

<u>Rating</u>	<u>Condition/Description</u>
9-10	Excellent - No surface distress.
7-8	Good – Surface distress beginning to show.
6	Fair – Surface distress is clearly visible.
1-5	Poor – Distress is frequent and severe.
U	Under Construction – not rated due to ongoing work (changed to “0” during post processing)

Appendix E contains a table with additional descriptions of the severity and extent of cracking for each rating, and key criteria that occur at each rating. Appendix F contains an expanded picture scale with several examples across the range of each pavement rating to assist rating pavements near the boundaries of rating values.

The E-Score electronic recording system is used to record the field data. The raters enter updates to pavement ratings and inventory characteristics by a touch-screen on a tablet computer. The system uses a distance measuring instrument (DMI) and GPS to link actual field location with the related record in the pavement information database and displays values from each rating segment as the system moves along the road. Built-in business rules improve data quality by preventing mismatched data types or unexpected values. The electronic collection and manipulation of the incoming data greatly improves the quality and efficiency of the survey.

The Pavement Surface Rating Survey is conducted within a “snapshot” time window of about 4-6 weeks in May and June of each year. The results are compiled and analyzed through the summer, and a summary pavement report is issued usually in the fall. The survey results represent the condition of the pavement system in June, so work completed after the highways are surveyed will be accounted for in the following year’s survey.

It is important to reiterate that the Surface Rating is based only on the severity and extent of cracking on the pavement surface. The Surface Rating does not reflect type of crack nor its location or orientation, nor does it include other types of distress such as flushing, shoving, raveling, rutting or faulting. The Surface Rating also is not influenced by ride quality; ride quality is measured separately by the high speed profiler program.

Pavement Distress Rating Warrants				
Rating	General Description	Warrants		
		Frequency	Severity	Appearance
10	No Distress Recently Constructed or Rehabilitated	No distress is present.		New pavement, dark black and neat. Typically one year old or less.
9	No Significant Distress	All to nearly all of the pavement is free of distress; a single defect or crack per 0.10 mile is allowed.	The defect is superficial or the crack is tight.	Surface is typically oxidized to gray color. Typically one to three years old.
8	Infrequent Distress, Slight Severity	Most of the pavement is free of cracking.	Cracks are tight and very widely spaced. No secondary cracking. No Dominant Distresses present.	Surface looks uniform and neat. May or may not be crack sealed.
7	Infrequent to Occasional Distress with Minor Severity	Much of the pavement is free of cracking. More difficult to count number of cracks but still possible.	Cracks are mostly less than 1/8" wide. Cracks may have secondary cracking. No to very little connected cracking. May have isolated Dominant Distresses.	Looks fairly good but cracking is noticeable. Additional cracking has developed since last crack seal. Too many cracks to effectively crack seal- good candidate for single course overlay.
Flexible/Overlaid				

Pavement Distress Rating Warrants

Pavement Distress Rating Warrants				
Rating	General Description	Warrants		
		Frequency	Severity	Appearance
6	Occasional to Frequent Distress with Moderate Severity	Much to most of the pavement is cracked. Cracks are spaced only a few feet apart or less.	Cracks vary in width from tight to greater than 1/8" wide. Most cracks have secondary cracking. Cracks extend to connect with adjacent cracks. Dominant Distresses may be common.	Condition looks "Fair." Needs work, likely more than a single course overlay.
5	Distress is Frequent and Moderate to Severe	Nearly all the pavement or wheel paths have multiple, well developed cracks.	Cracks are wide and/or well developed with secondary cracking. Many cracks are interconnected. Pieces of pavement are dislodged or have been patched.	Condition looks "Poor." Needs major work.
4	Distress is Frequent and Severe	Pavement is mostly cracked. Travel on the pavement is impaired.	Cracks are wide and connected. Potholes and/or patches are common. Patches on patches.	Beyond repair.
Flexible/Overlaid				

Road_ID	FENAME	FETYPE	LENGTH_ft	Score_11	Distr_11	ALTNAME	
1	GRIDLEY PAIGE	RD	1621	7	0		
2	BUELL	RD	2156	6	4		
3	GREEN VEDDER	RD	3107	6	5		
4	PECK	RD	184	6	5		
5	SALLY	RD	1860	8	0		
6	SALLY	RD	198	10	0		
7	SALLY	RD	3412	10	0		
8	BOGAN	RD	3504	8	0		
9	HUGHES	RD	588	5	5		
10	SIGNAL	DR	500	5	5		
11	SIGNAL	DR	754	5	5		
12			106	8	0		
13			476	10	0		
14	MCADAM	RD	686	5	5		
15	MILL	ST	75	5	5		
16	FORD	RD	5163	4	5		
17	DAYTONVILLE	RD	2605	7	0		
18	ZWEIFEL	RD	1128	7	0		
19	DAYTONVILLE	RD	1468	8	0		
20	BROUILLETTE	RD	1960	4	5		
21	LEWIS	RD	4250	7	4		
22	CANNING FACTORY	RD	1490	8	0		
23	DAYTONVILLE	RD	2148	7	4		
24	TORMEY	RD	350	7	5		
25			378	20	0		
26	HARDSCRABBLE	RD	391	20	0		
27	HARDSCRABBLE	RD	1816	20	0		
28			499	20	0		
29			861	20	0		
30			313	20	0		
31	BARKER	RD	955	7	0		
32	AUSTIN	RD	478	8	0		
33	SOUTH	ST	963	5	5		
34	MAXWELL	RD	2877	7	0		
35	MILL	ST	50	5	5		
36	JASEK	RD	121	5	5		
37	JASEK	RD	1111	6	0		
38	ALABAM	RD	1133	7	0		
39	VAN HYNING	RD	6116	6	5		
40	BOGAN	RD	555	10	0		
41	BOGAN	RD	5722	8	0		
42	LEWIS	RD	2814	20	0		
43	CANNING FACTORY	RD	7192	8	0		
44	LEWIS	RD	7353	5	5		
45	ZWEIFEL	RD	6064	7	4		
46	PECK	RD	6243	6	5		
47	KANE	RD	3391	6	4		
48	SALLY	RD	3708	8	0		
49	FUESS CLEARY	RD	7577	5	5		
50	BROUILLETTE	RD	4945	4	5		
51	DAYTONVILLE	RD	6529	7	4		

52	TASSEL HILL	RD	5734	20	0	HARDSCRABBLE RD
53			594	20	0	
54	TASSEL HILL	RD	2260	20	0	HARDSCRABBLE RD
55	GRIDLEY PAIGE	RD	4503	6	5	
56	GRIDLEY PAIGE	RD	2439	6	5	
57	GRANT HILL	RD	8324	7	5	
58	MAXWELL	RD	5769	7	0	
59	MAXWELL	RD	2902	7	0	
60	MAXWELL	RD	6267	7	0	BUSH RD
61	SALLY	RD	5910	8	0	
62	FORD	RD	4691	20	0	
63	DAYTONVILLE	RD	1080	8	0	
64	FORD	RD	2921	5	5	
65	BEERHALTER	RD	2750	20	0	
66	DAYTONVILLE	RD	3147	8	0	
67	GREEN VEDDER	RD	5824	7	0	
68	GREEN	RD	30	6	5	
69	GREEN VEDDER	RD	8198	6	5	
70	MIDDLE	ST	882	20	0	
71			1020	7	0	
72			2616	4	5	
73	EARL	MNR	497	6	5	
74	EARL	MNR	983	7	0	
75	GRIDLEY PAIGE	RD	6609	7	0	
76	CALIFORNIA	RD	6804	8	0	
77	GREEN	RD	10428	8	0	
78	CANNING FACTORY	RD	6608	8	0	
79	HUGHES	RD	135	4	5	
80	DAYTONVILLE	RD	3085	8	0	
81	BURKERT	RD	2842	5	5	
82	GRANT HILL	RD	8324	7	4	
83	BEERHALTER	RD	2750	6	0	
84	DAYTONVILLE	RD	1468	6	0	
85	FUESS CLEARY	RD	7577	10	0	
86	LEWIS	RD	2814	7	4	
87	LEWIS	RD	7353	8	0	
88	LEWIS	RD	7353	20	0	