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Autore	Rada Gonzalo R.
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Sommario/riassunto	Reliable distress data for pavement performance model development and validation, and other pavement engineering products, are critical to the success of the Long-Term Pavement Performance (LTPP) program. Confidence in distress data requires a measure of error because of the bias and precision components of its variability. No systematic evaluation has been performed to quantify the bias and variability associated with both the manual and PASCO film-based distress data. In view of this, this study was undertaken by the Federal Highway Administration (FHWA) to assess the variability of the LTPP distress data, including those in the Information Management System (IMS) and those currently being collected using either photographic or manual methods.

