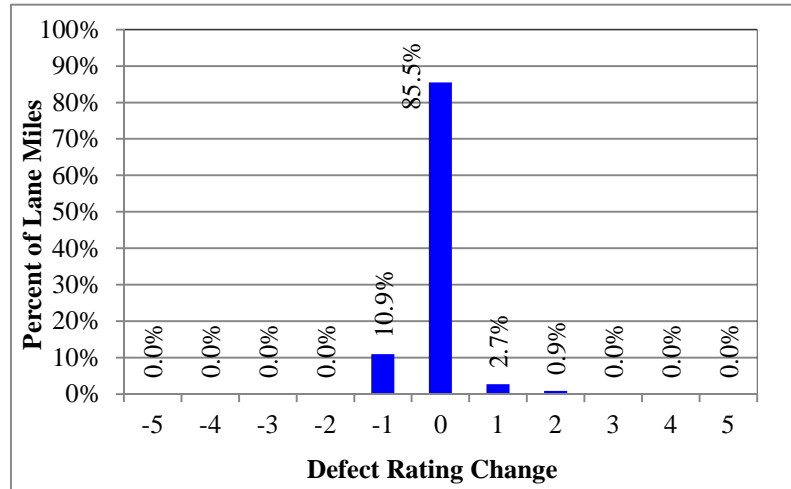
Type 8 - Under Construction

Type 9 - Structures or exceptions that are State-maintained

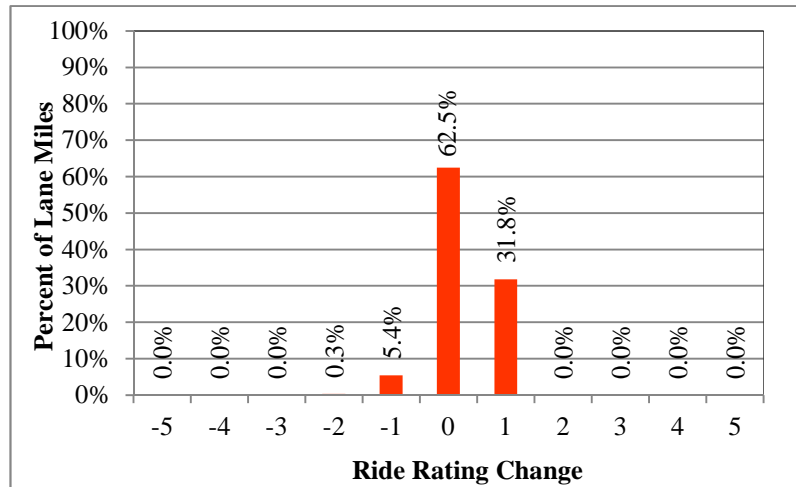
Defect and Ride Rating Changes

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: _____
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