

Pavement Roughness And Rideability

Janoff, M. S. and J. B. Nick, "Effect of Vehicle and Driver Characteristics on the Psychological Evaluation of Road Roughness," *Abridgement, Transportation Research Record*, pp. 38-39.

The objective of this paper is to summarize the results of an experiment that evaluated the effects of vehicle size, vehicle speed, residence of rating panel, and training of rating panel on the subjective evaluation of road roughness. The results of the panel ratings indicated that there was no significant effect of the different vehicle sizes or vehicle speeds used on the subjective evaluation of road roughness, and that trained raters (i.e., experts) evaluated roads the same as untrained raters (i.e., laymen). A small but significant effect of panel residence was found.

Janoff, M. S. and J. B. Nick, "Pavement Roughness and Rideability," *NCHRP Report, Number 275, Transportation Research Board, September 1985, 69p.*

This report describes the development of a new method for assessing pavement roughness. The method is based on a statistical transform between the physical measure of a pavement profile and the subjective rating of the pavement rideability. It is expressed as the pavement sections rideability number (RN). The report also contains a model for determining a pavement section's need for repair based on the RN computed from the pavement profile. The findings of this study will be of particular interest of highway personnel responsible for pavement rehabilitation and management programs, for collection and analysis of data on pavement surface characteristics, and for testing and research activities.

Janoff, M. S. and P. S. Davit, "Correlation of Subjective Panel Ratings of Pavement Ride Quality with Profilometer-Derived Measures of Pavement Roughness (Abridgment)," *Transportation Research Record, Number 1000, Report HS-039 026, Transportation Research Board, 1984, pp. 40-41.*

Results of a series of comparative, statistical analyses that were accomplished to relate subjective ratings of pavement ride quality to profilometer-derived measures of pavement roughness are reported. The goal was to develop preferred methods of analysis that can be used to develop transforms that will allow subjective ratings to be predicted from objective measures. The major conclusions are that: (a) it is possible to determine those frequency bands that are most related to subjective ride quality and (b) the correlations between the profile power levels in these frequency bands and the mean panel ratings are very high, indicating excellent agreement.

Jensen, C. C., "Pavement Smoothness," *Irving F. Jensen Co., Inc., 1987.*

This report summarizes points of discussion by stating who the Irving F. Jensen Co., Inc. is, how they feel about the profilometer specification, what they feel affects pavement smoothness and their experience and some of the studies they have conducted on the factors affecting pavement smoothness, our employee reaction to the specification, and some of the operational changes they have made. It concludes with recommendations for contractors and engineers in the implementation of the pavement quality control through the profilometer specification.

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Much of the past work in pavement roughness and rideability has stressed the physical aspects of the road surface, and the analysis of such physical data, rather. Pavement Roughness and Rideability (Report (National Cooperative Highway Research Program)) on c-homesport.com *FREE* shipping on qualifying offers. Pavement Roughness and Rideability Field Evaluation. Front Cover. Michael S. Janoff. Transportation Research Board, National Research Council, Records 10 - 15 Roughness. Pavement roughness is generally defined as an expression of irregularities in the pavement surface that adversely affect the ride. asked to rate the pavement based on rideability and to determine whether that ride was acceptable .. Janoff and Nick's (6) pavement roughness and rideability . This report describes the development of a new method for assessing pavement roughness. The method is based on a statistical transform between the physical. Pavement Roughness. Prior to , PennDOT's pavement Therefore, IRI is an expression of the rideability of the roadway, . as it is experienced by vehicle. Address the differences between concrete and asphalt rideability specifications by . Pavement roughness is an important indicator of pavement performance. Pavement Roughness and Rideability, Issue Front Cover. Michael S. Janoff. Transportation Research Board, National Research Council, The rideability at the pavement-bridge interface, particularly the The International Roughness Index (IRI) was the rideability (smoothness/roughness) metric. Similar Items. Pavement roughness and rideability: field evaluation / by: Janoff, M. S.. Published: (); Pavement management: data collection, analysis, and . Get this from a library! Pavement roughness and rideability field evaluation. [M S Janoff; American Association of State Highway and Transportation Officials.; panel rating, pavement roughness, pavement rideability, pavement ride quality, pavement serviceability, pavement surface, road class, profiles, profilometer. Pavement roughness and rideability: field evaluation / Michael S. Janoff (JMJ Research). Surface roughness > Measurement. Roads > Riding qualities. SC-T, Measurement of Pavement Rideability using the Dynatest . mile lots and report the International Roughness Index (IRI) in inches per mile. The International Roughness Index (IRI) is the roughness index most commonly obtained from and others. IRI is also used to evaluate new pavement construction, to determine penalties or bonus payments based on smoothness. rating for rideability on the conventional 0 to 5 scale. Relationships between FHWA directed all states to report pavement roughness data by IRI for all paved.

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