
Appendix C:
Buck Creek Scenic Trail PCR



Section: **Buck Creek Scenic Trail**
 Log mile: **0.0** to **0.7**
 Description: **Croft Rd to Pumphouse Rd Bridge**

Date: **6/25/2015**
 Rated by: **BKM**
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10		x		x			0.4	0.7	1	0.5	0.7	1 *	0.7	0.5	3.5
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5	x			x			0.4	0.6	1	0.5	0.8	1	0.4	0.5	1
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															4.5	
SUM OF STRUCTURAL DEDUCT (*) =															3.5	
100 - TOTAL DEDUCT = PCR =															95.5	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse cracks at mile 0.2 (1/2" gaps, 3 over 100'). Tree roots (pressure damage/upheavel) at mile 0.5.

Section: **Buck Creek Scenic Trail**
 Log mile: 0.7 to 1.4
 Description: Pumphouse Rd Bridge to Rail Bridge

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5	x			x			0.3	0.6	1	0.6	0.8	1	0.3	0.6	0.9
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5		x		x			0.4	0.7	1	0.6	0.8	1	0.7	0.6	2.1
TRANSVERSE CRACKS	10		x				x	0.4	0.7	1	0.5	0.7	1 *	0.7	1	7
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5			x	x			0.4	0.7	1	0.5	0.7	1 *	1	0.5	2.5
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															12.5	
SUM OF STRUCTURAL DEDUCT (*) =															9.5	
100 - TOTAL DEDUCT = PCR =															87.5	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Potholes and edge washout at mile 0.7. Transverse cracking every 30' to 50' from mile 0.8 to 1.3, 1/2" gap. Settlement at bridge at mile 1.3.

Section: Buck Creek Scenic Trail
 Log mile: 1.4 to 1.8
 Description: Rail Bridge to Belmont Ave

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10			x	x			0.3	0.7	1	0.6	0.8	1 *	1	0.6	6
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10			x			x	0.6	0.8	1	0.7	0.9	1 *	1	1	10
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5	x			x			0.2	0.6	1	0.4	0.8	1 *	0.2	0.4	0.4
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW

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²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

TOTAL DEDUCT = 18.4

SUM OF STRUCTURAL DEDUCT (*) = 18.4

100 - TOTAL DEDUCT = PCR = **81.6**

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

1" rutting at mile 1.4 for approximately 90'. Washout at mile 1.7. Minor transverse cracking at mile 1.7. Sealed longitudinal cracking (~20' length) and erosion at approximately mile 1.8.

Section: **Buck Creek Scenic Trail**
 Log mile: 1.8 to 2.5
 Description: **Belmont Ave to Simon Kenton Trail**

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5	x			x			0.3	0.6	1	0.6	0.8	1	0.3	0.6	0.9
RUTTING	10			x	x			0.3	0.7	1	0.6	0.8	1 *	1	0.6	6
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10			x			x	0.4	0.7	1	0.5	0.7	1 *	1	1	10
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	1
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															17.9	
SUM OF STRUCTURAL DEDUCT (*) =															17	
100 - TOTAL DEDUCT = PCR =															82.1	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse cracking with 10' to 20' spacing and edge cracking from miles 1.9 to 2.1. Rutting at mile 2.1, 150' length. Various crack sealing at mile 2.2. Damage from car fire (surface disintegration / debonding) under Simon Kenton Trail bridge at mile 2.5.

Section: **Buck Creek Scenic Trail**
 Log mile: 2.5 to 3.1
 Description: Simon Kenton Trail to Sherman Ave

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5	x			x			0.3	0.6	1	0.6	0.8	1	0.3	0.6	0.9
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	2.9
SUM OF STRUCTURAL DEDUCT (*) =	2
100 - TOTAL DEDUCT = PCR =	97.1

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse cracking at mile 2.6. Damage due to car fire (surface disintegration or debonding) at mile 2.7.

Section: **Buck Creek Scenic Trail**
 Log mile: 3.1 to 3.9
 Description: Sherman Ave to Limestone St

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5	x			x			0.3	0.6	1	0.6	0.8	1	0.3	0.6	0.9
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5		x		x			0.2	0.6	1	0.4	0.8	1	0.6	0.4	1.2
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5		x				x	0.4	0.7	1	0.5	0.7	1 *	0.7	0.7	2.45
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	6.55
SUM OF STRUCTURAL DEDUCT (*) =	4.45
100 - TOTAL DEDUCT = PCR =	93.45

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Map and edge cracking at miles 3.4 and 3.6. Transverse cracking at mile 3.6. NOTE: Trail closed between Limestone and Fountain due to Veteran's Bridge construction.

Section: **Buck Creek Scenic Trail**
 Log mile: **0.0** to **0.5**
 Description: **Fountain Ave to Plum St**

Date: **6/25/2015**
 Rated by: **BKM**
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5		x				x	0.3	0.6	1	0.6	0.8	1	0.6	1	3
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5			x			x	0.2	0.6	1	0.4	0.8	1	1	1	5
BASE FAILURE	10		x				x	0.6	0.8	1	0.7	0.9	1 *	0.8	1	8
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10		x				x	0.4	0.7	1	0.5	0.7	1 *	0.7	1	7
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5		x				x	0.4	0.7	1	0.5	0.7	1 *	0.7	1	3.5
PRESSURE DAMAGE/UPHEAVEL	5		x				x	0.4	0.6	1	0.5	0.8	1	0.6	1	3
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															29.5	
SUM OF STRUCTURAL DEDUCT (*) =															18.5	
100 - TOTAL DEDUCT = PCR =															70.5	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse cracking, map cracking, tree roots, edge cracking along entire length of segment. (Old pavement, some of which used by vehicles)