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Appendix G:  
Prairie Grass Trail PCR



Section: Prairie Grass Trail  
 Log mile: 0.0 to 0.8  
 Description: Chillicothe Pk to Selma Pk

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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 *	0.4	0.7	2.8
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

<sup>1</sup>L = LOW  
 M = MEDIUM  
 H = HIGH

<sup>2</sup>O = OCCASIONAL  
 F = FREQUENT  
 E = EXTENSIVE

TOTAL DEDUCT =	2.8
SUM OF STRUCTURAL DEDUCT (*) =	2.8
100 - TOTAL DEDUCT = PCR =	<b>97.2</b>

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Transverse cracking at miles 0.5 and 0.7 (not sealed)

Section: Prairie Grass Trail  
 Log mile: 0.8 to 2.0  
 Description: Selma Pk to Private Drive

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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 *	0.4	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 *	0.4	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

<sup>1</sup>L = LOW  
 M = MEDIUM  
 H = HIGH

<sup>2</sup>O = OCCASIONAL  
 F = FREQUENT  
 E = EXTENSIVE

TOTAL DEDUCT =	3
SUM OF STRUCTURAL DEDUCT (*) =	3
100 - TOTAL DEDUCT = PCR =	<b>97</b>

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Edge cracking at miles 1.6 to 1.7. Transverse cracking approximately every 1/10 mile for entire length of segment (not sealed)

Section: **Prairie Grass Trail**  
 Log mile: 2.0 to 2.7  
 Description: Private Drive to Charleston Clifton Rd

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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 *	0.4	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

<sup>1</sup>L = LOW  
 M = MEDIUM  
 H = HIGH

<sup>2</sup>O = OCCASIONAL  
 F = FREQUENT  
 E = EXTENSIVE

TOTAL DEDUCT =	2.4
SUM OF STRUCTURAL DEDUCT (*) =	2.4
100 - TOTAL DEDUCT = PCR =	<b>97.6</b>

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Transverse cracking every 1/10 mile for entire length of segment. Longitudinal crack at mile 2.2. No crack sealing.

Section: **Prairie Grass Trail**  
 Log mile: 2.7 to 4.3  
 Description: Charleston Clifton Rd to Creek Bridge

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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		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	0.5	3.5
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/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 =															6	
SUM OF STRUCTURAL DEDUCT (*) =															3.9	
100 - TOTAL DEDUCT = PCR =															<b>94</b>	

<sup>1</sup>L = LOW

M = MEDIUM

H = HIGH

<sup>2</sup>O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Transverse cracking approx every 1/10th mile. Some larger cracks (1/2"). Short longitudinal cracking at mile 3.4. No crack sealing. Settlement/depressions at miles 4.0 (incl. 3" hole) and at 4.2 (1/4" dip).

Section: Prairie Grass Trail  
 Log mile: 4.3 to 5.1  
 Description: Creek Bridge to Jamestown Rd

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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 *	0.4	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/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

<sup>1</sup>L = LOW  
 M = MEDIUM  
 H = HIGH

<sup>2</sup>O = OCCASIONAL  
 F = FREQUENT  
 E = EXTENSIVE

TOTAL DEDUCT =	3
SUM OF STRUCTURAL DEDUCT (*) =	2
100 - TOTAL DEDUCT = PCR =	<b>97</b>

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Transverse cracking at miles 4.4, 4.5, and 4.8. Tree roots causing pressure damage/upheavel at miles 4.9 and 5.0.

Section: Prairie Grass Trail  
 Log mile: 5.1 to 5.5  
 Description: Jamestown Rd to Mound St

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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							0.4	0.7	1	0.5	0.7	1 *	0	0	0
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

<sup>1</sup>L = LOW

M = MEDIUM

H = HIGH

<sup>2</sup>O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

TOTAL DEDUCT =	1
SUM OF STRUCTURAL DEDUCT (*) =	0
100 - TOTAL DEDUCT = PCR =	<b>99</b>

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Tree root (pressure damage/upheavel) at mile 5.3. NOTE: On-road facility from Mound St to Church St.

Section: Prairie Grass Trail  
 Log mile: 0.0 to 1.3  
 Description: Church St to Pullout @ mile 1.3

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: 1 @ mile 0.2

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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		x			x		0.4	0.7	1	0.6	0.8	1	0.7	0.8	2.8
TRANSVERSE CRACKS	10							0.4	0.7	1	0.5	0.7	1 *	0	0	0
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	1	2
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 =															4.8	
SUM OF STRUCTURAL DEDUCT (*) =															2	
100 - TOTAL DEDUCT = PCR =															<b>95.2</b>	

<sup>1</sup>L = LOW

M = MEDIUM

H = HIGH

<sup>2</sup>O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Dips ranging 1/4" to 1/2" at miles 0.3, 0.4, and 0.5. Transverse cracking every 0.1 to 0.2 miles, incl. major cracking at a reconstructed portion at mile 0.7. Various edge cracking on north side between miles 0.6 to 1.1.



Section: **Prairie Grass Trail**  
 Log mile: 1.3 to 2.3  
 Description: Pullout @ mile 1.3 to pullout @ mile 2.3

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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 *	0.4	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	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 =															3.4	
SUM OF STRUCTURAL DEDUCT (*) =															3.4	
100 - TOTAL DEDUCT = PCR =															<b>96.6</b>	

<sup>1</sup>L = LOW

M = MEDIUM

H = HIGH

<sup>2</sup>O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Limited edge cracking (approx 20') at mile 1.3. Transverse cracking between miles 1.7 and 1.8. Longitudinal cracking at mile 2.2.

Section: Prairie Grass Trail  
 Log mile: 2.3 to 3.2  
 Description: Pullout @ mile 2.3 to Botkin St

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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	1	7
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/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 =															7.4	
SUM OF STRUCTURAL DEDUCT (*) =															7.4	
100 - TOTAL DEDUCT = PCR =															<b>92.6</b>	

<sup>1</sup>L = LOW

M = MEDIUM

H = HIGH

<sup>2</sup>O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

**REMARKS:**

Transverse cracking approx every 50' between miles 2.3 and 2.8. Cracks had been previously sealed but are starting to open back up. Additional transverse cracking at miles 2.9 and 3.0. Longitudinal cracking (approx 10') at mile 2.8.

Section: Prairie Grass Trail  
 Log mile: 3.2 to 3.6  
 Description: Botkin St to County Line

Date: 6/30/2015  
 Rated by: BKM  
 # of Utility Cuts: \_\_\_\_\_

## LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY <sup>1</sup>			EXTENT <sup>2</sup>			SEVERITY WEIGHT <sup>1</sup>			EXTENT WEIGHT <sup>2</sup>			SEVERITY	EXTENT	DEDUCT POINTS <sup>3</sup>
		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 *	0.4	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

<sup>1</sup>L = LOW  
 M = MEDIUM  
 H = HIGH

<sup>2</sup>O = OCCASIONAL  
 F = FREQUENT  
 E = EXTENSIVE

TOTAL DEDUCT =	2
SUM OF STRUCTURAL DEDUCT (*) =	2
100 - TOTAL DEDUCT = PCR =	<b>98</b>

<sup>3</sup>DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse crack at mile 3.2.