STATE OF FLORIDA

2008
RIGID PAVEMENT
CONDITION SURVEY
FACTS & FIGURES

FL/DOT/SMO/08-519
October 2008

STATE MATERIALS OFFICE

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The information in the following report is largely due to the team effort of the following individuals:

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

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Executive Summary

Since 1985, the Pavement Condition Survey (PCS) staff of the Pavement Materials Division have been collecting, processing, and analyzing information on the condition and performance of the State Highway System on an annual basis. The information provided by the 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, as well as the determination of appropriate cost-effective strategies to rehabilitate and preserve existing highway transportation infrastructure.

The PCS 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) roughness, 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.

Once the data collection process is complete, the Central Pavement Management Office is responsible for processing, analyzing, and making the data available for use by the Department, consultants and others. The Office of Financial Development is responsible for reporting the condition of the Florida State Highway System for Pavement Management purposes.

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

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

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

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

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SECTION I
Introduction

The Pavement Materials Division of the SMO is responsible for the Department's Annual PCS. The survey is conducted on the State 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. This report pertains to rigid pavements which represent 2.3% of the State Highway System.

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

- Determine the present condition of the State Highway 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 rating of rigid pavements is based on two main criteria, 1) Defect Rating, and 2) Ride Rating. A pavement section is rated for each criterion on a scale of 0 to 10, where a rating of 10 is considered excellent. Currently, any section with a rating of 6.4 or less for either criterion becomes eligible for rehabilitation.

The Defect Rating is obtained by evaluating ten 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. Raters collect this distress data by evaluating pavements from the roadway shoulder.

Each distress type for the lane being rated is assigned a "deduct value" depending on the distress type and severity level (light, moderate, or severe). The Defect Rating is obtained by subtracting the sum of the deduct values from 100 and then dividing by 10. Thus, a pavement section with a Defect Rating of 10 indicates a pavement without any observable distress.

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

In order to ensure maximum accuracy and repeatability of the data collected, the testing equipment 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 efficiency of data collection and 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 PCS, please refer to the latest edition of the Rigid and Flexible PCS Handbooks available online at:

http://www.dot.state.fl.us/statematerialsoffice/pavement/pavementhome.htm

Observations

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

1. The average Defect Ratings have improved during the past Sixteen years from 6.67 in the 1992 survey to 7.90 in the 2008 survey.

2. The average Ride Ratings remained constant for the twelve years prior to the 2004 PCS with a mean rating of 7.36 in 2003 and an overall average of 7.29. In 2004 the Ride Rating declined to a statewide average of 6.79. This decline was mainly due to using a 6 in. sampling interval since 2004. Prior to 2004, all surveys were conducted using a 12 in. sampling interval. The current rating has increased slightly to 6.89 in 2008.

3. 93.6% of the pavement sections rated in 2008 for Defect rating was within one point compared to the 2007 ratings. *

4. 98.5% of the pavement sections rated in 2008 for Ride was within one point compared to the 2007 ratings. *

   * 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.

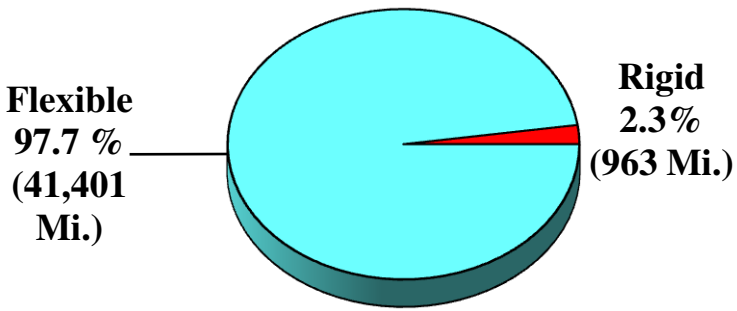
4. Ride Rating data is collected using four identical roadway profiler units.

5. Defect Rating is based on manual and visual distress measurements collected by the rater from the shoulder of the roadway.

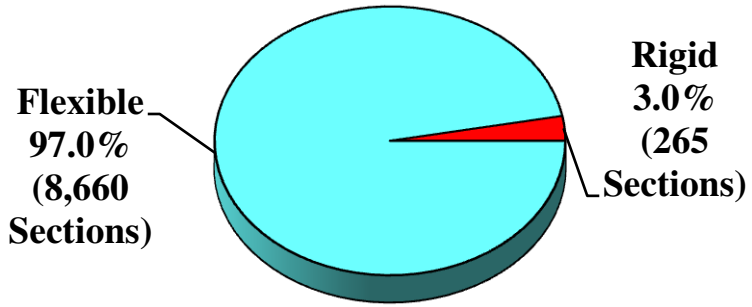
2008 PCS Production Summary

Statewide

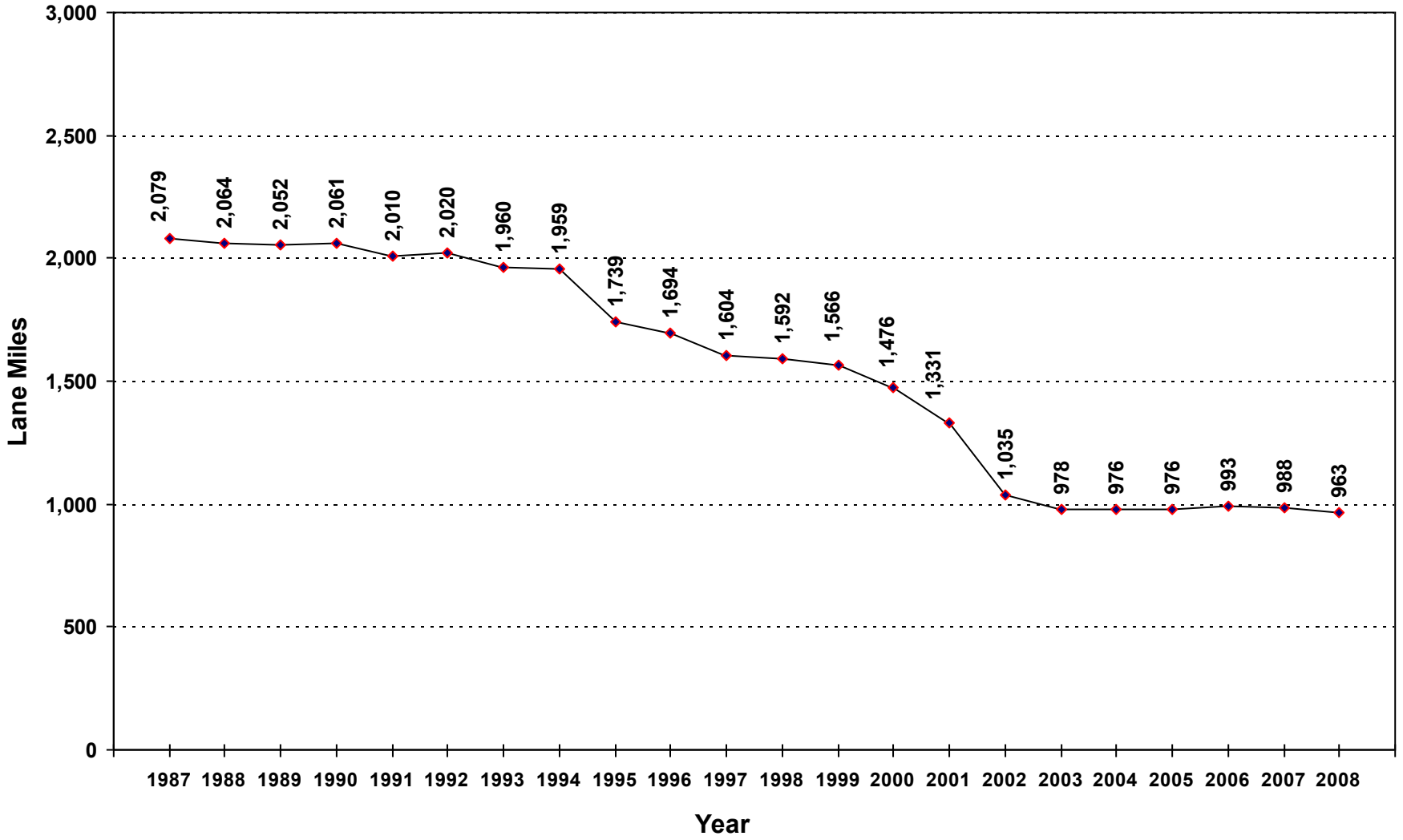
Total Lane Miles: 42,364 Mi.
(Flexible and Rigid Combined)



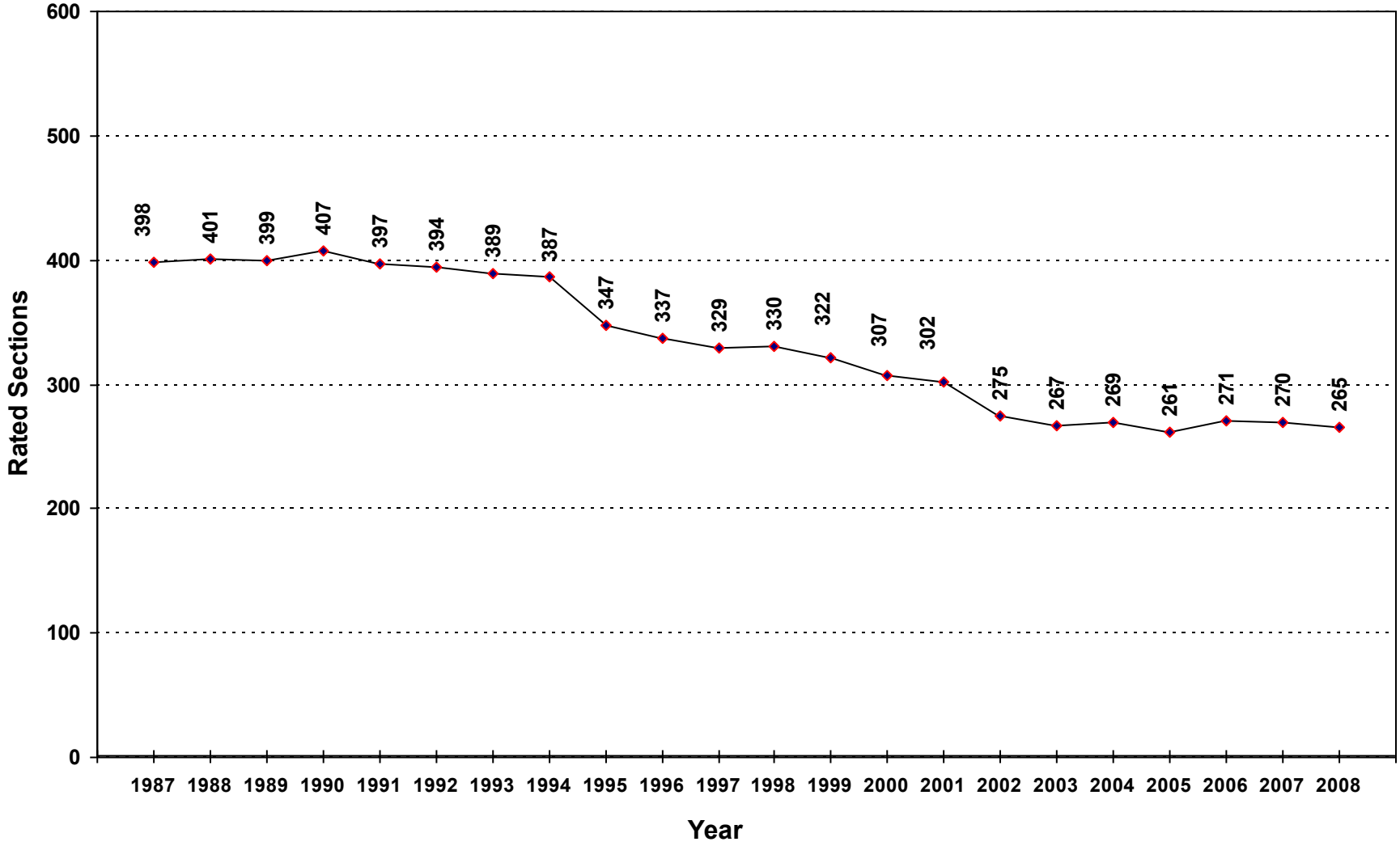
Total Rated Sections: 8,925
(Flexible and Rigid Combined)



Rigid Pavement Condition Survey
Production History
Lane Miles



Rigid Pavement Condition Survey
Production History
Rated Sections



SECTION II

DEFECT RATING

BY

SYSTEM AND DISTRICT

SECTION II

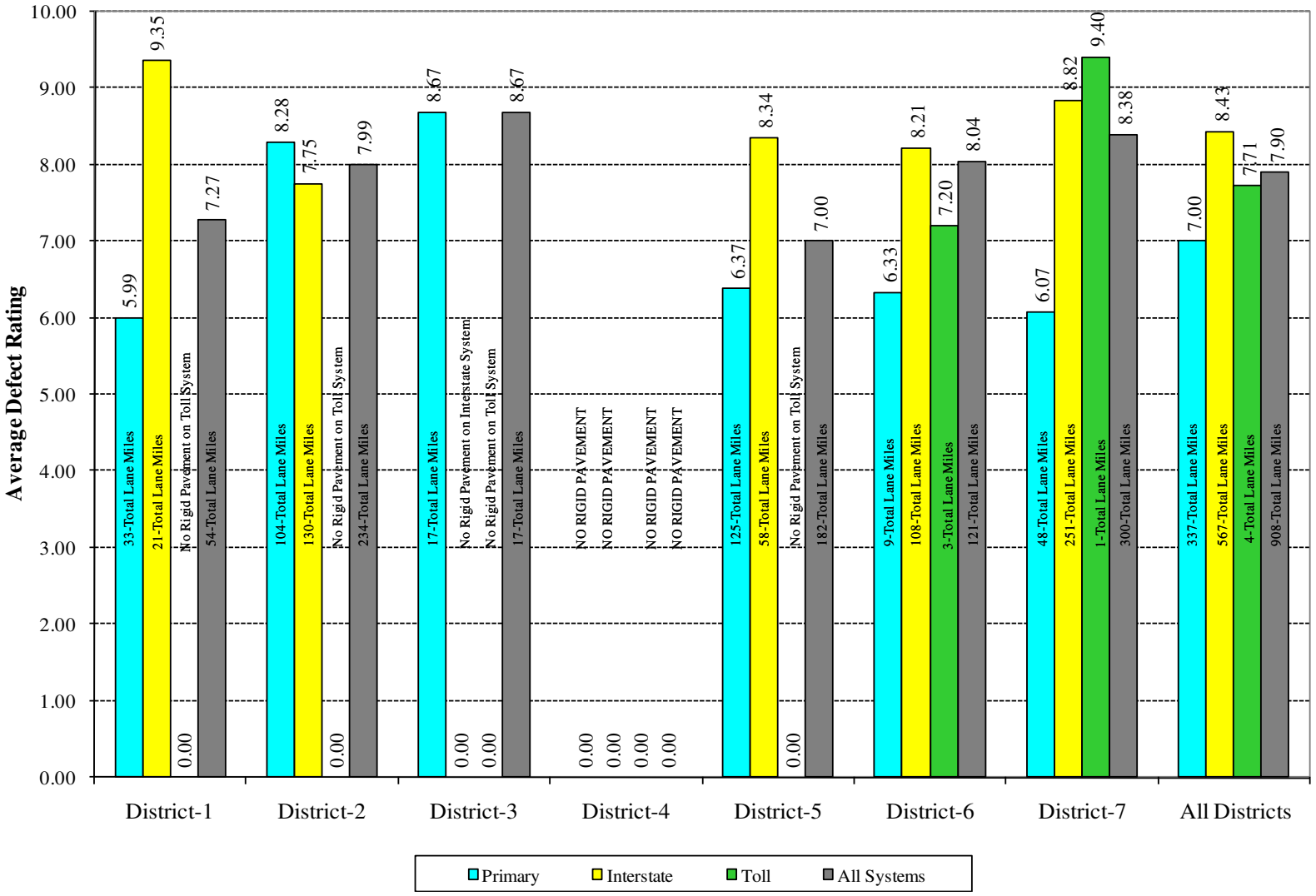
Defect Rating by System and District

Defect Rating Criteria

- Ten different distresses are counted and/or estimated then classified by severity level.
- Each distress has a numeric deduct value based on the severity level assigned by the rater.
- Defect Rating is obtained by subtracting the individual deduct value associated with each form of distress from 100, and then dividing by 10. A Defect Rating of 10 indicates a pavement without observable distress while ratings of 6 or less represent a pavement that is considered deficient.

For more information on how Defect Rating is calculated see the 2003 Rigid PCS Handbook.

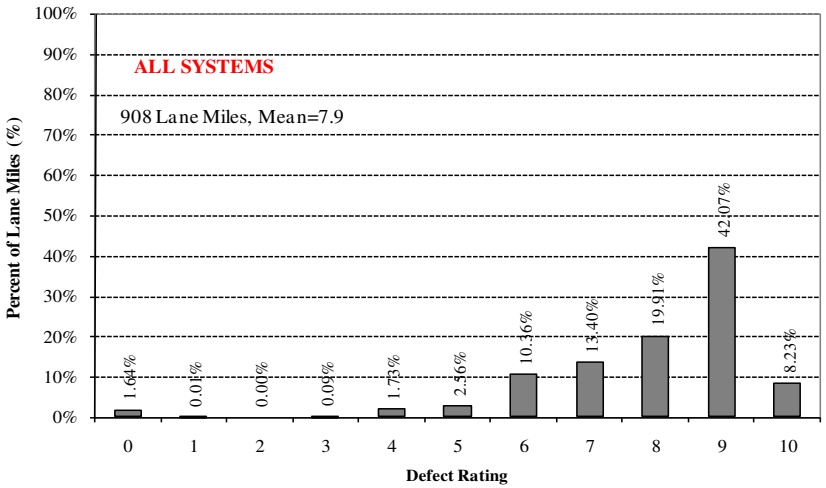
2008 Defect Rating by System and District

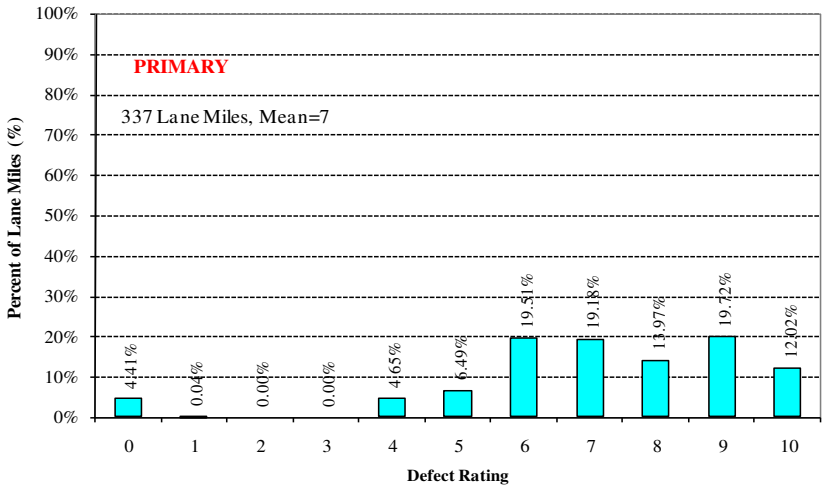


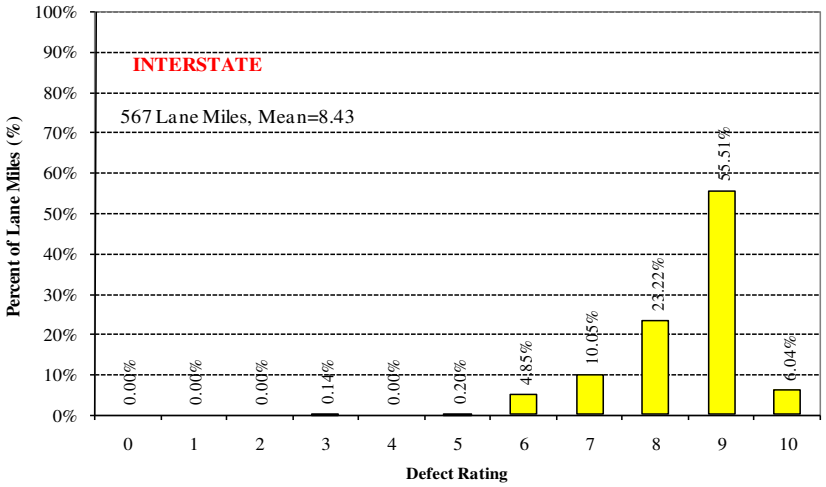
Note: No Rigid Pavement on Turnpike System

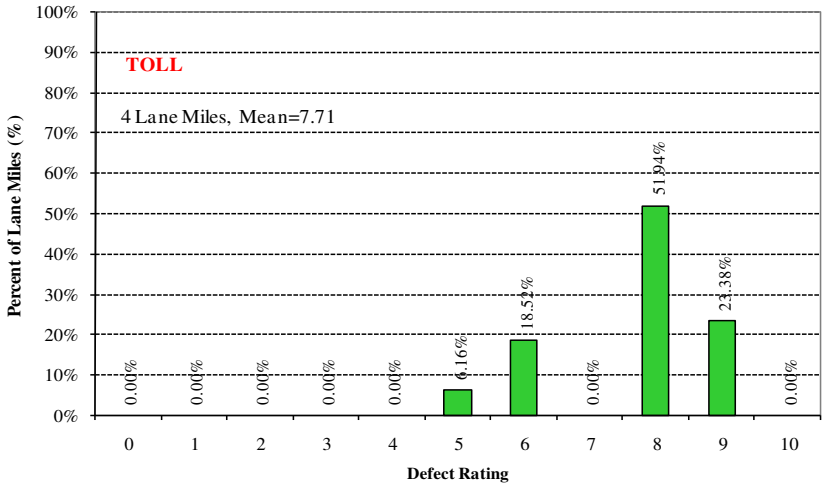
2008 Defect Distribution by System

Statewide





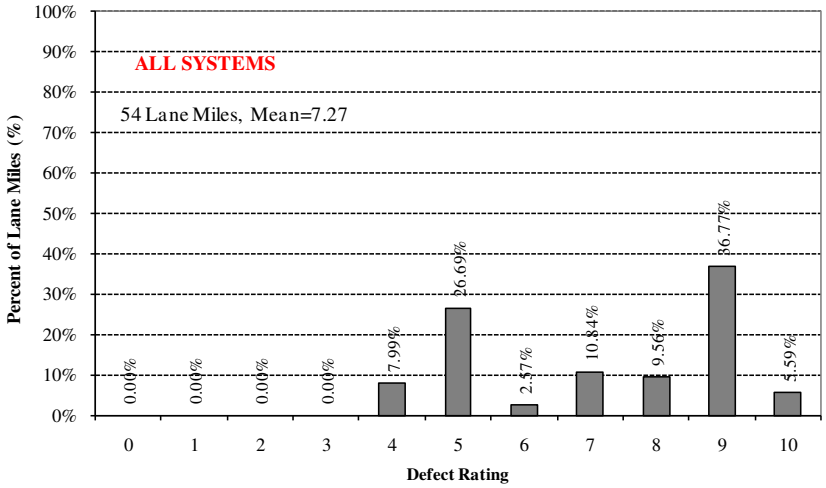


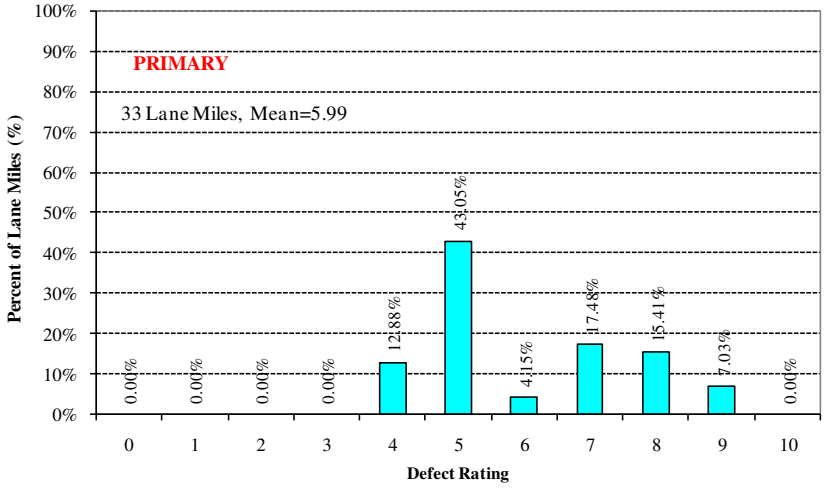


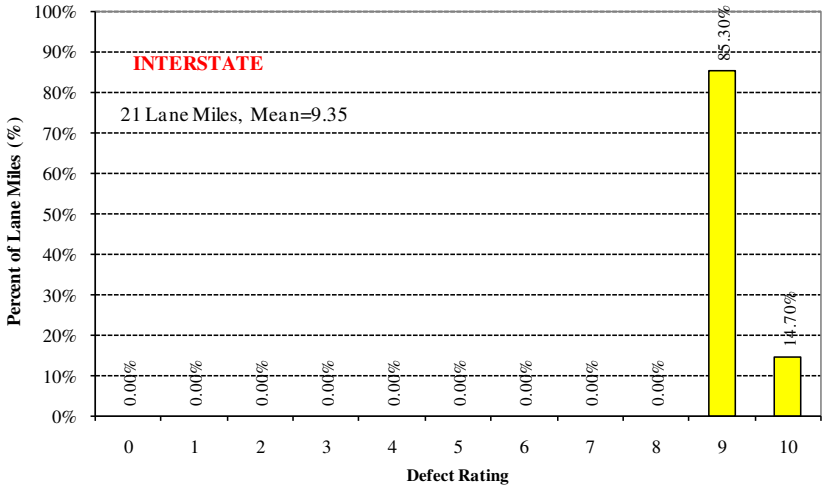
Note: No Rigid Pavement on Turnpike System

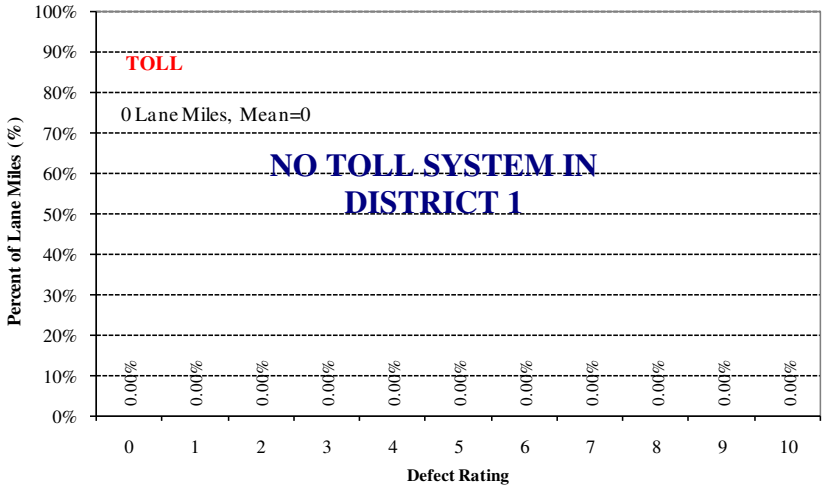
2008 Defect Distribution by System

District 1









Note: No Rigid Pavement on Turnpike System

2008 Defect Distribution by System

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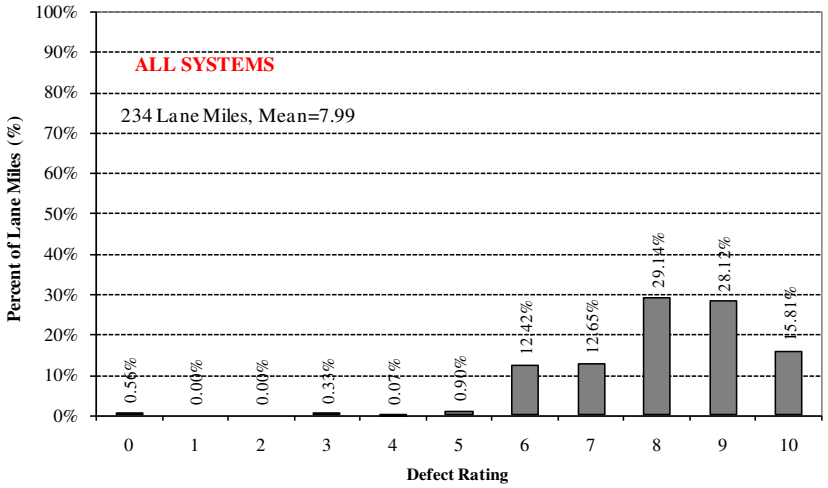
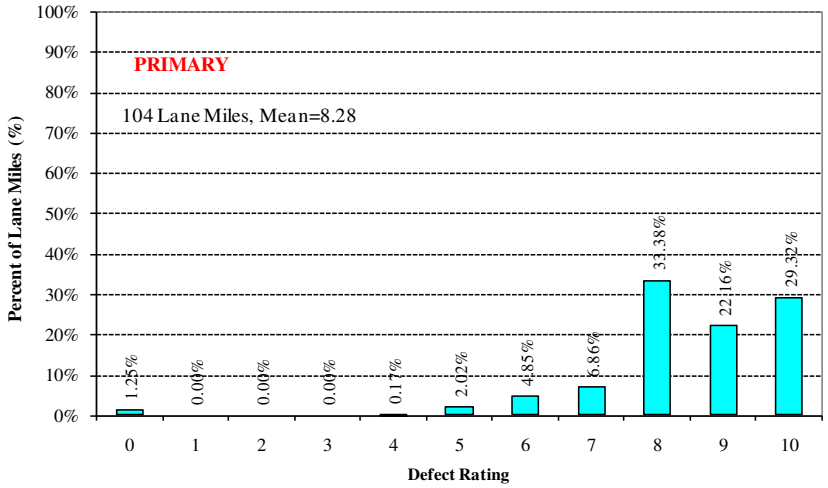
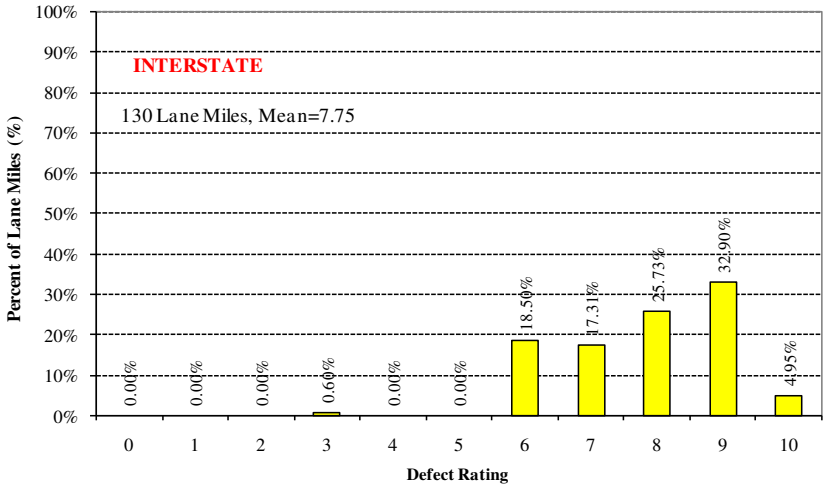
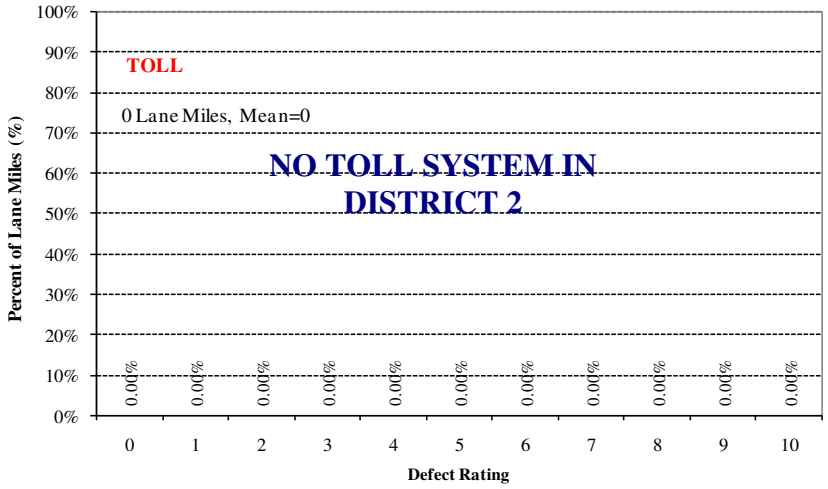




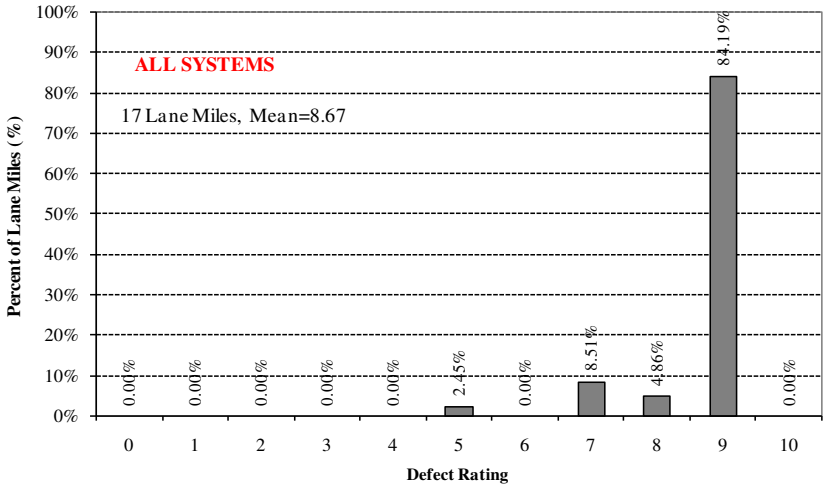


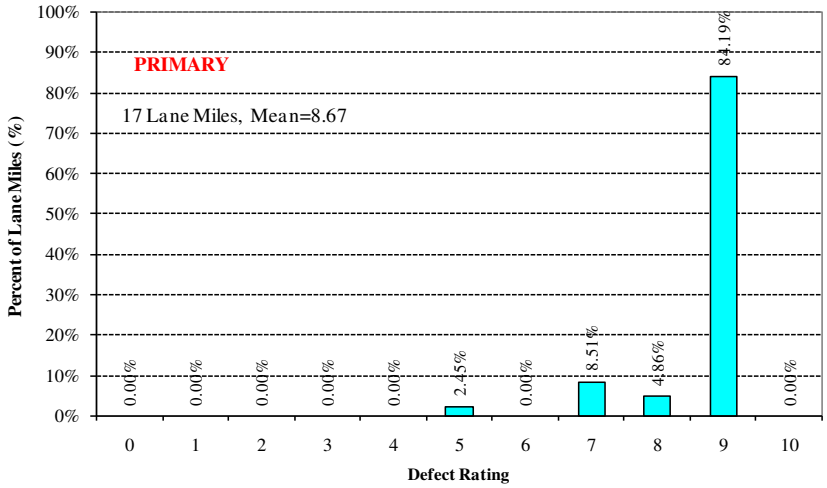


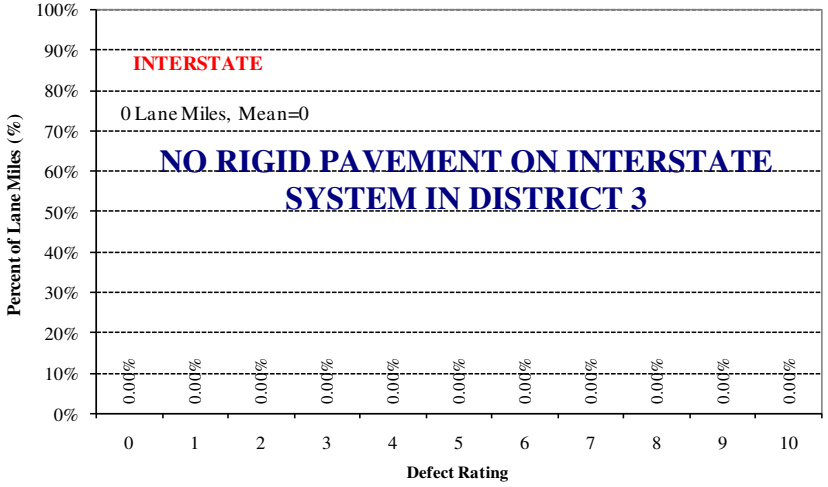
Note: No Turnpike System in District 2

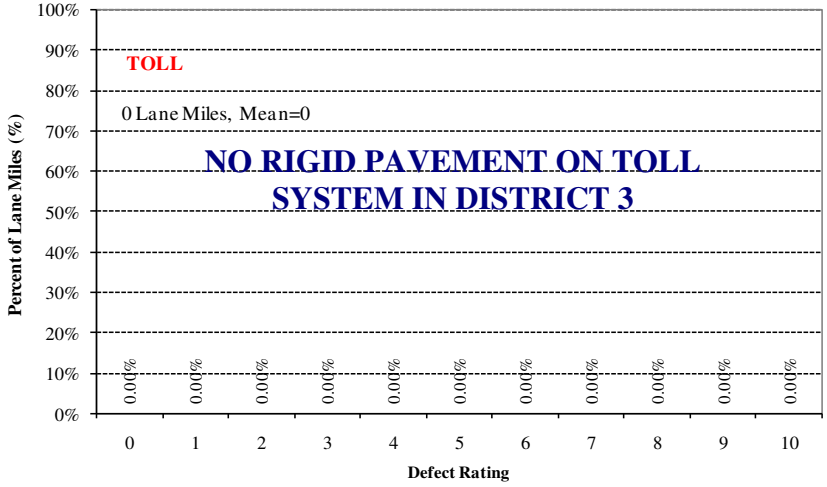
2008 Defect Distribution by System

District 3





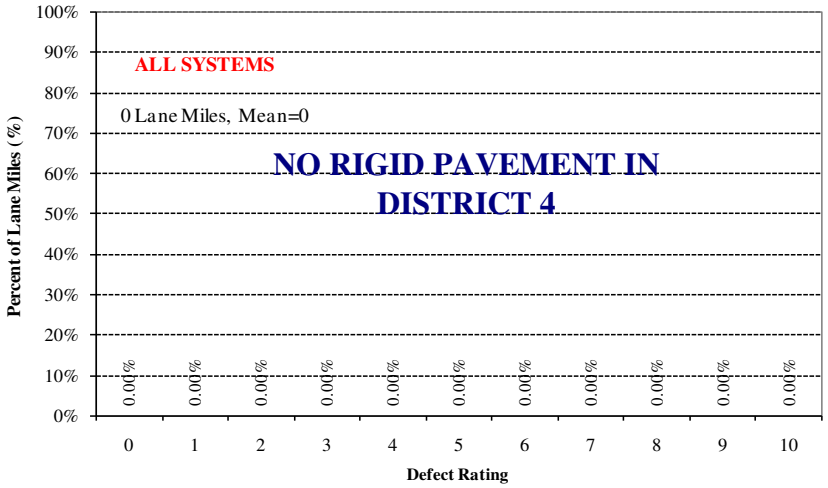


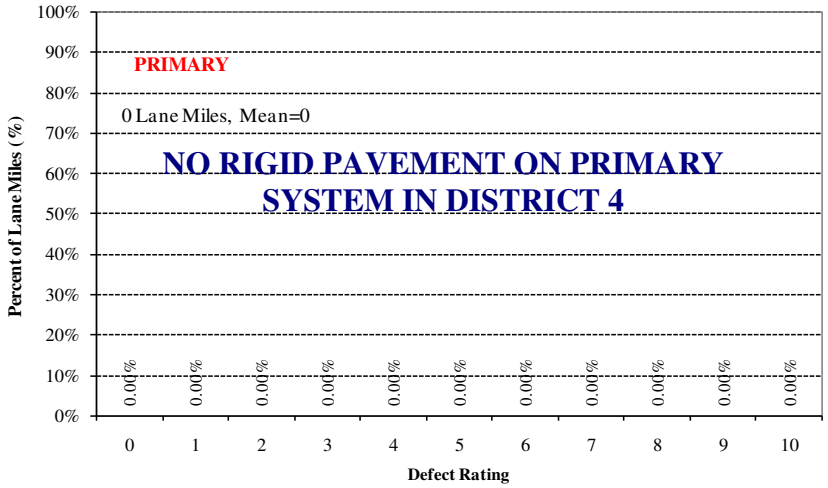


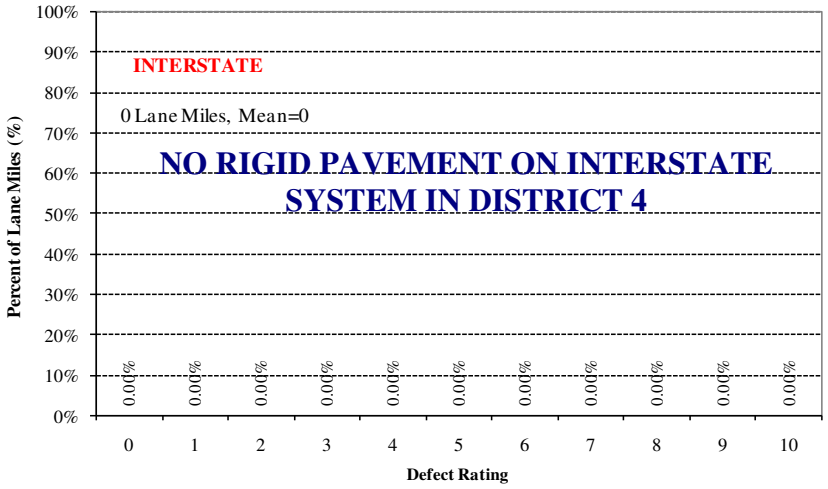
Note: No Turnpike System in District 3

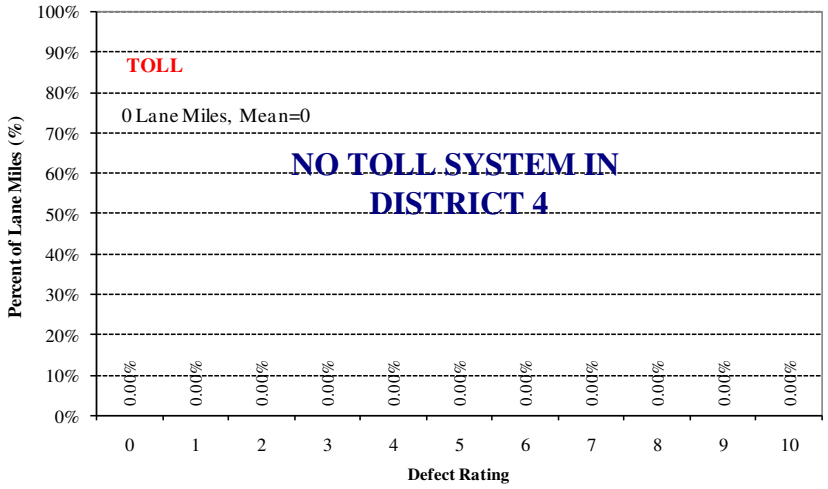
2008 Defect Distribution by System

District 4





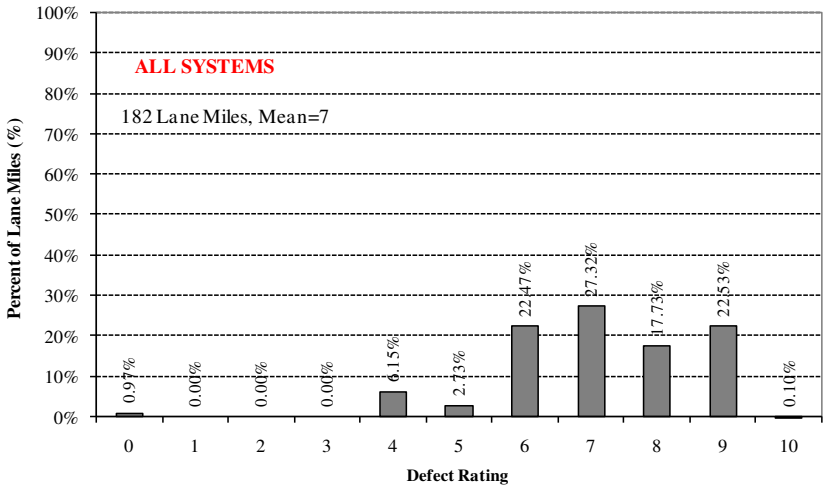


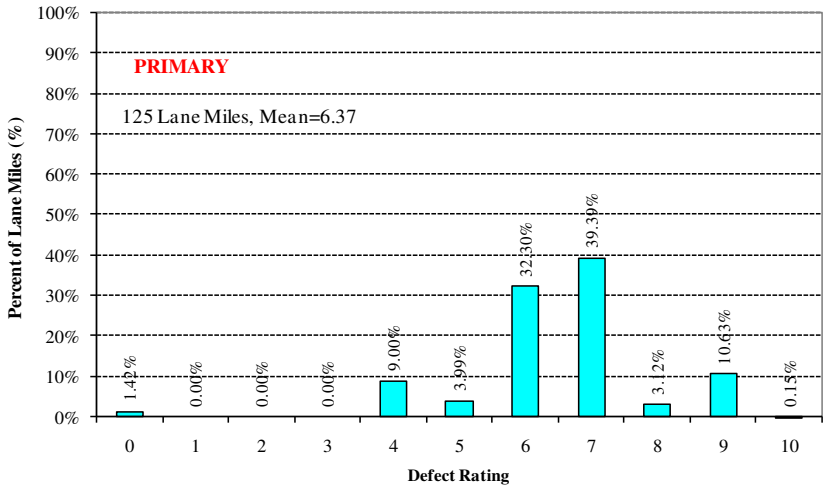


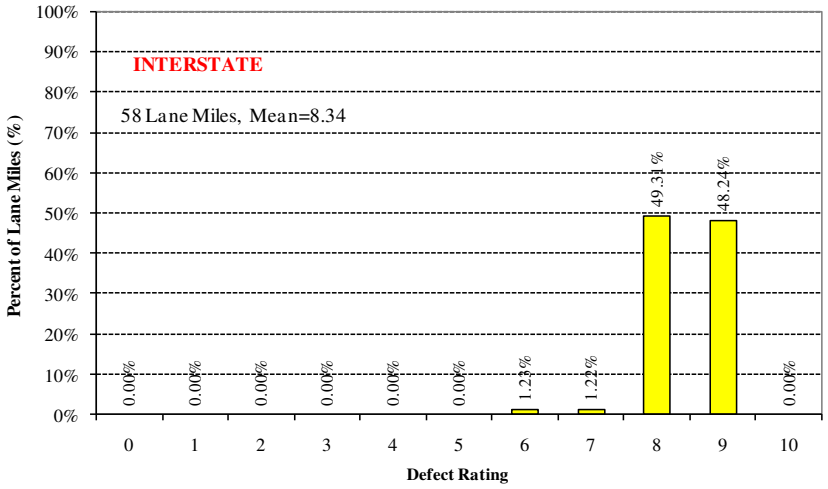
Note: No Rigid Pavement on Turnpike System

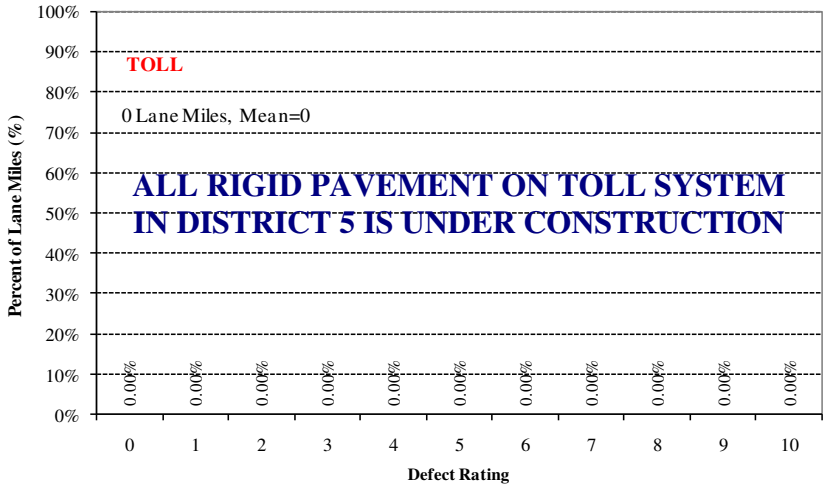
2008 Defect Distribution by System

District 5





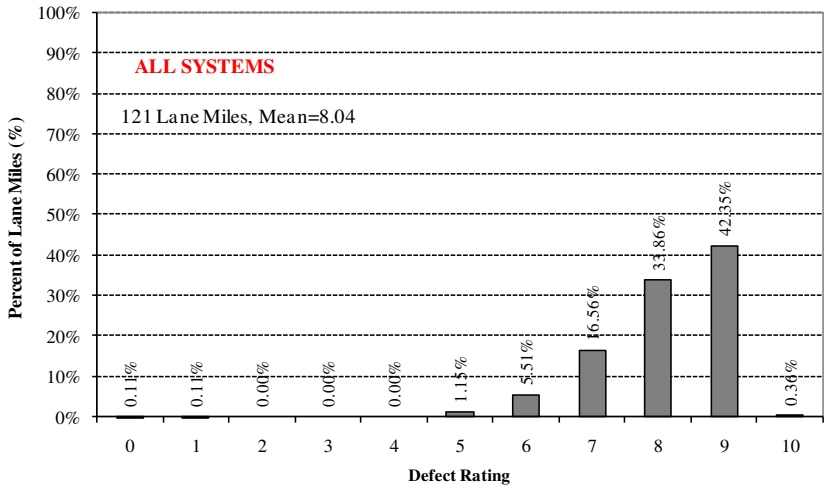


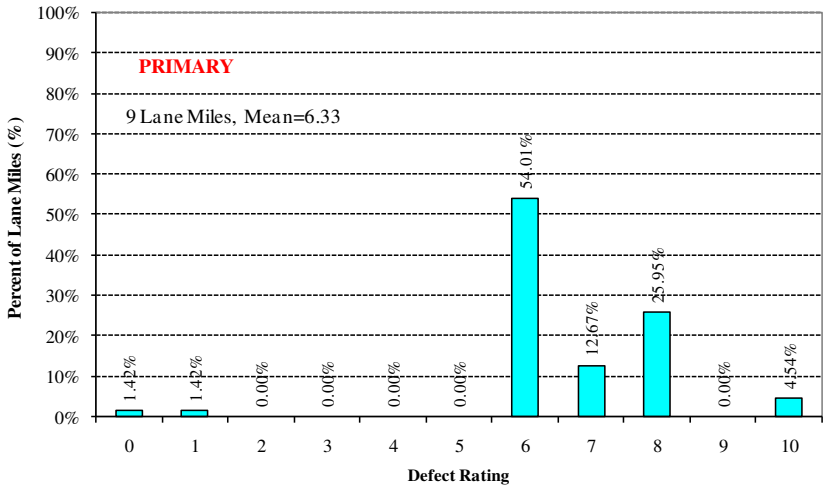


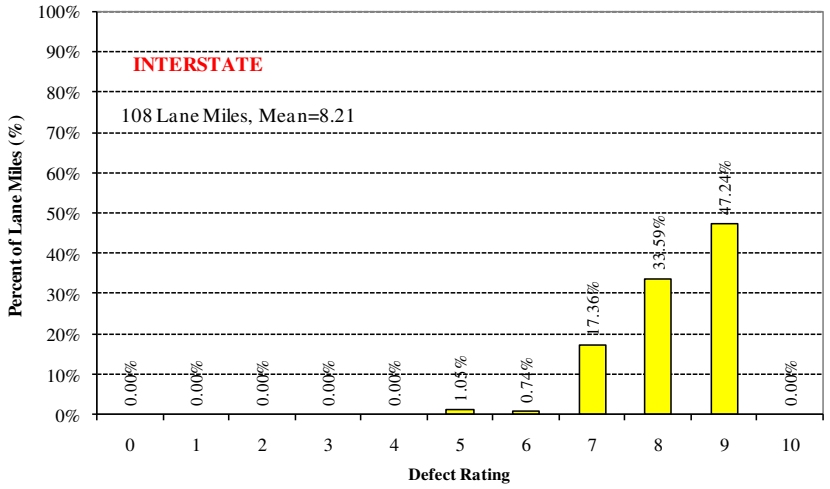
Note: No Rigid Pavement on Turnpike System

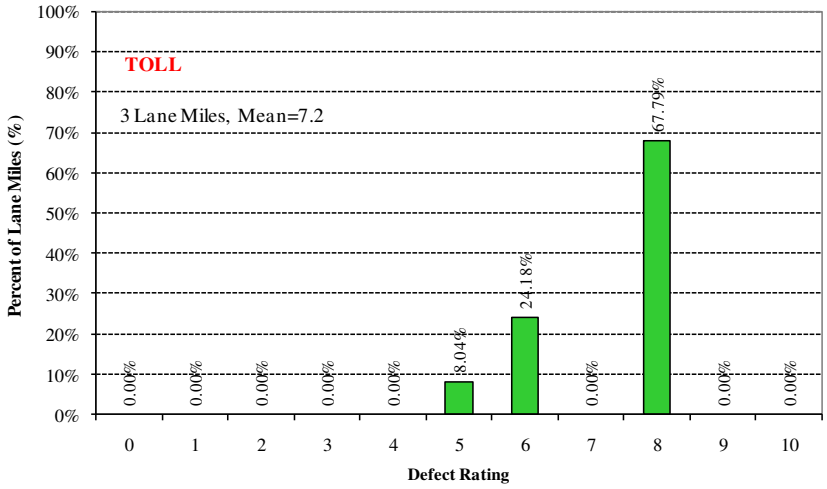
2008 Defect Distribution by System

District 6





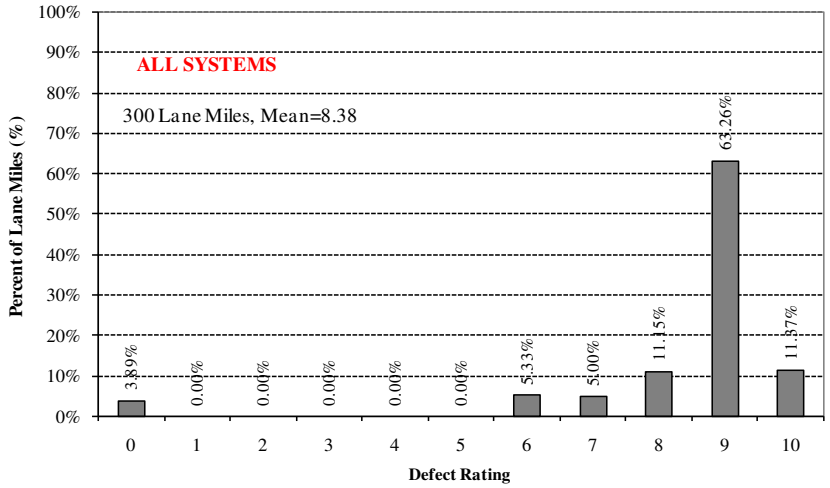


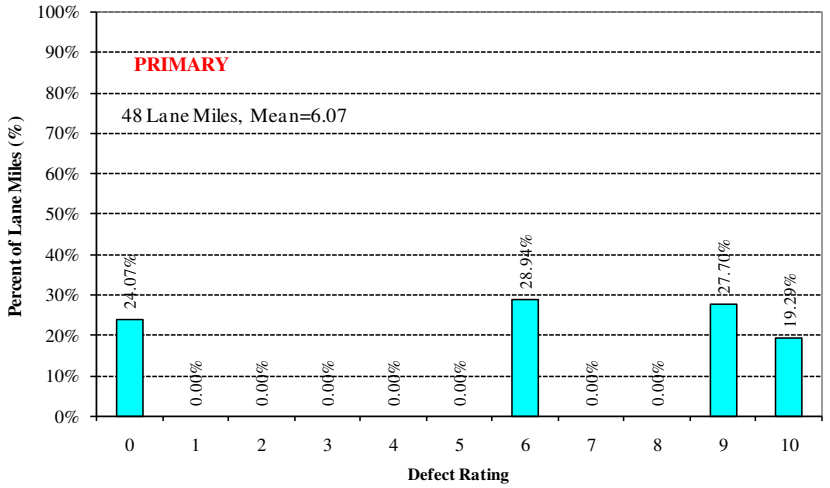


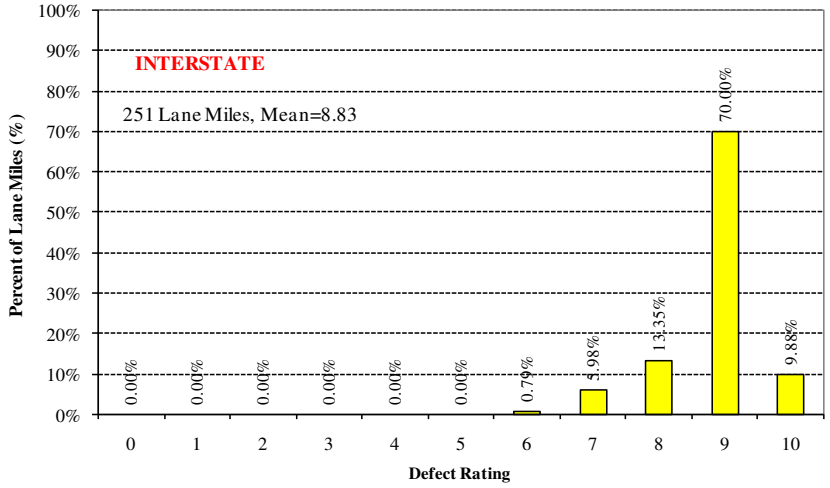
Note: No Rigid Pavement on Turnpike System

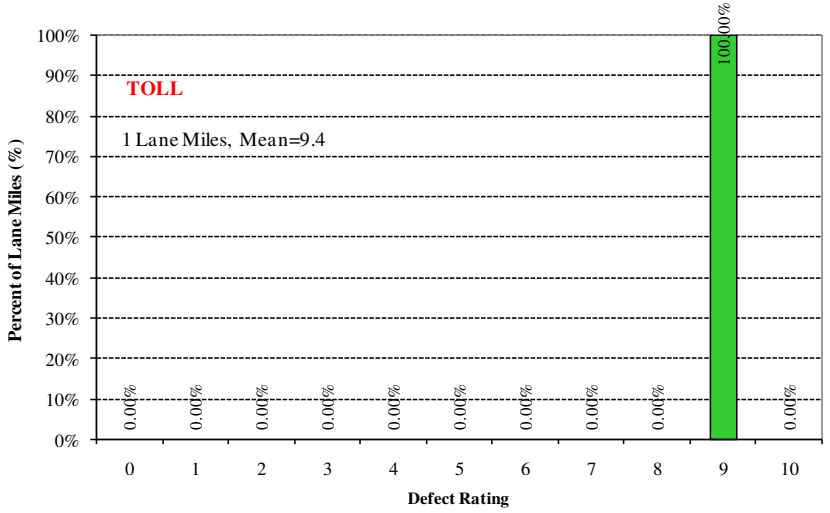
2008 Defect Distribution by System

District 7









Note: No Rigid Pavement on Turnpike System

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SECTION III

RIDE RATING

BY

SYSTEM AND DISTRICT

SECTION III

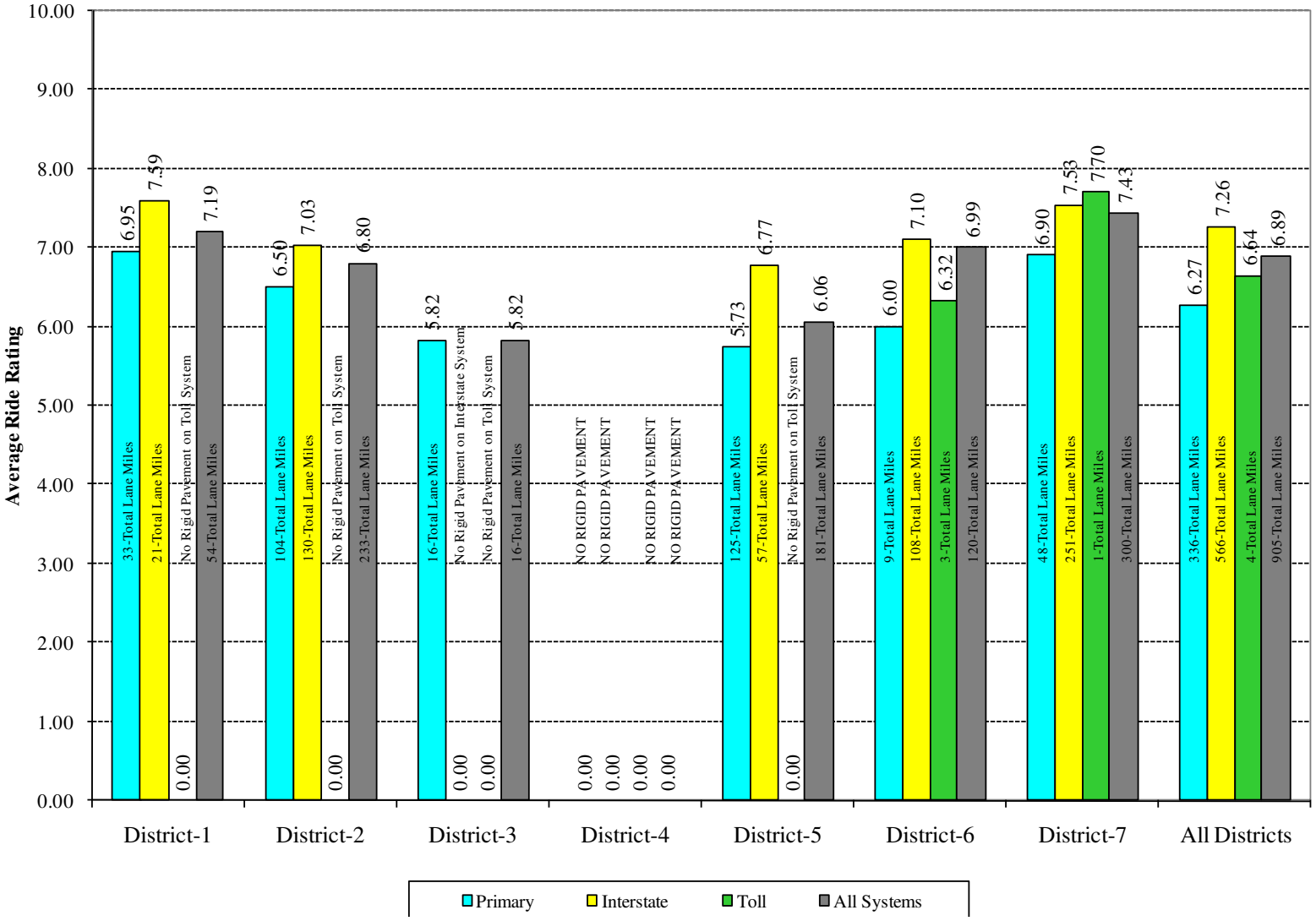
Ride Rating by System and District

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.
- A Ride Rating is derived from Ride number (RN) (ASTM E-1489) as follows:

  Ride Rating = RN x 2
- Ride number is a mathematical processing of longitudinal profile measurements to produce an estimate of a driver's subjective perception of the ride quality of a roadway. 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.
- The ride quality of a roadway is greatly affected by, but not limited to the following factors:
  - Original pavement profile
  - Profiles from intersecting roads
  - Utility patches and manhole covers, and
  - Surface and structural deterioration
- Ride Rating is based on a 0 to 10 scale, where 10 represent a pavement with no roughness while ratings of 6 or less represent a pavement with an undesirable ride quality.

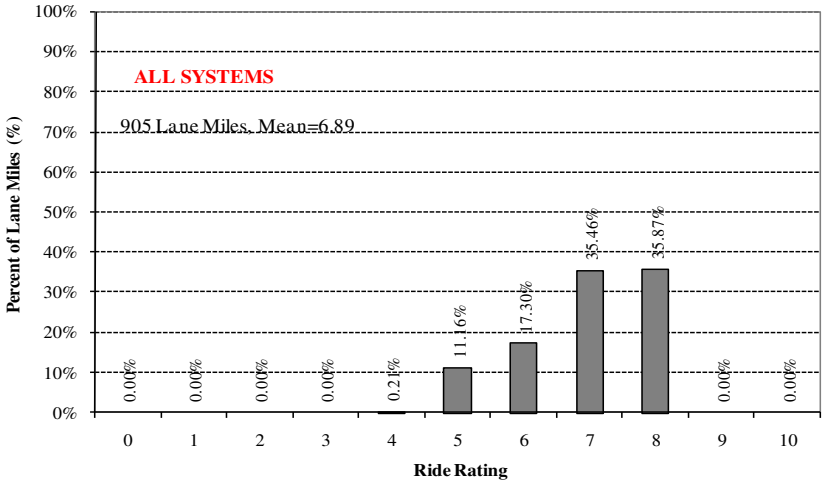
2008 Ride Rating by System and District

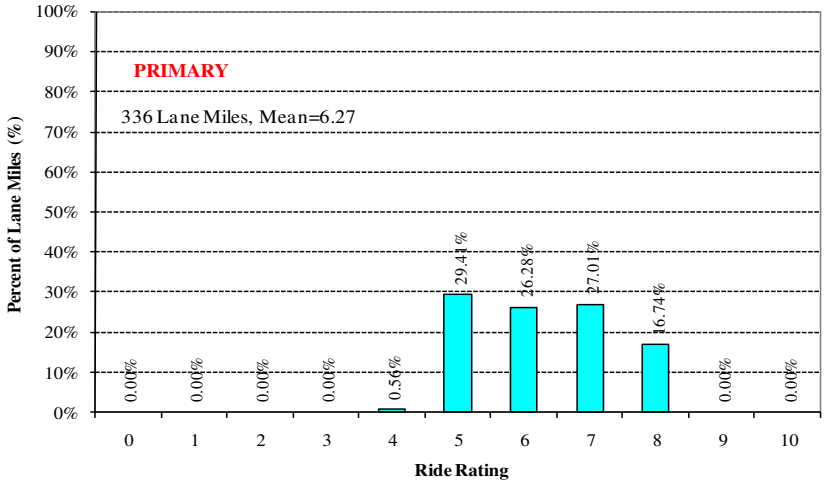


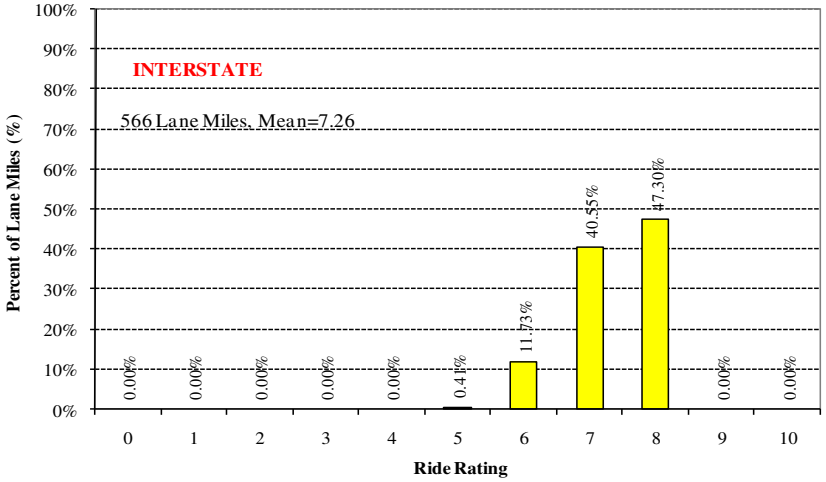
Note: No Rigid Pavement on Turnpike System

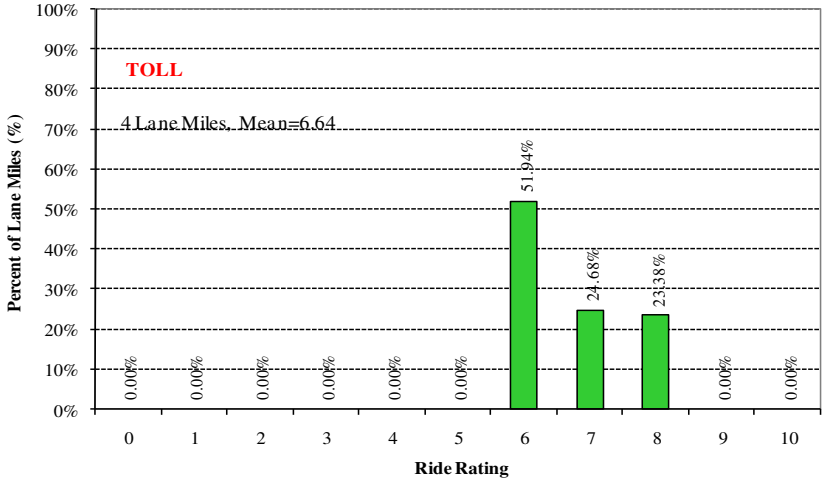
2008 Ride Rating Distribution by System

Statewide





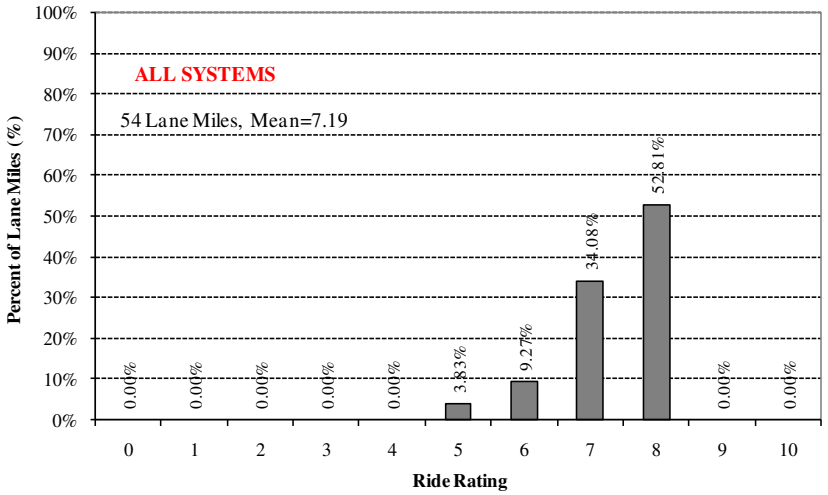


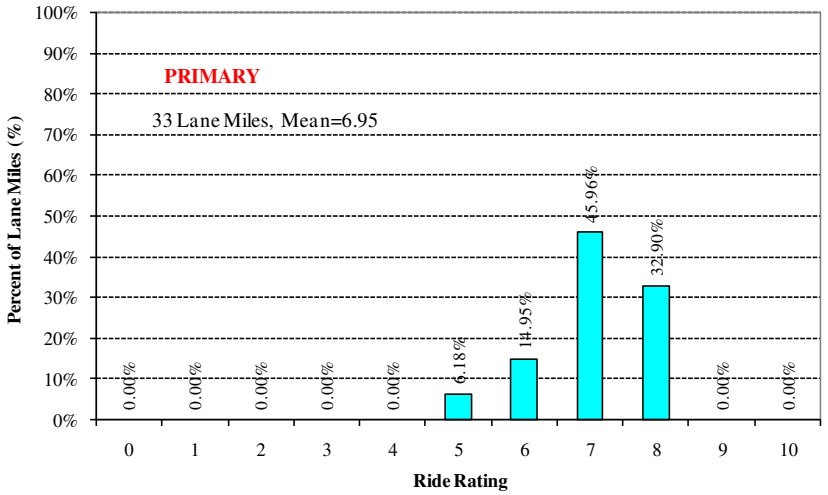


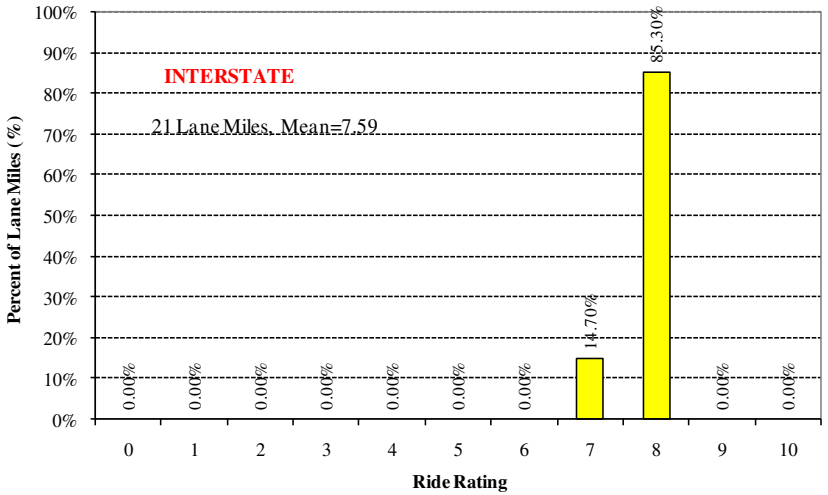
Note: No Rigid Pavement on Turnpike System

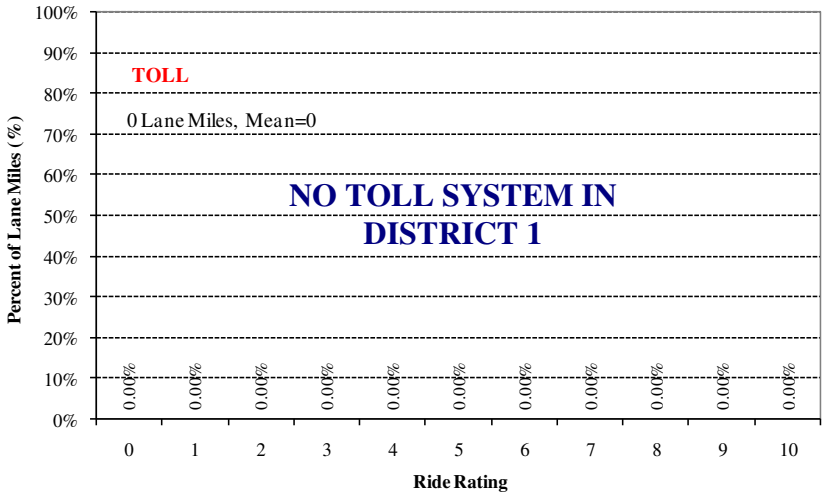
2008 Ride Rating Distribution by System

District 1





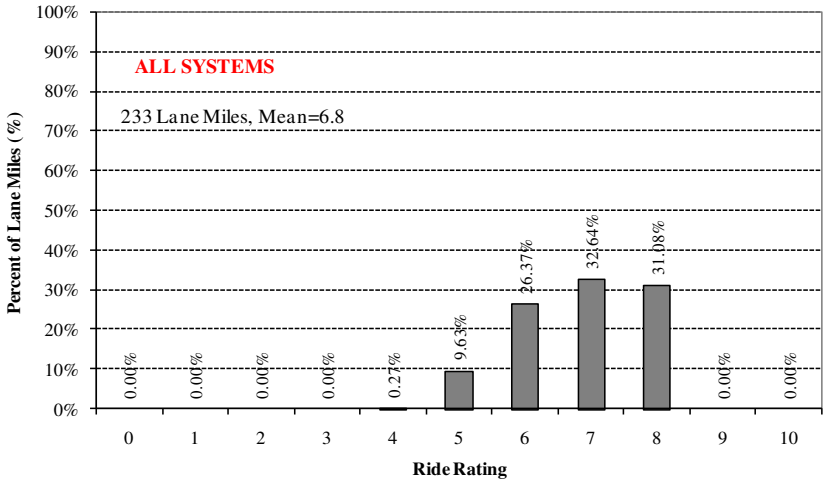


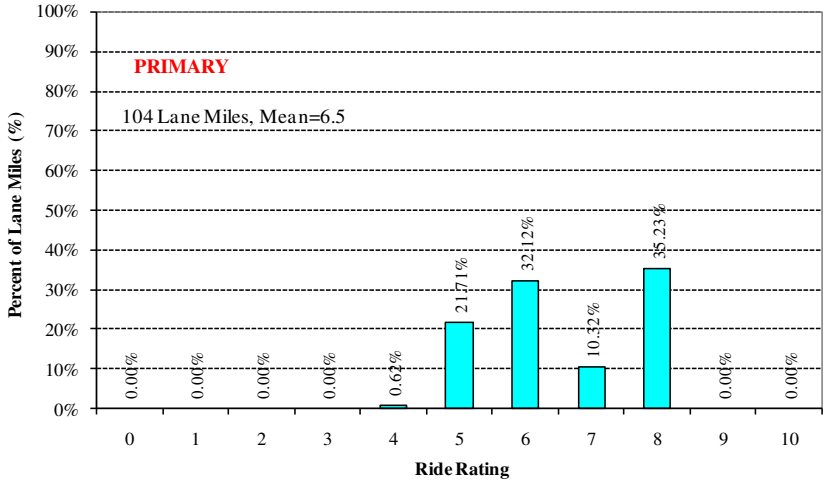


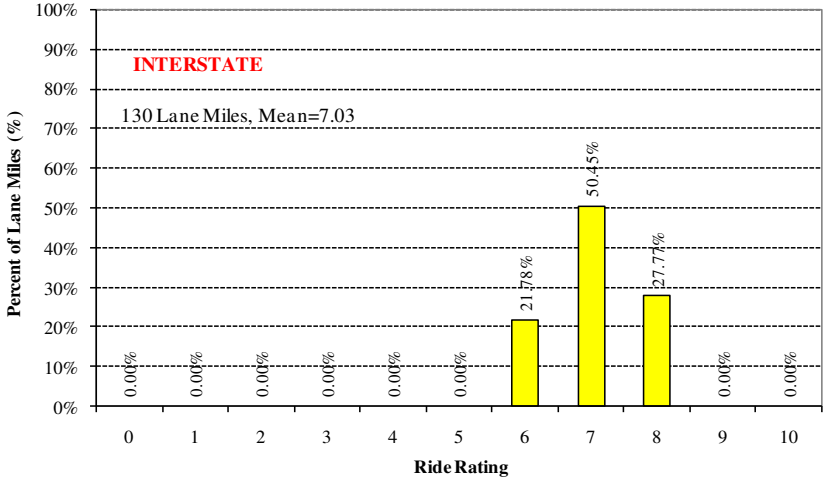
Note: No Rigid Pavement on Turnpike System

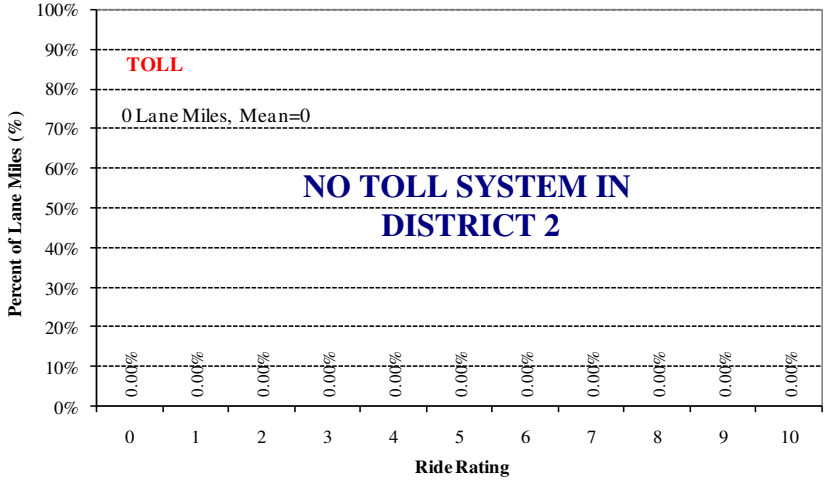
2008 Ride Rating Distribution by System

District 2





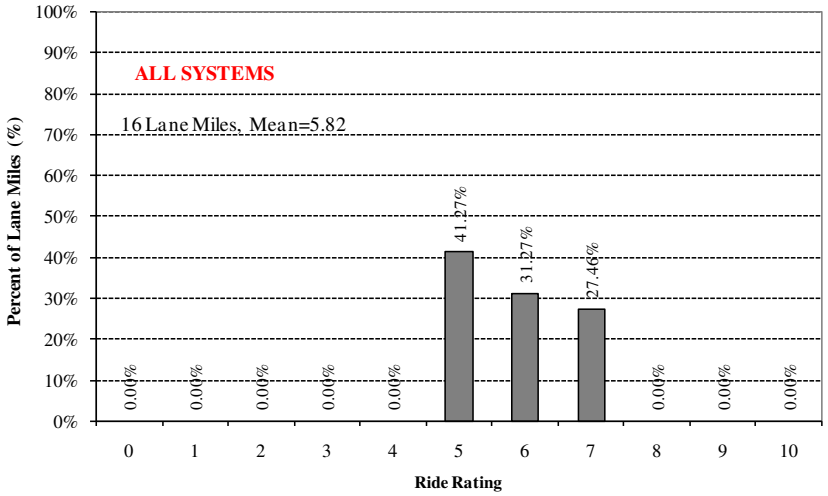


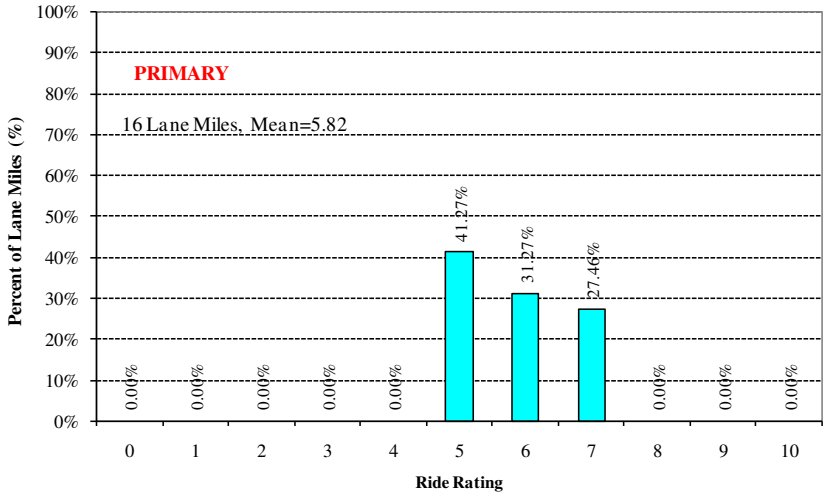


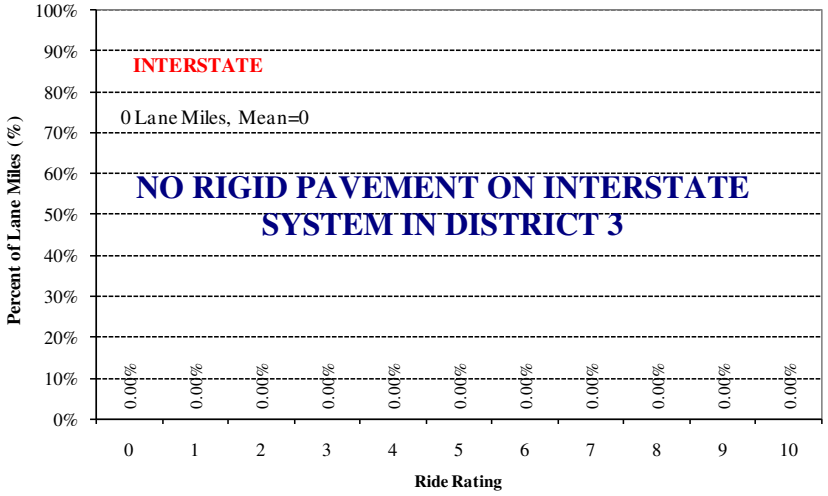
Note: No Rigid Pavement on Turnpike System

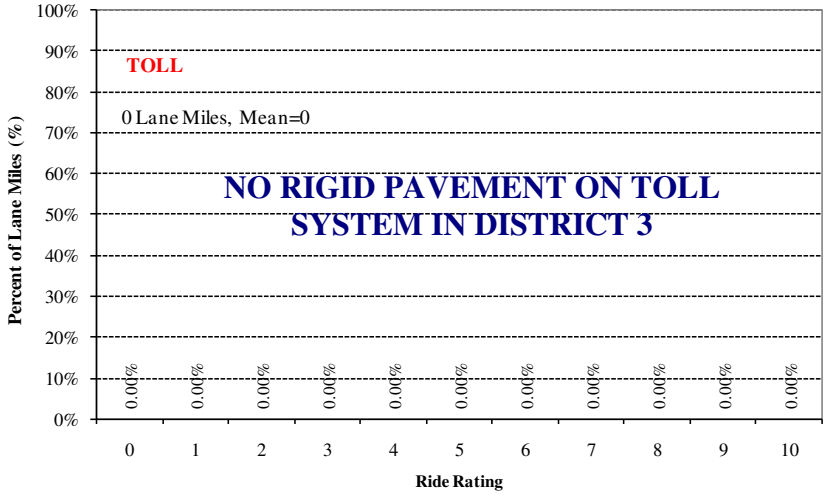
2008 Ride Rating Distribution by System

District 3





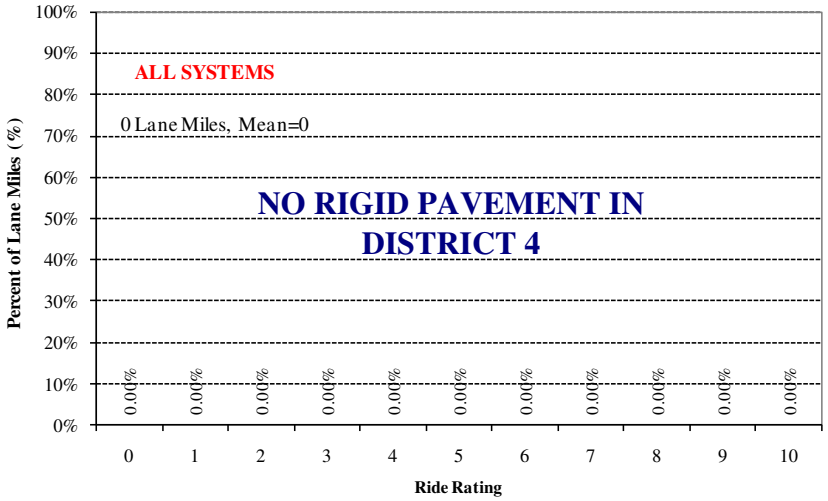


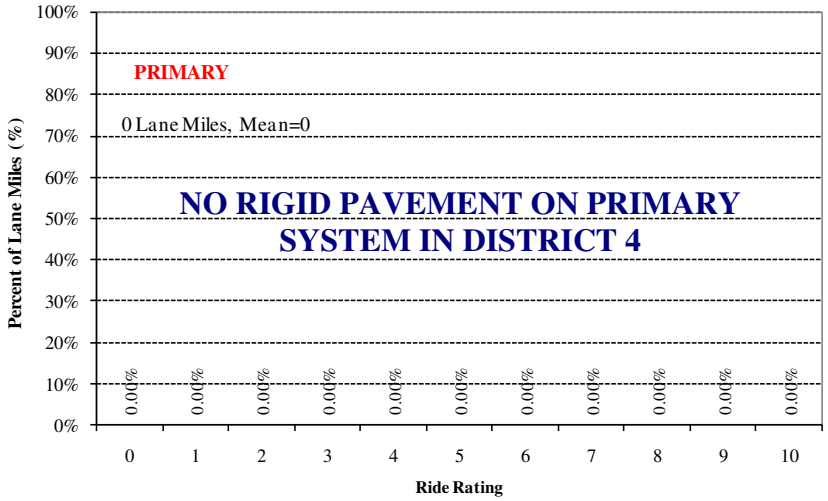


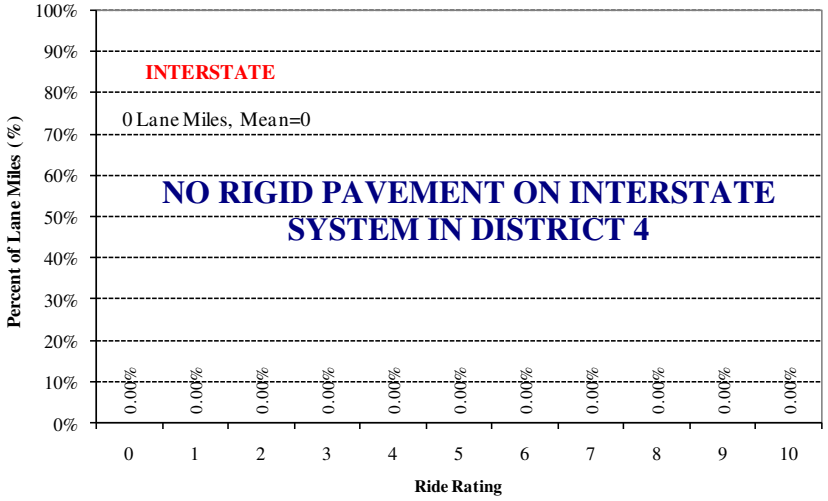
Note: No Rigid Pavement on Turnpike System

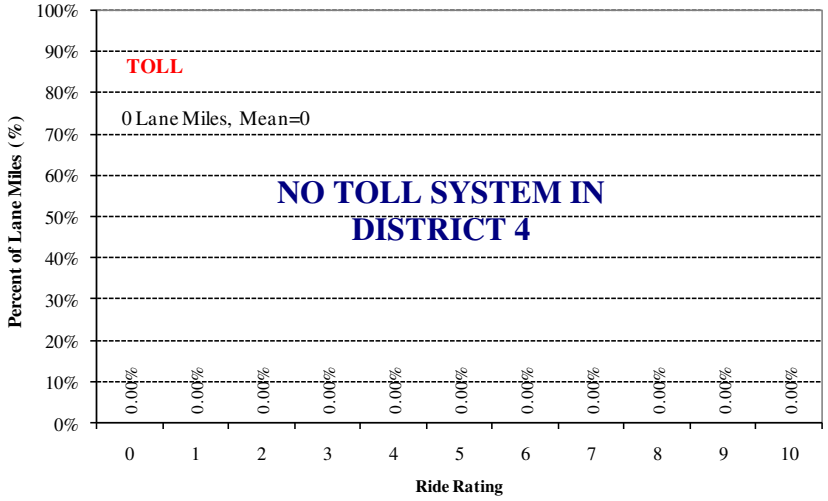
2008 Ride Rating Distribution by System

District 4



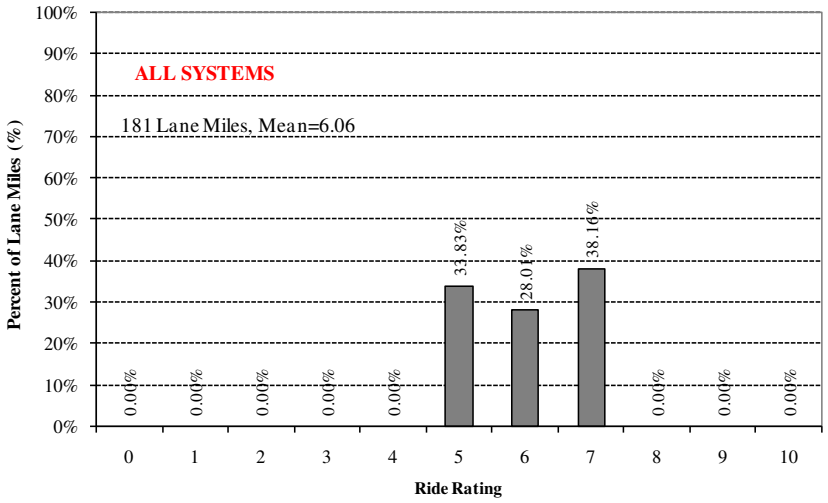


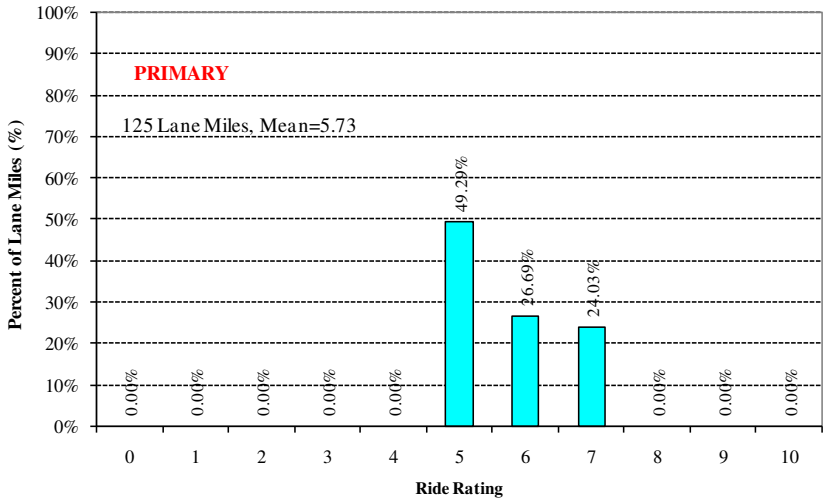


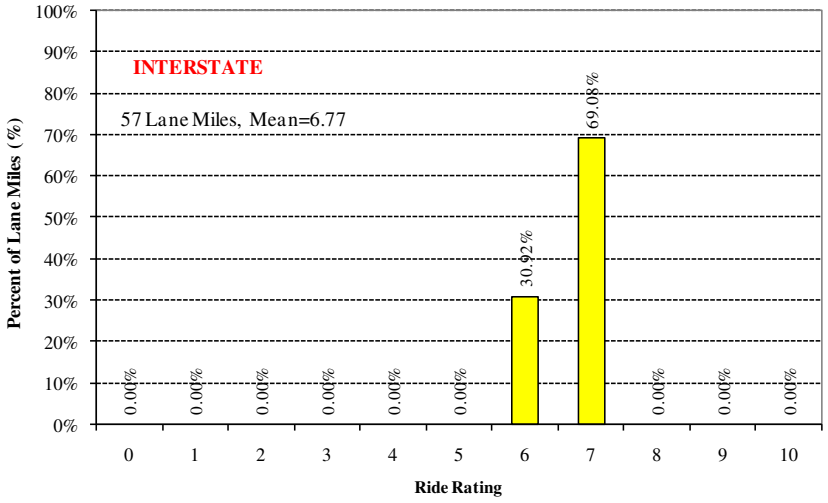


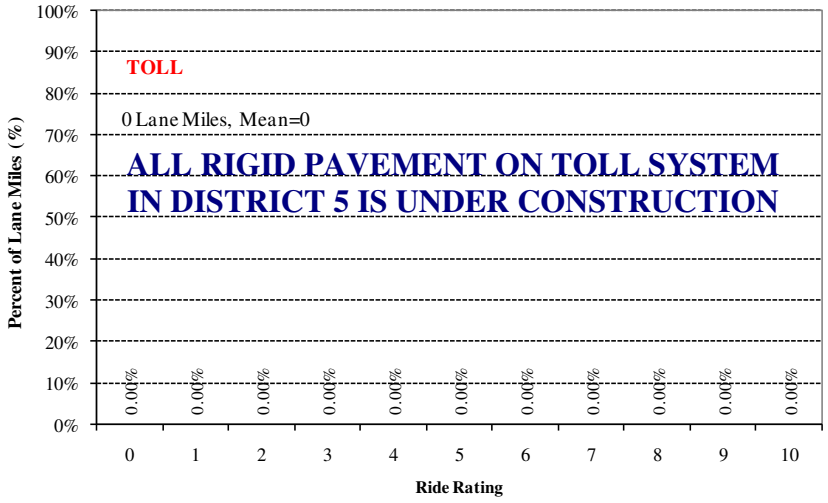
2008 Ride Rating Distribution by System

District 5





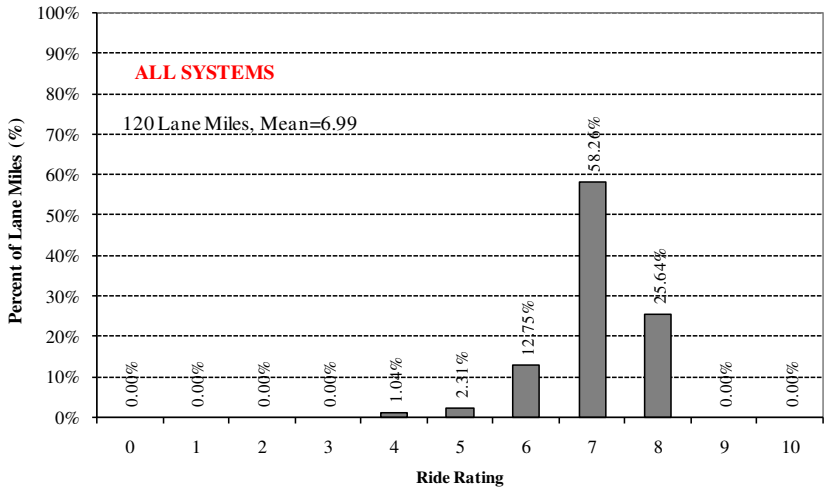


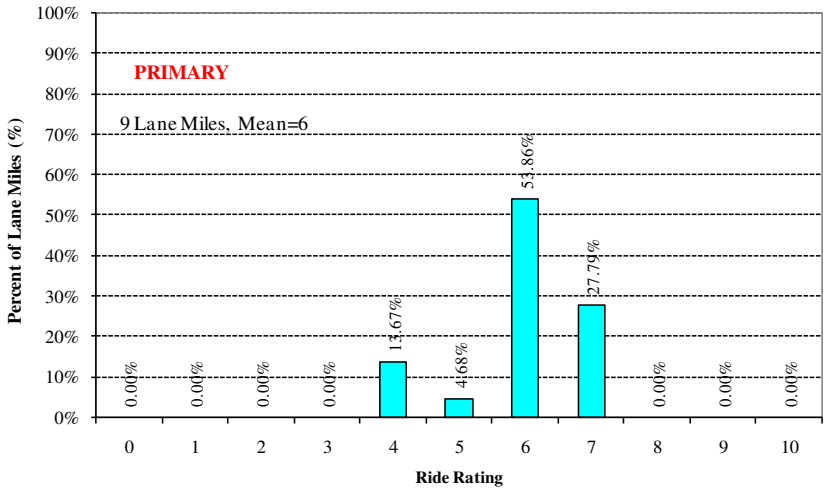


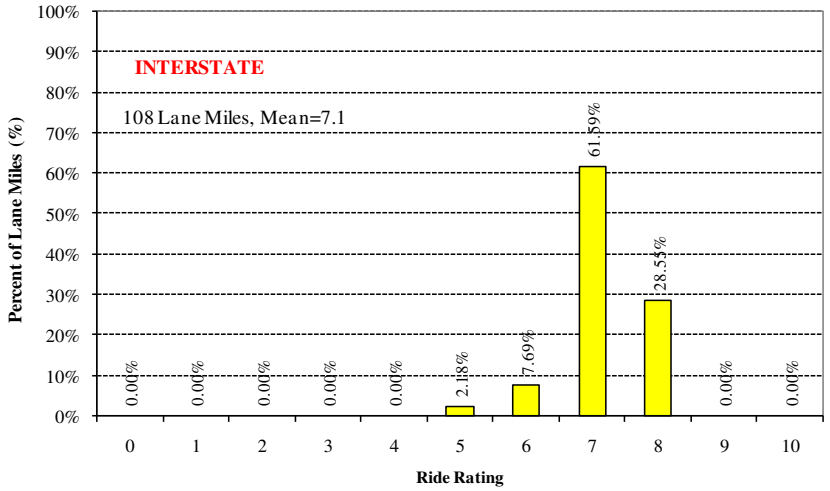
Note: No Rigid Pavement on Turnpike System

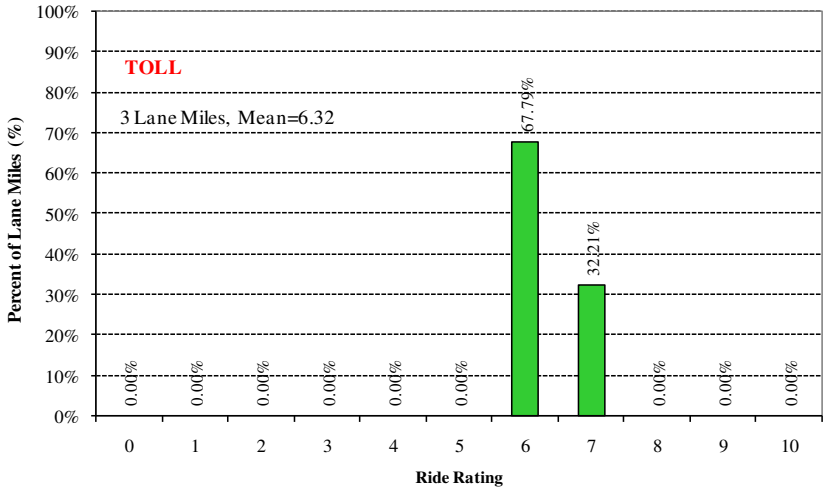
2008 Ride Rating Distribution by System

District 6





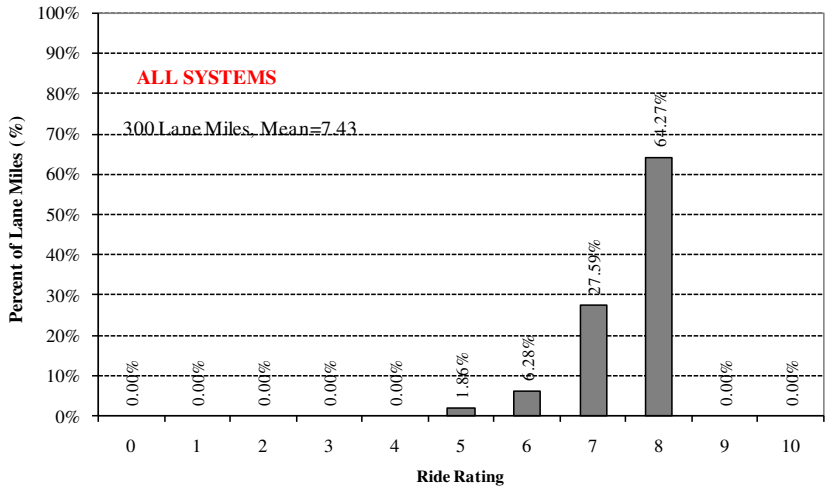


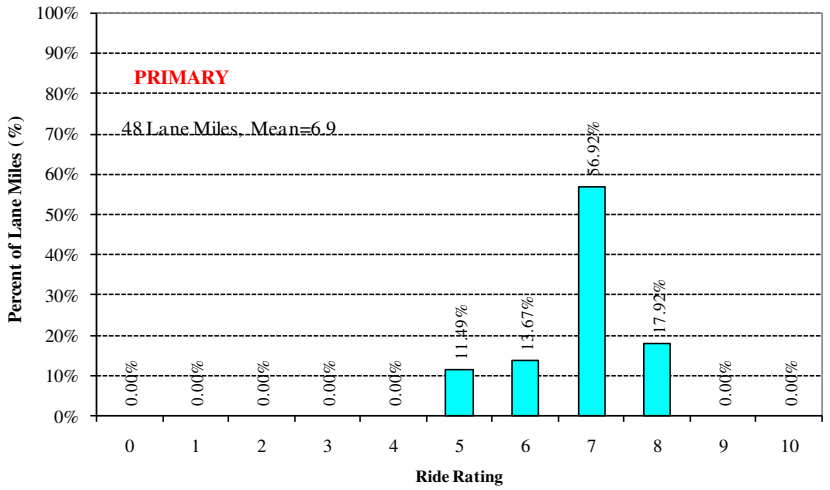


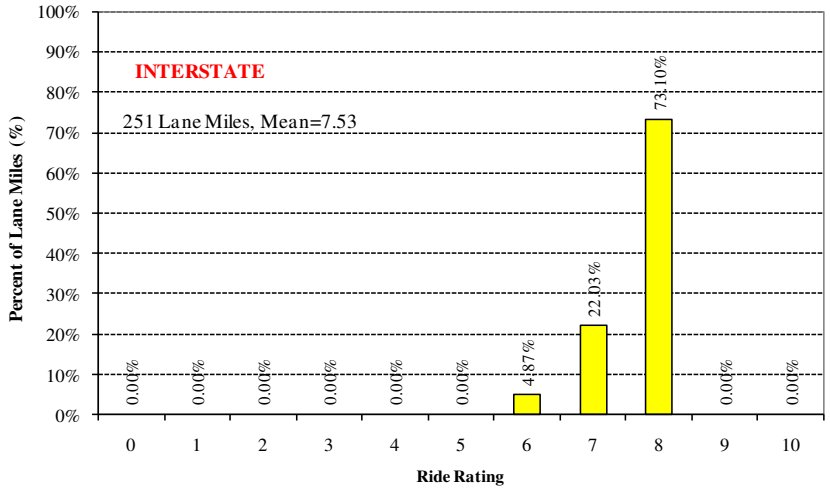
Note: No Rigid Pavement on Turnpike System

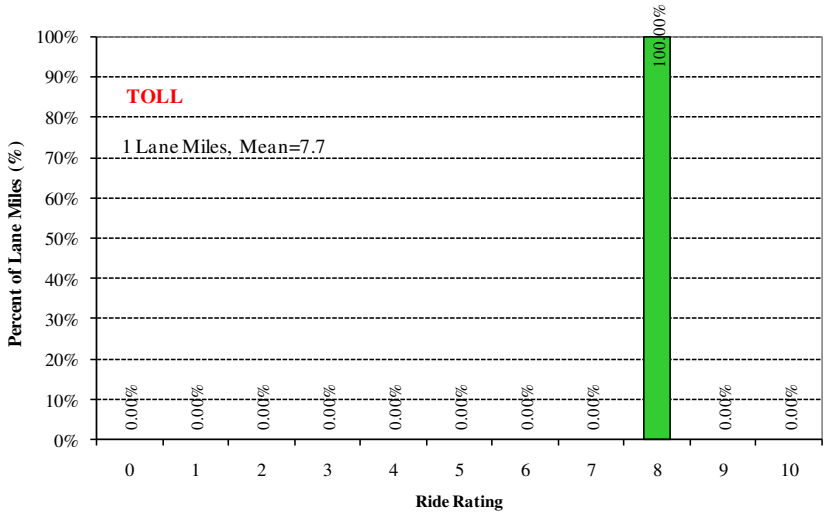
2008 Ride Rating Distribution by System

District 7









Note: No Rigid Pavement on Turnpike System

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SECTION IV

HISTORICAL

DISTRESS RATINGS

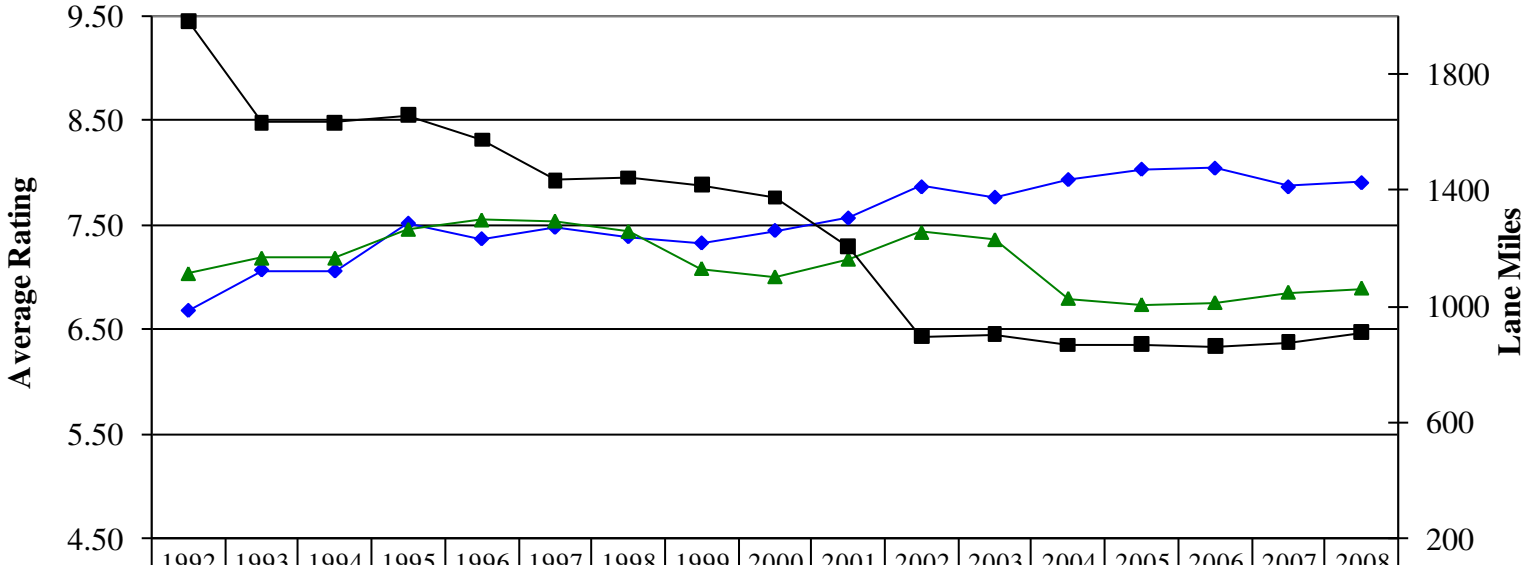
BY

DISTRICT

(1992-2008)

Historical Distress Ratings

Statewide (All Systems)



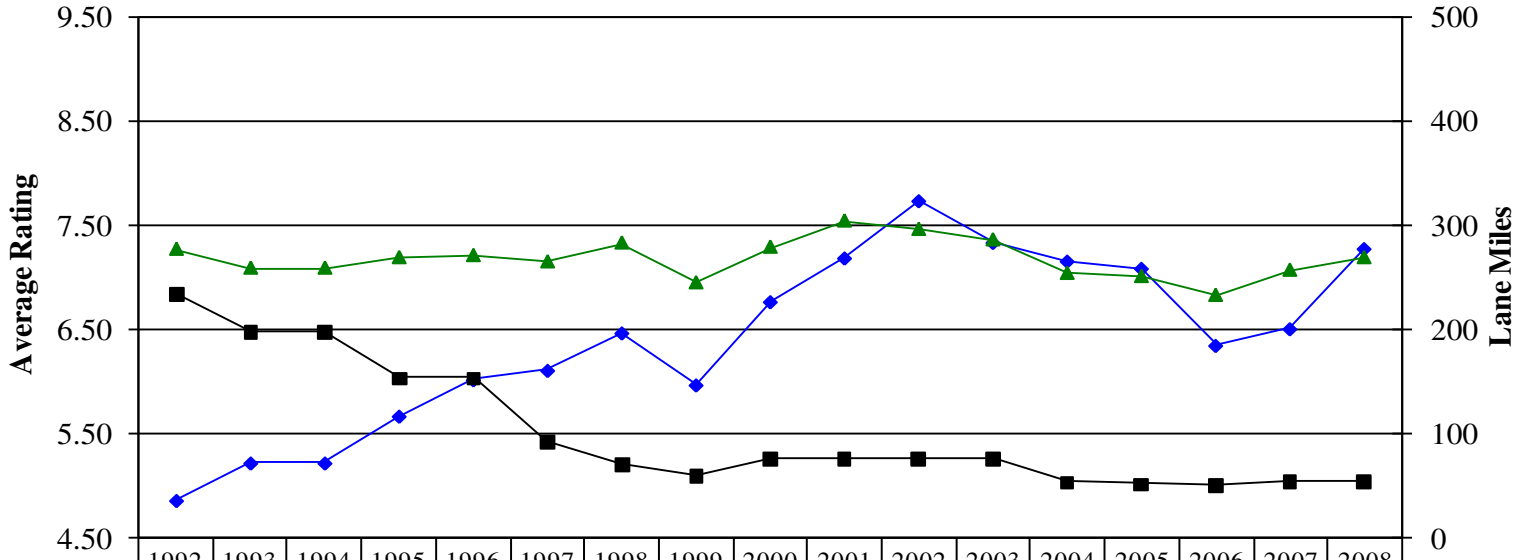
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	6.67	7.06	7.05	7.51	7.36	7.47	7.38	7.32	7.44	7.56	7.86	7.76	7.93	8.03	8.04	7.86	7.90
Ride Rating	7.03	7.18	7.18	7.46	7.55	7.54	7.44	7.08	7.00	7.17	7.43	7.36	6.79	6.73	6.75	6.85	6.89
Lane Miles	1984	1632	1632	1657	1572	1434	1442	1416	1373	1205	896	903	863	867	859	872	908

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 1 (All Systems)



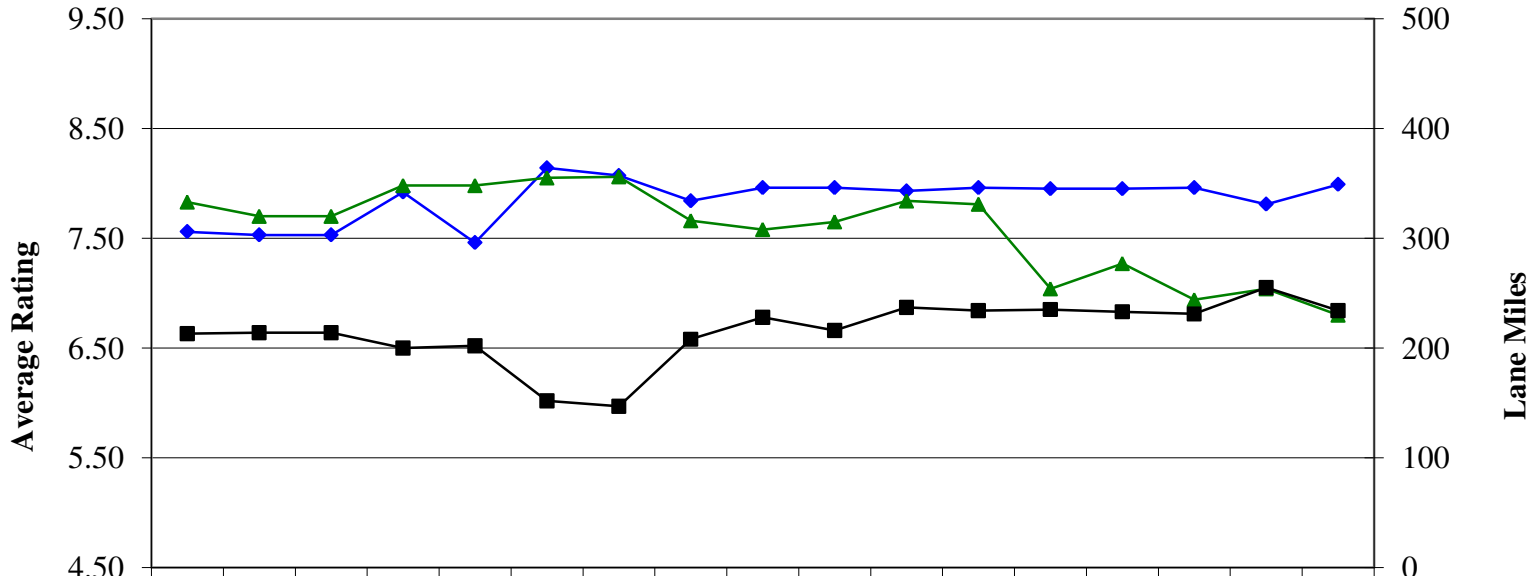
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	4.85	5.21	5.21	5.66	6.01	6.10	6.46	5.96	6.76	7.18	7.73	7.33	7.15	7.08	6.34	6.50	7.27
Ride Rating	7.27	7.09	7.09	7.19	7.21	7.15	7.33	6.95	7.29	7.54	7.46	7.36	7.04	7.01	6.83	7.07	7.19
Lane Miles	234	198	198	153	153	92	70	59	76	76	76	76	53	51	50	54	54

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 2 (All Systems)



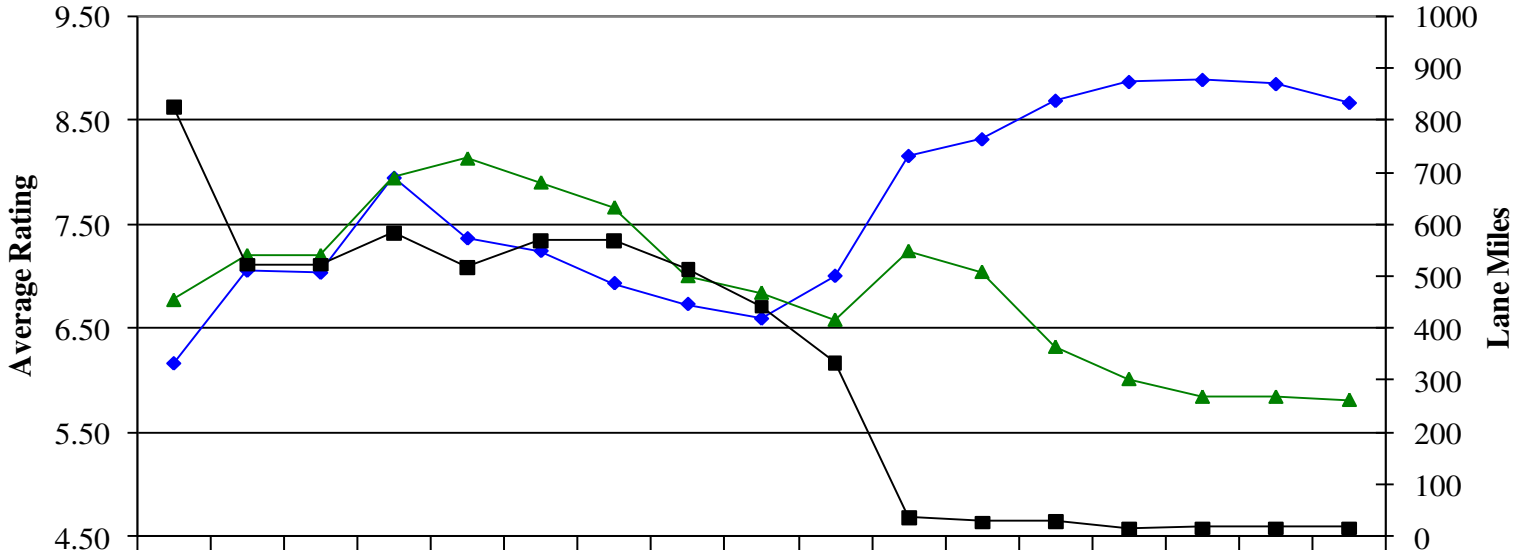
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	7.56	7.53	7.53	7.92	7.46	8.14	8.07	7.84	7.96	7.96	7.93	7.96	7.95	7.95	7.96	7.81	7.99
Ride Rating	7.83	7.70	7.70	7.98	7.98	8.05	8.06	7.66	7.58	7.65	7.84	7.81	7.04	7.27	6.94	7.04	6.80
Lane Miles	213	214	214	200	202	152	147	208	228	216	237	234	235	233	231	255	234

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 3 (All Systems)



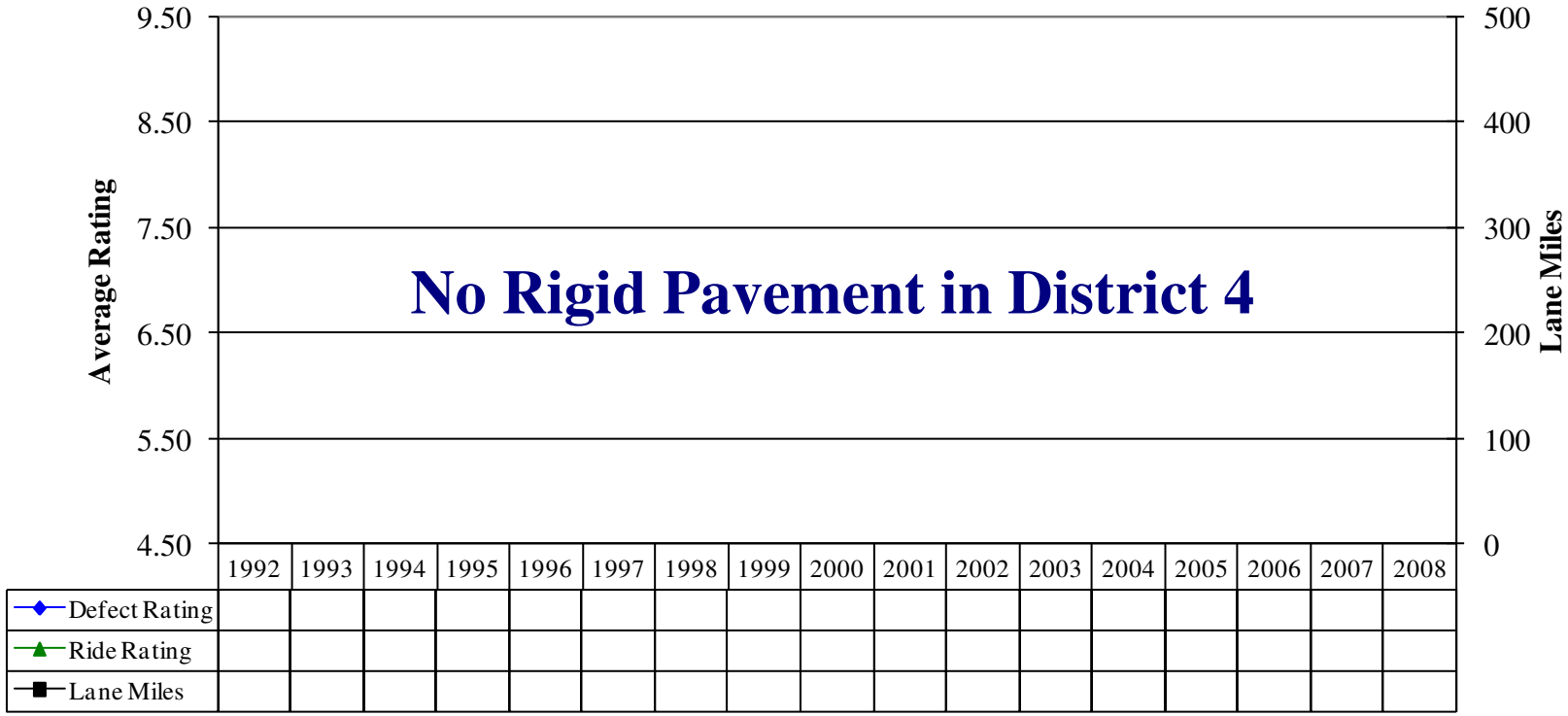
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	6.17	7.06	7.04	7.95	7.37	7.25	6.94	6.74	6.60	7.01	8.16	8.32	8.69	8.87	8.89	8.85	8.67
Ride Rating	6.78	7.21	7.21	7.95	8.14	7.91	7.67	7.01	6.85	6.59	7.25	7.05	6.33	6.02	5.85	5.85	5.82
Lane Miles	828	524	524	585	520	571	570	516	443	335	38	29	31	15	17	17	17

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 4 (All Systems)

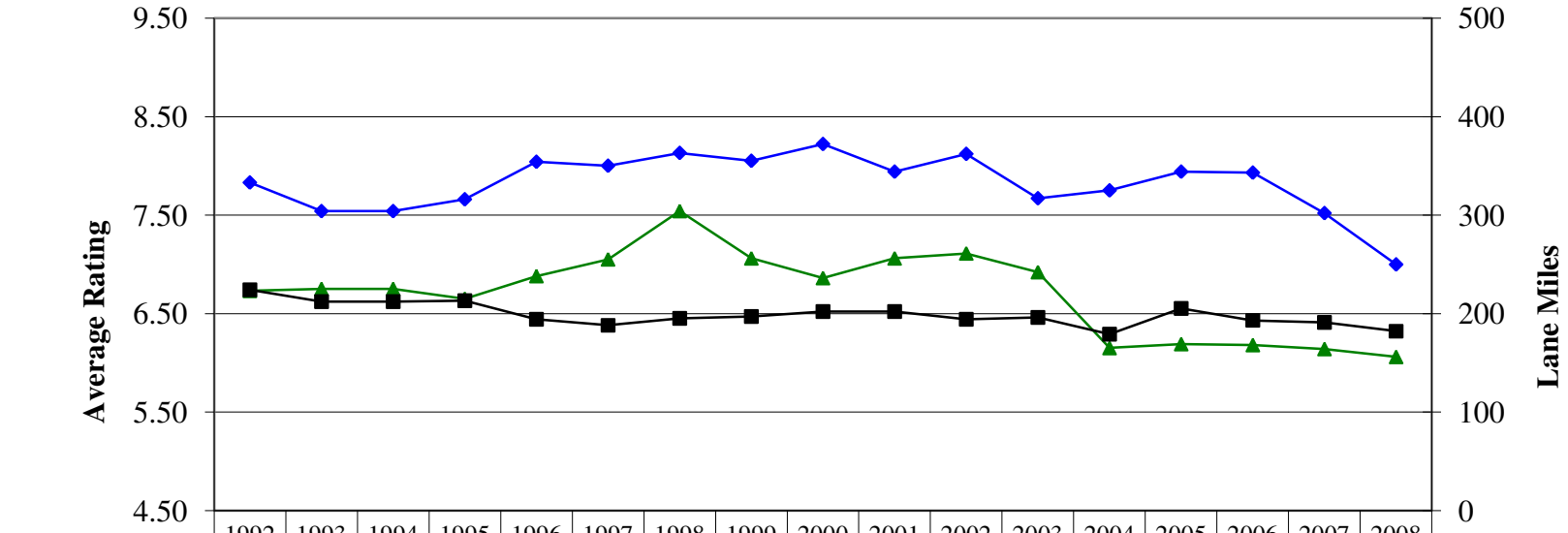


(1) Please note that beginning with the 2004 PCS, the Ride Rating data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 5 (All Systems)



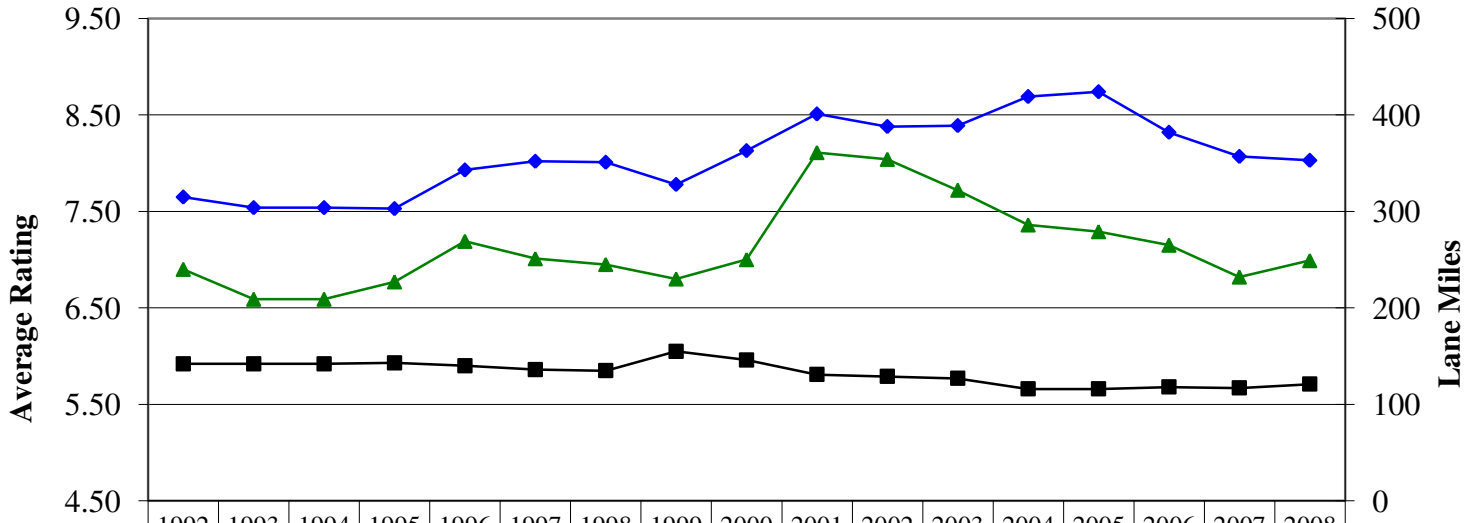
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	7.83	7.54	7.54	7.66	8.04	8.00	8.13	8.05	8.22	7.94	8.12	7.67	7.75	7.94	7.93	7.52	7.00
Ride Rating	6.73	6.75	6.75	6.65	6.88	7.05	7.54	7.06	6.86	7.06	7.11	6.92	6.15	6.19	6.18	6.14	6.06
Lane Miles	224	212	212	213	194	188	195	197	202	202	194	196	179	205	193	191	182

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 6 (All Systems)



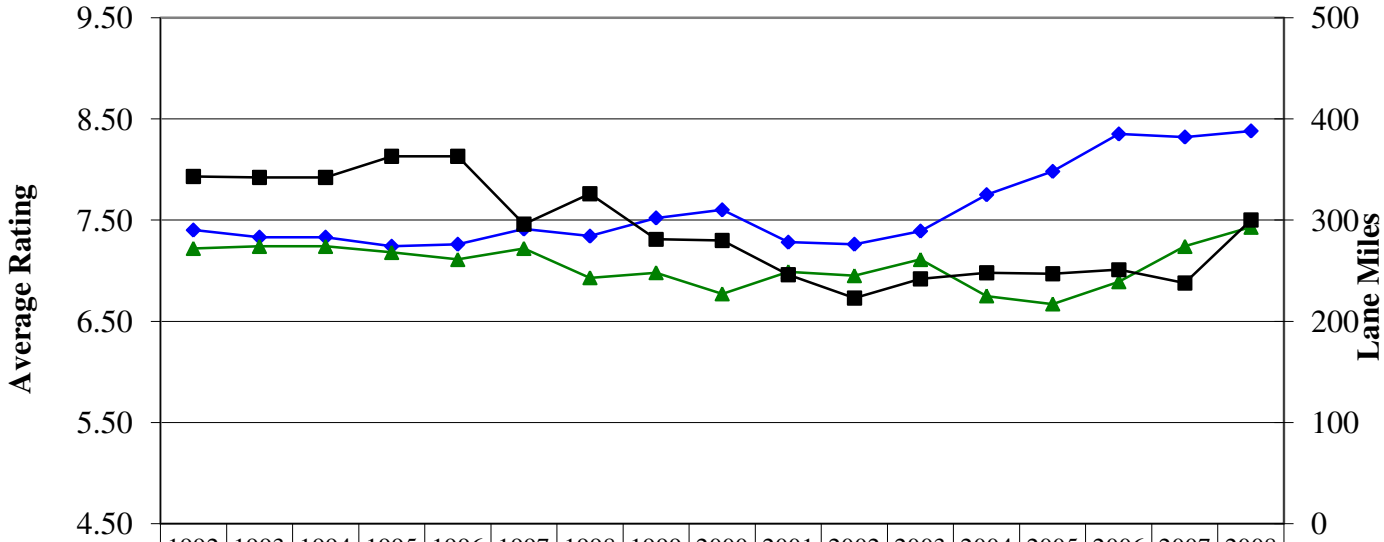
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	7.65	7.54	7.54	7.53	7.93	8.02	8.01	7.78	8.13	8.51	8.38	8.39	8.69	8.74	8.32	8.07	8.03
Ride Rating	6.90	6.59	6.59	6.77	7.19	7.01	6.95	6.80	7.00	8.11	8.04	7.72	7.36	7.29	7.15	6.82	6.99
Lane Miles	142	142	142	143	140	136	135	155	146	131	129	127	116	116	118	117	121

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

District 7 (All Systems)



	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
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	7.98	8.35	8.32	8.38
Ride Rating	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	6.67	6.89	7.24	7.43
Lane Miles	343	342	342	363	363	296	326	281	280	246	223	242	248	247	251	238	300

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

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SECTION V

HISTORICAL

DISTRESS RATINGS

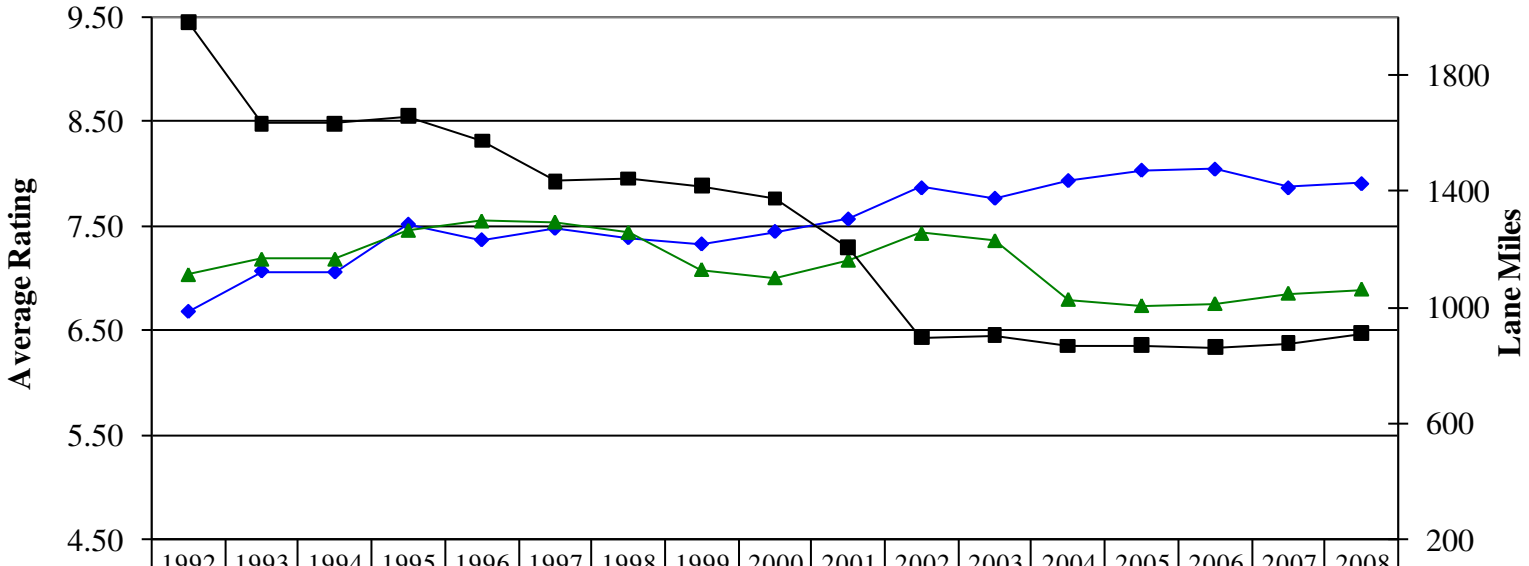
BY

SYSTEM

(1992-2008)

Historical Distress Ratings

All Systems (All Districts)



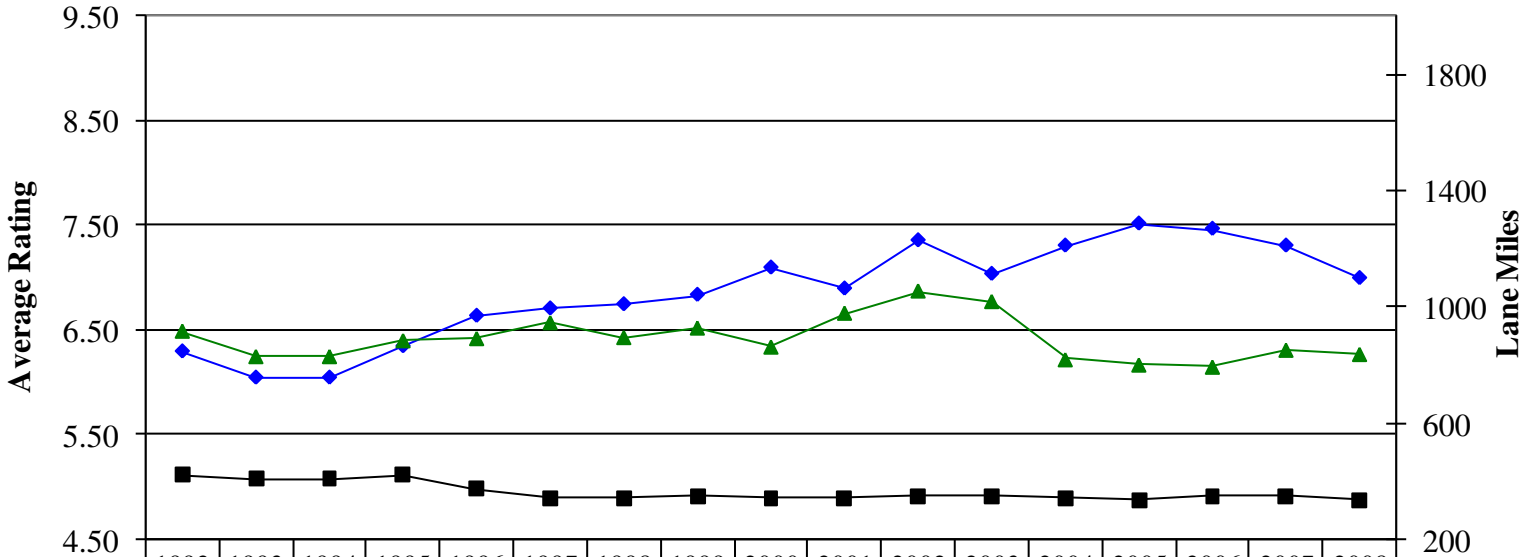
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	6.67	7.06	7.05	7.51	7.36	7.47	7.38	7.32	7.44	7.56	7.86	7.76	7.93	8.03	8.04	7.86	7.90
Ride Rating	7.03	7.18	7.18	7.46	7.55	7.54	7.44	7.08	7.00	7.17	7.43	7.36	6.79	6.73	6.75	6.85	6.89
Lane Miles	1984	1632	1632	1657	1572	1434	1442	1416	1373	1205	896	903	863	867	859	872	908

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

Primary System (All Districts)



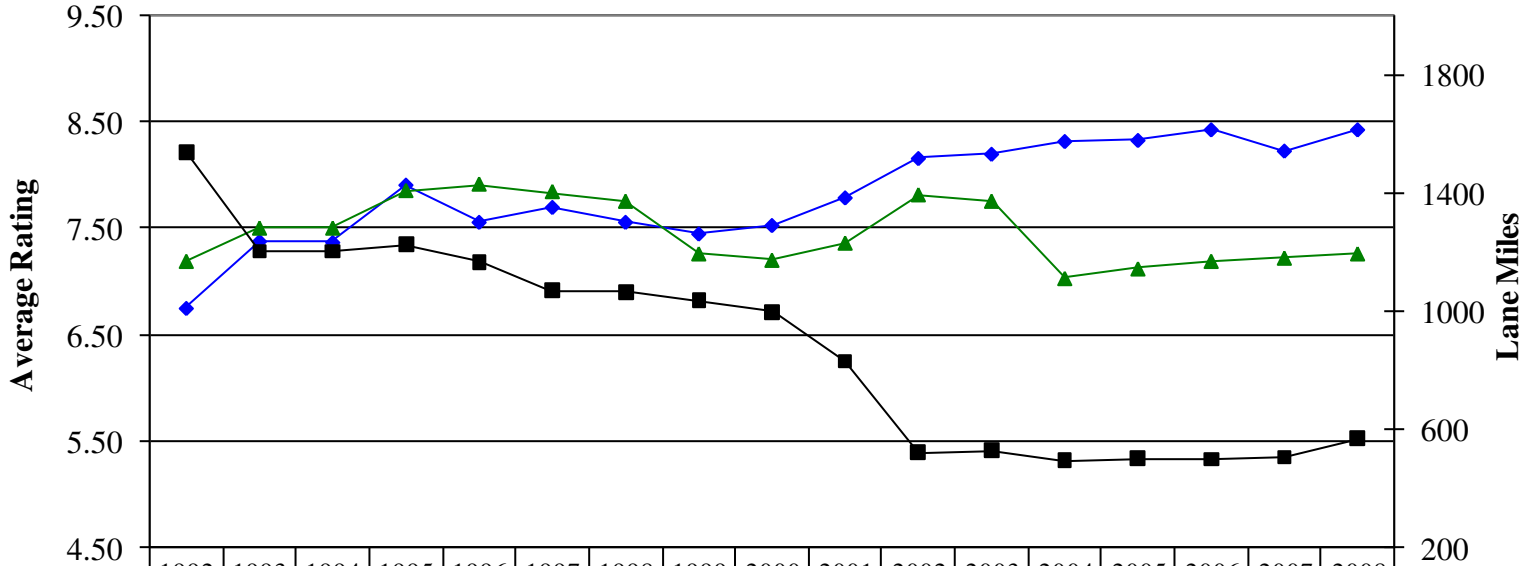
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	6.30	6.05	6.05	6.35	6.64	6.71	6.75	6.84	7.10	6.90	7.36	7.04	7.31	7.52	7.47	7.31	7.00
Ride Rating	6.49	6.25	6.25	6.40	6.42	6.57	6.43	6.52	6.34	6.66	6.87	6.77	6.22	6.17	6.15	6.31	6.27
Lane Miles	424	409	409	424	375	344	346	350	344	344	352	350	344	339	348	353	337

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

Interstate System (All Districts)



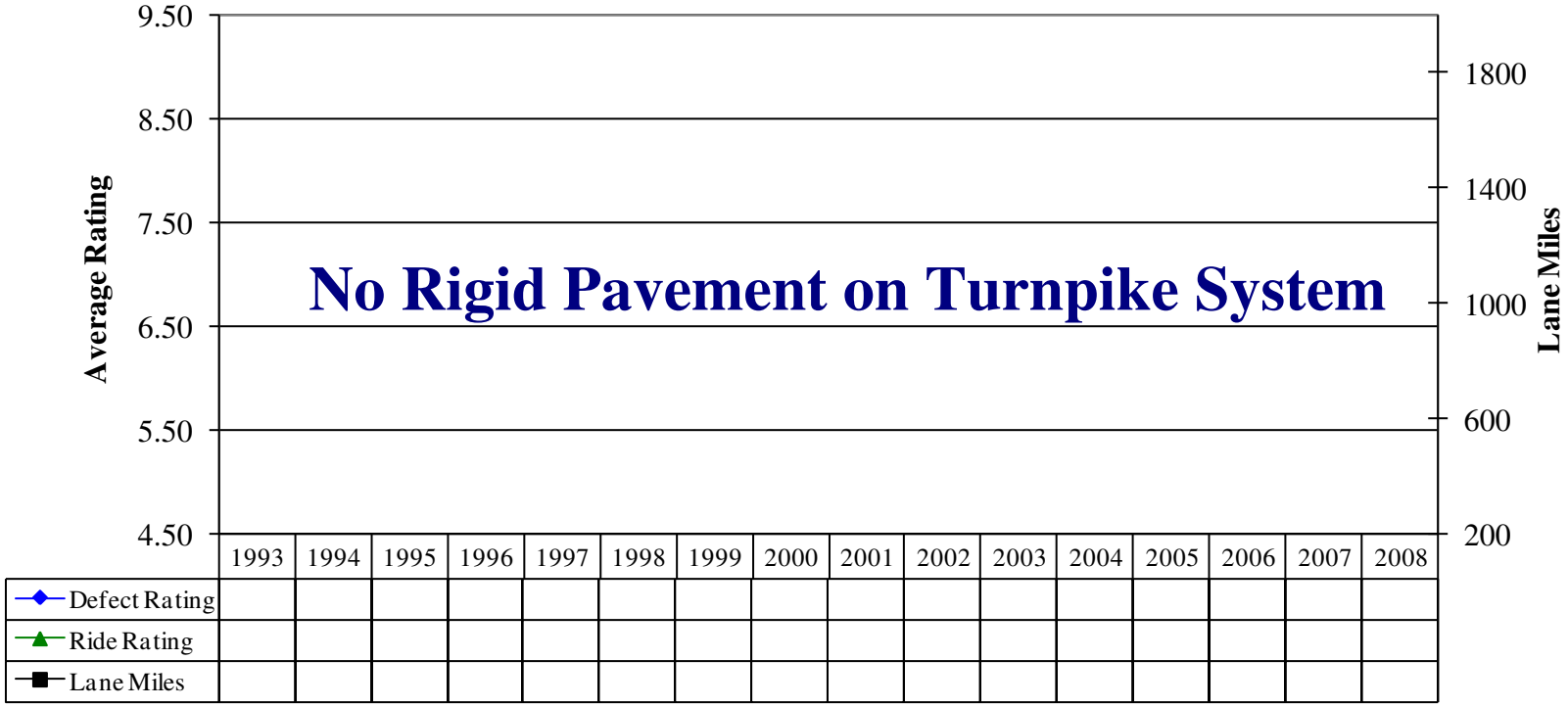
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Defect Rating	6.75	7.38	7.37	7.91	7.56	7.70	7.56	7.45	7.53	7.79	8.16	8.20	8.32	8.33	8.43	8.23	8.43
Ride Rating	7.19	7.50	7.50	7.85	7.91	7.84	7.75	7.26	7.20	7.36	7.81	7.75	7.03	7.12	7.19	7.22	7.26
Lane Miles	1541	1203	1203	1226	1167	1069	1065	1035	998	830	519	529	492	501	497	504	567

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

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

Historical Distress Ratings

Turnpike System (All Districts)

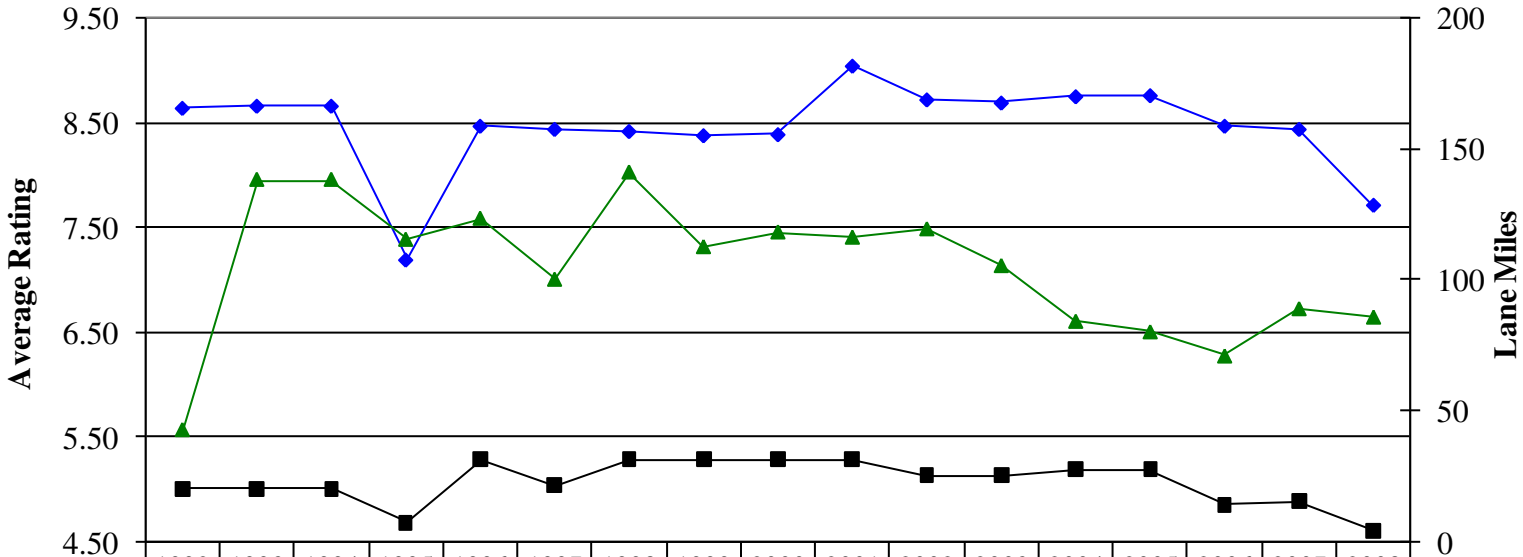


(1) **Please note that beginning with the 2004 PCS, the Ride Rating data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)**

(2) **The value for Lane Miles equals the number of lane miles represented in Defect Rating.**

Historical Distress Ratings

Toll System (All Districts)



	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
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	8.75	8.46	8.43	7.71
Ride Rating	5.57	7.95	7.95	7.38	7.58	7.00	8.02	7.31	7.45	7.40	7.48	7.13	6.60	6.50	6.27	6.72	6.64
Lane Miles	20	20	20	7	31	21	31	31	31	31	25	25	27	27	14	15	4

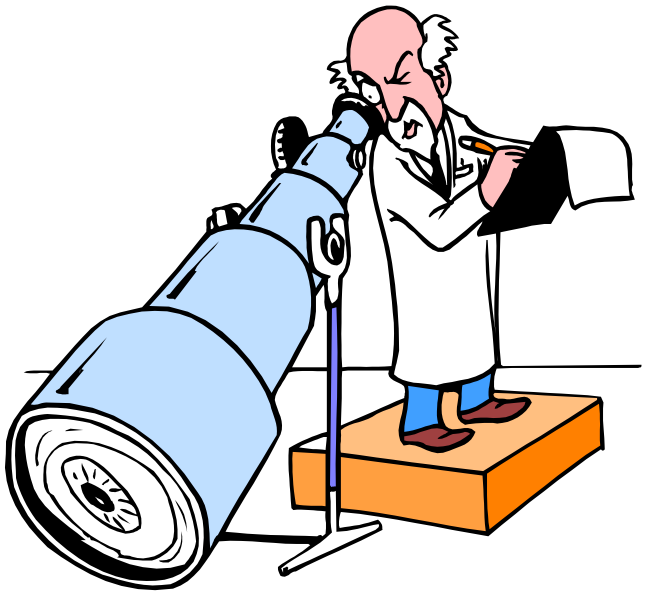
(1) Please note that beginning with the 2004 PCS, the Ride Rating data was collected using a sampling rate of 6 inch intervals. (Refer to Item 2 under Observations, on page 4.)

(2) The value for Lane Miles equals the number of lane miles represented in Defect Rating.

SECTION VI

DEFECT AND RIDE

RATINGS COMPARISON



SECTION VI

Defect and Ride Rating Comparison

Rating Comparison Criteria

Only Type 4 Rigid Pavement is included in this comparison. 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 - Sections not rated for Ride Quality, usually due to length constraint. (No Ride)

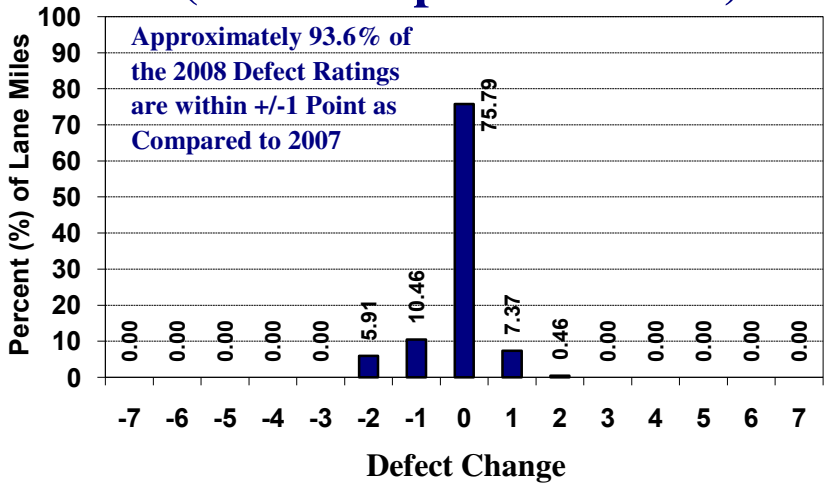
Type 7 - Rehabilitated Pavement

Type 8 - Under Construction

Type 9 - Structures or exceptions that are State-maintained

Defect and Ride Rating Comparison

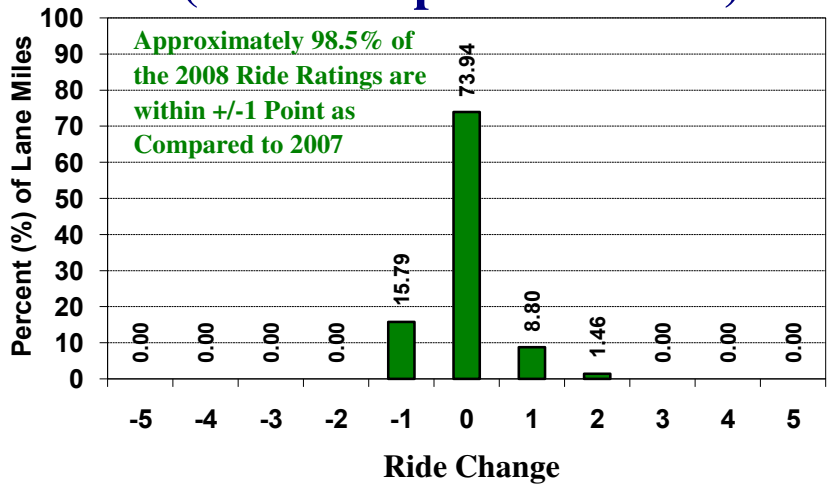
Defect Rating Change
(2008 compared to 2007)



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

Ride Rating Change
(2008 compared to 2007)



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SECTION VII

CUSTOMER

SERVICE SURVEY

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2008 Rigid Pavement Condition Survey
Facts and Figures
Customer Service Form

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

(Optional)
Your name: _____ Title: _____
Company/Office/Organization: _____
Address: _____ City/State/Zip: _____
Phone: (_____) ____-_____ e-mail:_____

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

	1	2	3	4	5
Usefulness of Content	O	O	O	O	O
Organization of Information	O	O	O	O	O
Clarity of Graphical Illustrations	O	O	O	O	O
Format of Tables	O	O	O	O	O
Overall Value of this Report	O	O	O	O	O

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? _____
_____

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Gainesville, FL 32609
Or send via email to: scott.stacy@dot.state.fl.us