



TxDOT/TXAPA Quality Asphalt Pavement Awards Program Evaluation Packet

How To Use This Form: This is a fillable PDF form. To use it as such, download the file to your computer, fill it out, save the information you entered, and then click the submit button. You may also print and write on the form and make your submission via email or U.S. Mail. If you have any questions, please [contact us](#).

Evaluation of Pavements and Realistic Ratings

The success of the TxDOT/TXAPA Quality Asphalt Pavement Awards Program rest largely upon the two independent professionals who evaluate and rate the pavements. The evaluators should jointly inspect and rate the project to determine the project evaluation points. The evaluators should score the pavements as compared with normal, good construction based on the enclosed rating guide.

Rating Procedure

Nominated projects are scored according to what the riding public sees and feels. For this purpose, we have developed the following rating system to score surface appearance and smoothness of ride. The project will be divided into four rating sections. A rating section is a portion of the pavement in one direction of travel of approximately ½ the overall length of the project.

Each section is to be evaluated for surface appearance and smoothness of ride based on a rating scale of 10–40. Specifically, scores will be given in the range of 10–20 (good), 21–30 (very good) and 31–40 (exceptional). The overall rating for the project is comprised of four scores for appearance and four scores for ride. This allows for a maximum project score of 320. Projects for which construction is limited to only one direction of travel will have scores entered for two rating sections. The total score will be doubled to determine the overall project rating.

Evaluation of Ride

Evaluators should use a familiar vehicle so that any unusual ride characteristic can be discounted. The ride is evaluated by driving the entire length of the project in both directions at the posted speed limit to establish the limits of the project and rating sections. Once the project limits are established and the rating sections are determined the project should be driven again at the posted speed limit to determine the rating for the ride. Each rating section should be given a point total for the ride evaluation.

Evaluation of Appearance

The road is driven again, but this time two stops are made in each rating section at intervals selected at random to give a total of four stops in each direction. At each stop the condition of the surface texture is examined for a hundred feet in each direction. Each stop should be given a point total for the appearance evaluation.

Evaluation Completion and Submission

Upon completion of the project evaluation, evaluators are urged to make written comments in the section provided in this packet. Written comments are extremely helpful to the TxDOT/TXAPA Quality Asphalt Pavement Awards Committee in determining the final evaluation of the project. The evaluators should submit only one evaluation form per project. Evaluation forms should be submitted to TXAPA.



Rating Guide

EXCEPTIONAL:

31–40 POINTS

FOR SURFACE APPEARANCE

Texture is uniform and consistent throughout. Clean, tight longitudinal joints. Few, if any, fat spots. Very few, if any, discernable roller marks.

FOR SMOOTHNESS OF RIDE

Consistently smooth ride throughout. Smooth transitions at pavement ends or bridges. No significant bumps at transverse joints. No discernable surface irregularities that affect ride, i.e., rutting, roller marks, etc.

VERY GOOD:

21–30 POINTS

FOR SURFACE APPEARANCE

Long sections of uniform surface appearance. Isolated areas of minor segregation or surface imperfections. Isolated and minor imperfections in longitudinal joints, i.e. separation, raveling, overlapping, etc.

FOR SMOOTHNESS OF RIDE

Long sections of smooth ride. Isolated areas of minor chatter or uneven surface. Minor roughness in transition areas. Discernable bump at transverse joints.

GOOD:

10–20 POINTS

FOR SURFACE APPEARANCE

Random or widely scattered areas of surface imperfections. Noticeable end-load segregation. Discernable roller marks or auger shadows are more prevalent. Noticeable problems with longitudinal joints are more prevalent.

FOR SMOOTHNESS OF RIDE

Surface irregularities (i.e. dips, bumps, chatter, etc.) are more widespread. Some roughness in transition areas. Minor bump at transverse joints.

Rating Form

Project Information: _____

TxDOT District: _____

TXAPA Contractor: _____

Southbound or Westbound

RATING SECTION 1

Appearance Stop One

Appearance Stop Two

Average For Appearance

Total Ride

TOTAL POINTS _____

RATING SECTION 2

Appearance Stop One

Appearance Stop Two

Average For Appearance

Total Ride

TOTAL POINTS _____

Northbound or Eastbound

RATING SECTION 3

Appearance Stop One

Appearance Stop Two

Average For Appearance

Total Ride

TOTAL POINTS _____

RATING SECTION 4

Appearance Stop One

Appearance Stop Two

Average For Appearance

Total Ride

TOTAL POINTS _____

Add rating sections 1–4:

TOTAL POINTS



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Info@TexasAsphalt.org

Rating Form

EVALUATOR COMMENTS

Your comments as an evaluator are an extremely important part of the evaluation process. Please provide details that will assist the TxDOT/TXAPA Awards Committee in analyzing this project. Please make your comments below:

EVALUATOR SIGNATURES

We affirm that before rating this pavement we read the evaluation process carefully and understood. We also affirm that we will not disclose the rating to anyone except the Awards Committee.

Signature: _____ Please Check To Verify Signature

TxDOT Evaluator _____ Date: _____

Signature: _____ Please Check To Verify Signature

Industry Evaluator _____ Date: _____

To submit this evaluation as a PDF fillable form, click the button below. To submit a handwritten form by email, scan and email to kmofle@texasasphalt.org. To submit this form by mail, print, sign, and mail to:

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