
Appendix D:
Little Miami Scenic Trail PCR – NTPRD



Section: Little Miami Scenic Trail
 Log mile: 0.0 to 0.5
 Description: Center St to Fair 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							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		x					0.2	0.6	1	0.4	0.8	1	0.6	0.8	2.4
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					0.4	0.7	1	0.5	0.7	1 *	0.7	0.7	4.9
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					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 =	9.75
SUM OF STRUCTURAL DEDUCT (*) =	7.35
100 - TOTAL DEDUCT = PCR =	90.25

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

REMARKS:

Transverse cracking at Center St. Edge cracking under Wittenberg bridge.

Section: Little Miami Scenic Trail
 Log mile: 0.0 to 0.5
 Description: State St to John 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							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							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 =															3.5	
SUM OF STRUCTURAL DEDUCT (*) =															3.5	
100 - TOTAL DEDUCT = PCR =															96.5	

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 at mile 0.2 (3 over 150')