

Section A

General Pavement Condition Survey Procedures

INSPECTION CRITERIA FOR WASHOE COUNTY

1. ALWAYS INSPECT THE FIRST AND LAST SAMPLE UNIT IN EACH SECTION, UNLESS NOT REPRESENTATIVE OF THE SECTION.
2. ALWAYS BEGIN INSPECTING EACH SECTION IN 100 FOOT LENGTHS AND CONTINUE THROUGHOUT THE SECTION.
3. THE BOUNDARY LENGTH OF THE LAST SAMPLE UNIT SHOULD BE $\geq 50'$ OR $\leq 150'$.
4. EXTEND THE AVERAGE STREET WIDTH INTO A CUL-DE-SAC FOR THE AREA TO BE INSPECTED.
5. ALWAYS INSPECT INTO THE SUN.
6. THE SAMPLE UNITS CHOSEN MUST REFLECT THE CONDITION OF THE SECTION.

NUMBER OF SAMPLE UNITS PER SECTION	NUMBER OF SAMPLE UNITS TO INSPECT
1	1
2-4	2
5-9	3
10-16	4
17-20	5
20-49	every 5 th one
50 and more	sample every 10 th one

**WASHOE COUNTY FIELD SAMPLING CRITERIA
FOR
PAVEMENT MAINTENANCE PER SECTION**



100 Foot Samples (used when road is less than 50 feet wide)

# of samples to inspect	Distance in 100's of feet	100 foot sample to inspect
1	1	1
	2	1,2
2	3	1,3
	4	1,4
3	5	1,3,5
	6	1,3,6 or 1,4,6
	7	1,4,7
	8	1,4,8 or 1,5,8
	9	1,5,9
	10	1,4,7,10
4	11	1,4,7,11 or 1,5,8,11 or 1,4,8,11
	12	1,5,8,12 or 1,4,8,12 or 1,5,9,12
	13	1,5,9,13
	14	1,5,9,14 or 1,5,10,14
	15	1,5,10,15
	16	1,5,10,16
	17	1,5,9,13,17
	18	1,5,9,13,18 or 1,5,10,14,18
5	19	1,5,10,15,19
	20	1,5,10,15,20
	20 to 49	sample every 5 th one (500 foot intervals)
	50 to 99	sample every 10 th one (1,000 foot intervals)
	100 to 149	sample every 20 th one (2,000 foot intervals)
	150 to 199	sample every 30 th one (3,000 foot intervals)
	200 to 249	sample every 40 th one (4,000 foot intervals)

50 Foot Samples (used when road is 50 feet and greater)

Sample	Range in feet
1	0-50
10	500-550
20	1000 - 1050
30	1500 - 1550
40	2000 - 2050
etc.	sample every 500 feet

PAVEMENT ANALYSIS RULES OF THUMB

1. Pavement *with* curb and gutter or asphalt berm:
 - a. Edge cracking shall not be recorded.
 - b. Structural cracking shall be recorded as *alligator* cracking.
2. Pavement *without* curb and gutter or asphalt berm:
 - a. Linear cracks within 18" of pavement edge recorded as edge cracking.
 - b. Linear cracks beyond 18" of pavement edge record as linear cracks.
 - c. Alligator cracking within 18" of pavement edge record as edge cracking.
 - d. Alligator cracking extending greater than 18" from pavement edge toward road centerline record ENTIRE AREA as alligator cracking.
 - e. If high edge cracking exists, also measure lane/shoulder drop-off.
3. If a road sample contains cracks that are disconnected but in a rectangular pattern (extensive longitudinal/transverse cracking, but not quite block cracking), record them as block cracking since the deduct values are about equal for both.
4. When measuring section length and comparing to previous data, do not make correction unless difference is greater than two percent (2%).
5. Do not count the asphalt feathered portion of an asphalt overlaid crossroad in the first or last sample as a patch. If this area is more than 20% of the sample, inspect the adjacent sample(s) instead.
6. Do not include the area of a patch in the measured area of weathering/raveling.
7. Streets with a PCI of 30 or lower, ask Engineer before inspecting. Regional roads (RTP) shall be inspected regardless of PCI.
8. When you are laying out a new street, the optimum area is 2500 square feet \pm 1000 square feet. Try to use 1500 to 4000 square foot sample sizes (see Engineer).
9. Slurry and chip sealed streets - if you see a patch under the slurry or chip seal, only record it as a patch if it is bumpy or rough riding. Record lines around the patch as longitudinal or transverse cracks.
10. It is recommended that any section over 10,000 feet shall be sampled at an interval greater than 1000 feet sampling; as suggested in the table on page 5 *Washoe County Field Sampling Criteria*.
11. The following distresses are not due to deterioration of an aging pavement and shall not be counted as distresses in the PCI condition survey:
 - a. man-made gouges;
 - b. speed bumps are not bumps;
 - c. roadside drainage ditch is not drop-off;

- d. utility boxes are not patches;
- e. drainage swales are not depressions;
- f. traffic loops are not cracks;
- g. diamond grinding is not weathering/raveling.