
Standard Practice for

Quantifying Cracks in Asphalt Pavement Surface

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1. SCOPE

- 1.1. This practice covers the procedures for quantifying cracking in asphalt pavement surfaces both in wheelpath and nonwheelpath areas. Detailed specifications are not included for equipment or instruments used to make the measurements. According to these specifications, any equipment that can quantify, with the accuracy stipulated herein, and which can be adequately validated, is considered acceptable.
- Note 1**—Standardization will produce consistent pavement condition estimates for network-level pavement management. As an option, the user may define and collect other data, such as edge cracking, centerline cracks, and transverse cracks. This standard is designed for use primarily with automated equipment. However, accommodations have been made for manual methods.
- 1.2. Either automated or manual data collection surveys as defined below are acceptable.
- 1.2.1. *Automated Surveys*—Use a vehicle traveling at near highway speeds and collect data on the entire length of roadway (100 percent sample).
- 1.2.2. *Manual Surveys*—Observe distresses and record data on a statistically reliable sample of the lane surveyed. The confidence level in the results for each section should exceed 85 percent. Rating continuous film or tape in an office setting is considered a manual survey.
- 1.3. *This practice does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user to establish appropriate safety and health practices and determine the applicability of regulatory limitations related to and prior to use.*

2. CRACKING DEFINITION AND ESTIMATION

- 2.1. *General Guidelines*—Each agency shall designate the lane(s) and direction(s) of travel to be surveyed or rated based on sound engineering principles and management needs within the agency. The following guidelines are recommended as minimums to provide long-term uniformity:
- 2.1.1. Survey a 2.500-m (8-ft) strip in the outside lane as shown in Figure 1. As another option, survey the 3.6-m (12-ft) full lane width.
- 2.1.2. For undivided highways, survey one direction.
- 2.1.3. For divided highways, survey the outside lane in both directions.

