August 11, 2006

Mr. Charles Martin
District Manager
Saddle Creek Community Services District.
1000 Saddle Creek Drive
Copperopolis, CA 95228

Subject: Pavement Evaluation for Saddle Creek Resort

Dear Mr. Martin:

Thank you for providing me this opportunity for submitting a report on the condition of the pavements in Saddle Creek Resort. As an engineer with over 40 years of experience in the field, and having worked my last 20 plus years as City Engineer for Redwood City, I am pleased to bring my experience and training to bear on this application.

The roads at Saddle Creek generally are in very good shape, mostly because they are relatively new. However, several streets came in with ratings that are not acceptable. Included with this report is a Technical Memorandum which describes the methodology for evaluating the street pavements, along with the ratings of each of the streets within the subdivision. The report shows that Saddle Creek Drive, with a Pavement Condition Index of 52, needs an asphalt overlay. The other major streets constructed in the earlier stages of the development (Oak Creek Drive, Hawkridge Court, and accompanying side streets) are in need of a slurry seal.

The "Management Strategies" portion of this Technical Memorandum shows the cost associated with these treatments. I have also included some cost estimates for future planning purposes on the other major streets of concern. The Management Strategies Numbers 1 and 2 should be done as soon as possible, so as not to permit further deterioration of the roadways. Management Strategy No. 3 can be programmed for future treatment. By following these three strategies, the roadways will be brought up to a minimum standard which I feel is adequate for acceptance by the District. The strategies I have outlined will bring all the streets up to a Condition Index of at least 90 or better, which in laymen's terms is new or nearly new condition.

When it comes time for the slurry seal application, I would like the opportunity to provide the technical specifications for the product that we have used in Redwood City. Our product specification has proven successful over the years in restoring many of our aging streets, and these specifications are "tried and true".

I will be pleased to discuss any of the aspects of this report with you or any of the Board Members if you need me to make a presentation.

Sincerely,

Jon K. Lynch, PE

TECHNICAL MEMORANDUM

PAVEMENT EVALUATION FOR SADDLE CREEK RESORT

By: Jon K Lynch, PE.
August 9, 2006

Background

The purpose of this report is to provide the Saddle Creek Community Services District (CSD) with an evaluation of the pavement condition of the roadways within the Development for which it is responsible for maintaining. It is our understanding that the roadways have not officially been turned over to the CSD for maintenance, but that they are still under the responsibility of the master developer of the project. This report will be a "snap shot" in time as to the present condition of the pavement.

Asphalt concrete is a product that deteriorates over time because of many factors, the most important of which is the repeated application of wheel loads. Secondarily, the asphalt binders in the roadway break down with time due to exposure to ultraviolet rays of the sun. The climate in Copperopolis is a bit harsher on the pavement than other areas because of the heat of the summer, and even the best pavements can break down unless a preventative maintenance program is followed. This report will summarize the results of the pavement inspection, and provide some guidelines and recommendations on what preventative maintenance is best for the condition of the pavement as observed on August 8, 2006.

Pavement Condition Index Method

The most widely accepted method of rating pavement is the Pavement Condition Index (PCI) Method. The PCI method was developed by the Construction Engineering Research Laboratory of the Corps of Engineers. The method was subsequently adopted by the Federal Aviation Administration to determine pavement condition of its airfield pavements. The PCI method is currently being used in the majority of the cities throughout the nine bay area counties, and has been adopted by the Metropolitan Transportation Commission as a management standard. It is now the most readily accepted method of rating pavements in California.

This method consists of the following three steps: dividing the roadway into sections and selecting sample units for inspection; identifying and recording pavement distress by types; computing the PCI from the survey data using the quantities of distress and the

area of the inspection units. Charts and graphs are provided to determine the loss of effectiveness for each of the many kinds of distress.

Basically, the differing pavement distresses are then given a "deduct value" based on the severity of the condition, and the deduct values are added together to come up with an adjusted value. The PCI is then calculated by subtracting from 100 the total deduct value. In other words, a new pavement would have no deduct values and would receive a PCI of 100. Older pavement would receive an appropriately lower PCI, depending on the amount and severity of the distress recorded in the inspection.

Typical distress patterns are alligator cracking, block cracking, distortions, longitudinal and transverse cracking, patching and utility cuts, rutting and depressions, and weathering and raveling. A person experienced in asphalt pavements is needed to verify the varying degrees of intensity of these conditions so that a uniform basis is used to compare one street to the next. Once the overall PCI index of the street is determined, then an evaluation can be made of its condition. The evaluation will lead to the development of an appropriate management strategy

Evaluating Pavement Life

Asphalt road surfaces have a lifetime of approximately 20 years. Attachment 1 shows the graph of the life span of a typical pavement compared to the cost of repairs. The graph shows PCI versus the life span of a typical pavement. Without maintenance, in the first 12-15 years the road quality can drop by as much as 40%. After this point the rate of deterioration dramatically increases, so that in just the next three years the quality will drop another 40%, after which the roadway will fail completely and require complete reconstruction. At this point the cost of restoring the pavement to a good condition becomes the most expensive.

The PCI will determine the rating of the pavement. Attachment 2 to this report shows a summary of the range of condition indexes, along with the rating corresponding to the index. As stated, a new pavement would have an index of 100, and a pavement with a 0 rating would indicate a totally failed pavement. Any street with a PCI of 70 or above is considered in very good condition. The best long term strategy for any agency is to keep the condition of your pavement such that the index is 80 or better.

Pavement Condition Index for Saddle Creek Subdivision

There are over 3.7 miles of streets that were rated in this program. The Attachment 3 shows the summary of the survey results of the streets in Saddle Creek. It is important to note that the newest streets (Copper Highlands, Copper Ridge, the Bungalows, and the "New Country Collection") were not rated as they are really new and therefore would not have any deduct values.

As a result of the survey performed on August 6, 2006, the overall PCI of the streets in Saddle Creek was determined to be 78, which is very good. However, the older streets which were constructed with the original development are rated lower, mainly due to age. The worst street is Saddle Creek Drive, which is rated at a PCI of 52. This street is the one which receives the most amount of traffic since is serves as the central artery of all the traffic in the development. It was found to have quite a number of low to moderate alligator cracking, many patches and utility cuts, rutting and depressions of low to moderate value, and quite a few longitudinal and transverse cracks. Also, even without the surface distress, it was apparent that the pavement was experiencing the light to moderate weathering and the beginning of raveling. This latter condition is the result of the evaporation loss of the asphalt binder in the mix due to aging.

As the aging of Saddle Creek Drive continues, the asphalt binder will wear away and the aggregate will start to pop out of the mix (more advanced cased of raveling), and the pavement will become very brittle. Repeated wheel loads will cause more alligatoring, rutting, possible block cracking, and eventual failure. The resulting stress will be almost impossible to repair without a total reconstruction. This pavement is at the point where a simple slurry seal coal will not suffice to protect the surface of the pavement. An overlay is recommended for this street, consisting of the placement of a reinforcing fabric over the existing surface, grinding the edge of the pavement along the gutter to provide an edge to pave, and overlaying with a minimum of 1-1/2 inches of asphalt concrete. The costs for this work are covered under the section on Pavement Management Strategies, management strategy No. 1.

The next most heavily aged section is Oak Creek Drive, between lots 98 and 26, which are the original construction limits for this street. Oak Creek drive has a PCI of 70. It suffers from minor alligatoring, a large number of utility trenches and miscellaneous patches, minor longitudinal and transverse cracking, and a few ruts or depressions. This street is on the verge of getting worse, and as the graphs show, now is the time to treat this street before it deteriorates into a fair-to-poor condition and it becomes more costly to repair. However, it is recommended that the simple treatment of a Polymer Modified Asphalt Slurry Seal (PASS) will bring this section up to acceptable standards. See management strategy No. 2.

The remainder of the streets that were built 7-10 years ago (Greenstone Ct., Blue Oak Ct., White Oak Ct., Wood Duck Ct., Hawkridge Ct., and Red Tail Ct.) should receive the same slurry seal treatment. Although they have a very good to excellent structural rating, they are beginning show the same weathering and raveling as the other streets in the same age bracket. Hawkridge Court, especially, will start to deteriorate more rapidly if not treated because of the additional traffic imposed by the newer development now taking place adjacent to that area.

The streets in the Knolls area, the newer sections of Oak Creek Drive, and the Mitchell Lake Courts are all in excellent condition, and no rehabilitation is recommended at this time. However, as these pavements reach the 8-10 year age mark, they should be scheduled for slurry seal treatment, just to keep them from raveling in the future.

Pavement Management Strategies

As a result of the condition assessment, three management strategies are recommended at this time.

- Strategy No. 1: Overlay of Saddle Creek Drive. The cost of this item consists of:

  a. 1-1/2" AC overlay;
  b. Wedge cutting along the edge of pavement;
  c. Petromat reinforcing fabric over the existing roadway;
  d. Striping.

  Total Estimated Cost: $137,300

- Strategy No. 2: Slurry Seal of Oak Creek Drive, Hawkridge Court, and side streets. The Cost of this item consists of:

  a. Polymer-modified Asphalt Slurry Seal (PASS);
  b. Striping.

  Total Estimated Cost $45,376

- Strategy No 3: Slurry Seal of remainder of development in 2008/2009:

  a. PASS;
  b. Striping.

  Total Estimated Cost $89,972

It should be noted that these are budgeting figures, and cost estimates may vary from time to time. Prices are lower in the spring and the beginning of the summer, and are going to be higher in late fall as contractors fill up their bid quotas.

Summary and Conclusions

In summary, the pavements at Saddle Creek, although generally in good to excellent condition, need to be maintained. At this point in time the maintenance costs are reasonable and can be managed with proper planning. Proper planning and budgeting is the heart of good pavement management program. However, if the planned maintenance is not done, then the roadway system deteriorates to an unacceptable condition. This

adds immensely to the cost of repair. Now is the time to perform that maintenance if the CSD expects to keep the cost of its program to a reasonable range.

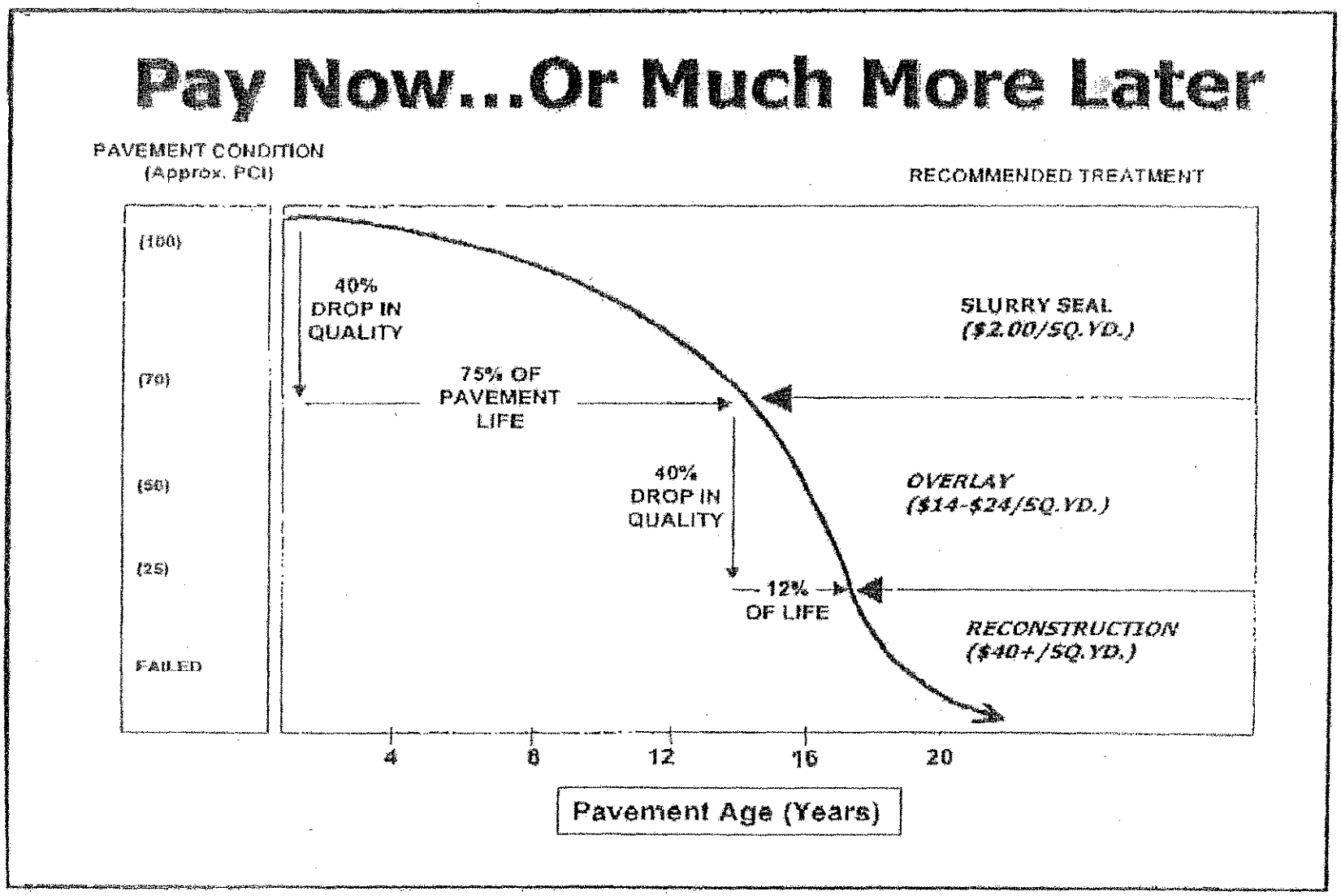
The key time frame for reacting to any maintenance program is at the 7-10 year span of the pavement's life. Most of the earlier roadways in the Saddle Creek Subdivision fall into that category. As this development continues to grow, the larger amount of cars and trucks using the two major streets (Saddle Creek Drive, Hawkridge Court, and Oak Creek Drive) will increase the rate of deterioration of the pavement.

The summer months are the best time to do this kind of work, because paving is subject to limitations on the air temperature (usually air temperatures of 70 degrees and rising are the required criteria). Therefore, the decision cannot be made to put this decision off until the winter.

Finally, the best pavement management program includes periodic resurveying of the streets approximately every five years. CSD staff is also encouraged to monitor the streets throughout the year to keep an eye on problem areas and conditions that might have changed since the last PCI inspection. Included in this report is a copy of the "Pavement Condition Index, Distress Identification Manual for Asphalt and Surface Treatment Pavements", published by the Metropolitan Transportation Commission. This document may assist staff in doing this annual inspection.

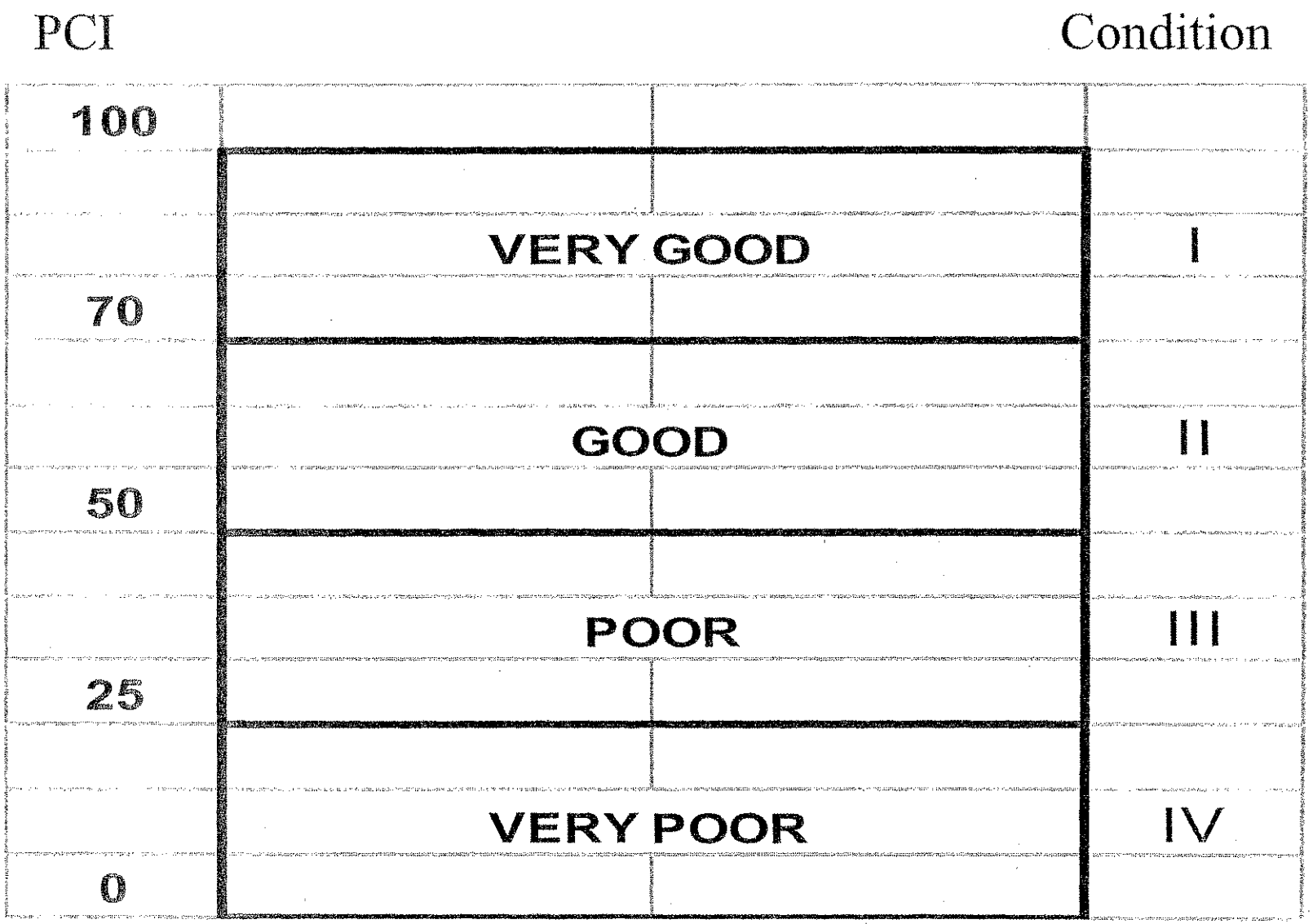
ATTACHMENT 1: PAVEMENT LIFE CYCLE

STRATEGY


Pay Now...Or Much More Later
PAVEMENT CONDITION
(Approx. PCI)
RECOMMENDED TREATMENT
(100)
(75)
(50)
(25)
FAILED
40%
DROP IN
QUALITY
75% OF
PAVEMENT
LIFE
40%
DROP IN
QUALITY
12%
OF LIFE
SLURRY SEAL
($2.00/SQ.YD.)
OVERLAY
($14-$24/SQ.YD.)
RECONSTRUCTION
($40+/SQ.YD.)
4
8
12
16
20
Pavement Age (Years)

ATTACHMENT 2: PCI RATING CHART

PCI RATING


PCI
Condition
100
VERY GOOD
I
70
GOOD
II
50
POOR
III
25
VERY POOR
IV
0

ATTACHMENT 3: PAVEMENT CONDITION SURVEY SUMMARY

PAVEMENT CONDITION STUDY
SADDLE CREEK COMMUNITY SERVICES DSITRICT

Street ID	Name	Width	Length	Bulb	Area (SF)	PCI	A*PCI
1	Saddle Creek Dv	30	4,600		138,000	52	7,176,000.0
2	Oak Creek Dv	30	3,580		115,500	70	8,085,000.0
3	Greenstone Ct	24	150	5500	9,100	89	809,900.0
4	Blue Oak/White Oak Ct.	24	450	11000	11,450	100	1,145,000.0
5	Wood Duck Ct	24	30	5500	6,220	100	622,000.0
6	Hawkridge Rd	30	1,050		31,500	90	2,835,000.0
7	Red Tail/Falcon /Greenstone/Flagstone/Grandview Cts.	24	670	27500	43,580	100	435,800.0
8	Knolls Drive	30	4,900		147,000	100	14,700,000.0
9	Moss/Wild Flower/Knolls/Vista Knolls Cts	24	1,900	22000	67,600	100	6,760,000.0
10	Mitchell Lake Ct/Lane	30	1,150	11000	45,500	100	4,550,000.0
11	Knolls Drive (to end)	30	1,250		37,500	100	3,750,000.0
			19,730		652,950		50,868,700.0
			3.7 miles	Overall PCI Rating		78	

ATTACHEMENT 4: RATING SHEETS

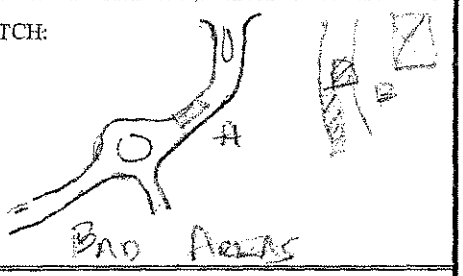
BUILT 1994

DATE (MO/YR)__/__	STREET ID: 1	SECTION ID: 2 DRIVES
INSPECTION UNIT NUMBER: ___	SPECIAL INSPECTION UNIT: _ (Y or N)	30 WIDE INSPECTION UNIT AREA: 1320 (Sq. Ft.)

SURVEYED BY: JK2 / GH

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



STATION

FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3	4	5	6	7
Quantities A and Severities (L, M, H) B	L 4x20	✓		70'	L 4x12		
	M 14x12			30'	L 2x5 M 14x120		
	L 3x10	✓			L 4x??	L 4x20	
	L 4x25	✓		20	M 25x10	M 6x26	
	M 4x45				L 10x45		
	L 6x45			60	L 4x23		
All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.							

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
1	L	450 ✓	.4	7
1	M	1260 ✓	1.4	38
4	L	100	.1	—
5	L	600	.5	2
5	M	250	.1	4
6	L	1760 ✓	1.3	19
6	M	150	.1	5
Total of All Deduct Values (TDV)				75
Corrected Deduct Value (CDV)				48
PCI = 100 - CDV				52

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = 3

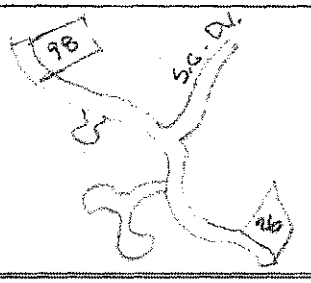
BUILT 1994

DATE (MO/YR): 8/14	STREET ID: 2	SECTION ID: OC Drive
INSPECTION UNIT NUMBER:	SPECIAL INSPECTION UNIT: (Y or N)	INSPECTION UNIT AREA: 115,546 (Sq. Ft.) 30'

SURVEYED BY: JKL / GH

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	5 (cont.)	4	5	6	7
Quantities and Severities (L, M, H)	L 11x20		L 18x35	L 68	L 3x288	L 6x24	
	L 15x10		L 16x52	L 65	L 3x30	L 6x24	
	L 3x16		L 20x21	L 60	L 16x80		
	L 4x70		L 16x23	L 60	L 16x38		
	L 15x10		L 20x176	L 30	L 14x36		
	L 4x26		L 10x12	L 60	L 4x85		
	L 8x30			L 65	L 10x2		
					L 6x16		
					L 13x44		
					L 4x48		
					L 15x25		
					L 20x69		
All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.					50		

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
1	L	1192	1.0	10
4	L	400	0.4	—
5	L	(3,751)	11.9	23
6	L	366	0.3	2
7	L	57,000	50	10
Total of All Deduct Values (TDV)				45
Corrected Deduct Value (CDV)				30
PCI = 100 - CDV				70

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

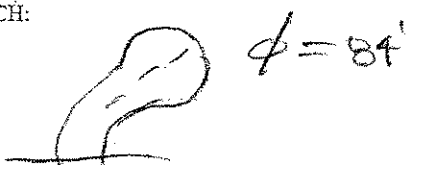
Number of Deduct Values Greater than 5 (q) = 3

DATE (MO/YR)__/__	STREET ID: 3	SECTION ID: GRAND VIEW RD CT.
INSPECTION UNIT NUMBER:___	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA: 9100 (Sq. Ft.) 24' WIDE

SURVEYED BY:

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3	4	5	6	7
Quantities and Severities (L, M, H)				90	L 65x12		

All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
4		90	1.1	2
5	L	816	9.6	15
Total of All Deduct Values (TDV)				17
Corrected Deduct Value (CDV)				11
PCI = 100 - CDV				89

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = 1

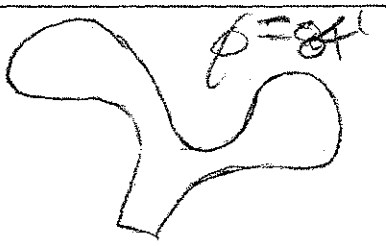
Mitchell - 30

DATE (MO/YR) 8/14	STREET ID: 4	SECTION ID: BLUE CT.
INSPECTION UNIT NUMBER:	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA 1,450 (Sq. Ft.) 20'

SURVEYED BY: JKL/GH

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3		4	6	7
Quantities and Severities (L, M, H)					L 35 L 49 L 33		

All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
5	L	116	10	3
Total of All Deduct Values (TDV)				3
Corrected Deduct Value (CDV)				0
PCI = 100 - CDV				100

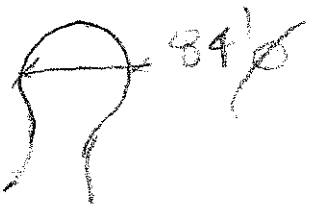
Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = 0

DATE (MO/YR)__/__	STREET ID: 5	SECTION ID: 4220 DUCK
INSPECTION UNIT NUMBER:___	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA: 24 ____ (Sq. Ft.)
SURVEYED BY:		

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES							
Quantities and Severities (L, M, H) All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.							

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
Total of All Deduct Values (TDV)				
Corrected Deduct Value (CDV)				
PCI = 100 - CDV				

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) =__

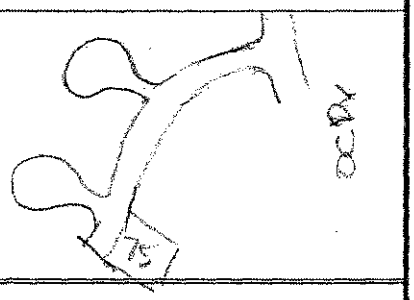
1994

DATE (MO/YR)__/__	STREET ID: 6	SECTION ID: HAWKRIDGE
INSPECTION UNIT NUMBER:___	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA: ____ (Sq. Ft.) 30'

SURVEYED BY:

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3	4	5	6	7
Quantities and Severities (L, M, H)							67 L

All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
7	L	4200	67	14
Total of All Deduct Values (TDV)				14
Corrected Deduct Value (CDV)				10
PCI = 100 - CDV				90

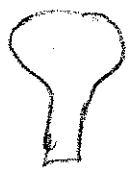
Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = 1

DATE (MO/YR) 8 24	STREET ID: 7	SECTION ID: Rear Tail ft etc
INSPECTION UNIT NUMBER: ___	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA: ____ (Sq. Ft.)
SURVEYED BY: JKL / GH		

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3	4	5	6	7
Quantities and Severities (L, M, H)					L 10 SF		

All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
Total of All Deduct Values (TDV)				
Corrected Deduct Value (CDV)				
PCI = 100 - CDV				

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = =

1998/1999

DATE (MO/YR) 2/4	STREET ID: 9	SECTION ID: KNOLLS Dy
INSPECTION UNIT NUMBER:	SPECIAL INSPECTION UNIT: (Y or N)	INSPECTION UNIT AREA: 30 (Sq. Ft.)
SURVEYED BY: JKL/9		

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:

FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3	4	5	6	7
Quantities and Severities (L, M, H)				455			

All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
Total of All Deduct Values (TDV)				
Corrected Deduct Value (CDV)				
PCI = 100 - CDV				

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = =

MOSS/WILDFLOWER

DATE (MO/YR)__/__	STREET ID: 9	SECTION ID: 012
INSPECTION UNIT NUMBER:___	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA: ____ (Sq. Ft.)

SURVEYED BY:

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:

FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES							
Quantities and Severities (L, M, H) All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.							

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
Total of All Deduct Values (TDV)				
Corrected Deduct Value (CDV)				
PCI = 100 - CDV				100

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = =

1999/1998

DATE (MO/YR)__/__	STREET ID: 10	SECTION ID: Mitchell Ln & Cir/Ln
INSPECTION UNIT NUMBER:___	SPECIAL INSPECTION UNIT: _ (Y or N)	INSPECTION UNIT AREA: ____ (Sq. Ft.)
SURVEYED BY:		

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:

FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES	1	2	3	4	5	6	7
Quantities and Severities (L, M, H)				1	4x15		
All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.							

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
Total of All Deduct Values (TDV)				
Corrected Deduct Value (CDV)				
PCI = 100 - CDV				

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) = __

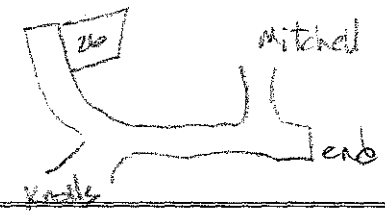
1997

DATE (MO/YR) 8/4	STREET ID: U	SECTION ID: Oak Creek Dr
INSPECTION UNIT NUMBER:	SPECIAL INSPECTION UNIT: (Y or N)	350 INSPECTION UNIT AREA: (Sq. Ft.)

SURVEYED BY:

DISTRESS TYPES AND CODES:
1. Alligator Cracking
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching & Utility Cuts
6. Rutting & Depressions
7. Weathering & Raveling

SKETCH:



FIELD RECORDING FORM FOR OBSERVED DISTRESS TYPES AND SEVERITIES

DISTRESS CODES							
Quantities and Severities (L, M, H) All distress quantities are in sq. ft. except for longitudinal & transverse cracking which are in ln. ft.							

SUMMARIZED TOTAL QUANTITIES FOR EACH DISTRESS TYPE/SEVERITY COMBINATION

Only first three columns needed to enter data into computer for PCI calculation

Distress Type or Code	Distress Severity	Quantity (Sq. Ft. or Ln. Ft.)	Density	Deduct Values
Total of All Deduct Values (TDV)				
Corrected Deduct Value (CDV)				
PCI = 100 - CDV				100

Density = 100 x number of affected slabs divided by the number of slabs in the inspection unit.

Number of Deduct Values Greater than 5 (q) =