This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

Designation: D5340 – 24

Standard Test Method for Airport Pavement Condition Index Surveys[1]

This standard is issued under the fixed designation D5340; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers the determination of airport pavement condition through visual surveys of asphalt-surfaced pavements, including porous friction courses and plain or reinforced jointed portland cement concrete pavements, using the Pavement Condition Index (PCI) method of quantifying pavement condition.

1.2 The PCI is a measurement of the collective judgement of pavement maintenance engineers. It directly relates to M&R needs and indirectly to pavement structural integrity and functional condition indicators. The PCI is not intended to replace the direct measurement of roughness, structural capacity, texture, or friction.

1.3 The PCI for airport pavements was developed by the U.S. Army Corps of Engineers through the funding provided by the U.S. Air Force (**1-3**).[2] It is further verified and adopted by FAA (**4**) and the U.S. Naval Facilities Engineering Command (**5**).

1.4 The values stated in inch-pound units are to be regarded as standard. The values given in parentheses are mathematical conversions to SI units that are provided for information only and are not considered standard.

1.5 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.* Specific precautionary statements are given in Section 6.

1.6 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Terminology

2.1 *Definitions of Terms Specific to This Standard:*

2.1.1 *additional sample*—a sample unit inspected in addition to the random sample units to include nonrepresentative sample units in the determination of the pavement condition. This includes very poor or excellent samples that are not typical of the section and sample units which contain an unusual distress such as a utility cut. If a sample unit containing an unusual distress is chosen at random, it should be counted as an additional sample unit and another random sample unit should be chosen. If every sample unit is surveyed, then there are no additional sample units.

2.1.2 *asphalt concrete (AC) surface*—aggregate mixture with an asphalt cement binder. This term also refers to surfaces constructed of coal tars and natural tars for purposes of this test method.

2.1.3 *pavement branch*—a branch is an identifiable part of the pavement network that is a single entity and has a distinct function. For example, each runway, taxiway, and apron areas are separate branches.

2.1.4 *pavement condition index (PCI)*—a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition.

2.1.5 *pavement condition rating*—a verbal description of pavement condition as a function of the PCI value. Fig. 1 shows two examples of PCI rating scales.

2.1.6 *pavement distress*—external indicators of pavement deterioration caused by loading, environmental factors, or construction deficiencies, or a combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. Distress types and severity levels detailed in Appendix X1 for AC and Appendix X2 for PCC pavements must be used to obtain an accurate PCI value.

2.1.7 *pavement sample unit*—a subdivision of a pavement section that has a standard size range: 20 contiguous slabs (±8 slabs if the total number of slabs in the section is not evenly divided by 20, or to accommodate specific field condition) for PCC airfield pavement and 5000 contiguous square feet (±2000 ft^2 (450 ± 180 m^2) if the pavement is not evenly divided by 5000, or to accommodate specific field condition) for AC airfield pavement and porous friction surfaces.

[1] This test method is under the jurisdiction of ASTM Committee E17 on Vehicle - Pavement Systems and is the direct responsibility of Subcommittee E17.42 on Pavement Management and Data Needs.

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[2] The boldface numbers in parentheses refer to a list of references at the end of the text.

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FIG. 1 Two Examples of Pavement Condition Index (PCI (Trademarked)) Rating Scales

2.1.8 *pavement section*—a contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should also have the same traffic volume and load intensity.

2.1.9 *porous friction surfaces*—open-graded select aggregate mixture with an asphalt cement binder. This is a subset of asphalt concrete-surfaced pavements.

2.1.10 *portland cement concrete (PCC) pavement*—aggregate mixture with portland cement binder including nonreinforced and reinforced jointed pavement.

2.1.11 *random sample*—a sample unit of the pavement section selected for inspection by random sampling techniques, such as a random number table or systematic random procedure.

2.1.12 *structural capacity*—quantitative determination of load-carrying capability.

2.1.13 *structural integrity*—observation of soundness (the state of being whole and undivided).

3. Summary of Test Method

3.1 The pavement is divided into branches that are divided into sections. Each section is divided into sample units. The type and severity of airport pavement distress is assessed by visual inspection of the pavement sample units. The quantity of the distress is measured as described in Appendix X1 and Appendix X2. The distress data are used to calculate the PCI for each sample unit. The PCI of the pavement section is determined based on the PCI of the inspected sample units within the section.

4. Significance and Use

4.1 The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI cannot measure the structural capacity, neither does it provide direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures.

5. Apparatus

5.1 *Data Sheets,* or other field recording instruments that record at a minimum the following information: date, location, branch, section, sample unit size, slab number and size, distress types, severity levels, quantities, and names of surveyors. Example data sheets for AC and PCC pavements are shown in Appendix X5.

5.2 *Hand Odometer Wheel,* that reads to the nearest 0.1 ft (30 mm).

5.3 *Straightedge or String Line* (AC only), 10 ft (3 m).

5.4 *Scale,* 12 in. (300 mm) that reads to ⅛ in. (3 mm) or better. Additional 12 in. (300 mm) ruler or straightedge is needed to measure faulting in PCC pavements.

5.5 *Layout Plan,* for airport to be inspected.

6. Hazards

6.1 Traffic is a hazard, as inspectors must walk on the pavement to perform the condition survey. Inspection must be approved by and coordinated with the airport operational staff.

6.2 Noise from aircraft can be a hazard. Hearing protection must be available to the inspector at all times when airside inspections are being performed.

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7. Sampling and Sample Units

7.1 Identify areas of the pavement with different uses such as runways, taxiways, and aprons on the airport layout plan.

7.2 Divide each single-use area into sections based on the pavement design, construction history, traffic, and condition.

7.3 Divide the pavement sections into sample units. If the pavement slabs in PCC have joint spacings greater than 25 ft (8 m), subdivide each slab into imaginary slabs. The imaginary slabs should all be less than or equal to 25 ft (8 m) in length, and the imaginary joints dividing the slabs are assumed to be in perfect condition. This is needed because the deduct values were developed for jointed concrete slabs less than or equal to 25 ft (8 m).

7.4 Individual sample units to be inspected should be marked or identified in a manner to allow inspectors and quality control personnel to easily locate them on the pavement surface. Paint marks along the edge and sketches with locations connected to physical pavement features are acceptable. The use of nails or other potential FOD sources is not recommended. It is necessary to be able to accurately relocate the sample units to allow verification of current distress data, to examine changes in condition with time of a particular sample unit, and to enable future inspections of the same sample unit if desired.

7.5 Select the sample units to be inspected. The number of sample units to be inspected may vary from all of the sample units in the section, a number of sample units that provides a 95 % confidence level, or a lesser number.

7.5.1 All sample units in the section may be inspected to determine the average PCI of the section. This is usually precluded for routine management purposes by available manpower, funds, and time. Total sampling, however, is desirable for project analysis to help estimate maintenance and repair quantities.

7.5.2 The minimum number of sample units (n) that must be surveyed within a given section to obtain a statistically adequate estimate (95 % confidence) of the PCI of the section is calculated using the following formula and rounding n to the next highest whole number (**1**).

$$n = \frac{Ns^2}{\left(\left(\frac{e^2}{4}\right)(N-1)+s^2\right)} \quad (1)$$

where:

e = acceptable error in estimating the section PCI. Commonly, e = ±5 PCI points,
s = standard deviation of the PCI from one sample unit to another within the section. When performing the initial inspection, the standard deviation is assumed to be ten for AC pavements and 15 for PCC pavements. This assumption should be checked as described below after PCI values are determined. For subsequent inspections the standard deviation from the preceding inspection should be used to determine n, and
N = total number of sample units in the section.

7.5.2.1 If obtaining the 95 % confidence level is critical, the adequacy of the number of sample units surveyed must be confirmed. The number of sample units was estimated based on an assumed standard deviation. Calculate the actual standard deviation(s) as follows (**1**):

$$s = \sqrt{\sum_{i=1}^{n} \frac{(PCI_i - PCI_f)^2}{(n-1)}} \quad (2)$$

where:

PCI_i = PCI of surveyed sample unit i,
PCI_f = mean PCI of surveyed sample units, and
n = total number of sample units surveyed.

7.5.2.2 Calculate the revised minimum number of sample units (Eq 1) to be surveyed using the calculated standard deviation (Eq 2). If the revised number of sample units to be surveyed is greater than the number of sample units already surveyed, select and survey additional random sample units. These sample units should be evenly spaced across the section. Repeat the process of checking the revised number of sample units and surveying additional random sample units until the total number of sample units surveyed equals or exceeds the minimum required sample units (n) in Eq 1, using the actual total sample standard deviation).

7.5.3 A lesser sampling rate than the above mentioned 95 % confidence level can be used based on the condition survey objective. As an example, one agency uses the following table for selecting the number of sample units to be inspected for other than project analysis:

Total number of sample units in section (N)	Min. number of units to be inspected (n)
1	1
2 to 5	2
6 to 15	3
16 to 40	4
over 40	10 %

7.6 Once the number of sample units to be inspected has been determined, compute the spacing interval of the units using systematic random sampling. Samples are equally spaced throughout the section with the first sample selected at random. The spacing interval (i) of the units to be sampled is calculated by the following formula rounded to the next lowest whole number:

$$i = \frac{N}{n} \quad (3)$$

where:

N = total number of sample units in the section, and
n = number of sample units to be inspected.

The first sample unit to be inspected is selected at random from sample units 1 through i. The sample units within a section that are successive increments of the interval i after the first randomly selected unit are also inspected.

7.7 Additional sample units are only to be inspected when nonrepresentative distresses are observed as defined in 2.1.1. These sample units are selected by the user.

8. Inspection Procedure

8.1 The definitions and guidelines for quantifying distresses for PCI determination are given in Appendix X1 for AC pavements. Other related references (**1-3**) are also available

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that discuss distress survey; however, when the material in these references conflicts with the definitions included in this test method, the definitions in this test method are used.

8.2 *AC Surfaced Pavement, Including Porous Friction Surfaces*—Individually inspect each sample unit chosen. Sketch the sample unit, including orientation. Record the branch and section number, and number and type of the sample unit (random or additional). Record the sample unit size measured with the hand odometer. Conduct the distress inspection by walking over the sample unit being surveyed, measuring the quantity of each severity level of every distress type present, and recording the data. Distresses must correspond in types and severities to those described in Appendix X1. The method of measurement is included with each distress description. Measurements should be made to ±0.1 ft (30 mm) with the hand odometer. Summarize each distress type and severity level in either square feet or linear feet (square meters or linear meters), depending on the type of distress. Repeat this procedure for each sample unit to be inspected. A blank "Flexible Pavement Condition Survey Data Sheet for Sample Unit" is included in Appendix X5.

8.3 *PCC Pavements*—Individually inspect each sample unit chosen. Sketch the sample unit showing the location of the slabs. Record the sample unit size, branch and section number, number and type of the sample unit (random or additional), the number of slabs in the sample unit, and the slab size measured with the hand odometer. Perform the inspection by walking over each slab of the sample unit being surveyed and recording all distresses existing in the slab along with their severity level. The distress types and severities must correspond with those described in Appendix X2. Summarize the distress types, their severity levels, and the number of slabs in the sample unit containing each type and severity level. Repeat this procedure for each sample unit to be inspected. A blank "Jointed Rigid Pavement Condition Survey Data Sheet for Sample Unit" is included in Appendix X5.

9. Calculation of PCI for AC Pavement, Including Porous Friction Surfaces

9.1 Add up the total quantity of each distress type at each severity level, and record them in the "Total Severities" section. For example, Fig. 2 shows four entries for the Distress

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

SKETCH:

BRANCH _____ **SECTION** _____ **SAMPLE UNIT** _____
SURVEYED BY _____ **DATE** _____ **SAMPLE AREA** *5000 S.F.*

1. Alligator Cracking
2. Bleeding
3. Block Cracking
4. Corrugation
5. Depression
6. Jet Blast
7. Jt. Reflection (PCC)
8. Long. & Trans. Cracking
9. Oil Spillage
10. Patching
11. Polished Aggregate
12. Raveling/Weathering
13. Rutting
14. Shoving from PCC
15. Slippage Cracking
16. Swell

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
8 L	*10*	*20*	*15*							*45*	*0.90*	*4.8*
8 M	*9*									*9*	*0.18*	*4.9*
1 L	*50*									*50*	*1.00*	*21.0*
13 L	*200*	*175*								*375*	*7.50*	*27.0*
13 M	*25*									*25*	*0.50*	*20.0*
5 L	*15*									*15*	*0.30*	*2.0*
5 M	*20*									*20*	*0.40*	***9.0***
10 L	***50***									***50***	***1.00***	***4.0***

FIG. 2 Example of a Flexible Pavement Condition Survey Data Sheet

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Type 8, "Longitudinal and Transverse Cracking:" 9M, 10L, 20L, and 15L. The distress at each severity level is summed and entered in the "Total Severity" section as 45 ft (14 m) of low severity, and 9 ft (3 m) of medium severity "Longitudinal and Transverse Cracking." The units for the quantities may be either in square feet (square meters), linear feet (meters), or number of occurrences, depending on the distress type.

9.2 Divide the total quantity of each distress type at each severity level from 9.1 by the total area of the sample unit and multiply by 100 to obtain the percent density of each distress type and severity.

9.3 Determine the deduct value (DV) for each distress type and severity level combination from the distress deduct value curves in Appendix X3.

9.4 Determine the maximum corrected deduct value (CDV):

9.4.1 If none or only one individual DV is greater than five, the total value is used in place of the maximum CDV in determining PCI; otherwise, maximum CDV must be determined using the procedure described in this section. The procedure for determining maximum CDV from individual DVs is identical for both AC and PCC pavement types.

9.5 *PCI Calculation:*

9.5.1 If none or only one individual DV is greater than five, use the total DV in place of the maximum CDV in determining PCI; otherwise use the following procedure to determine max CDV:

9.5.1.1 Determine m, the maximum allowable number of distresses, as follows:

$$m = 1 + (9/95)\,(100 - HDV) \leq 10 \quad (4)$$

$$m = 1 + (9/95)\,(100 - 27) = 7.92 \quad (5)$$

$$\text{HDV} = \text{highest individual DV} \quad (6)$$

9.5.1.2 Enter m largest DVs on Line 1 of the following table, including the fraction obtained by multiplying the last DV by the fractional portion of m. If less than m DVs are available, enter all of the DVs.

9.5.1.3 Sum the DVs and enter it under "Total." Count the number of DVs greater than 5.0 and enter it under "q."

9.5.1.4 Look up the appropriate correction curve (AC or PCC) with "Total" and "q" to determine CDV.

9.5.1.5 Copy DVs on current line to the next line, changing the smallest DV greater than five to five. Repeat 9.5.1.3 and 9.5.1.4 until "q" = 1.

9.5.1.6 Maximum CDV is the largest value in the "CDV" column.

9.5.2 List the individual DVs in descending order. For example in Fig. 2 this will be: 27.0, 21.0, 20.0, 9.0, 4.9, 4.8, 4.0, and 2.0.

9.5.3 Determine the allowable number of deducts, m, from Fig. 3, or using the following formulas:

$$m = 1 + (9/95)\,(100 - HDV) \quad (7)$$

where:

m = allowable number of deducts including fractions (must be less than or equal to ten), and
HDV = highest individual DV.

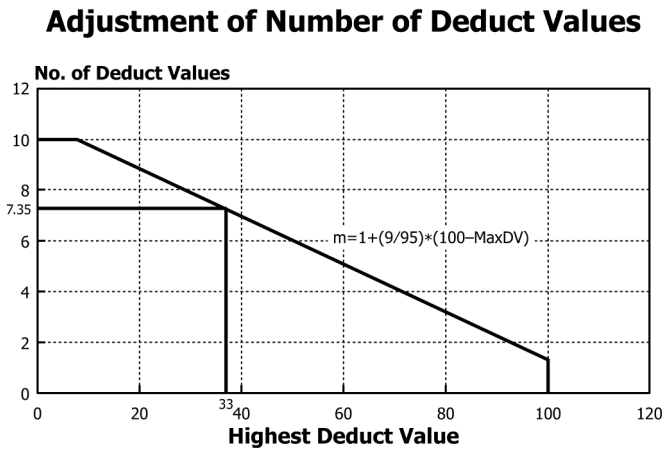


FIG. 3 Adjustment of Number of DVs

For the example in Fig. 2:

$$m = 1 + (9/95)\,(100 - 27.0) = 7.92 \quad (8)$$

9.5.4 The number of individual DVs is reduced to the m largest DVs, including the fractional part. For example, for the values in Fig. 2, the values are: 27.0, 21.0, 20.0, 9.0, 4.9, 4.8, 4.0, and 1.8 (the 1.8 was obtained by multiplying 2.0 by (7.92 – 7 = 0.92)). If less than m DVs are available, all of the DVs are used.

9.5.5 Determine maximum CDV iteratively as follows: (see Fig. 4):

#	Deduct Values										Total	q	CDV
1	27.0	21.0	20.0	9.0	4.9	4.8	4.0	1.8			92.5	4	50.0
2	27.0	21.0	20.0	5.0	4.9	4.8	4.0	1.8			38.5	3	56.0
3	27.0	21.0	5.0	5.0	4.9	4.8	4.0	1.8			73.5	2	51.0
4	27.0	5.0	5.0	5.0	4.9	4.8	4.0	1.8			57.5	1	57.5
5													
6													
7													
8													
9													
10													

Max CDV = 57.5

PCI = 100 – Max CDV = 42.5

RATING = FAIR

NOTE 1—Fig. 2 contains both low and high-severity depression, long/trans cracking, and rutting distresses. Using the algorithm in 9.6.2 it was verified that no correction is needed for any of the distress types.

FIG. 4 Calculation of Corrected PCI Value – Flexible Pavement

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9.5.5.1 Determine the total DV by summing individual DVs. The total DV is obtained by adding the individual DVs in 9.5.4, that is 92.5.

9.5.5.2 Determine *q; q* is the number of deducts with a value greater than 5.0. For the example in Fig. 2, $q = 4$.

9.5.5.3 Determine the CDV from *q* and total DV determined in 9.5.5.1 and 9.5.5.2 by looking up the appropriate correction curve for AC pavements in Fig. X3.20 in Appendix X3.

9.5.5.4 Reduce the smallest individual DV greater than 5.0 to 5.0 and repeat 9.5.5.1 – 9.5.5.4 until $q = 1$.

9.5.5.5 Maximum CDV is the largest of the CDVs determined in 9.5.5.1 – 9.5.5.4.

9.6 *Calculating the PCI:*

9.6.1 Calculate the PCI by subtracting the maximum CDV from 100: PCI = 100-max CDV.

9.6.2 PCI correction if there is a distress with multiple severities.

9.6.2.1 *Two-Severity Case*—When there are two severities of one distress in the same sample unit, the calculations need to be computed as seen below.

x_1 = distress percent of lower severity.
x_2 = distress percent of higher severity.
$X_2 = x_1 + x_2$.

The value of PCI (x_1, x_2) should be higher when compared with PCI (0, X_2) since PCI (0, X_2) has more distress percentage of higher severity. So if this not the case, the PCI of the sample unit will be computed based on X_2 and not x_1 and x_2.

9.6.2.2 *Three-Severity Case*—When there are three severities of one distress in the same sample unit, the calculations need to be computed as seen below.

l or *L* = percent density of low-severity distress percent.
m or *M* = percent density of medium-severity distress percent.
h or *H* = percent density of high-severity distress percent.
PCI (l, m, h) = PCI of the section with distress quantities of *l, m, h*.

	Distresses	PCI Value
Start with:	*l, m, h*	→ PCI (*l, m, h*)
Set *(l + m) = M*	→*0, M, h*	→ PCI (*0, M, h*)
Set *(m + h) = H*	→*l, 0, H*	→ PCI (*l, 0, H*)
Set *(l + h) = H*	→ *0, m, H*	→ PCI (*0, m, H*)
Set *(l + m + h) = H*	→ *0, 0, H*	→ PCI (*0, 0, H*)

The value of PCI (*l, m, h*) should be higher when compared with PCI (*0, M, h*), PCI (*l, 0, H*), PCI (*m, H*), or PCI (*H*). So the correct or new PCI of the sample unit should be based on the combination that provides the highest PCI.

9.7 Fig. 4 shows a summary of PCI calculation for the example AC pavement data in Fig. 2. A blank PCI calculation form is included in Appendix X5.

10. Calculation of PCI for PCC Pavement

10.1 For each unique combination of distress type and severity level, add up the total number of slabs in which they occur. For example in Fig. 5, there are two slabs containing low-severity corner break.

AIRFIELD CONCRETE PAVEMENTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH _____ SECTION _____ SAMPLE UNIT _____
SURVEYED BY LMB DATE 18 JAN 92 SAMPLE AREA 12.5′ × 2.5′

Distress Types

1. Blow up
2. Corner Break
3. Long/Trans/ Diagonal Crack
4. Durability Crack
5. Joint Seal Damage
6. Patching, 5 sf
7. Patching/Utility Cut
8. Popouts
9. Pumping
10. Scaling/Map Crack/ Crazing
11. Settlement/Fault
12. Shattered Slab
13. Shrinkage Crack
14. Spalling-Joints
15. Spalling-Corner

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE
5	H	20	100	12.0
2	L	2	10	8.0
2	M	1	5	9.0
3	L	3	15	11.0
3	M	5	25	32.0
15	L	3	15	6.0
14	L	2	10	3.0
12	L	1	5	10.0

SKETCH:

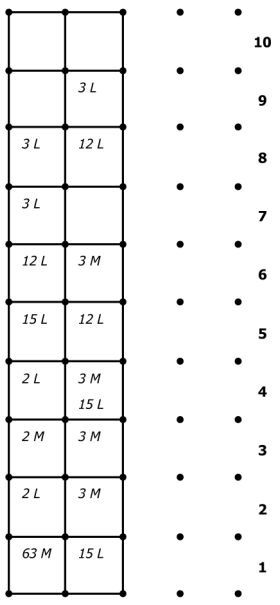


FIG. 5 Example of a Jointed Rigid Pavement Condition Survey Data Sheet

10.2 Divide the number of slabs from 10.1 by the total number of slabs in the sample unit and multiply by 100 to obtain the percent density of each distress type and severity combination.

10.3 *PCI Calculation:*

10.3.1 If none or only one individual DV is greater than five, use the total DV in place of the maximum CDV in determining PCI; otherwise use the following procedure to determine max CDV:

10.3.1.1 Determine *m*, the maximum allowable number of distresses, as follows:

$$m = 1 + (9/95)\,(100 - HDV) \le 10 \quad (9)$$

$$m = 1 + (9/95)\,(100 - 32.0) = 7.44 \quad (10)$$

$$\text{HDV} = \text{highest individual DV} \quad (11)$$

10.3.1.2 Enter *m* largest DVs on Line 1 of the following table, including the fraction obtained by multiplying the last DV by the fractional portion of *m*. If less than *m* DVs are available, enter all of the DVs.

10.3.1.3 Sum the DVs and enter it under "Total." Count the number of DVs greater than 5.0 and enter it under "*q*."

10.3.1.4 Look up the appropriate correction curve (AC or PCC) with "Total" and "q" to determine CDV.

10.3.1.5 Copy DVs on current line to the next line, changing the smallest DV greater than five to five. Repeat 10.3.1.3 and 10.3.1.4 until "*q*" = 1.

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10.3.1.6 Maximum CDV is the largest value in the "CDV" column.

10.4 Determine the DVs for each distress type severity level combination using the corresponding deduct curve in Appendix X4.

10.5 Determine PCI by following the procedures in 9.5 and 9.6, using the correction curve for PCC pavements (see Fig. X4.17) in place of the correction curve for AC pavements in 9.5.5.3.

10.6 Fig. 6 shows a summary of PCI calculation for the example PCC pavement distress data in Fig. 5.

11. Determination of Section PCI

11.1 If all surveyed sample units are selected randomly, then the PCI of the section (PCI_s) is calculated as the area-weighted PCI of the randomly surveyed sample units ($\overline{PCI}_r$) using Eq 12:

#	Deduct Values										Total	q	CDV
1	32.0	12.0	11.0	10.0	9.0	8.0	6.0	1.3			89.3	7	56.0
2	32.0	12.0	11.0	10.0	9.0	8.0	5.0	1.3			88.3	6	58.0
3	32.0	12.0	11.0	10.0	9.0	5.0	5.0	1.3			85.3	5	58.0
4	32.0	12.0	11.0	10.0	5.0	5.0	5.0	1.3			81.3	4	58.0
5	32.0	12.0	11.0	5.0	5.0	5.0	5.0	1.3			76.3	3	57.0
6	32.0	12.0	5.0	5.0	5.0	5.0	5.0	1.3			70.3	2	61.0
7	32.0	5.0	5.0	5.0	5.0	5.0	5.0	1.3			63.3	1	63.3
8													
9													
10													

Max CDV = 63.3

PCI = 100 – Max CDV = 36.7

RATING = POOR

NOTE 1—Fig. 5 contains both low and medium-severity longitudinal/ transverse/ diagonal cracking. Using the algorithm in 9.6.2 it was verified that no correction is needed.

FIG. 6 Calculation of Corrected PCI Value – Jointed Rigid Pavement

$$PCI_S = \overline{PCI_r} = \frac{\sum_{i=1}^{n}(PCI_{ri} \cdot A_{ri})}{\sum_{i=1}^{n} A_{ri}} \quad (12)$$

where:

$\overline{PCI}_r$ = area-weighted PCI of randomly surveyed sample units,
PCI_{ri} = PCI of random sample unit i,
A_{ri} = area of random sample unit i, and
n = number of random sample units surveyed.

If additional sample units as defined in 2.1.1 are surveyed, the area-weighted PCI of the surveyed additional units ($\overline{PCI}_a$) is calculated using Eq 13. The PCI of the pavement section is calculated using Eq 14.

$$\overline{PCI_a} = \frac{\sum_{i=1}^{m}(PCI_{ai} \cdot A_{ai})}{\sum_{i=1}^{m} A_{ai}} \quad (13)$$

$$PCI_s = \frac{\overline{PCI_r}\left(A - \sum_{i=1}^{m} A_{ai}\right) + \overline{PCI_a}\left(\sum_{i=1}^{m} A_{ai}\right)}{A} \quad (14)$$

$\overline{PCI}_a$ = area-weighted PCI of additional sample units,
PCI_{ai} = PCI of additional sample unit i,
A_{ai} = area of additional sample unit i,
A = area of section,
m = number of additional sample units surveyed, and
PCI_s = area-weighted PCI of the pavement section.

11.2 Determine the overall condition rating of the section by using the section PCI and the condition rating scale in Fig. 1.

12. Report

12.1 Develop a summary report for each section. The summary lists section location, size, total number of sample units, the sample units inspected, the PCIs obtained, the average PCI for the section, and the section condition rating.

13. Precision and Bias

13.1 *Precision*—At this time, no precision estimate has been obtained from statistically designed tests. This statement is subject to change in the next five years (see Note 1).

13.2 *Bias*—No statement concerning the bias of the test method can be established at this time.

NOTE 1—Using this test method, inspectors should identify distress types accurately 95 % of the time. Linear measurements should be considered accurate when they are within 10 % if remeasured, and area measurements should be considered accurate when they are within 20 % if remeasured.

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APPENDIXES

(Nonmandatory Information)

X1. PAVEMENT CONDITION INDEX (PCI) AC AIRFIELDS

NOTE X1.1—The sections in this appendix are arranged in the following order:

	Section
Alligator Cracking	X1.2
Bleeding	X1.3
Block Cracking	X1.4
Corrugation	X1.5
Depression	X1.6
Jet-Blast Erosion	X1.7
Joint Reflection Cracking	X1.8
Longitudinal and Transverse Cracking	X1.9
Oil Spillage	X1.10
Patching and Utility Cut Patching	X1.11
Polished Aggregate	X1.12
Raveling	X1.13
Rutting	X1.14
Shoving	X1.15
Slippage Cracking	X1.16
Swell	X1.17
Weathering	X1.18

X1.1 *Distresses in Asphalt Pavement*—Sixteen distress types for AC pavements are listed alphabetically. During the field condition surveys and the validation of the PCI, several questions were often asked regarding the identification and measurement of some of the distresses. The answers to most of these questions are included under the section "How To Measure" for each distress. For convenience, however, the items that are frequently referenced are listed as follows:

X1.1.1 Spalling as used in this test method is the further breaking of pavement or loss of materials around cracks or joints.

X1.1.2 A crack filler is in satisfactory condition if it is intact. An intact filler prevents water and incompressibles from entering the crack.

X1.1.3 If a crack does not have the same severity level along its entire length, each portion of the crack having a different severity level should be recorded separately. If however, the different levels of severity in a portion of a crack cannot be easily divided, that portion should be rated at the highest severity level present.

X1.1.4 If "alligator cracking" and "rutting" occur in the same area, each is recorded at its respective severity level.

X1.1.5 If "bleeding" is counted, "polished aggregate" is not counted in the same area.

X1.1.6 "Block cracking" includes all of the "longitudinal and transverse cracking" within the area; however, "joint reflection cracking" is recorded separately.

X1.1.7 Any distress, including cracking, found in a patched area is not recorded; however, its effect on the patch is considered in determining the severity level of the patch.

X1.1.8 A significant amount of polished aggregate should be present before it is counted.

X1.1.9 Conducting a PCI survey immediately after the application of surface treatment is not meaningful, because surface treatments mask existing distresses.

X1.1.10 A surface treatment that is coming off should be counted as "raveling."

X1.1.11 A distress is said to have "foreign object damage" (FOD) potential when surficial material is in a broken or loose state, such that the possibility of ingestion of the material into an engine is present, or the potential for freeing the material due to trafficking is present.

X1.1.12 Sections X1.1.1 – X1.1.11 are not intended to be a complete list. To properly measure each distress type, the inspector must be familiar with its individual measurement criteria.

X1.2 *Alligator or Fatigue Cracking:*

X1.2.1 *Description*—Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the AC surface under repeated traffic loading. The cracking initiates at the bottom of the AC surface (or stabilized base) where tensile stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel cracks. After repeated traffic loading, the cracks connect, forming many-sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are less than 2 ft (0.6 m) on the longest side.

X1.2.2 Alligator cracking occurs only in areas that are subjected to repeated traffic loadings, such as wheel paths. Therefore, it would not occur over an entire area unless the entire area was subjected to traffic loading. (Pattern-type cracking that occurs over an entire area that is not subjected to loading is rated as block cracking, that is, not a load-associated distress.)

X1.2.3 Alligator cracking is considered a major structural distress.

X1.2.4 *Severity Levels:*

X1.2.4.1 *L (Low)*—Fine, longitudinal hairline cracks running parallel to one another with none or only a few interconnecting cracks. The cracks are not spalled (see Fig. X1.1).

X1.2.4.2 *M (Medium)*—Further development of light alligator cracking into a pattern or network of cracks that may be lightly spalled. Medium-severity alligator cracking is defined by a well-defined pattern of interconnecting cracks, where all pieces are securely held in place (good aggregate interlock between pieces) (see Fig. X1.2).

X1.2.4.3 *H (High)*—Network or pattern cracking has progressed so that the pieces are well defined and spalled at the edges; some of the pieces rock under traffic and may cause FOD potential (see Fig. X1.3).

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FIG. X1.1 Low-Severity Alligator Cracking



FIG. X1.2 Medium-Severity Alligator Cracking
(note the depression occurring with the cracking)

X1.2.5 *How to Measure*—Alligator cracking is measured in square feet (square meters) of surface area. The major difficulty in measuring this type of distress is that many times two or three levels of severity exist within one distressed area. If these portions can be easily distinguished from one another, they should be measured and recorded separately. However, if the different levels of severity cannot be easily divided, the entire area should be rated at the highest severity level present. If alligator cracking and rutting occur in the same area, each is recorded separately as its respective severity level.

X1.3 *Bleeding:*

X1.3.1 *Description*—Bleeding is a film of bituminous material on the pavement surface that creates a shiny, glass-like, reflecting surface that usually becomes quite sticky. Bleeding is caused by excessive amounts of asphalt cement or tar in the

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FIG. X1.3 High-Severity Alligator Cracking

mix or low-air void content, or both. It occurs when asphalt fills the voids of the mix during hot weather and then expands out onto the surface of the pavement. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface.

X1.3.2 *Severity Levels*—No degrees of severity are defined (see Fig. X1.4).

X1.3.3 *How to Measure*—Bleeding is measured in square feet (square meters) of surface area.

X1.4 *Block Cracking:*

X1.4.1 *Description*—Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 1 by 1 ft to 10 by 10 ft (0.3 by 0.3 m to 3 by 3 m). Block cracking is caused mainly by shrinkage of the AC and daily temperature cycling (that results in daily stress/strain cycling). It is not load associated. The occurrence of block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of pavement area, but sometimes will occur only in nontraffic areas. This type of distress differs from alligator cracking in that the alligator cracks form smaller, many-sided pieces with sharp angles. Also unlike block cracks, alligator cracks are caused by repeated traffic loadings and are, therefore, located only in traffic areas (that is, wheel paths).

X1.4.2 *Severity Levels:*

X1.4.2.1 *L*—Blocks are defined by cracks that are nonspalled (sides of the crack are vertical) or lightly spalled, causing no FOD potential. Nonfilled cracks have ¼ in. (6 mm) or less mean width and filled cracks have filler in satisfactory condition (see Fig. X1.5).

X1.4.2.2 *M*—Blocks are defined by either: filled or nonfilled cracks that are moderately spalled (some FOD potential); nonfilled cracks that are not spalled or have only minor spalling (some FOD potential), but have a mean width greater than approximately ¼ in. (6 mm); or filled cracks greater than ¼ in. that are not spalled or have only minor spalling (some FOD potential), but have filler in unsatisfactory condition (see Fig. X1.6).

X1.4.2.3 *H*—Blocks are well defined by cracks that are severely spalled, causing a definite FOD potential (see Fig. X1.7).

X1.4.3 *How to Measure*—Block cracking is measured in square feet (square meters) of surface area, and usually occurs at one severity level in a given pavement section; however, any areas of the pavement section having distinctly different levels of severity should be measured and recorded separately. For asphalt pavements, not including AC over PCC, if block cracking is recorded, no longitudinal and transverse cracking should be recorded in the same area. For asphalt overlay over concrete, block cracking, joint reflection cracking, and longitudinal and transverse cracking reflected from old concrete should all be recorded separately.

X1.5 *Corrugation:*

X1.5.1 *Description*—Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals (usually less than 5 ft (1.5 m)) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes this type of distress.

X1.5.2 *Severity Levels:*

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FIG. X1.4 Bleeding

X1.5.2.1 *L*—Corrugations are minor and do not significantly affect ride quality (see measurement criteria below) (see Fig. X1.8).

X1.5.2.2 *M*—Corrugations are noticeable and significantly affect ride quality (see measurement criteria below) (see Fig. X1.9).

X1.5.2.3 *H*—Corrugations are easily noticed and severely affect ride quality (see measurement criteria below) (see Fig. X1.10).

X1.5.3 *How to Measure*—Corrugation is measured in square feet (square meters) of surface area. The mean elevation difference between the ridges and valleys of the corrugations indicates the level of severity. To determine the mean elevation difference, a 10 ft (3 m) straightedge should be placed perpendicular to the corrugations so that the depth of the valleys can be measured in inches (millimeters). The mean depth is calculated from five such measurements.

Severity	Runways and High-Speed Taxiways	Taxiways and Aprons
L	<¼ in. (6 mm)	<½ in. (13 mm)
M	¼ to ½ in. (6 to 13 mm)	½ to 1 in. (13 to 25 mm)
H	>½ in. (13 mm)	>1 in. (25 mm)

X1.6 *Depression:*

X1.6.1 *Description*—Depressions are localized pavement surface areas having elevations slightly lower than those of the surrounding pavement. In many instances, light depressions are not noticeable until after a rain, when ponding water creates "birdbath" areas; but the depressions can cause the roughness

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FIG. X1.5 Low-Severity Block Cracking



FIG. X1.6 Medium-Severity Block Cracking

without rain because of stains created by ponding of water. Depressions can be caused by settlement of the foundation soil or can be built during construction. Depressions cause roughness and, when filled with water of sufficient depth, could cause hydroplaning of aircraft.

X1.6.2 *Severity Levels:*

X1.6.2.1 *L*—Depression can be observed or located by stained areas, only slightly affects pavement riding quality, and may cause hydroplaning potential on runways (see measurement criteria below) (see Fig. X1.11).

X1.6.2.2 *M*—The depression can be observed, moderately affects pavement riding quality, and causes hydroplaning potential on runways (see measurement criteria below) (see Fig. X1.12).

X1.6.2.3 *H*—The depression can be readily observed, severely affects pavement riding quality, and causes definite hydroplaning potential (see measurement criteria below) (see Fig. X1.13).

X1.6.3 *How to Measure*—Depressions are measured in square feet (square meters) of surface area. The maximum

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FIG. X1.7 High-Severity Block Cracking

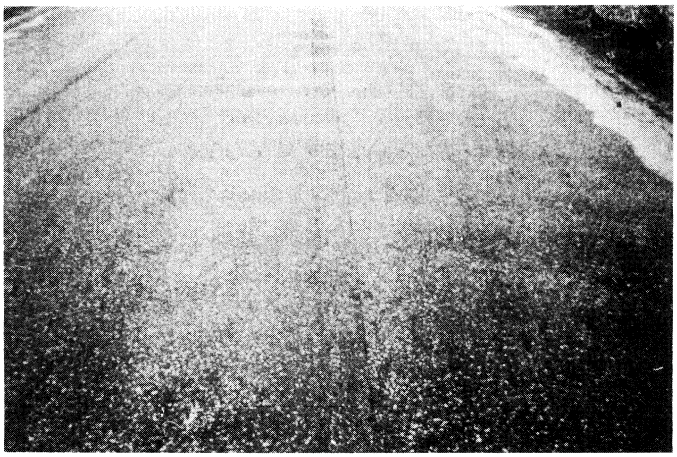


FIG. X1.8 Low-Severity Corrugation in the Foreground, Changing to Medium and High in the Background

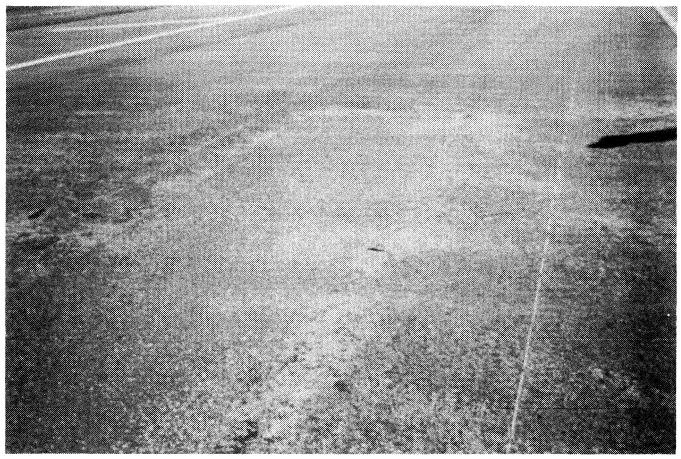


FIG. X1.9 Medium-Severity Corrugation

depth of the depression determines the level of severity. This depth can be measured by placing a 10 ft (3 m) straightedge across the depressed area and measuring the maximum depth in inches (millimeters). Depressions larger than 10 ft (3 m) across must be measured by using a stringline:

Severity	Maximum Depth of Depression	
	Runways and High-Speed Taxiways	Taxiways and Aprons
L	⅛ to ½ in. (3 to 13 mm)	½ to 1 in. (13 to 25 mm)
M	½ to 1 in. (13 to 25 mm)	1 to 2 in. (25 to 51 mm)
H	>1 in. (>25 mm)	>2 in. (>51 mm)

X1.7 *Jet-Blast Erosion:*

X1.7.1 *Description*—Jet-blast erosion causes darkened areas on the pavement surface where bituminous binder has been burned or carbonized. Localized burned areas may vary in depth up to approximately ½ in. (13 mm).

X1.7.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that jet-blast erosion exists (see Fig. X1.14).

X1.7.3 *How to Measure*—Jet-blast erosion is measured in square feet (square meters) of surface area.

X1.8 *Joint Reflection Cracking from PCC (Longitudinal and Transverse):*

X1.8.1 *Description*—This distress occurs only on pavements having an asphalt or tar surface over a PCC slab. This category does not include reflection cracking from any other type of base (that is, cement stabilized, lime stabilized). Such cracks are listed as longitudinal and transverse cracks. Joint reflection cracking is caused mainly by movement of the PCC slab beneath the AC surface because of thermal and moisture changes; it is not load related. However, traffic loading may cause a breakdown of the AC near the crack. Testing can

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FIG. X1.10 High-Severity Corrugation



FIG. X1.11 Low-Severity Depression

spalling and FOD potential. If the pavement is fragmented along a crack, the crack is said to be spalled. A knowledge of slab dimensions beneath the AC surface will help to identify these cracks.

X1.8.2 *Severity Levels:*

X1.8.2.1 *L*—Cracks have only light spalling (little or no FOD potential) or no spalling, and can be filled or nonfilled. If nonfilled, the cracks have a mean width of ¼ in. (6 mm) or less; filled cracks are of any width, but their filler material is in satisfactory condition (see Fig. X1.15).

X1.8.2.2 *M*—One of the following conditions exists: cracks are moderately spalled (some FOD potential) and can be either filled or nonfilled of any width; filled cracks are not spalled or are lightly spalled, but filler is in unsatisfactory condition; nonfilled cracks are not spalled or are only lightly spalled, but the mean crack width is greater than ¼ in. (6 mm), or light

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FIG. X1.12 Medium-Severity Depression

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FIG. X1.13 High-Severity Depression

random cracking exists near the crack or at the corners of intersecting cracks (see Fig. X1.16).

X1.8.2.3 *H*—Cracks are severely spalled with pieces loose or missing, causing definite FOD potential. Cracks can be either filled or nonfilled of any width (see Fig. X1.17).

X1.8.3 *How to Measure*—Joint reflection cracking is measured in linear feet (meters). The length and severity level of each crack should be identified and recorded. If the crack does not have the same severity level along its entire length, each portion should be recorded separately. For example, a crack that is 50 ft (15 m) long may have 10 ft (3 m) of a high severity, 20 ft (6 m) of a medium severity, and 20 ft (6 m) of a light severity. These would all be recorded separately. If the different levels of severity in a portion of a crack cannot be easily divided, that portion should be rated at the highest severity present.

X1.9 *Longitudinal and Transverse Cracking (Non-PCC Joint Reflective):*

X1.9.1 *Description*—Longitudinal cracks are parallel to the pavement's center line or laydown direction. They may be caused by (*1*) a poorly constructed paving lane joint, (*2*) shrinkage of the AC surface due to low temperatures or hardening of the asphalt, or (*3*) a reflective crack caused by cracks beneath the surface course, including cracks in PCC slabs (but not at PCC joints). Transverse cracks extend across the pavement at approximately right angles to the pavement's center line or direction of laydown. They may be caused by (*2*) or (*3*). These types of cracks are not usually load associated. If the pavement is fragmented along a crack, the crack is said to be spalled.

X1.9.2 *Severity Levels:*

X1.9.2.1 *L*—Cracks have only light spalling (little or no FOD potential) or no spalling, and can be filled or nonfilled. If nonfilled, the cracks have a mean width of ¼ in. (6 mm) or less; filled cracks are of any width, but their filler material is in satisfactory condition (see Fig. X1.18).

X1.9.2.2 *M*—One of the following conditions exists: (*1*) cracks are moderately spalled (some FOD potential) and can be either filled or nonfilled of any width; (*2*) filled cracks are not spalled or are lightly spalled, but filler is in unsatisfactory condition; (*3*) nonfilled cracks are not spalled or are only lightly spalled, but the mean crack width is greater than ¼ in. (6 mm); or (*4*) light random cracking exists near the crack or at the corners of intersecting cracks (see Fig. X1.19).

X1.9.2.3 *H*—Cracks are severely spalled and pieces are loose or missing, causing definite FOD potential. Cracks can be either filled or nonfilled of any width (see Fig. X1.20).

X1.9.3 *Porous Friction Courses – Severity Levels:*

X1.9.3.1 *L*—Average raveled area around the crack is less than ¼ in. (6 mm) wide (see Fig. X1.21).

X1.9.3.2 *M*—Average raveled area around the crack is between ¼ to 1 in. (6 to 25 mm) wide (see Fig. X1.22).

X1.9.3.3 *H*—Average raveled area around the crack is greater than 1 in. (25 mm) wide (see Fig. X1.23).

X1.9.4 *How to Measure*—Longitudinal and transverse cracks are measured in linear feet (meters). The length and severity of each crack should be identified and recorded. If the crack does not have the same severity level along its entire length, each portion of the crack having a different severity level should be recorded separately. For an example see "Joint Reflection Cracking." If block cracking is recorded, longitudinal and transverse cracking is not recorded in the same area.

X1.10 *Oil Spillage:*

X1.10.1 *Description*—Oil spillage is the deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.

X1.10.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that oil spillage exists (see Fig. X1.24).

X1.10.3 *How to Measure*—Oil spillage is measured in square feet (square meters) of surface area. A sketch of a

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FIG. X1.14 Jet-Blast Erosion

distress unless material has been lost or binder has been softened. If hardness is approximately the same as on surrounding pavement, and if no material has been lost, do not record as a distress.

X1.11 *Patching and Utility Cut Patch:*

X1.11.1 *Description*—A patch is considered a defect, no matter how well it is performing.

X1.11.2 *Severity Levels:*

X1.11.2.1 *L*—Patch is in good condition and is performing satisfactorily (see Fig. X1.25).

X1.11.2.2 *M*—Patch is somewhat deteriorated and affects ride quality to some extent. Moderate amount of distress is present within the patch or has FOD potential, or both (see Fig. X1.26).

X1.11.2.3 *H*—Patch is badly deteriorated and affects ride quality significantly or has high FOD potential. Patch soon needs replacement. See Fig. X1.27.

X1.11.3 *Porous Friction Courses*—The use of dense-graded AC patches in porous friction surfaces causes a water-damming effect at the patch, which contributes to differential skid resistance of the surface. Low-severity, dense-graded patches should be rated as medium severity. The [illegible]

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FIG. X1.15 Low-Severity Joint Reflection Cracking



FIG. X1.16 Medium-Severity Joint Reflection Cracking

differential friction problem. Medium- and high-severity patches are rated the same as above.

X1.11.4 *How to Measure:*

X1.11.4.1 Patching is measured in square feet (square meters) of surface area. However, if a single patch has areas of differing severity levels, these areas should be measured and recorded separately. For example, a 25 ft^2 (2.5 m^2) patch may have 10 ft^2 (1 m^2) of medium severity and 15 ft^2 (1.5 m^2) of low severity. These areas should be recorded separately. Any distress found in a patched area will not be recorded; however, its effect on the patch will be considered when determining the patch's severity level.

X1.11.4.2 A very large patch, (area >2500 ft^2 (230 m^2)) or feathered-edge pavement, may qualify as an additional sample unit or as a separate section.

X1.12 *Polished Aggregate:*

X1.12.1 *Description*—Aggregate polishing is caused by repeated traffic applications. Polished aggregate is present when close examination of a pavement reveals that the portion

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FIG. X1.17 High-Severity Joint Reflection Cracking

of aggregate extending above the asphalt is either very small, or there are no rough or angular aggregate particles to provide good skid resistance.

X1.12.2 *Severity Levels*—No degrees of severity are defined. However, the degree of polishing should be clearly evident in the sample unit, in that the aggregate surface should be smooth to the touch. See Fig. X1.28.

X1.12.3 *How to Measure*—Polished aggregate is measured in square feet (square meters) of surface area. Polished aggregate areas should be compared visually with adjacent nontraffic areas. If the surface texture is substantially the same in both traffic and nontraffic areas, polished aggregate should not be counted.

X1.13 *Raveling:*

X1.13.1 *Description*—Raveling is the dislodging of coarse aggregate particles from the pavement surface.

X1.13.2 *Dense Mix Severity Levels*—As used herein, coarse aggregate refers to predominant coarse aggregate sizes of the asphalt mix. Aggregate clusters refer to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of one square yard each (one square meter) should be examined and the number of missing coarse aggregate particles counted.

X1.13.2.1 *L*—(*1*) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is between 5 and 20, and/or (*2*) missing aggregate interfere

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