



ALDOT Condition Assessment FAQs

Revised: October 10, 2017

The purpose of this document is to address the questions that arose during the condition assessment training sessions and to provide further clarification to the condition assessment process to ensure consistency between maintenance districts and divisions.

What do we measure when there are two or more distresses on the same sample segment of the roadway?

The more severe condition is typically assessed and documented. For example, if edge raveling and drop-off are evident in the same sample segment, edge raveling should be noted because the maintenance activity to repair the raveling will correct the drop-off.

For concrete pavement, do we count the number of faults or the number of faulted slabs?

The number of faulted slabs is counted.

For potholes, spalling, and punchouts, does each dimension (length x width) have to be 6 inches or greater to qualify as a deficiency?

The 6" x 6" x 1" standard is given as an example only. The true measure is 36 in² in area and 1 inch in depth.

When do we consider a roadway to have a paved shoulder?

For the purposes of the condition assessment, a roadway is considered to have a paved shoulder when one of the following is evident:

- A change in slope from the driving surface to the shoulder
- A transition in height from the driving surface to the shoulder
- A change in the type of paving material from the driving surface to the shoulder
- When the paved surface beyond the travel lane is clearly intended to be a shoulder
- For 28-foot roadway widths (14-foot lanes), the 2-feet of pavement outside the edge line is considered paved shoulder.

In the case of a roadway section having both a paved and non-paved shoulder, do we inventory both and collect condition data on them?

Both paved and unpaved should be inventoried and assessed within the roadway sample segment. A total of 1056 feet of unpaved shoulder and 1056 feet of paved shoulder is possible for inventory. Condition data should be collected on each type of shoulder separately.

On a divided highway, in which direction do we collect data on the features in the median?

The median is to be inventoried on all sample segments in the North and East roadway direction.

The median is to be inventoried on all sample segments in the South and West roadway direction **IF**, for that section, the median was not already inventoried in the North or East roadway direction.

Median data should be collected up to the edge of the FIRST shoulder of the roadway for the opposite direction. The shoulder itself will go with the adjacent travel lanes.

Always collect median data, just don't collect it twice. (See Fig 1)

When a feature begins within the sample segment and ends outside the sample segment (or vice versa), do we count it (e.g., side drains, cross drains, etc.) and determine its condition?

If any portion of the cross drain or side drain exists within the sample segment, it should be inventoried and both openings should be assessed, even if one of the openings falls outside the sample segment.

If the drain opening that exists within the sample segment is deficient, there is no need to assess the other opening. The feature is considered deficient.

This does not apply to guardrail. Only inventory and assess the portion of guardrail that falls within the sample segment. (See Fig 2)

Do we collect condition data on paved turnouts and crossovers?

Yes. Because turnouts and crossovers represent a small percentage of the total pavement area, condition data can be collected on these items and treated as part of the pavement without statistically impacting the LOS calculations.

When there is a paved driveway, but the roadway sample segment has unpaved shoulders, would you consider the driveway as a paved shoulder?

The paved driveway segments may be omitted from the unpaved shoulder inventory without being inventoried as paved shoulder. A driveway/turnout is not a shoulder and should not be inventoried as such. Deficiencies in driveways/turnouts that are to be maintained by ALDOT should be inventoried in the appropriate category. Since driveways/turnouts represent a small percentage of the pavement area, pavement condition data can be collected on them without statistically impacting the LOS calculations.

When there is a group of RPMs in a sample segment, how do we determine their condition?

Each RPM is counted individually for inventory and condition.

If a new RPM was placed beside an old RPM because the old one was deficient and was not removed, inventory and rate the newer one, not the older one. (See Fig 3)

What should be done if a sample segment falls on a bridge, construction site, or an unsafe zone?

The sample segment should be moved forward or backward off the bridge or out of the unsafe area until a safe site is found. If moving the sample segment is impractical, then skip it and select another. Active construction sites should always be skipped.

How do we collect data on raised medians?

If a median is designed to be raised and the roadway is sloped to carry water away from the median, high shoulder measurements should not be taken.

Do we consider a two-way turn lane as a lane or a median?

Two-way turn lanes should be evaluated as an undivided roadway sample segment and evaluated from ROW to ROW.

How are rumble strips handled?

Painted and raised rumble strips, in the travel lane and perpendicular to the direction of travel, should be counted and rated as Pavement Markings (like Symbols and Legends). Unpainted scored shoulders along the edge of a travel lane require minimal maintenance and should be ignored.

In the areas of intersections and turnouts, should stop signs and stop bars from intersecting streets be inventoried.

Yes. They fall within DOT right of way.

Should chevron islands be counted as one marking or several?

Each distinct chevron and line marking the edges of a chevron island should be inventoried and assessed individually.

Should side drains that service private driveways or turnouts be inventoried and assessed for condition?

Yes, if it falls within ALDOT ROW.

How should we inventory front slopes and back slopes of median ditches on divided highways?

Any slope intended to carry water away from the roadway is considered a front slope. For the purposes of the condition assessments, median ditches are inventoried as having two front slopes. (See Fig 4)

How do we inventory and assess NHS undivided highways?

Undivided highways are assessed from ROW to ROW regardless of classification.

Are deficient guardrail/cable rail/barrier wall delineators counted as deficient guardrail/cable rail/barrier wall?

No. Deficient guardrail/cable rail/barrier wall delineators are counted as deficient guardrail/cable rail/barrier wall delineators. Record the total number of delineators on the guardrail/cable rail/barrier wall for inventory and record the number that are deficient.

Are ramps and service roads to be inventoried or evaluated?

No. Evaluations and sample segments are limited to mainline highways and do not include ramps or service roads. If ramps fall within a sample segment, move forward or backward as needed or just evaluate the sample segment as if the ramps were not present.

Since culverts are now being constructed with approximately one foot of the culvert bottom buried below grade, should this be included in the reduction of flow capacity?

No. Culverts should be evaluated based on the designed flow of the culvert.

Are slotted drains inventoried as length or per each?

Slotted drains are inventoried per each. A 100-foot section of slotted drain is counted as 1 slotted drain for inventory. The same guidance applies to deficient slotted drain.

If vegetative areas are being maintained by others, do we inventory and record data?

Yes. Vegetative areas, signalized intersections, etc. that is on ALDOT ROW but is being maintained by others should be inventoried and deficiencies recorded.

Should the slope paving under a bridge overpass on the interstate be measured for the inventory?

Slope paving under a bridge overpass should not be inventoried or inspected for deficiencies.

How should double-sided guardrail be inventoried and assessed?

Each side of a double-sided guardrail should be included in the inventory, resulting in a quantity that is double that of a single-sided guardrail of the same length. Each side of a double-sided guardrail should be assessed for deficiencies and the total length of deficiency from both sides should be recorded.

How should concrete medians be inventoried and assessed?

Concrete medians are not to be inventoried or assessed as part of the condition assessments.

How should delineators be inventoried and assessed?

Each set of reflectors (usually two – front and back) on a delineator post should be counted as one unit for inventory and assessed for deficiencies. Do **not** inventory and assess each reflector on the post separately.

Do not make assumptions about whether or not delineators “should” be present. Only count missing delineators if there is evidence of a prior installation.

What constitutes a “Brush or Tree-Growing Area”?

A brush or tree-growing area is any area within or along the edge of the ROW where brush or trees are growing. A brush or tree-growing area can occur in the same area, or can occur separately. It can occur within or outside the highway safety “clear zone”. It is not an area where bush or trees could grow.

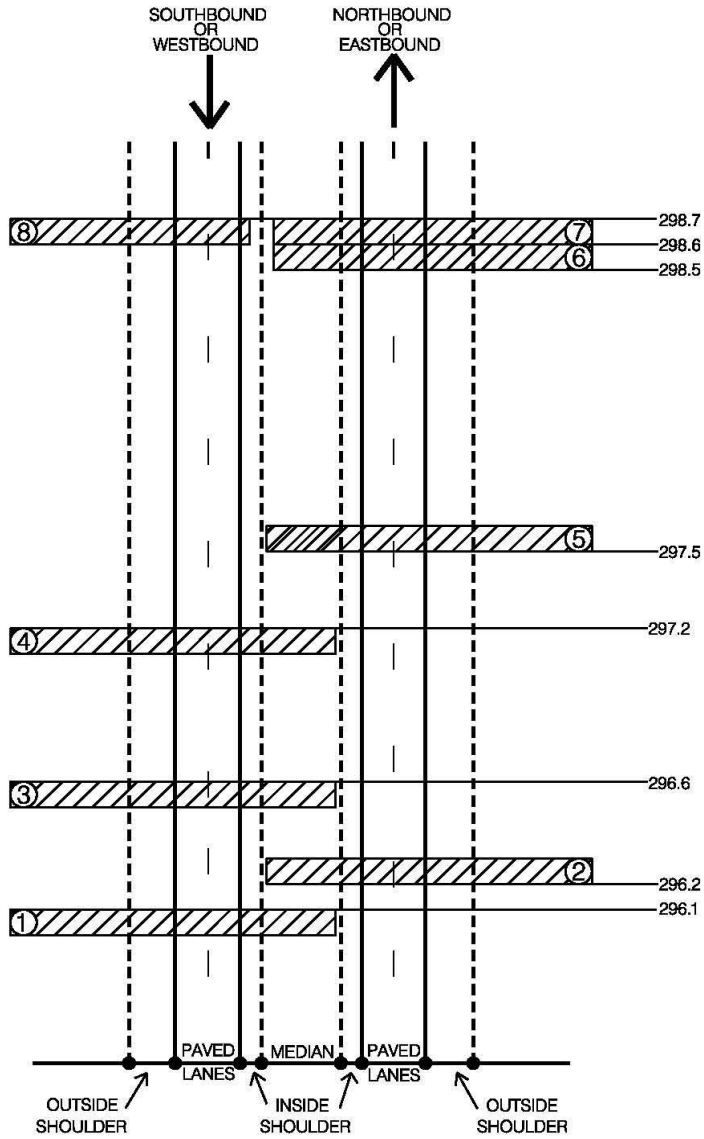
What route number should be reported on the Condition Assessment Form?

Use the lowest Interstate or Alabama route number. **Do not use U.S. route numbers.**

How do we inventory and assess signs in the median if they face the opposite direction of travel?

Assess signs in the median within the sample segment regardless of the sign face direction.

Fig. 1 - Condition Assessment Limits on Divided Highways



CONDITION ASSESSMENT SAMPLES		
#	DIRECTION	M.P.
1	S	296.1
2	N	296.2
3	S	296.6
4	S	297.2
5	N	297.5
6	N	298.5
7	N	298.6
8	S	298.7

Fig. 2 – Example of Features Crossing the Limits of a Sample Segment

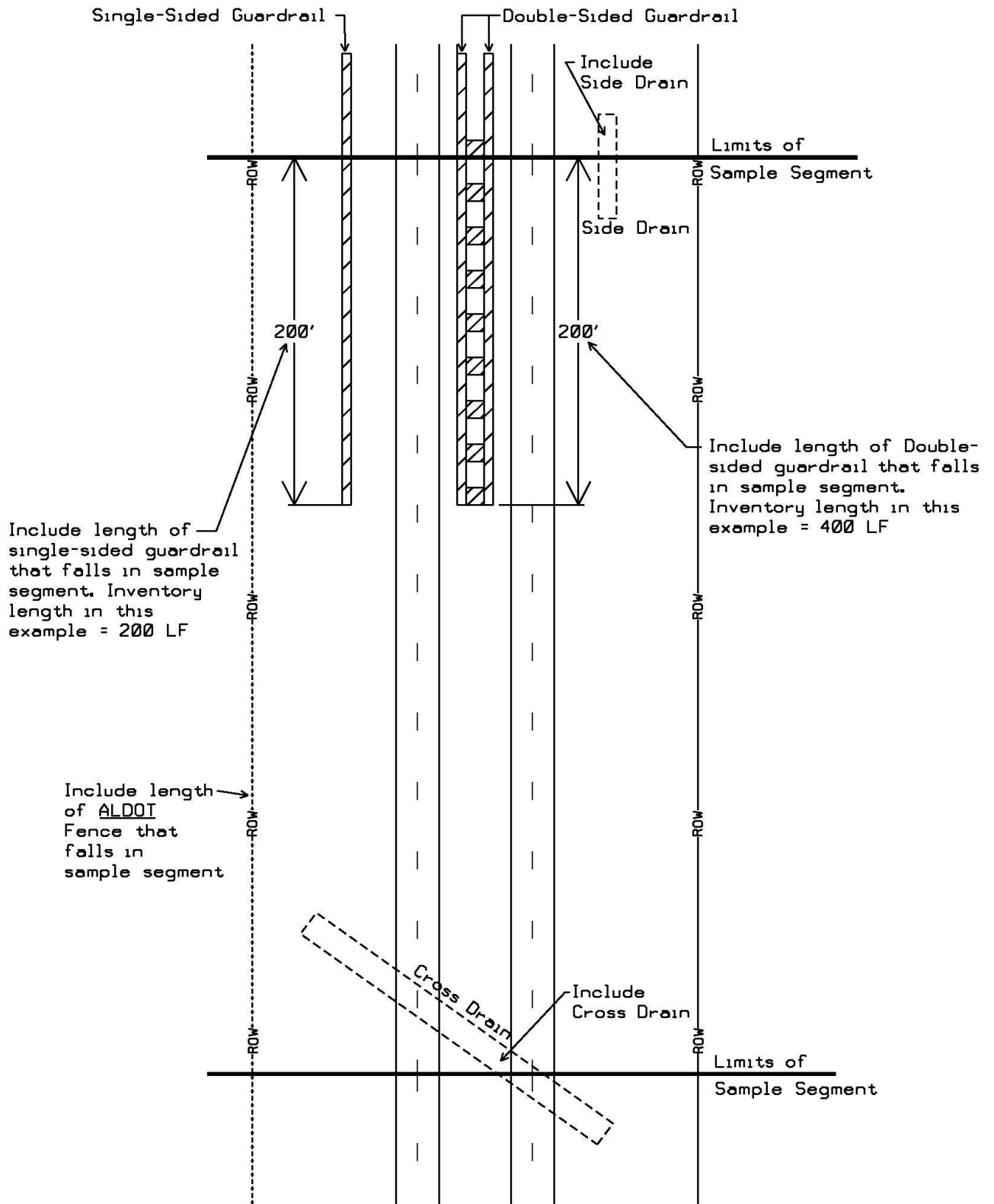


Fig. 3 – Multiple RPM Example Pictures

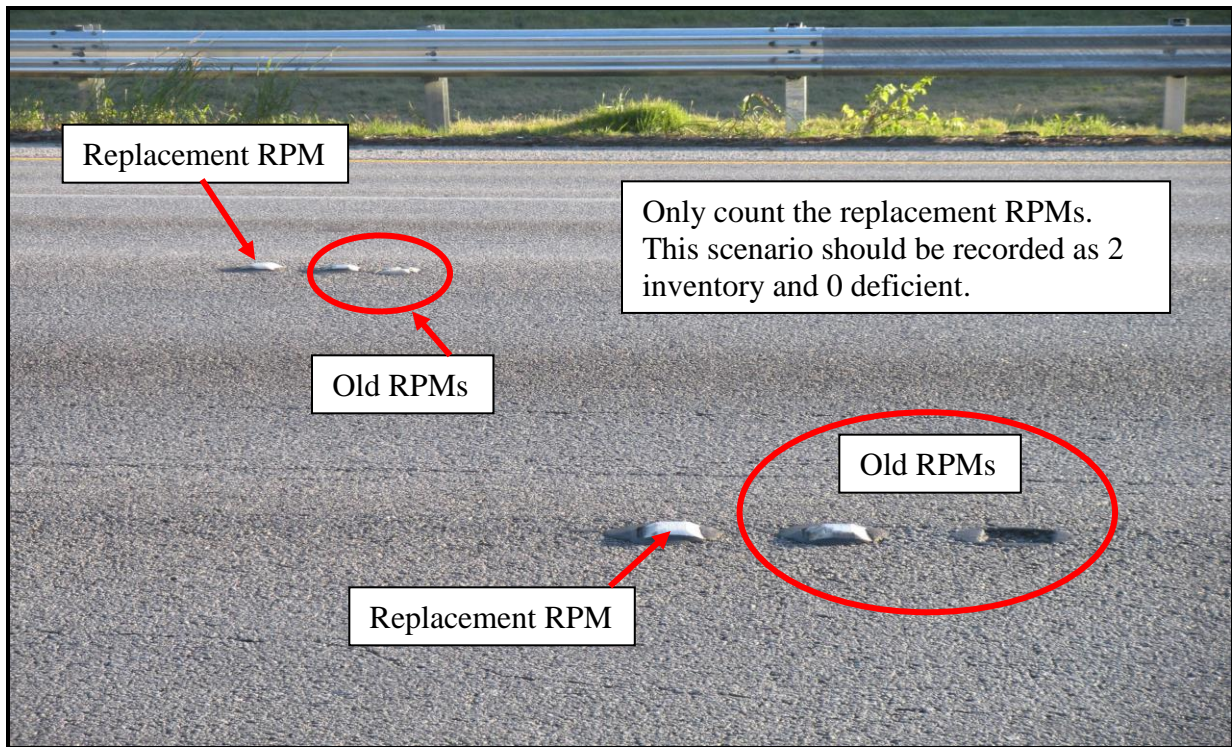
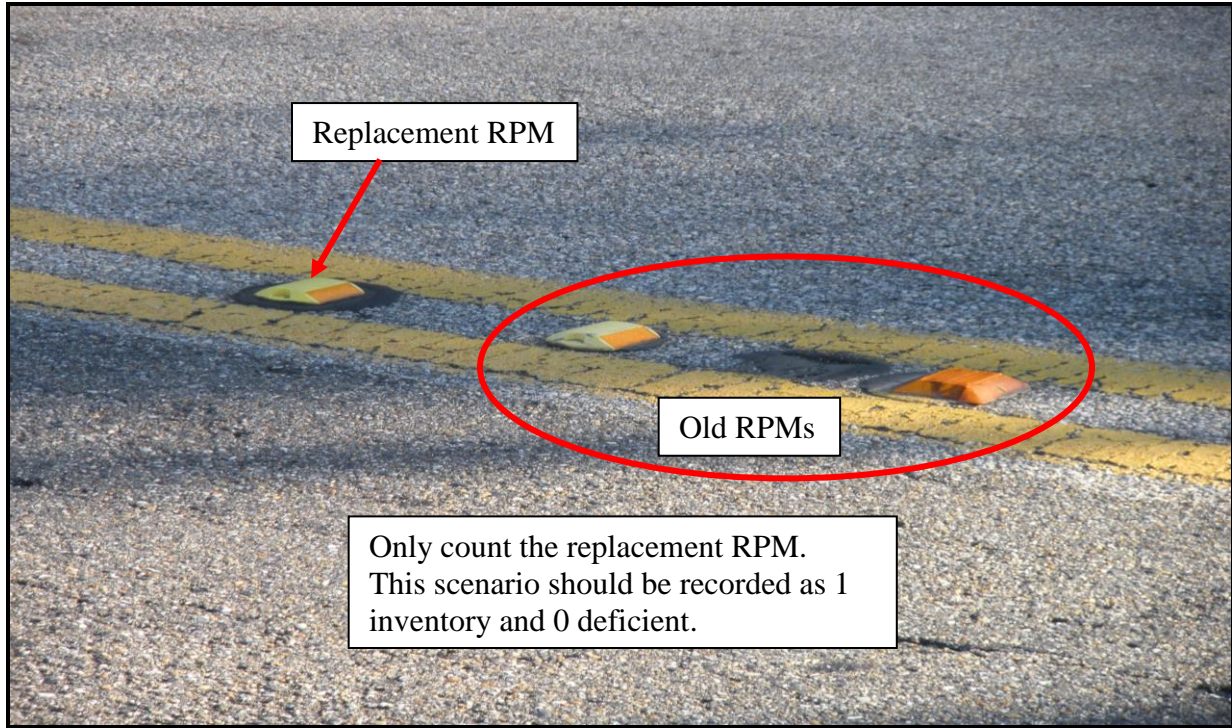


Fig. 4 – Slope Inventory on Divided Highways

