



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
MANILA

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9-7-88 ✓

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DEPARTMENT ORDER

No.

Series 1988

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9/7

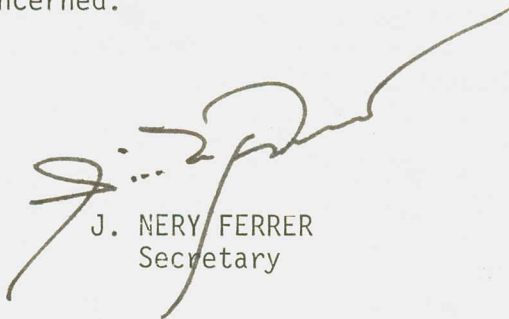
SUBJECT: ROAD CONDITION INSPECTION

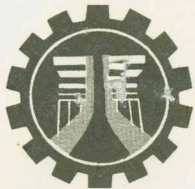
Pursuant to the Government Productivity Improvement Program where Road Maintenance has been identified as a Target Service for Improvement in this Department, there is a need to monitor the overall condition of national roads periodically and assess the performance of Highway District/City Engineers on maintenance.

In this connection, the Bureau of Maintenance shall conduct every semester the road condition inventory of national roads nationwide, using the attached Guidelines for Road Condition Inspection and formats.

In the conduct of inspection the BOM Inspectorates shall be joined by representatives each of the Regional Maintenance Division and District/City Maintenance Section concerned.

Be guided accordingly.


J. NERY FERRER
Secretary



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
BUREAU OF MAINTENANCE
MANILA

GUIDELINES FOR ROAD CONDITION INSPECTION

Purpose: To monitor the overall condition of the road sections.

Classification of Overall condition:

- | | |
|----------|-------------------|
| 4 - Good | 2 - Poor |
| 3 - Fair | 1 - Beyond Repair |

Instruction to Inspectors:

The field Inspection Form are filled in every km. using the km.-counter in the car, in which the following recording are taken:

GENERAL CONDITION: The general impression of the road, roadside areas, condition of shoulders and drainage, vegetation control, visibility, and the state of the maintenance. Divided into Good, Fair, Poor and Beyond Repair (means beyond the scope of cost efficient maintenance), the Inspectors will fill in the form by using an "X" mark.

CARRIAGEWAY: Three recordings has to be made for each 1 km., an "A" to indicate the extent of minor failures (potholes, depressed cracked area). If the extent is less than 10 m² per km., the "A" will be placed in the box with Roman number "I" and so forth.

The second recording is the extent of the failed section (this could be a section which is regularly flooded or of other reasons, the road has failed in the full width); the recording will be made by filling in a "B" in one of the four roman numeral boxes. The same procedure followed by filling in a "C" to indicate the signs of crack and deterioration.

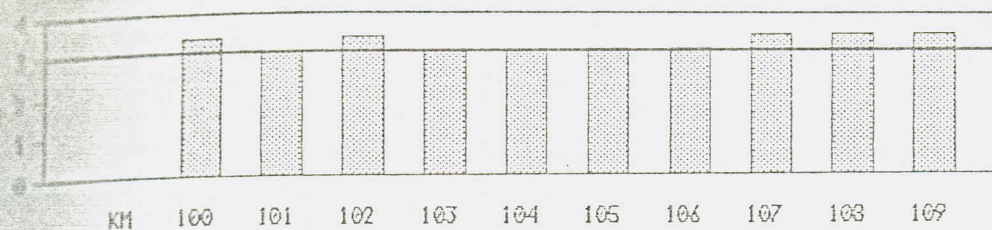
SHOULDER/VEGETATION CONTROL: In respect of the shoulders, the linear meters requiring filling, levelling and compaction per km. will be indicated, as well as the vegetation control and the visibility.

DRAINAGE: The frequency of ponding water at the road side, the silted drain and flooding are recorded.

After the recording, the information obtained is filled into the bottom part of the form from where recordings from the column "Good I/-100 LM Good/Few Ponds" will be given a "4"; the column "Fair", II/100-150 LM Fair/Ponds-Silt will be given a "3" and so forth.

The average figure for the carriageway and the roadside are calculated. To determine the "OVERALL CONDITION" The figure at the CARRIAGEWAY is weighed twice the figure of the roadside areas.

CLASSIFICATION

 AVERAGE CARRIAGEWAY


ROAD NO. 1, NASUGBU-LIAN-CALATAGAN

CLASSIFICATION

 AVERAGE ROADSIDE


ROAD NO. 1, NASUGBU-LIAN-CALATAGAN

CLASSIFICATION

 OVERALL CONDITION


ROAD NO. 1, NASUGBU-LIAN-CALATAGAN

	100	101	102	103	104	105	106	107	108	109
OVERALL CONDITION	3	3	3	3	3	3	3	3	3	3
NO. FAILURES	3	2	3	2	2	2	2	3	3	3
PAVED SECTIONS	4	4	4	4	4	4	4	4	4	4
AVERAGE CARRIAGEWAY	3.33	3	3.33	3	3	3	3	3.33	3.33	3.33
PAVED ROADS	3	4	4	4	4	4	4	4	4	4
TRAFFIC CONTROL	4	4	4	4	4	4	4	4	4	4
PAVED	3	4	4	4	4	4	4	4	4	4
AVERAGE ROADSIDE	3.33	4	4	4	4	4	4	4	4	4
OVERALL CONDITION	3.33	3.33	3.56	3.33	3.33	3.33	3.33	3.56	3.56	3.56

NO. 1.

NO. 1, NASUGBU-LIAN-CALATAGAN

LEGEND:

The overall condition has been, based on the initial field inspections, classified into 4 groups, with a classification from 4 to 1, with figure "4", as the optimize figure, and "1" as the lowest.

4) Good : The completed road appears in a sound and well maintained condition, minor failures could appear, such as few potholes, minor areas with alligator cracks, ruts and depressing. Shoulder could be slightly eroded at entrances to private property, parkings areas, and in areas where extensive traffic on the shoulder appear. Also a few ponds could be found.

3.) Fair : When the general view seems to contain rare failures and damages to the carriageway, such as potholes, rutting and edge failures. The shoulders are scattered with ponds and sedimentation from ponding water. The level of maintenance effort seems to be slightly average.

2.) Poor : When the carriageway appears with rather many failures and damages and failed section, the shoulders are eroded with many ponds and softspots, the drainage system hardly functions caused of sedimentation and hardly any vegetation control. The maintenance state is low.

1.) Beyond Repair : when the carriageway, scattered with several failures and damages, more sections the road has failed. The shoulders are eroded badly with ponding water along the edge of the carriageway. The drainages are silted and the vegetation seems to be out of control. The quantities required to bring the road to a reasonable standard are largely exceeding the most cost effective solutions.

KAMPSAX

FIELD INSPECTION FORM

DISTRICT : BATANGAS

Project: TA 21 PHI

Prepared: T.M. Date 12/8/87

PAGE 1

ROUTE: BALAYAN-BALIBAGO

LENGTH: 11.600

CHAINAGE: 106.34 TO CHAINAGE: 117.94

STARTING POINT: BALIBAGO JUNCTION, KM 1867

CONSTRUCTION: PENETRATION MACADAM/SURFACE DRESSING
GRASSED SHOULDERS

REMARKS:

4 3 2 1

GENERAL CONDITION: THE GENERAL IMPRESSION

OF THE ROAD, ROADSIDE AREAS, CONDITION OF

SHOULDERS AND DRAINAGE, VEGETATION

CONTROL, VISIBILITY, AND THE STATE OF THE

MAINTENANCE.

CARRIAGEWAY: A.) MINOR FAILURES I: 0-10 M²/KM, II: 10-50 M²/KM, III: 50-200 M²/KM, IV: > 200 M²/KM. B.) FAILED SECTIONS I: 0-10 LM/KM, II: 10-50 LM/KM, III: 50-200 LM/KM, > 200 LM/KM. C.) SIGNS OF CRACKS OF DETERIORATION I: NONE, II: RARE, III: COMMON, IV: SEVERAL.

SHOULDERS LM.M. OF ERODED SHOULDERS PER KM

VEGETATION CONTROL AND VISIBILITY

DRAINAGE

GOOD FAIR POOR BEYOND

I II III IV

0-100 LM 100-500 LM 500-1000 LM >1000 LM/KM

GOOD FAIR POOR

FEW PONDS/ MANY FLOODED
PONDS SILT PONDS

KAMPSAX

FIELD SECTION FORM

DISTRICT : BAT'S

Project: TA 821 PHI

Prepared: Date

PAGE 2

ROUTE: BALAYAN - BALIBAGO

LENGTH:

CHAINAGE:

TO CHAINAGE:

STARTING POINT: KM 872

CONSTRUCTION:

REMARKS:

GENERAL CONDITION: THE GENERAL IMPRESSION OF THE ROAD, ROADSIDE AREAS, SHOULDERS AND DRAINAGE, VEGETATION CONTROL, VISIBILITY, AND THE STATE OF THE MAINTENANCE.	CH	GOOD	FAIR	POOR	BEYOND
1: 0-10 M ² /KM, II: 10-50 M ² /KM, III: 50-200 M ² /KM, IV: > 200 M ² /KM.	1		X		
B.) FAILED SECTIONS I: 0-10 LM/KM, II: 10-50 LM/KM, III: 50-200 LM/KM, > 200 LM/KM.	2		X		
C.) SIGNS OF CRACKS OF DETERIORATION I: NONE, II: RARE, III: COMMON, IV: SEVERAL.	3		X		
	4			X	
	5			X	

CARRIAGEWAY: A.) MINOR FAILURES I: 0-10 M²/KM, II: 10-50 M²/KM, III: 50-200 M²/KM, IV: > 200 M²/KM. B.) FAILED SECTIONS I: 0-10 LM/KM, II: 10-50 LM/KM, III: 50-200 LM/KM, > 200 LM/KM. C.) SIGNS OF CRACKS OF DETERIORATION I: NONE, II: RARE, III: COMMON, IV: SEVERAL.

	I	II	III	IV
KM 1		B	A	C
KM 2		B	A	C
KM 3		B	A	C
KM 4		B	A	C
KM 5		B	A	C

SHOULDERS LM.M. OF ERODED SHOULDERS PER KM

	0-100 LM	100-500 LM	500-1000 LM	>1000 LM/KM
KM 1		X		
KM 2		X		
KM 3	X			
KM 4	X			
KM 5	X			

VEGETATION CONTROL AND VISIBILITY

	GOOD	FAIR	POOR
KM 1	X		
KM 2	X		
KM 3	X		
KM 4	X		
KM 5	X		

DRAINAGE

	FEW PONDS	PONDS/ SILT	MANY PONDS	FLOODED
KM 1	X			
KM 2	X			
KM 3	X			
KM 4	X			
KM 5	X			

KAMPSAX

FIELD SECTION FORM

DISTRICT : BATIS

Project: TA 821 PHI

Prepared: Date

PAGE 3

ROUTE:

LENGTH:

CHAINAGE:

TO CHAINAGE:

STARTING POINT: KM 18777 TO 1879, JUNCTION AT BALAYAN

CONSTRUCTION:

REMARKS: KM 18777, SPILLWAY, ROAD DAMAGED, EROSION

GENERAL CONDITION: THE GENERAL IMPRESSION OF THE ROAD, ROADSIDE AREAS, CONDITION OF SHOULDERS AND DRAINAGE, VEGETATION CONTROL, VISIBILITY, AND THE STATE OF THE MAINTENANCE.	CH.	GOOD	FAIR	POOR	BEYOND
	107 KM 1			X	
	106 KM 2			X	
	KM 3				
	KM 4				
	KM 5				

CARRIAGEWAY: A.) MINOR FAILURES I: 0-10 M²/KM, II: 10-50 M²/KM, III: 50-200 M²/KM, IV: > 200 M²/KM. B.) FAILED SECTIONS I: 0-10 LM/KM, II: 10-50 LM/KM, III: 50-200 LM/KM, > 200 LM/KM. C.) SIGNS OF CRACKS OF DETERIORATION I: NONE, II: RARE, III: COMMON, IV: SEVERAL.

	I	II	III	IV
KM 1			A	C
KM 2		B	A	C
KM 3				
KM 4				
KM 5				

SHOULDERS LM.M. OF ERODED SHOULDERS PER KM

	0-100 LM	100-500 LM	500-1000 LM	>1000 LM/KM
KM 1		X		
KM 2	X			
KM 3				
KM 4				
KM 5				

VEGETATION CONTROL AND VISIBILITY

	GOOD	FAIR	POOR
KM 1	X		
KM 2	X		
KM 3			
KM 4			
KM 5			

DRAINAGE

	FEW PONDS	PONDS/ SILT	MANY PONDS	FLOODED
KM 1	X			
KM 2	X			
KM 3				
KM 4				
KM 5				

Dietrich et al./Civ. 11

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LAGEWAY	I	II	III	IV
A - Minor Failures - 0-10 m ² /km	11-50	51-200	>200	
B - Failed Sections-0-10LM/km	11-50	51-200	>200	
C - Signs of Cracks - None	Rare	Common	Several	

CONCURRED BY:

(District/Regional Rep.)