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CONDITION SURVEY AND PAVER IMPLEMENTATION CANNON AIR FORCE BASE, NEW MEXICO

by

William P. Grogan

Geotechnical Laboratory

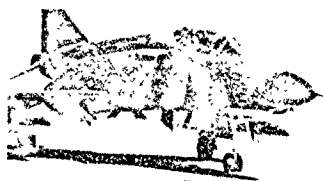
DEPARTMENT OF THE ARMY

Waterways Experiment Station, Corps of Engineers
3909 Halls Ferry Road, Vicksburg, Mississippi 39180-6199

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PAVEMENT CONDITION INDEX (PCI)	PAVEMENT CONDITION RATING
100	EXCELLEN
90	VERY GOOD
80	GOOD
70	FAIR
60	POOR
50	VERY POOR
40	FAUL

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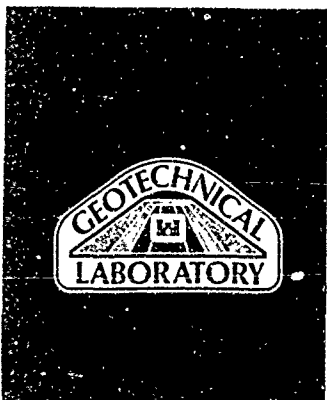


August 1990

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Under MIPR No. N589-119

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19. ABSTRACT (Continue on reverse if necessary and identify by block number) A pavement condition survey was performed at Cannon Air Force Base, New Mexico, in June 1989 for the purpose of determining the pavement condition index of the airfield features and for performing the initial implementation of the PAVER pavement management system.					
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PREFACE

The condition survey described in this report was requested by Military Interdepartmental Purchase Request (MIPR) No. N589-119 dated 7 April 1989 from the Headquarters TAC/DEPF, Langley Air Force Base, VA, to the US Army Engineer Waterways Experiment Station (WES), Vicksburg, MS.

The condition survey at Cannon Air Force Base was performed by a WES condition survey team during the period 1 to 8 June 1989. The team consisted of Messrs. S. J. Alford, R. H. Barlow, Jr., W. P. Grogan, and D. D. Mathews, Pavement Systems Division (PSD), Geotechnical Laboratory (GL). This report was prepared by Mr. Grogan under the supervision of Mr. H. H. Ulery, Jr., Chief, PSD. The work was under the general supervision of Dr. W. F. Marcuson III, Chief, GL, WES. Ms. Odell F. Allen, Visual Production Center, Information Technology Laboratory, edited the report.

COL Larry B. Fulton, EN, was the Commander and Director during the preparation and publication of this report. Dr. Robert W. Whalin was the Technical Director.



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CONVERSION FACTORS, NON-SI TO SI (METRIC)
UNITS OF MEASUREMENT

Non-SI units of measurement used in this report can be converted to SI
(metric) units as follows:

<u>Multiply</u>	<u>By</u>	<u>To Obtain</u>
feet	0.3048	metres
inches	2.54	centimetres
square feet	0.09290304	square metres
square yards	0.8361274	square metres

CONDITION SURVEY AND PAVER IMPLEMENTATION

CANNON AIR FORCE BASE, NEW MEXICO

PART I: INTRODUCTION

Background

1. This report describes the condition survey and initial implementation of a pavement management system using the PAVER system of the airfield pavements at Cannon Air Force Base (AFB), NM. The implementation was performed to provide base engineers with the initial data base required for making pavement management decisions concerning costs and maintenance requirements. The condition survey was performed by the US Army Engineer Waterways Experiment Station during the period 1 to 8 June 1989.)

Objective and Scope

2. The overall objective of this project was to determine the pavement condition of the airfield pavements at Cannon AFB and to input the information into a PAVER data base to provide the base engineers with a permanent data base to use for future pavement management decisions. This objective was accomplished by:

- a. Performing a condition survey of the pavements in accordance with AFR 93-5)*
- b. Inputting the pavement network and condition survey information into PAVER to calculate a pavement condition index (PCI) of each of the pavement features;
- c. Completing the data base implementation by compiling pavement construction data and inputting the information into the PAVER data base; AND
- d. Producing detail drawings of the pavement features to ensure that future condition surveys will be performed at the same locations as the one performed for this report.

* Headquarters, Department of the Air Force. 1981 (May). "Airfield Pavement Evaluation Program," Air Force Regulation AFR 93-5, Washington, DC.

PART II: PAVEMENT CONDITION SURVEY

Introduction

3. An airfield pavement condition survey determines the present surface condition of the airfield pavements. The procedure used in performing the condition survey was developed by the US Army Corps of Engineers and has been accepted as a regulation by the US Air Force. Knowledge of the condition survey procedures discussed in AFR 93-5* is beneficial for the use and understanding of this report.

Pavement Definition and Identification

4. The pavement network is divided into three specific units in order to manage the pavement network effectively. The three units of division are the branch, the section, and the sample unit. The method for dividing the pavement network is detailed in AFR 93-5 and is briefly discussed herein.

5. Airfield pavement branches (or features) are defined by parameters such as the pavement type, construction history, and pavement usage. The branch designations used for Cannon AFB were established in the 1987 report "Airfield Pavement Evaluation, Cannon Air Force Base, New Mexico."** The branch designations, shown in Figure 1, are indicative of pavements subjected to similar traffic with like cross sections.

6. After each pavement branch has been defined, further division of the branch may be required for reasons such as traffic flow. Further division of branches is done into sections. For instance, a runway branch may be 150 ft† wide, but the majority of the traffic occurs in the middle of the branch. Therefore, a section is defined in the center of the branch with additional sections defined on either side of the middle section. The runways at Cannon AFB were divided into three sections. An apron may contain taxi lanes which

* Headquarters, Department of the Air Force. 1981. "Airfield Pavement Evaluation Program," Air Force Regulation AFR 93-5, Washington, DC.

** Air Force Engineering and Services Center. 1987 (May). "Airfield Pavement Evaluation Report, Cannon Air Force Base, New Mexico," Tyndall AFB, FL.

† A table of factors for converting non-SI units of measurement to SI (metric) units is presented on page 3.

the aircraft follow to their parking locations, a section which would differ from the areas used for the actual parking of the aircraft. Therefore, these elements of the branch may be divided into sections. If a branch requires no division, it is defined as containing one section.

7. After the pavement section definition has been completed, the section is divided into sample units. Sample units are conveniently sized areas of pavement on which the inspection is performed. A sample unit on asphaltic concrete (AC) pavement is a 5,000-sq ft area, and a sample unit on portland cement concrete (PCC) pavement consists of 20 slabs. A pavement section is divided into sample units for condition survey purposes only. Recognizing that not all sample units can be 5,000 sq ft or 20 slabs, deviations of 50 percent on either side of these values may be used for survey purposes.

8. When a section has been divided into sample units, it is ready to be surveyed. Inspection of all of the sample units within a section could require a considerable amount of time. Therefore, the random sampling method was developed to provide an adequate calculation of the PCI while inspecting only a portion of the sample units in a section. The method, further defined in AFR 93-5, allows for a reduction in the number of sample units surveyed without a significant loss of accuracy in the calculation of the PCI. It should be noted, however, that the inspection of all the sample units may be necessary for the estimation of maintenance and repair work.

9. An essential concept in pavement management is determining the deterioration of the pavement surface over time. The PCI is used in the PAVER system to determine this deterioration. Determining the PCI of a pavement section at different time intervals using the same sample units of the section in each survey gives a precise idea of the deterioration rate. Drawings of each pavement branch with sample unit locations illustrated are included in Figures 2 through 10. The locations of the sample units in the asphalt runway and taxiway branches were made using stationing. Referencing of the PCC branches including taxiways, aprons, and runways were made with respect to the location of the slabs in each branch. The sample units to be surveyed were located by counting slabs. The circled numbers indicate the sample units that were surveyed. The match lines on the drawings are keyed to the sheet number in the lower right hand corner of Figures 2 through 10.

Pavement Inspection

10. The performance of a condition survey consists of inspecting the pavement surface for various types of distresses, determining the severity of each distress found, and measuring the amount of distress within the sample unit. Distress quantities on AC pavement are measured in either linear feet or square feet within the sample unit. PCC pavement distresses are measured by counting the number of slabs affected within the sample unit.

11. The result of the condition survey is the PCI of the sample unit. The PCI is a value from 0 to 100 reflecting the condition of the pavement surface. The numerical index of the PCI ranges from 0-10, 11-25, 26-40, 41-55, 56-70, 71-85, and 86-100 corresponding to the PCI ratings of failed, very poor, poor, fair, good, very good, and excellent, respectively. The PCI is obtained by determining a deduct value for the amount and severity level of each distress type found in a sample unit. A correct deduct value is determined for the combined effect of various distresses on the pavement condition. The corrected deduct value is subtracted from 100, resulting in the PCI value. A sample unit with no distress has a PCI of 100 with varying amounts of distress decreasing the PCI value to a possible low of 0. The PCI of the pavement section is calculated by averaging the PCI's of the sample units surveyed in the respective section.

12. The majority of the pavement branches at Cannon AFB are rated from good to excellent conditions with some branches rated from very poor to fair. Figure 11 illustrates the condition ratings of the features at Cannon AFB. Photos 1 through 30 show various distresses that were observed on the airfield pavements.

PART III: PAVER DATA BASE IMPLEMENTATION

Introduction

13. The use of the PAVER system requires knowledge of both computers and the PAVER system. This report does not describe the operation of a computer; it does outline the necessary PAVER procedures in moderate detail. The "PAVER User's Guide"* goes into specific detail of all the procedures for setting up and using a PAVER data base and should be used as a reference when performing operations in the PAVER system.

14. The PAVER system consists of five different system functions. Performing each function requires the use of specific programs, files, and procedures. The five functions are data entry, system sign-on, data base update, report generation, and data analysis. Data entry, system sign-on, and data analysis do not directly interact with the PAVER data base, but data base update and report generation require data base interaction.

Data Entry

15. The pavement network data are entered into the PAVER data base in a logical order that defines the branches and sections first. The additional information that allows the user to perform data base related operations such as PCI calculation and report generation is then entered. The data must be in specific formats for it to be accepted by the data base. Three data input programs are used to prepare data for the specific formats: PAVERIN, EDITOR, and REFORMT. All of these programs have been written in the BASIC computer language and are operable on a personal computer that contains a BASIC system. The PAVERIN program is used to input the data into the correct formats; the EDITOR program is used for editing any errors that may have been placed in the data, and the REFORMT program is used to prepare the data for uploading onto the mainframe computer.

16. The condition survey data are collected in the field by recording the data manually on condition survey data sheets, or by inputting the data

* Shahin, M. Y. 1985. "The PAVER User's Guide," ADP-356-1, US Army Construction Engineering Research Laboratory and US Army Facilities Engineering Support Agency.

directly into the FIELD program on a portable computer. The FIELD program places the data into PAVER format as the data are entered into the computer and saves the data in a file that can be directly uploaded to the mainframe computer. If the data are collected manually on survey sheets, the PAVERIN data input program is used to enter the data in the PAVER system. The data for Cannon AFB were collected and compiled on data sheets at the time of the survey and later input into PAVERIN.

17. The data for physical properties and construction history of the pavements at Cannon AFB were obtained from the 1987 evaluation report and from base engineering personnel. The physical property data were entered into the data base.

System Sign-On

18. The mainframe PAVER system currently resides on a Control Data Corporation (CDC) computer and is accessible through a remote terminal via a telephone link. The telephone link is achieved by using a modem and appropriate communication software. Connection to the system requires dialing the CDC computer for connection and then entering the appropriate access codes to sign-on the computer. The access codes (user ID, password, and charge number) are obtained when a charge account has been set up with CDC.

Data Upload and Data Base Update

19. Data are added to the data base either interactively or by using the BATCH method. The interactive method is used when the user is on-line to the CDC computer. This method is easier to perform but is more expensive. The BATCH involves transferring the data file created with the PAVERIN or FIELD programs from the personal computer to the CDC mainframe. Using either operation involves creating the file DATAFL on the CDC computer from which the data are read into the data base. After DATAFL is prepared, the PAVER system checks it for errors, and after corrections have been made, the data are loaded into the data base.

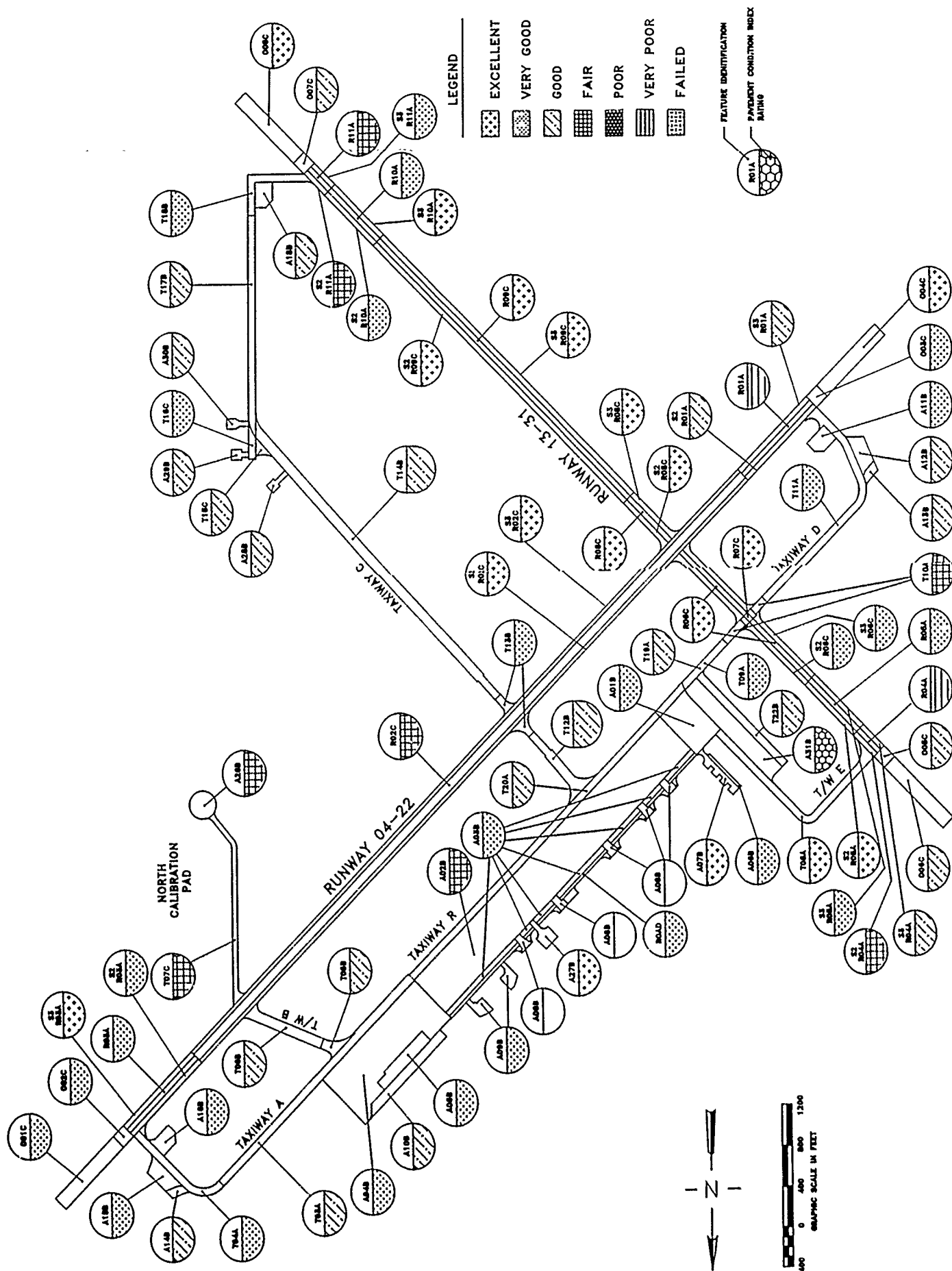
Report Generation and Data Analysis

20. The PAVER system generates reports that provide a summary or specific information based on the data stored in the mainframe data base. It also calculates information such as budget needs from data and analysis programs provided by PAVER. These reports can be generated either interactively or through a BATCH process. The BATCH process produces the report when the user is not signed-on to the CDC computer and is more cost-effective when generating large amounts of information. The interactive process, performed while the user is signed-on, can be used effectively when generating smaller reports and detecting data base errors.

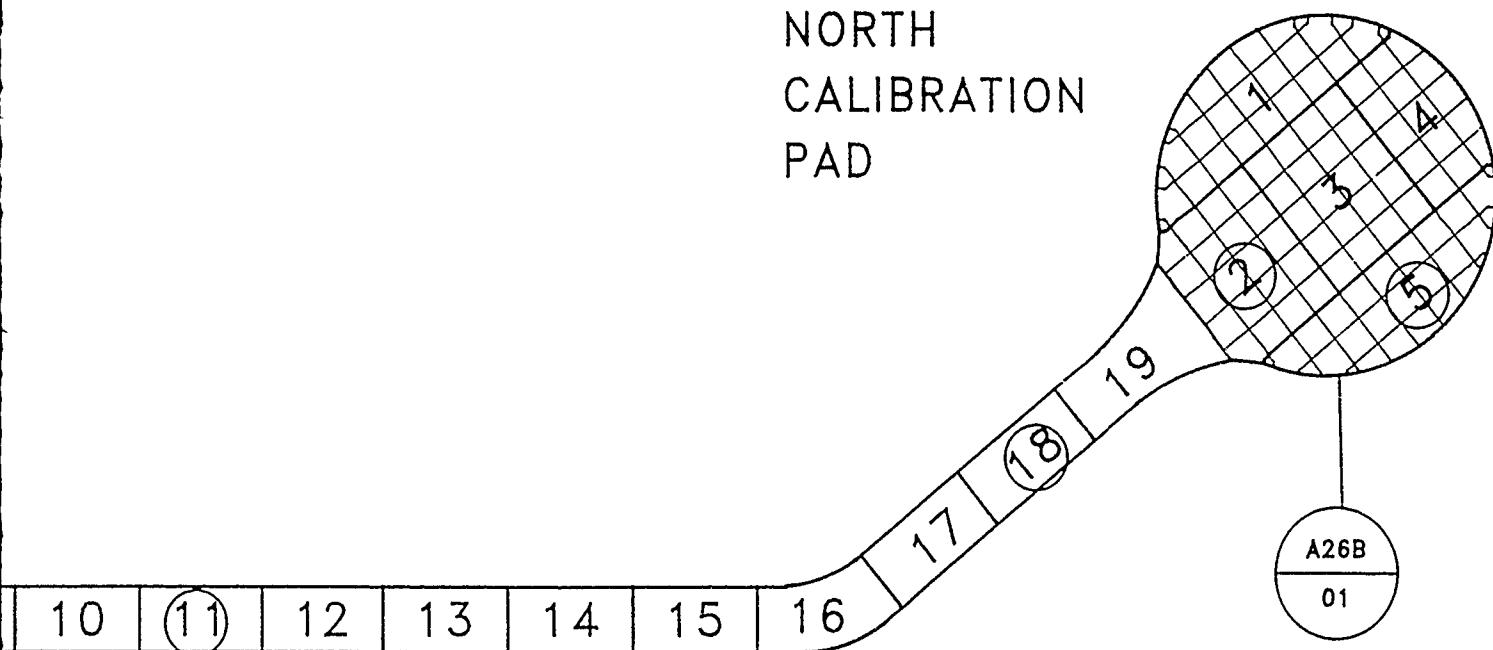
21. There are two types of data analysis programs in the PAVER system: those that access the data base and those that do not access the data base. The difference in the two types is that the data base must be on line for the report to operate. The user responds to questions that the program asks, and then analysis results are produced based on those responses. The analysis reports can only be generated using the interactive process.

22. The data reports and analysis programs provide an engineer with the information required to make pavement management decisions. Those reports (LIST, INV, PCI, SCHED, and SAMPCUR) are found in Appendix A.

23. The LIST report lists the branch number, branch name, and number of sections in each branch. The INV report provides inventory information of each pavement section including surface type, branch use, pavement rank, and section area in square yards. The PCI report provides a list of the PCI's of each section ranked by PCI from low to high. The report SCHED gives a schedule of sections to be inspected in the next 5 years. The SAMPCUR report lists the summary and sample unit PCI and distress information on each pavement section in the data base.



NORTH CALIBRATION PAD



ON PAD ACCESS

LEDGEND



SHEET 9

Sample unit locations on Branches R01A, R02C, T11A,
A01B, A12B, A13B, O03C, and O04C

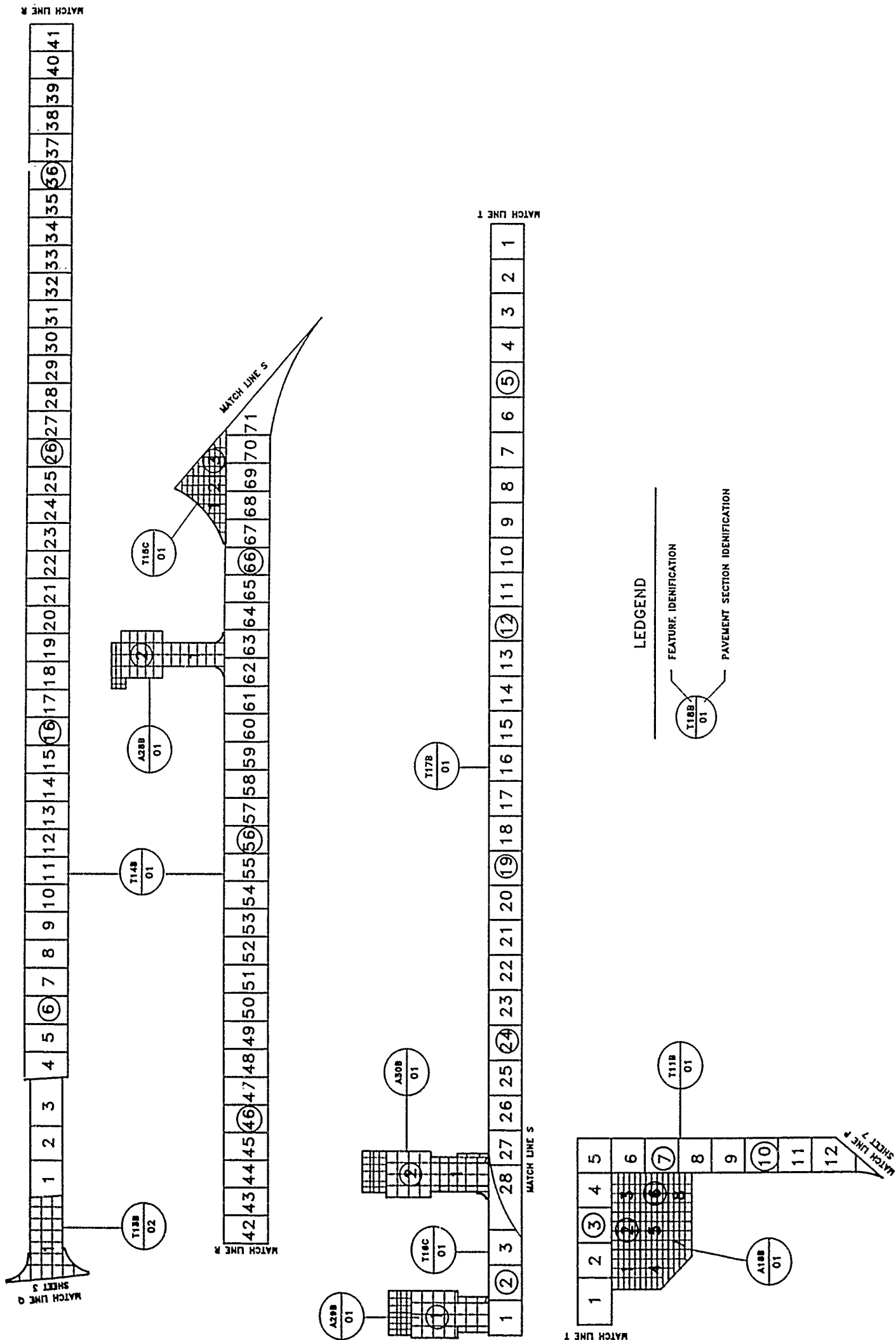


Figure 3. Sample unit locations on Branches R02C, R06C, R07C, T09A, T10A, T11A, T19A, T20A, T22A, A01B, A02B, A03B, A08B, A31B, and ROAD

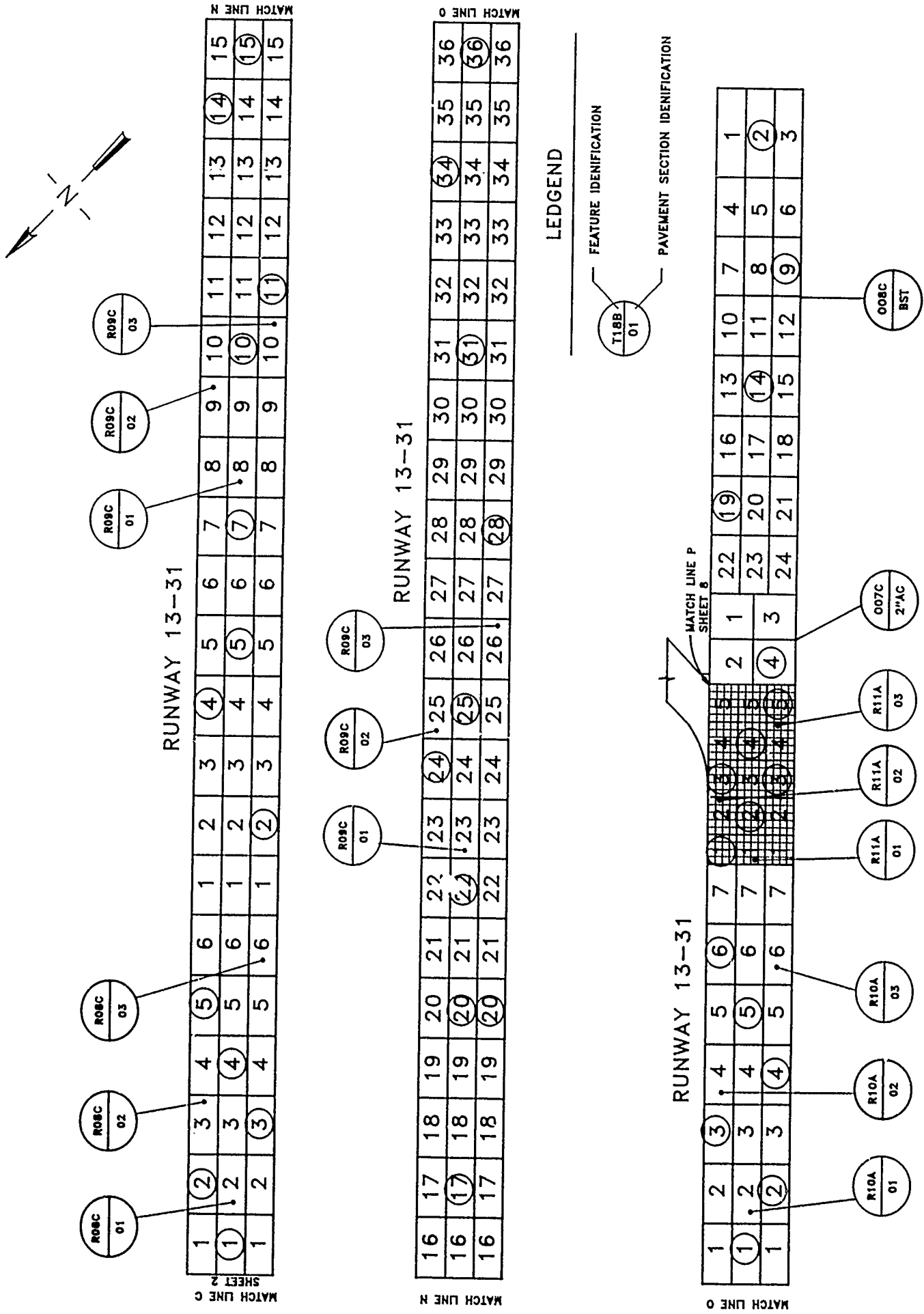


Figure 4. Sample unit locations on Branches R02C, T12B, T13B, T20A, A02B, A03B, A08B, A09B, A27B, and ROAD

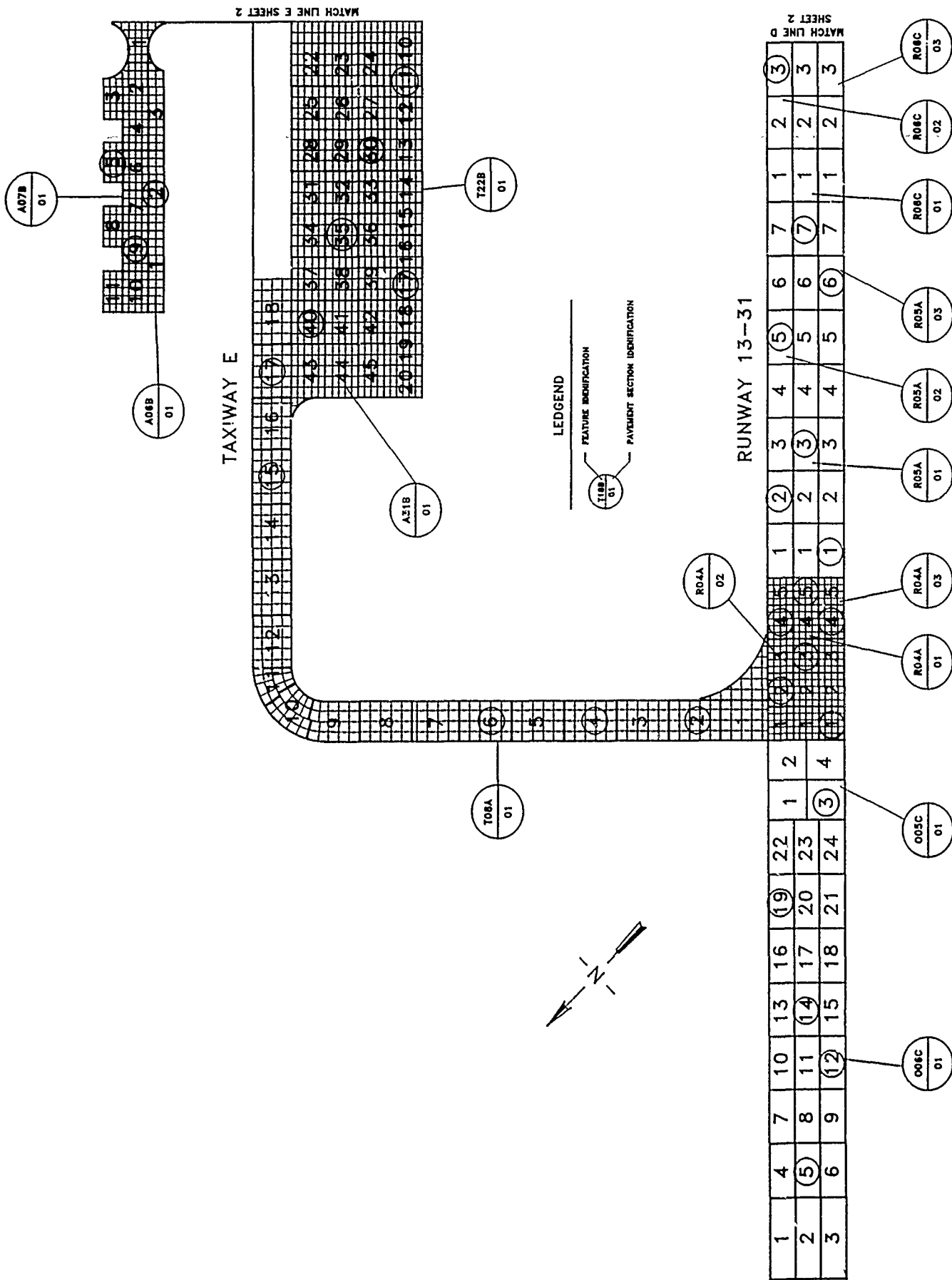


Figure 5. Sample unit locations on Branches R02C, T03A, T05B, T06B, T20A, A02B, A03B, A04B, A05B, A09B, A10B, and ROAD

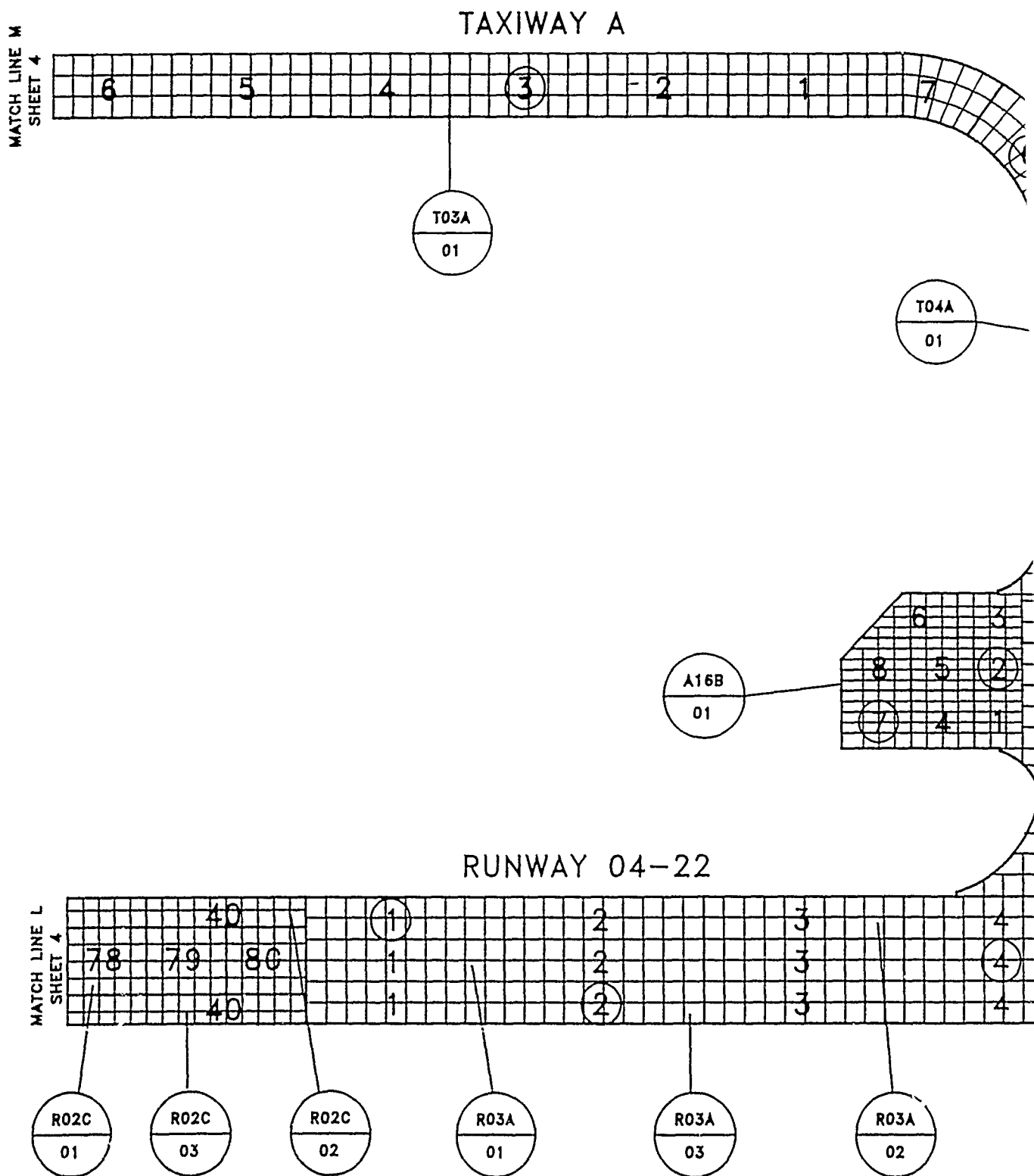


Figure 6. Sample unit
T04A, A14E

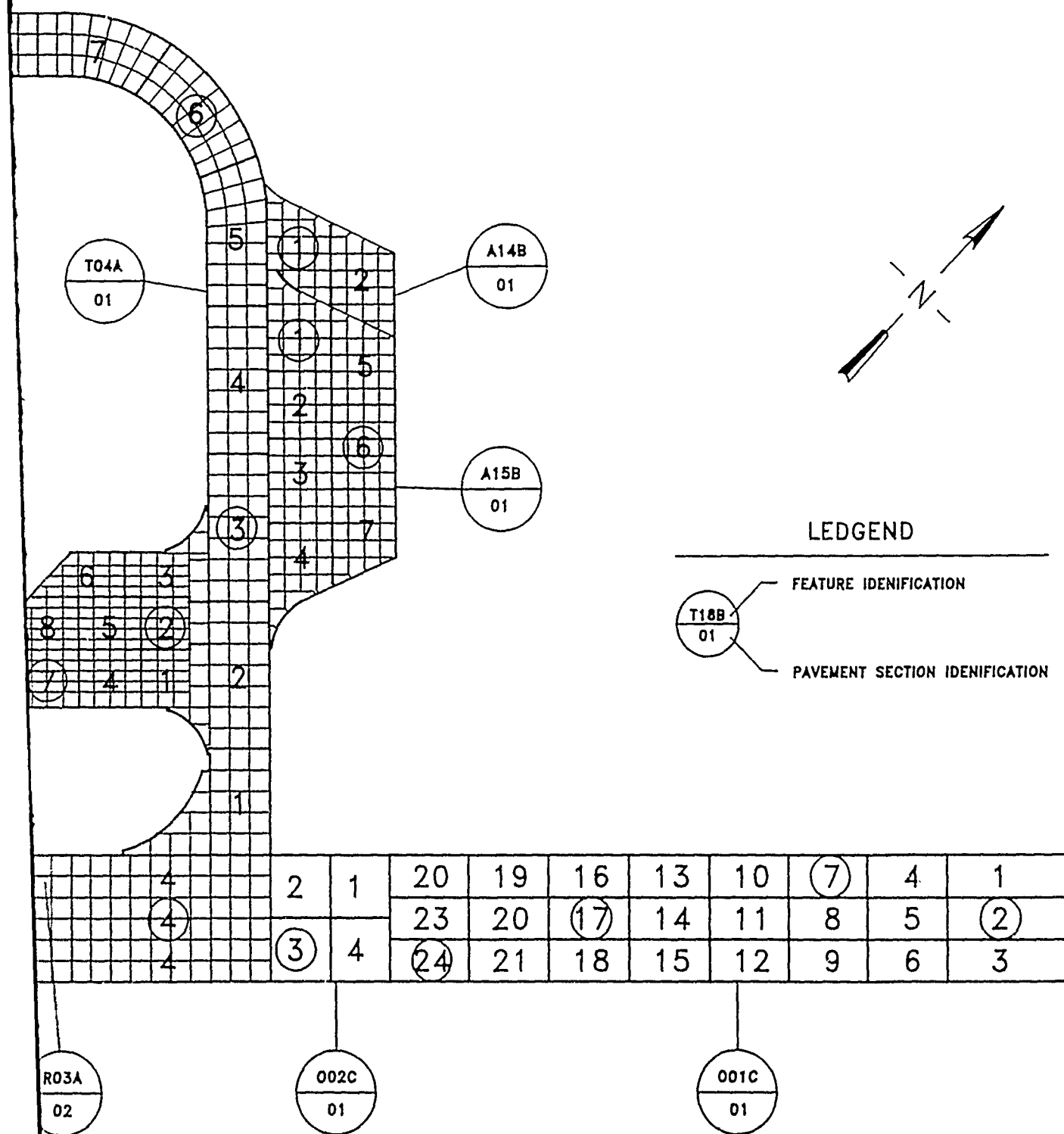


Figure 6. Sample unit locations on Branches R02C, R03A, T03A, T04A, A14B, A15B, A15B, O01C, and O02C

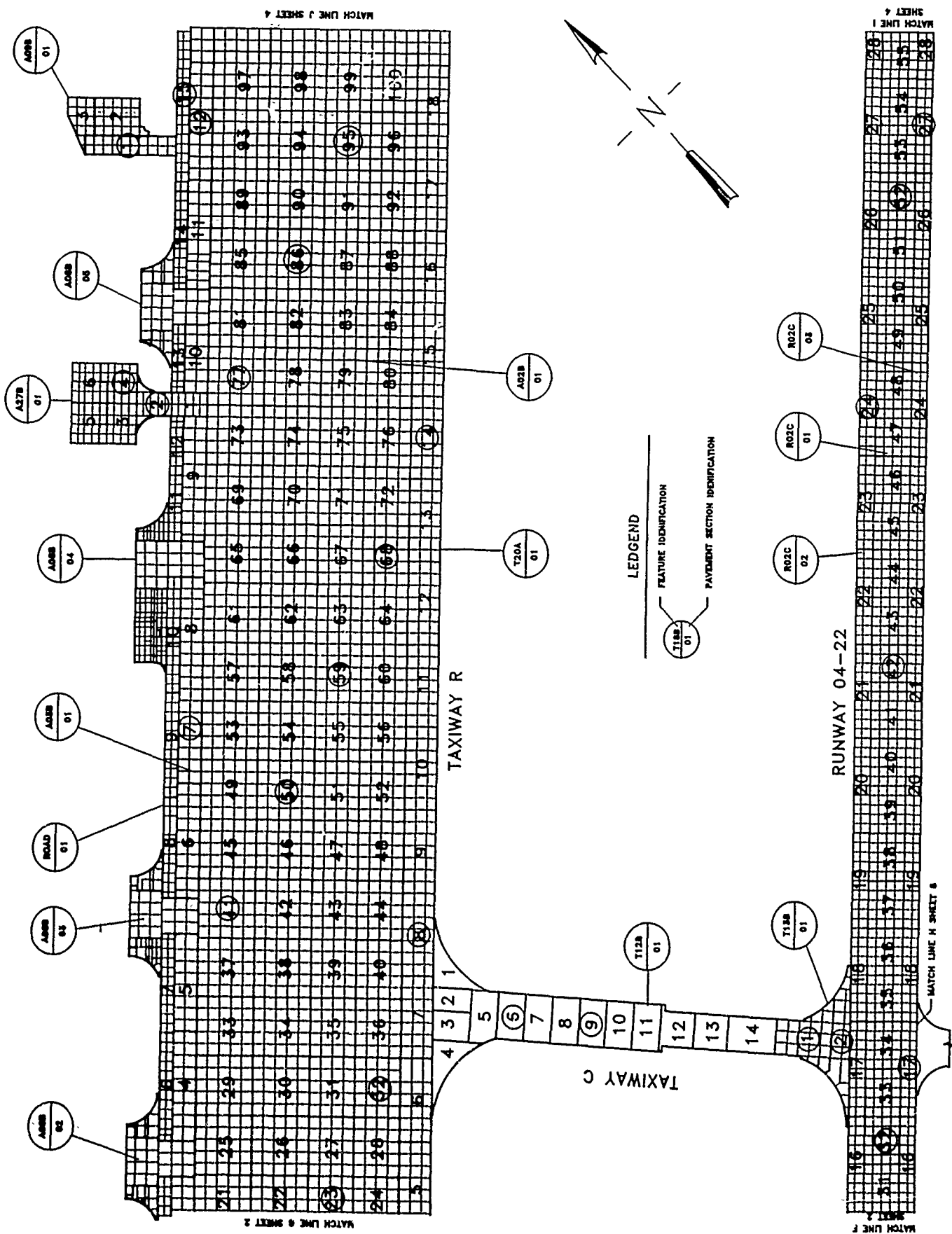


Figure 8. Sample unit locations on Branches R08C, R09C, R10A, R11A, O07C, and O08C

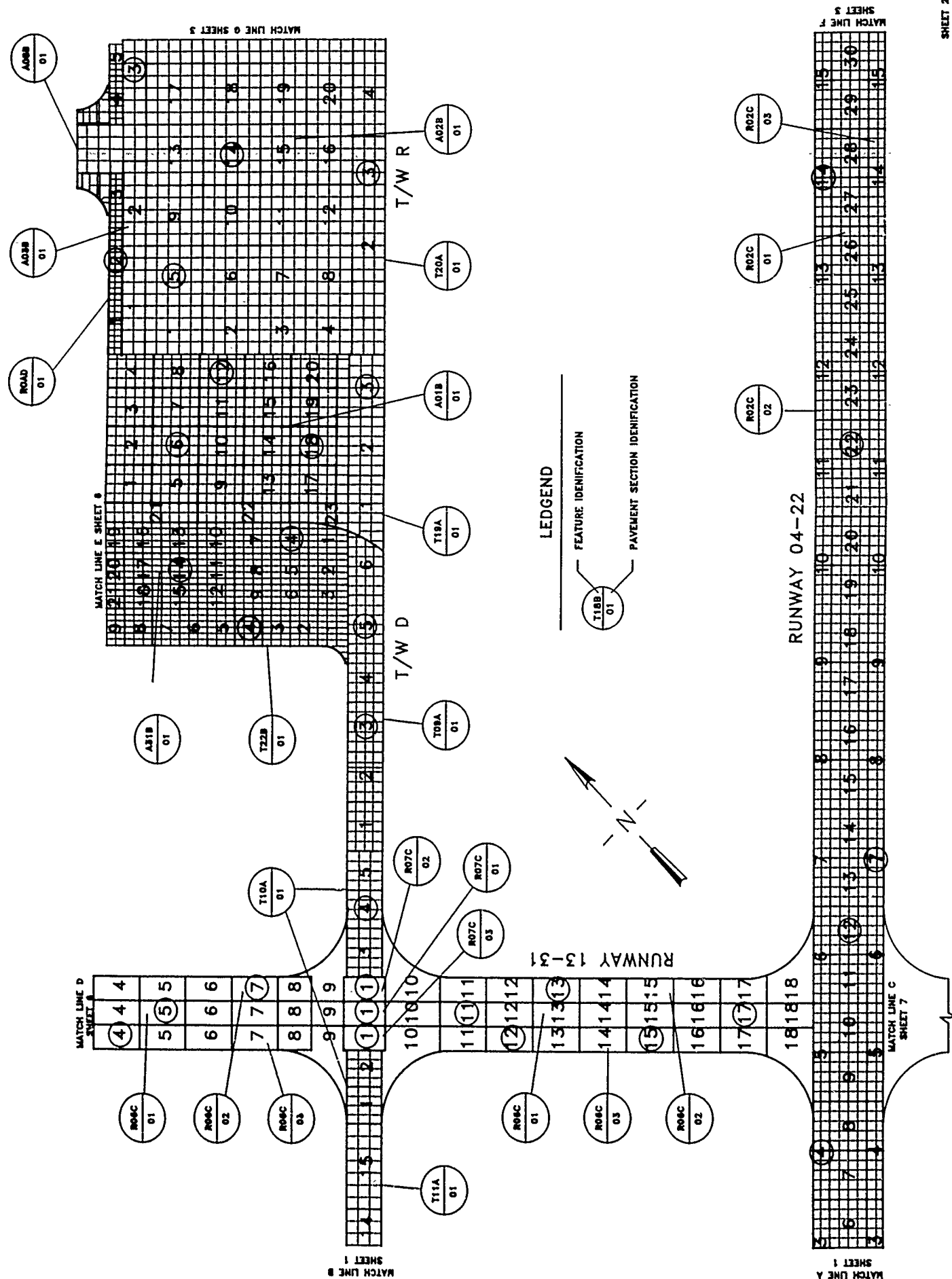


Figure 9. Sample unit locations on Branches T11B, T13B, T14B, T15C, T16C, T17B, A18B, A28B, A29B, and A30B

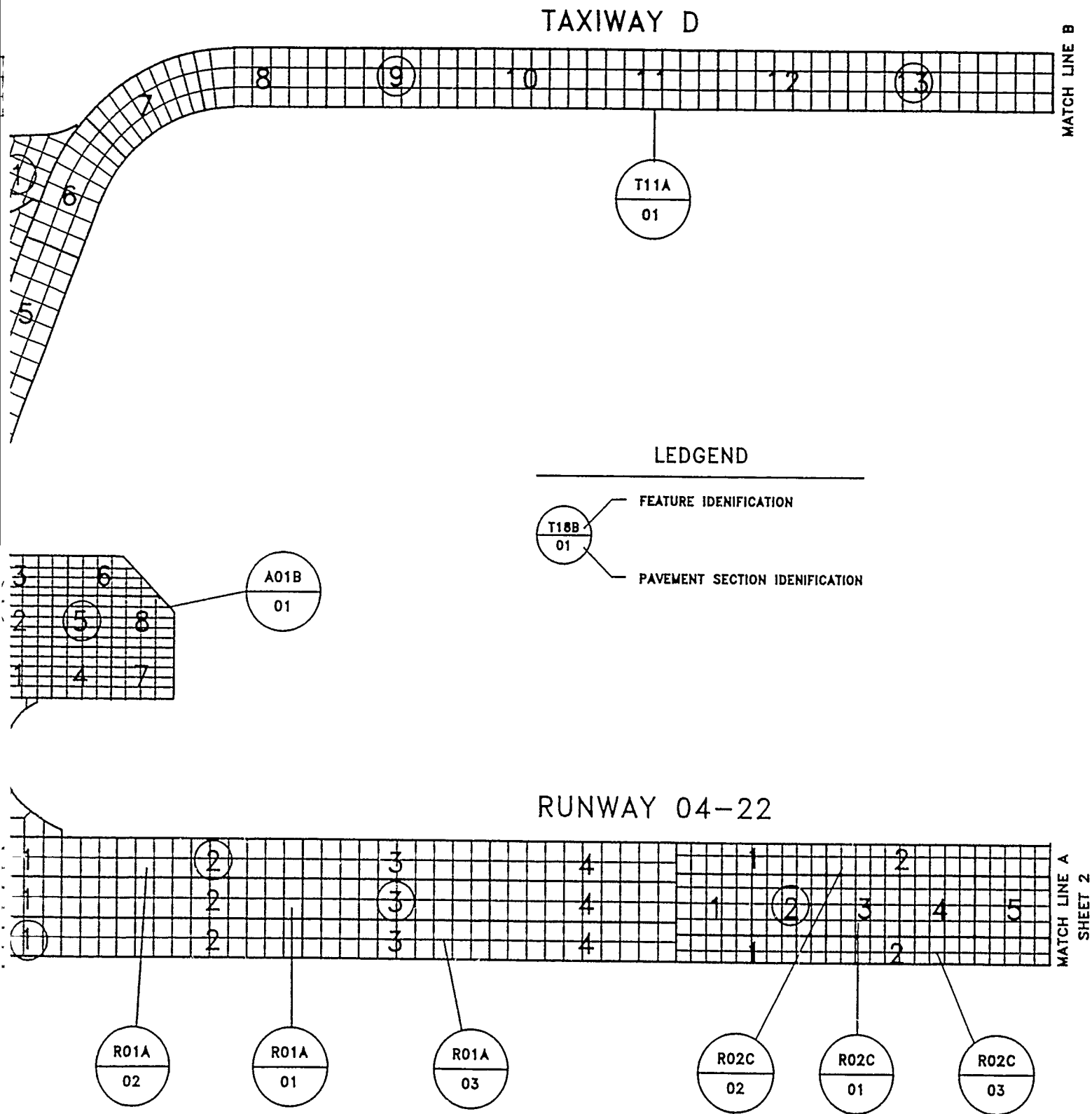


Figure 10. Sample unit locations on Branches T07C and A26B

SHEET 1

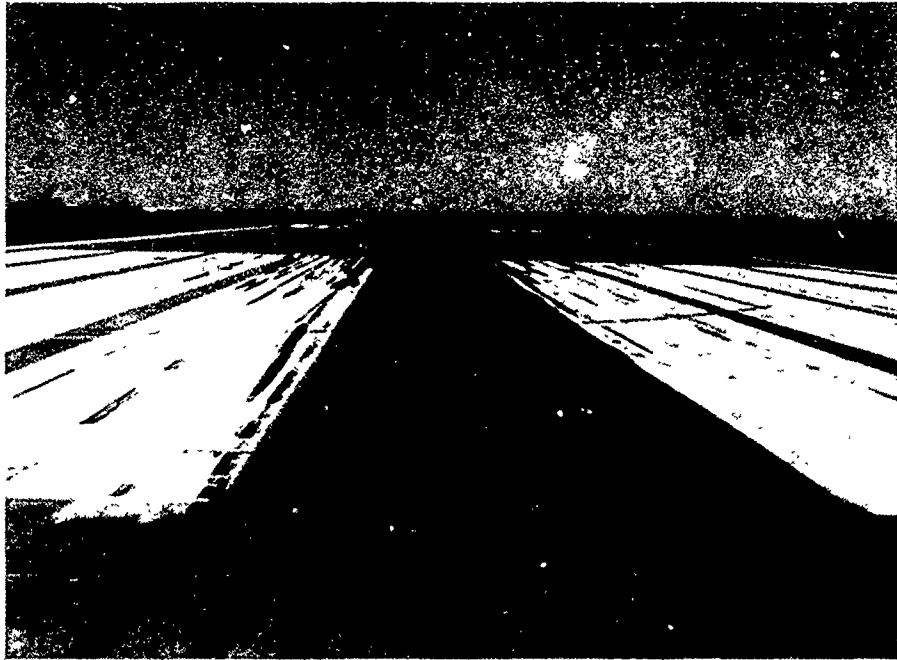


Photo 1. Overall view of R01A



Photo 2. Small Patch on R01A

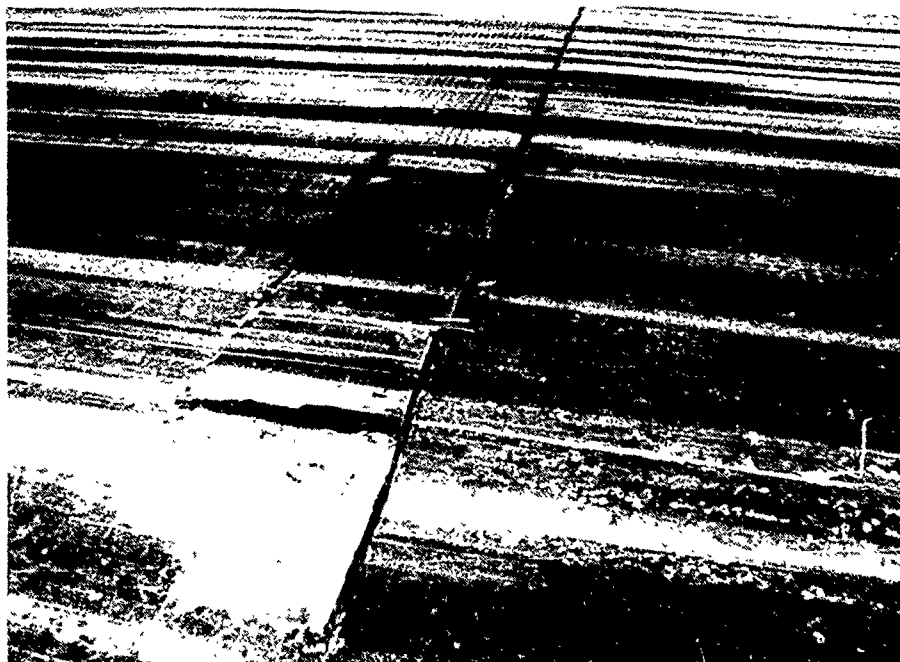


Photo 3. Large patch on R02C

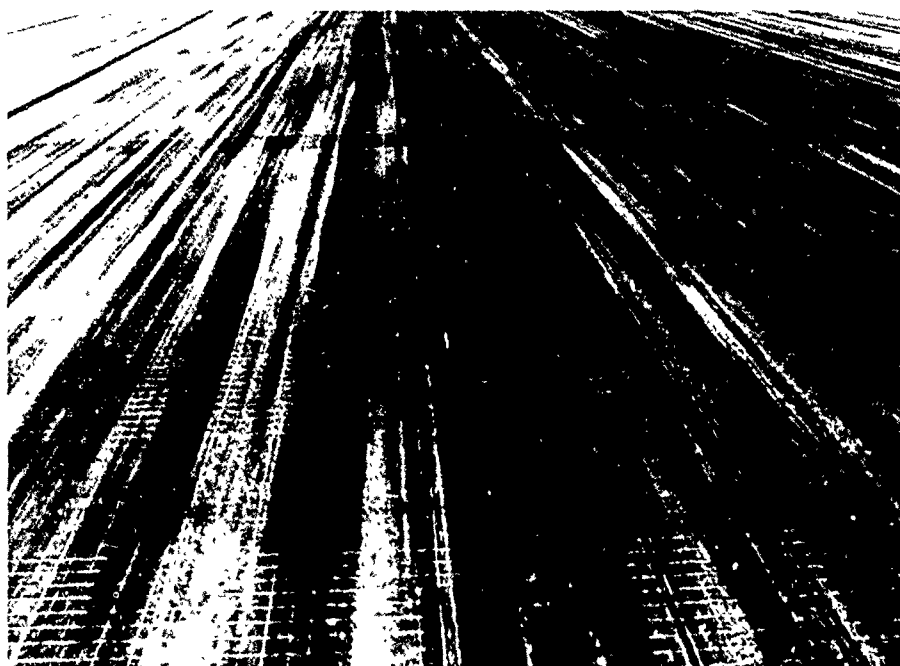


Photo 4. Center-line view of R02C

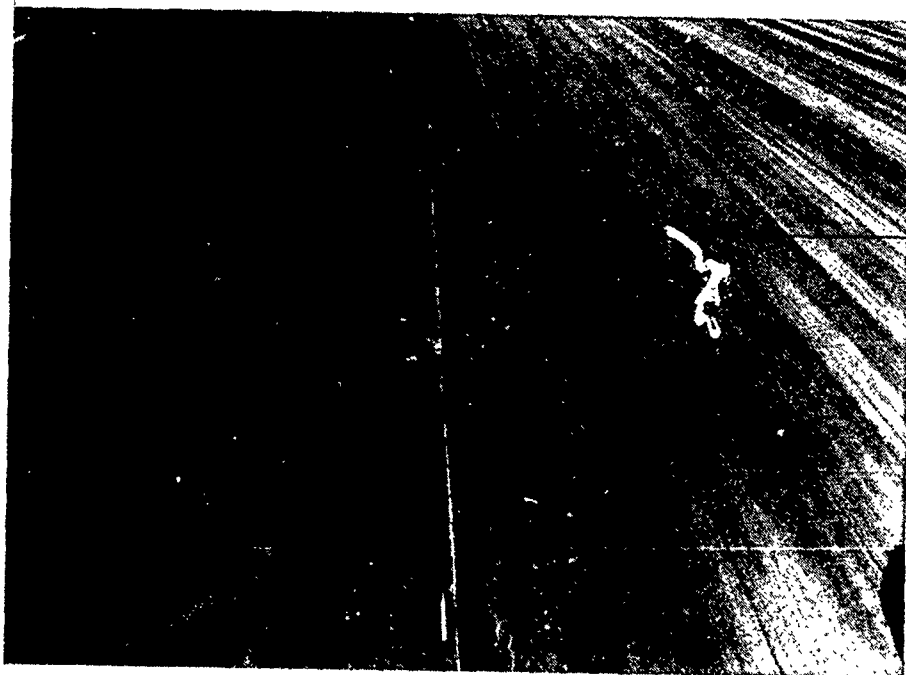


Photo 5. Center-line view of R03A



Photo 6. Overall view of R11A



Photo 7. Sealed longitudinal/transverse crack
on R11A



Photo 8. Overall view of R10A

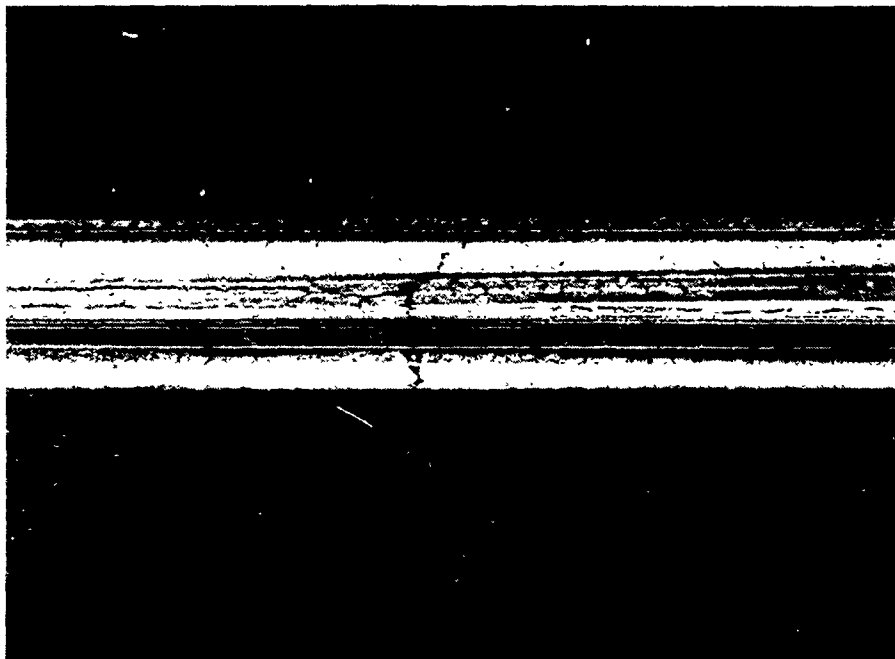


Photo 9. Longitudinal/transverse crack on R10A

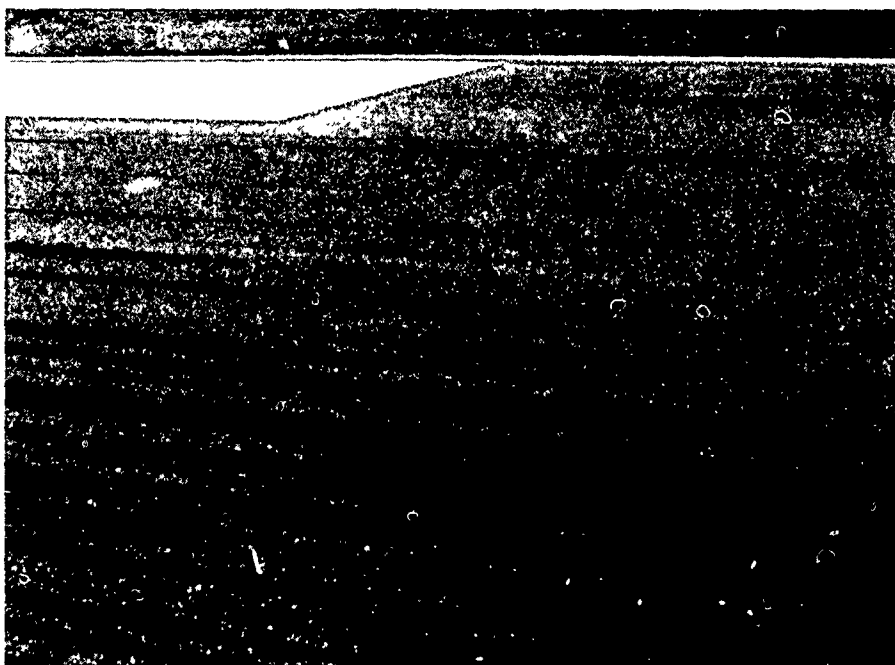


Photo 10. Low-severity transverse crack on R10A

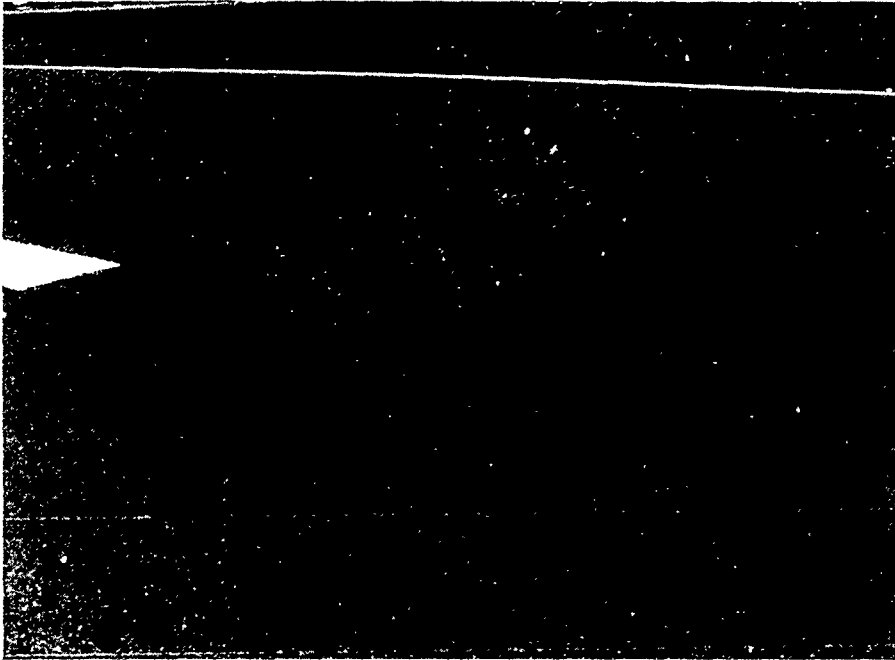


Photo 11. No distress on R9C

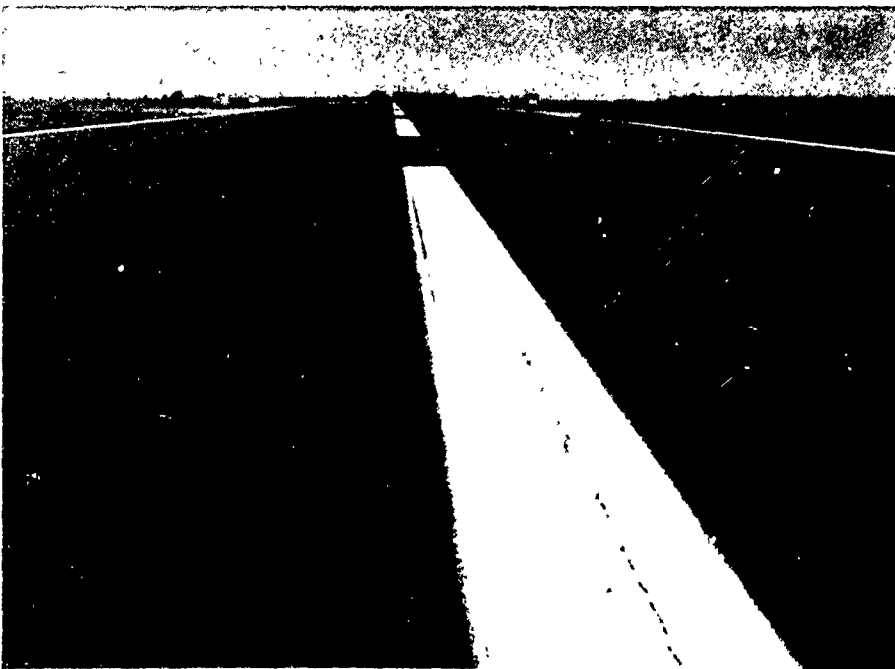


Photo 12. Overall view of R9C



Photo 13. Overall view of R4A



Photo 14. Failing spall patch on R4A



Photo 15. Sealed longitudinal crack on R4A



Photo 16. Patched corners on ROAD

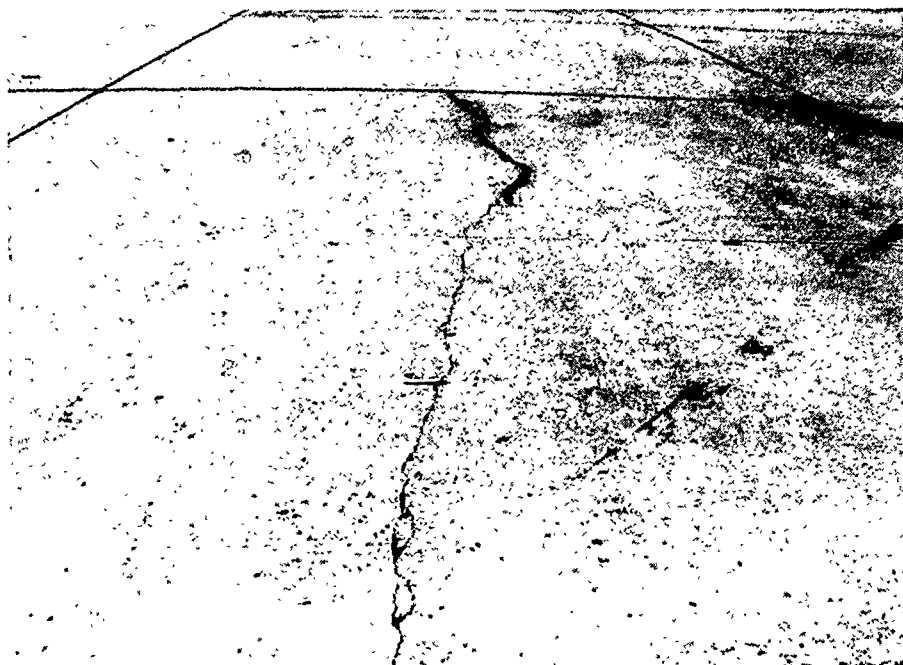


Photo 17. Longitudinal/transverse crack on A02B



Photo 18. Sealed longitudinal/transverse crack
on T3A



Photo 19. Center slabs replaced on T3A

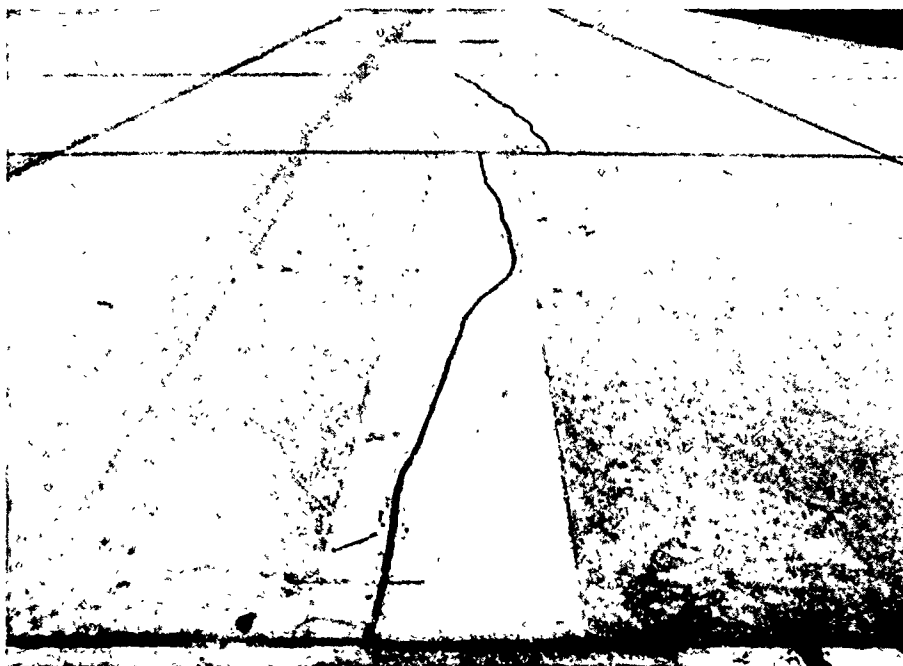


Photo 20. Patched and sealed longitudinal crack
on T3A

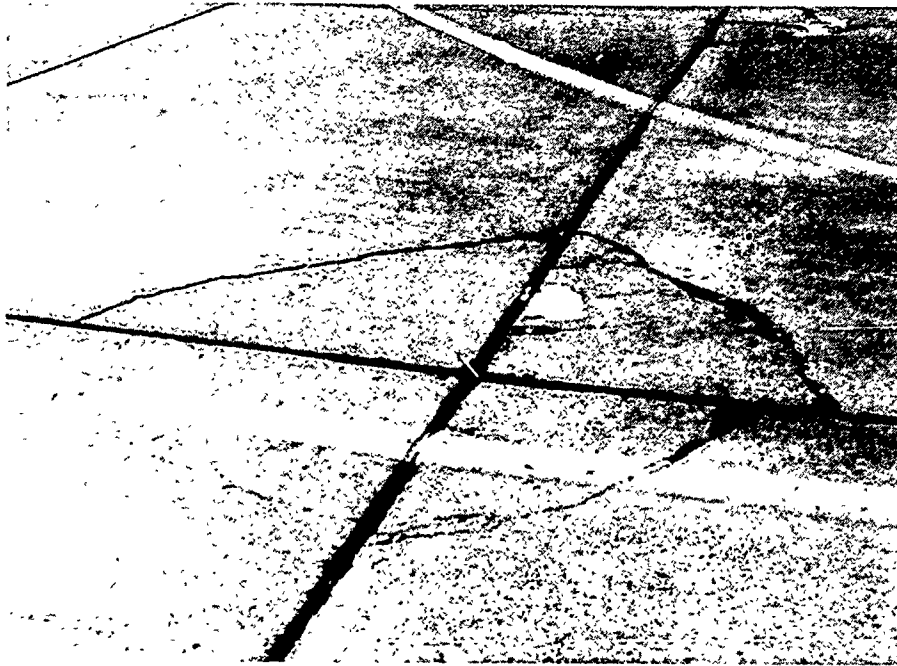


Photo 21. Corner breaks on A31B



Photo 22. Longitudinal/transverse crack on A31B



Photo 23. Spalling corner on A31B



Photo 24. Replaced slabs on T22B

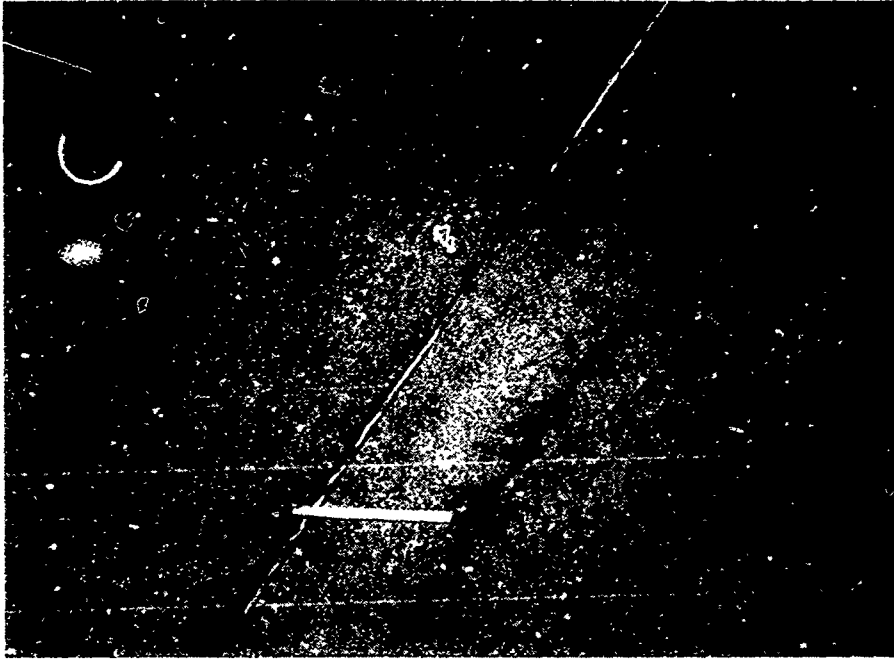


Photo 25. Sawed and sealed joint reflective crack
with longitudinal/transverse crack parallel, T14B



Photo 26. Sawed and sealed reflective joint, T14B

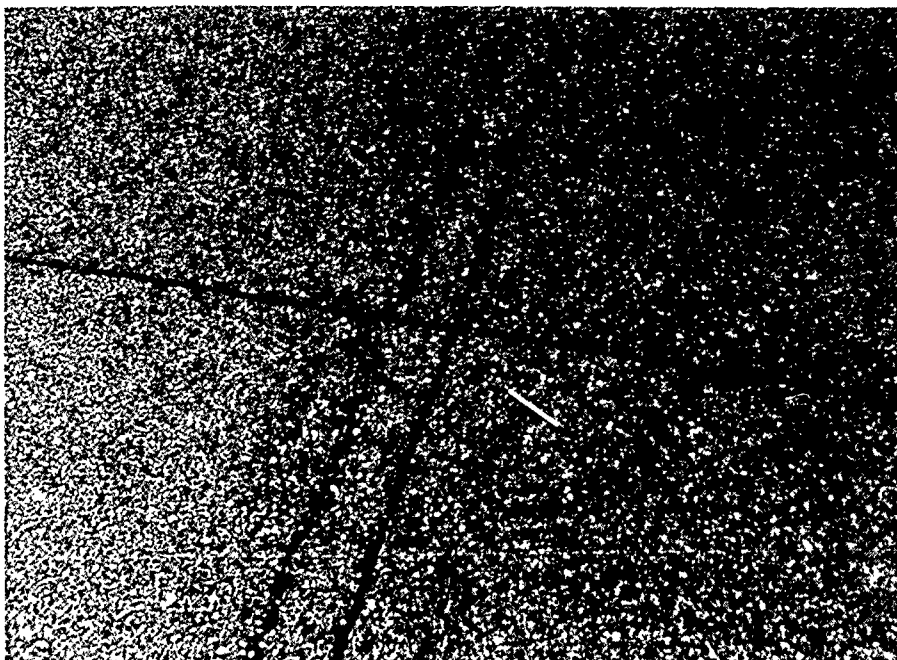


Photo 27. Cracking adjacent to sawed and sealed joint reflective cracking, T14B

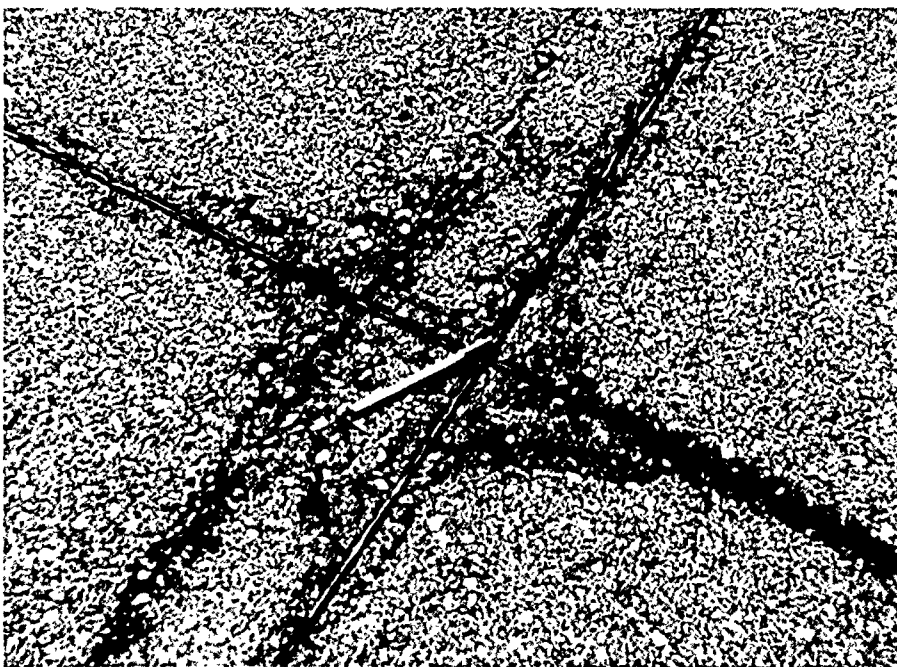


Photo 28. Corner cracking on sawed and sealed joint reflective cracking, T14B

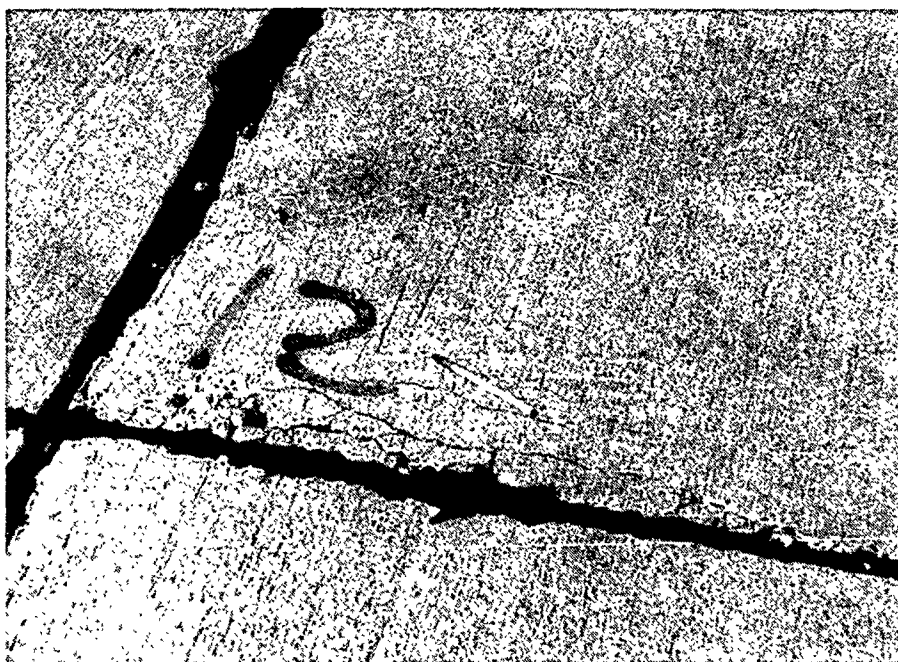


Photo 29. Joint spalling on A10B

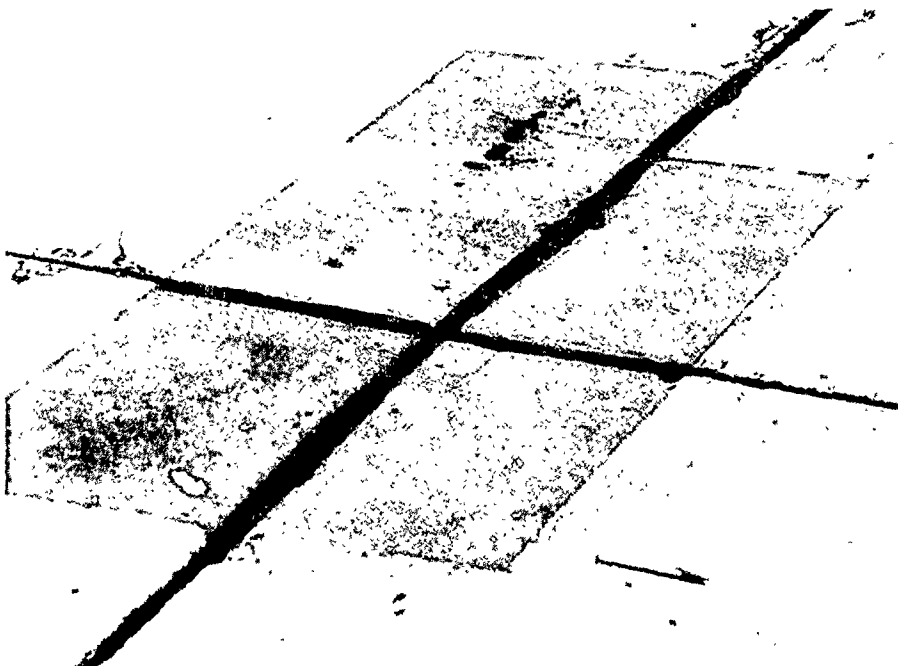


Photo 30. Patching on T4A

APPENDIX A: DATA REPORTS AND ANALYSIS PROGRAMS

BRANCH LISTING

CANNON AFB

BRANCH NUMBER	BRANCH NAME	NUMBER OF SECTIONS
R01A	RUNWAY 04-22	3
R02C	RUNWAY 04-22	3
R03A	RUNWAY 04-22	3
R04A	RUNWAY 13-31	3
R05A	RUNWAY 13-31	3
R06C	RUNWAY 13-31	3
R07C	RUNWAY 13-31	3
R08C	RUNWAY 13-31	3
R09C	RUNWAY 13-31	3
R10A	RUNWAY 13-31	3
R11A	RUNWAY 13-31	3
O01C	RUNWAY 04-22 OVERRUN	1
O02C	RUNWAY 04-22 O'RUN BLAST	1
O03C	RUNWAY 04-22 O'RUN BLAST	1
O04C	RUNWAY 04-22 OVERRUN	1
O05C	RUNWAY 13-31 O'RUN BLAST	1
O06C	RUNWAY 13-31 OVERRUN	1
O07C	RUNWAY 13-31 O'RUN BLAST	1
O08C	RUNWAY 13-31 OVERRUN	1
T03A	TAXIWAYS R AND A	1
T04A	TAXIWAY A	1
T05B	TAXIWAY B	1
T06B	TAXIWAY B	1
T07C	NORTH CAL PAD ACCESS	1
T08A	TAXIWAY E	1
T09A	TAXIWAY R - SOUTH END	1
T10A	TAXIWAY D	1
T11A	TAXIWAY D	1
T12B	TAXIWAY C	1
T13B	TAXIWAY C	2
T14B	TAXIWAY C	1
T15C	TAXIWAY C - FILLET	1
T16C	TAXIWAY C - PAD ACCESS	1
T17B	TAXIWAY C	1
T18B	TAXIWAY C	1
T19A	TAXIWAY R AT SOUTH CAL	1
T20A	TAXIWAY R	1
T22B	SOUTH RAMP TAXIWAY	1
A01B	SOUTH OPERATIONAL APRON	1
A02B	MAIN OPERATIONAL APRON	1
A03B	MAIN OPER APRON-WEST EDGE	1
A04B	NORTH OPERATIONAL APRON	1
A05B	MAINTENANCE APRON	1

A06B	SOUTH EDGE-HANGAR ACCESS	1
A07B	HANGAR ACCESS (BLDG 119)	1
A08B	HANGAR ACCESS APRONS	5
A09B	HANGAR ACCESS (BLDG 184)	2
A10B	MAINTENANCE HANGAR ACCESS	1
A11B	WARM-UP PAD - TAXIWAY D	1
A12B	ARM-DISARM PAD - T/W D	1
A13B	ARM-DISARM ADDITION-T/W D	1
A14B	ARM-DISARM ADDITION-T/W A	1
A15B	ARM-DISARM PAD - T/W A	1
A16B	WARM-UP PAD - TAXIWAY A	1
A18B	WARM-UP PAD - TAXIWAY C	1
A26B	NORTH CALIBRATION PAD	1
A27B	WASHRACK AND ACCESS	1
A28B	POWER CHECK PAD	1
A29B	POWER CHECK PAD	1
A30B	POWER CHECK PAD	1
A31B	SOUTH RAMP	1
ROAD	MAIN OPER APRON ROADWAY	1

INV - INVENTORY REPORT

CANNON AFB

INVENTORY SECTION CATEGORY TYPE

		SURF TYPE	BRANCH USE	PAVEMENT RANK	AREA (SY)

R01A	RUNWAY 04-22				
	SECTION 1	PCC	RUNWAY	PRIMARY	5555
	FROM- CENTER 50 FT-10+00				
	TO- 20+00				
	SECTION 2	PCC	RUNWAY	PRIMARY	5555
	FROM- NW 50 FT - 10+00				
	TO- 20+00				
	SECTION 3	PCC	RUNWAY	PRIMARY	5555
	FROM- SE 50 FT - 10+00				
	TO- 20+00				
			TOTAL BRANCH AREA		16665

R02C	RUNWAY 04-22				
	SECTION 1	PCC	RUNWAY	PRIMARY	71111
	FROM- CENTER 80 FT-20+00				
	TO- 100+00				
	SECTION 2	PCC	RUNWAY	PRIMARY	31111
	FROM- NW 35 FT - 20+00				
	TO- 100+00				
	SECTION 3	PCC	RUNWAY	PRIMARY	31111
	FROM- SE 35 FT - 20+00				
	TO- 100+00				
			TOTAL BRANCH AREA		133333

R03A	RUNWAY 04-22				
	SECTION 1	PCC	RUNWAY	PRIMARY	5555
	FROM- CENTER 50 FT-100+00				
	TO- 110+00				
	SECTION 2	PCC	RUNWAY	PRIMARY	5555
	FROM- NW 50 FT - 100+00				
	TO- 110+00				

SECTION 3	PCC	RUNWAY	PRIMARY	5555
FROM- SE 50 FT - 100+00				
TO- 110+00				

TOTAL BRANCH AREA	16665
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R04A RUNWAY 13-31				
SECTION 1	PCC	RUNWAY	SECONDARY	1666
FROM- CENTER 50 FT-10+00				
TO- 13+00				

SECTION 2	PCC	RUNWAY	SECONDARY	1666
FROM- NE 50 FT - 10+00				
TO- 13+00				

SECTION 3	PCC	RUNWAY	SECONDARY	1666
FROM- SW 50 FT - 10+00				
TO- 13+00				

TOTAL BRANCH AREA	4998
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R05A RUNWAY 13-31				
SECTION 1	AC	RUNWAY	PRIMARY	3888
FROM- CENTER 50 FT-13+00				
TO- 20+00				

SECTION 2	AC	RUNWAY	SECONDARY	3888
FROM- NE 50 FT - 13+00				
TO- 20+00				

SECTION 3	AC	RUNWAY	SECONDARY	3888
FROM- SW 50 FT - 13+00				
TO- 20+00				

TOTAL BRANCH AREA	11664
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R06C RUNWAY 13-31				
SECTION 1	AC	RUNWAY	SECONDARY	9777
FROM- CENTER-20+00TO28+35				
TO- PLUS 29+25 TO 38+50				

SECTION 2	AC	RUNWAY	SECONDARY	9777
FROM- NE 50'-20+00TO28+35				
TO- PLUS 29+25 TO 38+50				

SECTION 3	AC	RUNWAY	SECONDARY	9777
FROM- SW 50'-20+00TO28+35				
TO- PLUS 29+25 TO 38+50				

TOTAL BRANCH AREA	29331
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R07C RUNWAY 13-31
SECTION 1 AC RUNWAY SECONDARY 500
FROM- CENTER 50 FT-28+35
TO- 29+25

SECTION 2 AC RUNWAY SECONDARY 500
FROM- NE 50 FT - 28+35
TO- 29+25

SECTION 3 AC RUNWAY SECONDARY 500
FROM- SW 50 FT - 28+35
TO- 29+25

TOTAL BRANCH AREA 1500

R08C RUNWAY 13-31
SECTION 1 AC RUNWAY SECONDARY 3333
FROM- CENTER 50 FT-40+00
TO- 46+00

SECTION 2 AC RUNWAY SECONDARY 3333
FROM- NE 50 FT - 40+00
TO- 46+00

SECTION 3 AC RUNWAY SECONDARY 3333
FROM- SW 50 FT - 40+00
TO- 46+00

TOTAL BRANCH AREA 9999

R09C RUNWAY 13-31
SECTION 1 AC RUNWAY SECONDARY 20000
FROM- CENTER 50 FT-46+00
TO- 82+00

SECTION 2 AC RUNWAY SECONDARY 20000
FROM- NE 50 FT - 46+00
TO- 82+00

SECTION 3 AC RUNWAY SECONDARY 20000
FROM- SW 50 FT - 46+00
TO- 82+00

TOTAL BRANCH AREA 60000

R10A RUNWAY 13-31
SECTION 1 AC RUNWAY SECONDARY 3888
FROM- CENTER 50 FT-82+00
TO- 89+00

SECTION 2	AC	RUNWAY	SECONDARY	3888
FROM- NE 50 FT - 82+00				
TO- 89+00				
SECTION 3	AC	RUNWAY	SECONDARY	3888
FROM- SW 50 FT - 82+00				
TO- 89+00				
		TOTAL BRANCH AREA		11664

R11A RUNWAY 13-31				
SECTION 1	PCC	RUNWAY	SECONDARY	1666
FROM- CENTER 50 FT-89+00				
TO- 92+00				
SECTION 2	PCC	RUNWAY	SECONDARY	1666
FROM- NE 50 FT - 89+00				
TO- 92+00				
SECTION 3	PCC	RUNWAY	SECONDARY	1666
FROM- SW 50 FT - 89+00				
TO- 92+00				
		TOTAL BRANCH AREA		4998

001C RUNWAY 04-22 OVERRUN				
SECTION 1	ST	RUNWAY	SECONDARY	14166
FROM- 111+50				
TO- 120+00				
		TOTAL BRANCH AREA		14166

002C RUNWAY 04-22 O'RUN BLAST				
SECTION 1	AC	RUNWAY	SECONDARY	2500
FROM- 110+00				
TO- 111+50				
		TOTAL BRANCH AREA		2500

003C RUNWAY 04-22 O'RUN BLAST				
SECTION 1	AC	RUNWAY	SECONDARY	2500
FROM- 8+50				
TO- 10+00				
		TOTAL BRANCH AREA		2500

004C RUNWAY 04-22 OVERRUN				
SECTION 1	ST	RUNWAY	SECONDARY	14166
FROM- 0+00				
TO- 8+50				
		TOTAL BRANCH AREA		14166

005C	RUNWAY 13-31 O'RUN BLAST				
	SECTION 1	AC	RUNWAY	SECONDARY	2500
	FROM- 8+50				
	TO- 10+00				
				TOTAL BRANCH AREA	2500

006C	RUNWAY 13-31 OVERRUN				
	SECTION 1	ST	RUNWAY	SECONDARY	14166
	FROM- 0+00				
	TO- 8+50				
				TOTAL BRANCH AREA	14166

007C	RUNWAY 13-31 O'RUN BLAST				
	SECTION 1	AC	RUNWAY	SECONDARY	2500
	FROM- 92+00				
	TO- 93+50				
				TOTAL BRANCH AREA	2500

008C	RUNWAY 13-31 OVERRUN				
	SECTION 1	ST	RUNWAY	SECONDARY	14166
	FROM- 93+50				
	TO- 102+00				
				TOTAL BRANCH AREA	14166

T03A	TAXIWAYS R AND A				
	SECTION 1	PCC	TAXIWAY	PRIMARY	23333
	FROM- FEATURE T04A				
	TO- FEATURE T20A				
				TOTAL BRANCH AREA	23333

T04A	TAXIWAY A				
	SECTION 1	PCC	TAXIWAY	PRIMARY	9483
	FROM- RUNWAY 04-22				
	TO- FEATURE T03A				
				TOTAL BRANCH AREA	9483

T05B	TAXIWAY B				
	SECTION 1	PCC	TAXIWAY	SECONDARY	2961
	FROM-				
	TO-				
				TOTAL BRANCH AREA	2961

T06B	TAXIWAY B				
	SECTION 1	AC	TAXIWAY	SECONDARY	7166
	FROM-				
	TO-				
			TOTAL BRANCH AREA		7166

T07C	NORTH CAL PAD ACCESS				
	SECTION 1	AC	TAXIWAY	SECONDARY	16041
	FROM-				
	TO-				
			TOTAL BRANCH AREA		16041

T08A	TAXIWAY E				
	SECTION 1	PCC	TAXIWAY	PRIMARY	14440
	FROM-				
	TO-				
			TOTAL BRANCH AREA		14440

T09A	TAXIWAY R - SOUTH END				
	SECTION 1	PCC	TAXIWAY	PRIMARY	5333
	FROM- 260 FT NE OF 13-31				
	TO- FEATURE T19A				
			TOTAL BRANCH AREA		5333

T10A	TAXIWAY D				
	SECTION 1	PCC	TAXIWAY	PRIMARY	3500
	FROM- 160 FT SW OF 13-31				
	TO- 260 FT NE OF 13-31				
			TOTAL BRANCH AREA		3500

T11A	TAXIWAY D				
	SECTION 1	PCC	TAXIWAY	PRIMARY	20141
	FROM- EDGE OF RW 04-22				
	TO- 160 FT SW OF 13-31				
			TOTAL BRANCH AREA		20141

T12B	TAXIWAY C				
	SECTION 1	APC	TAXIWAY	SECONDARY	9439
	FROM- FEATURE T20A				
	TO- FEATURE T13B				
			TOTAL BRANCH AREA		9439

T13B	TAXIWAY C				
	SECTION 1	PCC	TAXIWAY	SECONDARY	2531
	FROM- NW EDGE-RW 04-22				
	TO- 1+75				
	SECTION 2	PCC	TAXIWAY	SECONDARY	1727
	FROM- SE EDGE-RW 04-22				
	TO- 1+75				
			TOTAL BRANCH AREA		4258

T14B	TAXIWAY C				
	SECTION 1	APC	TAXIWAY	SECONDARY	28782
	FROM- FEATURE T13B				
	TO- FEATURE T17B				
			TOTAL BRANCH AREA		28782

T15C	TAXIWAY C - FILLET				
	SECTION 1	AC	TAXIWAY	SECONDARY	1313
	FROM-				
	TO-				
			TOTAL BRANCH AREA		1313

T16C	TAXIWAY C - PAD ACCESS				
	SECTION 1	AC	TAXIWAY	SECONDARY	2333
	FROM-				
	TO-				
			TOTAL BRANCH AREA		2333

T17B	TAXIWAY C				
	SECTION 1	AC	TAXIWAY	SECONDARY	17833
	FROM- FEATURE T18B				
	TO- FEATURE T14B				
			TOTAL BRANCH AREA		17833

T18B	TAXIWAY C				
	SECTION 1	AC	TAXIWAY	SECONDARY	75
	FROM- SE END - RW 13-31				
	TO- FEATURE T17B				
			TOTAL BRANCH AREA		075

T19A	TAXIWAY R AT SOUTH CAL				
	SECTION 1	PCC	TAXIWAY	PRIMARY	3166
	FROM- FEATURE T09A				
	TO- FEATURE T10A				
			TOTAL BRANCH AREA		3166

T20A	TAXIWAY R				
	SECTION 1	PCC	TAXIWAY	PRIMARY	28000
	FROM- FEATURE T19A				
	TO- FEATURE T03A				
				TOTAL BRANCH AREA	28000

T22B	SOUTH RAMP TAXIWAY				
	SECTION 1	PCC	TAXIWAY	SECONDARY	10291
	FROM-				
	TO-				
				TOTAL BRANCH AREA	10291

A01B	SOUTH OPERATIONAL APRON				
	SECTION 1	PCC	APRON	SECONDARY	20416
	FROM-				
	TO-				
				TOTAL BRANCH AREA	20416

A02B	MAIN OPERATIONAL APRON				
	SECTION 1	PCC	APRON	PRIMARY	180000
	FROM-				
	TO-				
				TOTAL BRANCH AREA	180000

A03B	MAIN OPER APRON-WEST EDGE				
	SECTION 1	PCC	APRON	SECONDARY	17638
	FROM-				
	TO-				
				TOTAL BRANCH AREA	17638

A04B	NORTH OPERATIONAL APRON				
	SECTION 1	PCC	APRON	SECONDARY	71139
	FROM-				
	TO-				
				TOTAL BRANCH AREA	71139

A05B	MAINTENANCE APRON				
	SECTION 1	PCC	APRON	SECONDARY	9111
	FROM-				
	TO-				
				TOTAL BRANCH AREA	9111

A06B SOUTH EDGE-HANGAR ACCESS
SECTION 1 PCC APRON SECONDARY 1500
FROM-
TO-
TOTAL BRANCH AREA 1500

A07B HANGAR ACCESS (BLDG 119)
SECTION 1 PCC APRON SECONDARY 4283
FROM-
TO-
TOTAL BRANCH AREA 4283

A08B HANGAR ACCESS APRONS
SECTION 1 PCC APRON SECONDARY 1478
FROM- BUILDING 108
TO-
SECTION 2 PCC APRON SECONDARY 1523
FROM- BUILDING 121
TO-
SECTION 3 PCC APRON SECONDARY 1499
FROM- BUILDING 129
TO-
SECTION 4 PCC APRON SECONDARY 1444
FROM- BUILDING 162
TO-
SECTION 5 PCC APRON SECONDARY 1559
FROM- BUILDING 170
TO-
TOTAL BRANCH AREA 7503

A09B HANGAR ACCESS (BLDG 184)
SECTION 1 PCC APRON SECONDARY 2311
FROM-
TO-
SECTION 2 PCC APRON SECONDARY 2311
FROM-
TO-
TOTAL BRANCH AREA 4622

A10B	MAINTENANCE HANGAR ACCESS				
	SECTION 1	PCC	APRON	SECONDARY	11183
	FROM- BUILDINGS 195 196				
	TO- AND 197				
				TOTAL BRANCH AREA	11183

A11B	WARM-UP PAD - TAXIWAY D				
	SECTION 1	PCC	APRON	SECONDARY	4728
	FROM-				
	TO-				
				TOTAL BRANCH AREA	4728

A12B	ARM-DISARM PAD - T/W D				
	SECTION 1	PCC	APRON	SECONDARY	5867
	FROM-				
	TO-				
				TOTAL BRANCH AREA	5867

A13B	ARM-DISARM ADDITION-T/W D				
	SECTION 1	PCC	APRON	SECONDARY	1777
	FROM-				
	TO-				
				TOTAL BRANCH AREA	1777

A14B	ARM-DISARM ADDITION-T/W A				
	SECTION 1	PCC	APRON	SECONDARY	1777
	FROM-				
	TO-				
				TOTAL BRANCH AREA	1777

A15B	ARM-DISARM PAD - T/W A				
	SECTION 1	PCC	APRON	SECONDARY	5956
	FROM-				
	TO-				
				TOTAL BRANCH AREA	5956

A16B	WARM-UP PAD - TAXIWAY A				
	SECTION 1	PCC	APRON	SECONDARY	3831
	FROM-				
	TO-				
				TOTAL BRANCH AREA	3831

A18B	WARM-UP PAD - TAXIWAY C				
	SECTION 1	PCC	APRON	SECONDARY	4728
	FROM-				
	TO-				
				TOTAL BRANCH AREA	4728

A26B	NORTH CALIBRATION PAD				
	SECTION 1	PCC	APRON	SECONDARY	6600
	FROM-				
	TO-				
				TOTAL BRANCH AREA	6600

A27B	WASHRACK AND ACCESS				
	SECTION 1	PCC	APRON	SECONDARY	3719
	FROM-				
	TO-				
				TOTAL BRANCH AREA	3719

A28B	POWER CHECK PAD				
	SECTION 1	PCC	APRON	SECONDARY	1833
	FROM-				
	TO-				
				TOTAL BRANCH AREA	1833

A29B	POWER CHECK PAD				
	SECTION 1	PCC	APRON	SECONDARY	1556
	FROM-				
	TO-				
				TOTAL BRANCH AREA	1556

A30B	POWER CHECK PAD				
	SECTION 1	PCC	APRON	SECONDARY	1844
	FROM-				
	TO-				
				TOTAL BRANCH AREA	1844

A31B	SOUTH RAMP				
	SECTION 1	PCC	APRON	SECONDARY	24700
	FROM-				
	TO-				
				TOTAL BRANCH AREA	24700

ROAD	MAIN OPER APRON ROADWAY				
	SECTION 1	PCC	APRON	SECONDARY	10583
	FROM-				
	TO-				

			TOTAL BRANCH AREA	10583
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	TOTAL AREA OF SELECTED SECTION CATEGORY	PAVEMENTS	982,263
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PCI REPORT

CANNON AFB

BRANCH NUMBER/NAME	SECTION NUMBER	PAV. RANK	SURF. TYPE	SECTION AREA/SY	INSPECTION DATE	PCI
R01A *RUNWAY 04-22	1	PRIMARY	PCC	5555	06/02/89	23
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-10+00 [TO]-20+00						
R01A *RUNWAY 04-22	2	PRIMARY	PCC	5555	06/02/89	63
BRANCH USE- RUNWAY [FROM]- NW 50 FT - 10+00 [TO]-20+00						
R01A *RUNWAY 04-22	3	PRIMARY	PCC	5555	06/02/89	58
BRANCH USE- RUNWAY [FROM]- SE 50 FT - 10+00 [TO]-20+00						
R02C *RUNWAY 04-22	1	PRIMARY	PCC	71111	06/02/89	49
BRANCH USE- RUNWAY [FROM]- CENTER 80 FT-20+00 [TO]-100+00						
R02C *RUNWAY 04-22	2	PRIMARY	PCC	31111	06/02/89	89
BRANCH USE- RUNWAY [FROM]- NW 35 FT - 20+00 [TO]-100+00						
R02C *RUNWAY 04-22	3	PRIMARY	PCC	31111	06/02/89	87
BRANCH USE- RUNWAY [FROM]- SE 35 FT - 20+00 [TO]-100+00						
R03A *RUNWAY 04-22	1	PRIMARY	PCC	5555	06/02/89	73
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-100+00 [TO]-110+00						
R03A *RUNWAY 04-22	2	PRIMARY	PCC	5555	06/02/89	75
BRANCH USE- RUNWAY [FROM]- NW 50 FT - 100+00 [TO]-110+00						
R03A *RUNWAY 04-22	3	PRIMARY	PCC	5555	06/02/89	88
BRANCH USE- RUNWAY [FROM]- SE 50 FT - 100+00 [TO]-110+00						
R04A *RUNWAY 13-31	1	SECONDARY	PCC	1666	06/02/89	19
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-10+00 [TO]-13+00						
R04A *RUNWAY 13-31	2	SECONDARY	PCC	1666	06/02/89	50
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 10+00 [TO]-13+00						

R04A *RUNWAY 13-31	3	SECONDARY PCC	1666	06/02/89	56
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 10+00 [TO]-13+00					
R05A *RUNWAY 13-31	1	PRIMARY AC	3888	06/02/89	76
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-13+00 [TO]-20+00					
R05A *RUNWAY 13-31	2	SECONDARY AC	3888	06/02/89	88
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 13+00 [TO]-20+00					
R05A *RUNWAY 13-31	3	SECONDARY AC	3888	06/02/89	85
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 13+00 [TO]-20+00					
R06C *RUNWAY 13-31	1	SECONDARY AC	9777	06/02/89	89
BRANCH USE- RUNWAY [FROM]- CENTER-20+00TO23+35 [TO]-PLUS 29+25 TO 38+50					
R06C *RUNWAY 13-31	2	SECONDARY AC	9777	06/02/89	83
BRANCH USE- RUNWAY [FROM]- NE 50' -20+00TO28+35 [TO]-PLUS 29+25 TO 38+50					
R06C *RUNWAY 13-31	3	SECONDARY AC	9777	06/02/89	84
BRANCH USE- RUNWAY [FROM]- SW 50' -20+00TO28+35 [TO]-PLUS 29+25 TO 38+50					
R07C *RUNWAY 13-31	1	SECONDARY AC	500	06/02/89	88
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-28+35 [TO]-29+25					
R07C *RUNWAY 13-31	2	SECONDARY AC	500	06/02/89	84
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 28+35 [TO]-29+25					
R07C *RUNWAY 13-31	3	SECONDARY AC	500	06/02/89	79
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 28+35 [TO]-29+25					
R08C *RUNWAY 13-31	1	SECONDARY AC	3333	06/02/89	96
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-40+00 [TO]-46+00					
R08C *RUNWAY 13-31	2	SECONDARY AC	3333	06/02/89	91
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 40+00 [TO]-46+00					
R08C *RUNWAY 13-31	3	SECONDARY AC	3333	06/02/89	92
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 40+00 [TO]-46+00					

R09C *RUNWAY 13-31	1	SECONDARY AC	20000	06/02/89	91
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-46+00 [TO]-82+00					
R09C *RUNWAY 13-31	2	SECONDARY AC	20000	06/02/89	90
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 46+00 [TO]-82+00					
R09C *RUNWAY 13-31	3	SECONDARY AC	20000	06/02/89	93
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 46+00 [TO]-82+00					
R10A *RUNWAY 13-31	1	SECONDARY AC	3888	06/02/89	81
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-82+00 [TO]-89+00					
R10A *RUNWAY 13-31	2	SECONDARY AC	3888	06/02/89	83
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 82+00 [TO]-89+00					
R10A *RUNWAY 13-31	3	SECONDARY AC	3888	06/02/89	86
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 82+00 [TO]-89+00					
R11A *RUNWAY 13-31	1	SECONDARY PCC	1666	06/02/89	44
BRANCH USE- RUNWAY [FROM]- CENTER 50 FT-89+00 [TO]-92+00					
R11A *RUNWAY 13-31	2	SECONDARY PCC	1666	06/02/89	49
BRANCH USE- RUNWAY [FROM]- NE 50 FT - 89+00 [TO]-92+00					
R11A *RUNWAY 13-31	3	SECONDARY PCC	1666	06/02/89	76
BRANCH USE- RUNWAY [FROM]- SW 50 FT - 89+00 [TO]-92+00					
O01C *RUNWAY 04-22 OVERRUN	1	SECONDARY ST	14166	06/02/89	78
BRANCH USE- RUNWAY [FROM]- 111+50 [TO]-120+00					
O02C *RUNWAY 04-22 O'RUN BLAST	1	SECONDARY AC	2500	06/02/89	84
BRANCH USE- RUNWAY [FROM]- 110+00 [TO]-111+50					
O03C *RUNWAY 04-22 O'RUN BLAST	1	SECONDARY AC	2500	06/02/89	80
BRANCH USE- RUNWAY [FROM]- 8+50 [TO]-10+00					
O04C *RUNWAY 04-22 OVERRUN	1	SECONDARY ST	14166	06/02/89	86
BRANCH USE- RUNWAY [FROM]- 0+00 [TO]-8+50					

005C *RUNWAY 13-31 O'RUN BLAST 1	SECONDARY AC	2500	06/02/89	64
BRANCH USE- RUNWAY [FROM]- 8+50			[TO]-10+00	
006C *RUNWAY 13-31 OVERRUN 1	SECONDARY ST	14166	06/02/89	66
BRANCH USE- RUNWAY [FROM]- 0+00			[TO]-8+50	
007C *RUNWAY 13-31 O'RUN BLAST 1	SECONDARY AC	2500	06/02/89	58
BRANCH USE- RUNWAY [FROM]- 92+00			[TO]-93+50	
008C *RUNWAY 13-31 OVERRUN 1	SECONDARY ST	14166	06/02/89	92
BRANCH USE- RUNWAY [FROM]- 93+50			[TO]-102+00	
T03A *TAXIWAYS R AND A 1	PRIMARY PCC	23333	06/02/89	59
BRANCH USE- TAXIWAY [FROM]- FEATURE T04A			[TO]-FEATURE T20A	
T04A *TAXIWAY A 1	PRIMARY PCC	9483	06/02/89	80
BRANCH USE- TAXIWAY [FROM]-			[TO]-	
T05B *TAXIWAY B 1	SECONDARY PCC	2961	06/02/89	65
BRANCH USE- TAXIWAY [FROM]- RUNWAY 04-22			[TO]-FEATURE T03A	
T06B *TAXIWAY B 1	SECONDARY AC	7166	06/02/89	59
BRANCH USE- TAXIWAY [FROM]-			[TO]-	
T07C *NORTH CAL PAD ACCESS 1	SECONDARY AC	16041	06/02/89	45
BRANCH USE- TAXIWAY [FROM]-			[TO]-	
T08A *TAXIWAY E 1	PRIMARY PCC	14440	06/02/89	96
BRANCH USE- TAXIWAY [FROM]-			[TO]-	
T09A *TAXIWAY R - SOUTH END 1	PRIMARY PCC	5333	06/02/89	82
BRANCH USE- TAXIWAY [FROM]- 260 FT NE OF 13-31			[TO]-FEATURE T19A	
T10A *TAXIWAY D 1	PRIMARY PCC	3500	06/02/89	53
BRANCH USE- TAXIWAY [FROM]- 160 FT SW OF 13-31			[TO]-260 FT NE OF 13-31	
T11A *TAXIWAY D 1	PRIMARY PCC	20141	06/02/89	78
BRANCH USE- TAXIWAY [FROM]- EDGE OF RW 04-22			[TO]-160 FT SW OF 13-31	

T12B *TAXIWAY C	1	SECONDARY APC	9439	06/02/89	59
BRANCH USE- TAXIWAY [FROM]- FEATURE T20A [TO]-FEATURE T13B					
T13B *TAXIWAY C	1	SECONDARY PCC	2531	06/02/89	85
BRANCH USE- TAXIWAY [FROM]- NW EDGE-RW 04-22 [TO]-1+75					
T14B *TAXIWAY C	1	SECONDARY APC	28782	06/02/89	59
BRANCH USE- TAXIWAY [FROM]- FEATURE T13B [TO]-FEATURE T17B					
T15C *TAXIWAY C - FILLET	1	SECONDARY AC	1313	06/02/89	58
BRANCH USE- TAXIWAY [FROM]- [TO]-					
T16C *TAXIWAY C - PAD ACCESS	1	SECONDARY AC	2333	06/02/89	77
BRANCH USE- TAXIWAY [FROM]- [TO]-					
T17B *TAXIWAY C	1	SECONDARY AC	17833	06/02/89	69
BRANCH USE- TAXIWAY [FROM]- FEATURE T18B [TO]-FEATURE T14B					
T18B *TAXIWAY C	1	SECONDARY AC	075	06/02/89	77
BRANCH USE- TAXIWAY [FROM]- SE END - RW 13-31 [TO]-FEATURE T17B					
T19A *TAXIWAY R AT SOUTH CAL	1	PRIMARY PCC	3166	06/02/89	62
BRANCH USE- TAXIWAY [FROM]- FEATURE T09A [TO]-FEATURE T10A					
T20A *TAXIWAY R	1	PRIMARY PCC	28000	06/02/89	64
BRANCH USE- TAXIWAY [FROM]- FEATURE T19A [TO]-FEATURE T03A					
T22B *SOUTH RAMP TAXIWAY	1	SECONDARY PCC	10291	06/02/89	58
BRANCH USE- TAXIWAY [FROM]- [TO]-					
A01B *SOUTH OPERATIONAL APRON	1	SECONDARY PCC	20416	06/02/89	83
BRANCH USE- APRON [FROM]- [TO]-					
A02B *MAIN OPERATIONAL APRON	1	PRIMARY PCC	180000	06/02/89	45
BRANCH USE- APRON [FROM]- [TO]-					
A03B *MAIN OPER APRON-WEST EDGE	1	SECONDARY PCC	17638	06/02/89	77
BRANCH USE- APRON [FROM]- [TO]-					

A04B *NORTH OPERATIONAL APRON	1	SECONDARY PCC	71139	06/02/89	73
BRANCH USE- APRON [FROM]- [TO]-					
A05B *MAINTENANCE APRON	1	SECONDARY PCC	9111	06/02/89	75
BRANCH USE- APRON [FROM]- [TO]-					
A06B *SOUTH EDGE-HANGAR ACCESS	1	SECONDARY PCC	1500	06/02/89	83
BRANCH USE- APRON [FROM]- [TO]-					
A07B *HANGAR ACCESS (BLDG 119)	1	SECONDARY PCC	4283	06/02/89	90
BRANCH USE- APRON [FROM]- [TO]-					
A09B *HANGAR ACCESS (BLDG 184)	1	SECONDARY PCC	2311	06/02/89	82
BRANCH USE- APRON [FROM]- [TO]-					
A10B *MAINTENANCE HANGAR ACCESS	1	SECONDARY PCC	11183	06/02/89	63
BRANCH USE- APRON [FROM]- BUILDINGS 195 196 [TO]-AND 197					
A11B *WARM-UP PAD - TAXIWAY D	1	SECONDARY PCC	4728	06/02/89	77
BRANCH USE- APRON [FROM]- [TO]-					
A12B *ARM-DISARM PAD - T/W D	1	SECONDARY PCC	5867	06/02/89	56
BRANCH USE- APRON [FROM]- [TO]-					
A13B *ARM-DISARM ADDITION-T/W D1		SECONDARY PCC	1777	06/02/89	68
BRANCH USE- APRON [FROM]- [TO]-					
A14B *ARM-DISARM ADDITION-T/W A1		SECONDARY PCC	1777	06/02/89	69
BRANCH USE- APRON [FROM]- [TO]-					
A15B *ARM-DISARM PAD - T/W A	1	SECONDARY PCC	5956	06/02/89	74
BRANCH USE- APRON [FROM]- [TO]-					
A16B *WARM-UP PAD - TAXIWAY A	1	SECONDARY PCC	3831	06/02/89	82
BRANCH USE- APRON [FROM]- [TO]-					
A18B *WARM-UP PAD - TAXIWAY C	1	SECONDARY PCC	4728	06/02/89	69
BRANCH USE- APRON [FROM]- [TO]-					

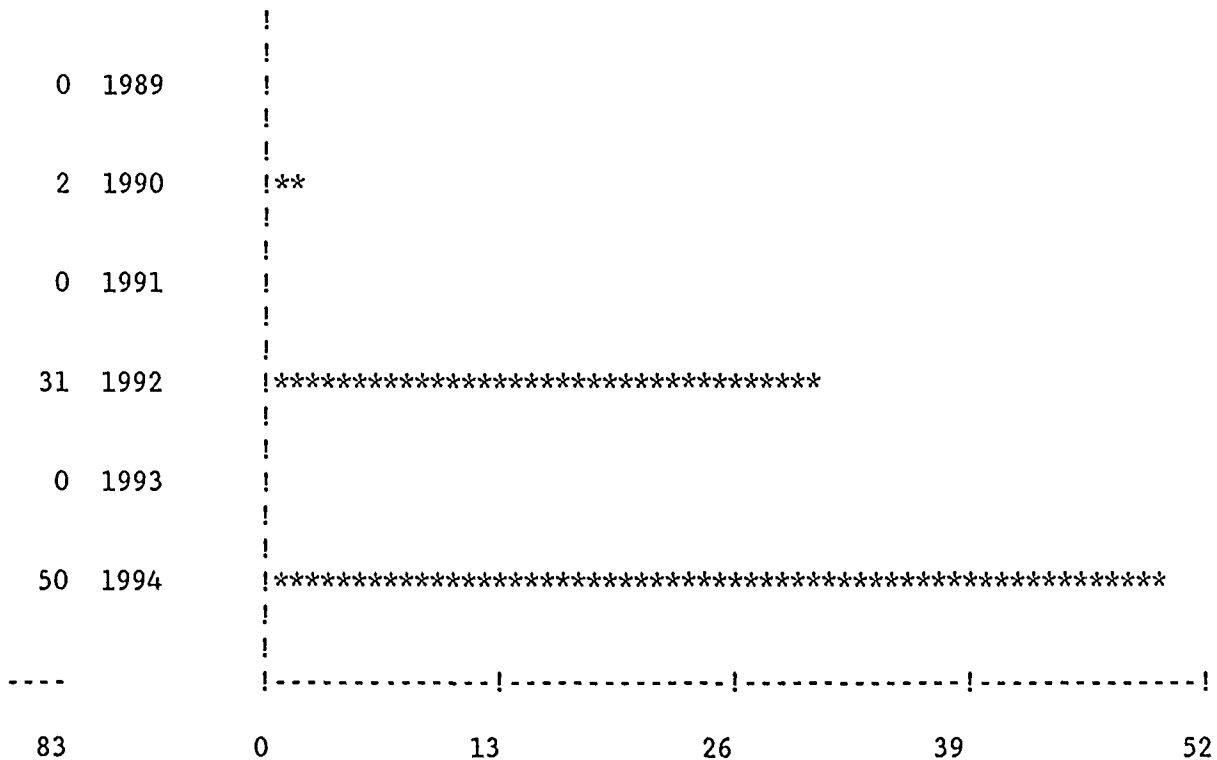
A26B *NORTH CALIBRATION PAD	1	SECONDARY PCC	6600	06/02/89	42
BRANCH USE- APRON [FROM] - [TO] -					
A27B *WASHRACK AND ACCESS	1	SECONDARY PCC	3719	06/02/89	92
BRANCH USE- APRON [FROM] - [TO] -					
A28B *POWER CHECK PAD	1	SECONDARY PCC	1833	06/02/89	56
BRANCH USE- APRON [FROM] - [TO] -					
A29B *POWER CHECK PAD	1	SECONDARY PCC	1556	06/02/89	68
BRANCH USE- APRON [FROM] - [TO] -					
A30B *POWER CHECK PAD	1	SECONDARY PCC	1844	06/02/89	61
BRANCH USE- APRON [FROM] - [TO] -					
A31B *SOUTH RAMP	1	SECONDARY PCC	24700	06/02/89	31
BRANCH USE- APRON [FROM] - [TO] -					
ROAD *MAIN OPER APRON ROADWAY	1	SECONDARY PCC	10583	06/02/89	74
BRANCH USE- APRON [FROM] - [TO] -					

INSPECTION SCHEDULE REPORT

FY TO	NO. OF SECT.	PAVEMENT RANK		
INSP.	TO INSP.	PRIMARY	SECONDARY	TERTIARY
1989	0	0	0	0
1990	2	0	2	0
1991	0	0	0	0
1992	31	6	25	0
1993	0	0	0	0
1994	50	13	37	0

TOTAL NO. OF SECTION: 83
 SECT. NOT NEEDING INSPECTION: 0
 NO. OF MISSING VALUE: 7

NO. FY TO
 SEC. INSP.



NO OF SECTIONS

TOTAL NO. OF SECTION: 83
 SECT. NOT NEEDING INSPECTION: 0
 NO. OF MISSING VALUE: 7

LIST OF CASES IN
INSPECTION SCHEDULE REPORT

FY TO INSPECT : 1990 NO. OF SECTIONS : 2

BRANCH NUMBER	BRANCH USE	SECT. NO.	PAVE. RANK	SUT	SEC AREA	FROM	TO
T15C	TAXIWAY	1	S	AC	1313		
A09B	APRON	1	S	PCC	2311		

FY TO INSPECT : 1992 NO. OF SECTIONS : 31

BRANCH NUMBER	BRANCH USE	SECT. NO.	PAVE. RANK	SUT	SEC AREA	FROM	TO
R01A	RUNWAY	1	P	PCC	5555	CENTER 50 FT-10+00	20+00
R03A	RUNWAY	1	P	PCC	5555	CENTER 50 FT-100+00	110+00
R03A	RUNWAY	2	P	PCC	5555	NW 50 FT - 100+00	110+00
R04A	RUNWAY	1	S	PCC	1666	CENTER 50 FT-10+00	13+00
R05A	RUNWAY	1	P	AC	3888	CENTER 50 FT-13+00	20+00
R05A	RUNWAY	2	S	AC	3888	NE 50 FT - 13+00	20+00
R05A	RUNWAY	3	S	AC	3888	SW 50 FT - 13+00	20+00
R06C	RUNWAY	1	S	AC	9777	CENTER-20+00TO28+35	PLUS 29+25 TO 38+50
R06C	RUNWAY	2	S	AC	9777	NE 50' -20+00TO28+35	PLUS 29+25 TO 38+50
R06C	RUNWAY	3	S	AC	9777	SW 50' -20+00TO28+35	PLUS 29+25 TO 38+50
R07C	RUNWAY	1	S	AC	500	CENTER 50 FT-28+35	29+25
R07C	RUNWAY	2	S	AC	500	NE 50 FT - 28+35	29+25
R07C	RUNWAY	3	S	AC	500	SW 50 FT - 28+35	29+25
R08C	RUNWAY	2	S	AC	3333	NE 50 FT - 40+00	46+00
R09C	RUNWAY	1	S	AC	20000	CENTER 50 FT-46+00	82+00
R09C	RUNWAY	2	S	AC	20000	NE 50 FT - 46+00	82+00
R10A	RUNWAY	1	S	AC	3888	CENTER 50 FT-82+00	89+00
R10A	RUNWAY	2	S	AC	3888	NE 50 FT - 82+00	89+00
R10A	RUNWAY	3	S	AC	3888	SW 50 FT - 82+00	89+00
O05C	RUNWAY	1	S	AC	2500	8+50	10+00
O06C	RUNWAY	1	S	ST	14166	0+00	8+50
O07C	RUNWAY	1	S	AC	2500	92+00	93+50
T08A	TAXIWAY	1	P	PCC	14440		
T10A	TAXIWAY	1	P	PCC	3500	160 FT SW OF 13-31	260 FT NE OF 13-31
T12B	TAXIWAY	1	S	APC	9439	FEATURE T20A	FEATURE T13B
T14B	TAXIWAY	1	S	APC	28782	FEATURE T13B	FEATURE T17B
T17B	TAXIWAY	1	S	AC	17833	FEATURE T18B	FEATURE T14B
T18B	TAXIWAY	1	S	AC	75	SE END - RW 13-31	FEATURE T17B
A01B	APRON	1	S	PCC	20416		
A10B	APRON	1	S	PCC	11183	BUILDINGS 195 196	AND 197
A31B	APRON	1	S	PCC	24700		

FY TO INSPECT : 1994				NO. OF SECTIONS : 50			
BRANCH NUMBER	BRANCH USE	SECT. NO.	PAVE. RANK	SUT	SEC AREA	FROM	TO
R01A	RUNWAY	2	P	PCC	5555	NW 50 FT - 10+00	20+00
R01A	RUNWAY	3	P	PCC	5555	SE 50 FT - 10+00	20+00
R02C	RUNWAY	1	P	PCC	71111	CENTER 80 FT-20+00	100+00
R02C	RUNWAY	2	P	PCC	31111	NW 35 FT - 20+00	100+00
R02C	RUNWAY	3	P	PCC	31111	SE 35 FT - 20+00	100+00
R03A	RUNWAY	3	P	PCC	5555	SE 50 FT - 100+00	110+00
R04A	RUNWAY	2	S	PCC	1666	NE 50 FT - 10+00	13+00
R04A	RUNWAY	3	S	PCC	1666	SW 50 FT - 10+00	13+00
R08C	RUNWAY	1	S	AC	3333	CENTER 50 FT-40+00	46+00
R08C	RUNWAY	3	S	AC	3333	SW 50 FT - 40+00	46+00
R09C	RUNWAY	3	S	AC	20000	SW 50 FT - 46+00	82+00
R11A	RUNWAY	1	S	PCC	1666	CENTER 50 FT-89+00	92+00
R11A	RUNWAY	2	S	PCC	1666	NE 50 FT - 89+00	92+00
R11A	RUNWAY	3	S	PCC	1666	SW 50 FT - 89+00	92+00
O01C	RUNWAY	1	S	ST	14166	111+50	120+00
O02C	RUNWAY	1	S	AC	2500	110+00	111+50
O03C	RUNWAY	1	S	AC	2500	8+50	10+00
O04C	RUNWAY	1	S	ST	14166	0+00	8+50
O08C	RUNWAY	1	S	ST	14166	93+50	102+00
T03A	TAXIWAY	1	P	PCC	23333	FEATURE T04A	FEATURE T20A
T04A	TAXIWAY	1	P	PCC	9483	RUNWAY 04-22	FEATURE T03A
T05B	TAXIWAY	1	S	PCC	2961		
T06B	TAXIWAY	1	S	AC	7166		
T07C	TAXIWAY	1	S	AC	16041		
T09A	TAXIWAY	1	P	PCC	5333	260 FT NE OF 13-31	FEATURE T19A
T11A	TAXIWAY	1	P	PCC	20141	EDGE OF RW 04-22	160 FT SW OF 13-31
T13B	TAXIWAY	1	S	PCC	2531	NW EDGE-RW 04-22	1+75
T16C	TAXIWAY	1	S	AC	2333		
T19A	TAXIWAY	1	P	PCC	3166	FEATURE T09A	FEATURE T10A
T20A	TAXIWAY	1	P	PCC	28000	FEATURE T19A	FEATURE T03A
T22B	TAXIWAY	1	S	PCC	10291		
A02B	APRON	1	P	PCC	180000		
A03B	APRON	1	S	PCC	17638		
A04B	APRON	1	S	PCC	71139		
A05B	APRON	1	S	PCC	9111		
A06B	APRON	1	S	PCC	1500		
A07B	APRON	1	S	PCC	4283		
A11B	APRON	1	S	PCC	4728		
A12B	APRON	1	S	PCC	5867		
A13B	APRON	1	S	PCC	1777		
A14B	APRON	1	S	PCC	1777		
A15B	APRON	1	S	PCC	5956		
A16B	APRON	1	S	PCC	3831		
A18B	APRON	1	S	PCC	4728		
A26B	APRON	1	S	PCC	6600		
A27B	APRON	1	S	PCC	3719		
A28B	APRON	1	S	PCC	1833		
A29B	APRON	1	S	PCC	1556		

A30B	APRON	1	S	PCC 1844
ROAD	APRON	1	S	PCC 10583

TOTAL NO. OF SECTION: 83
 SECT. NOT NEEDING INSPECTION: 0
 NO. OF MISSING VALUE: 7
 MISSING BR NO. SEC. NO.

T13B	2
A08B	5
A08B	4
A08B	3
A08B	2
A08B	1
A09B	2

MINIMUM PCI TABLE

	P	S	T
RUNWAY	0	0	0
APRON	0	0	0
TAXIWAY	0	0	0

	RATE LIMIT
RATE(PTS/YR)	YRS TO INSP
GT 10	1
6 - 10	1
2 - 5	3
LT 2	5

SAMPCUR - CURRENT INSPECTION RESULTS

REPORT DATE- 07/20/89

PAVEMENT INSPECTION

AGENCY NUMBER = 1 CANNON AFB

BRANCH NAME - RUNWAY 04-22 SLAB LENGTH - 25.0 LF
BRANCH NUMBER - R01A SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 80

INSPECTION DATE - 06/02/89 PCI= 23 RATING= VERY POOR
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 4
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 23

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	10 SLABS	50.00	18.0
67 LG PATCH/UTIL	MEDIUM	3 SLABS	15.00	20.3
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	LOW	4 SLABS	20.00	13.7
63 LINEAR CR	MEDIUM	3 SLABS	15.00	24.0
66 SMALL PATCH	HIGH	3 SLABS	15.00	14.2
66 SMALL PATCH	MEDIUM	3 SLABS	15.00	7.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	4 SLABS	5.00	13.2
74 JOINT SPALLING	MEDIUM	4 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	80 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	40 SLABS	50.00	18.0
67 LG PATCH/UTIL	MEDIUM	12 SLABS	15.00	20.3
63 LINEAR CR	HIGH	4 SLABS	5.00	16.2
63 LINEAR CR	LOW	16 SLABS	20.00	13.7
63 LINEAR CR	MEDIUM	12 SLABS	15.00	24.0
66 SMALL PATCH	HIGH	12 SLABS	15.00	14.2
66 SMALL PATCH	MEDIUM	12 SLABS	15.00	7.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 38.86 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 5.05 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 56.09 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 04-22 SLAB LENGTH - 25.0 LF
 BRANCH NUMBER - R01A SLAB WIDTH - 25.0 LF
 SECTION NUMBER - 2 NUMBER OF SLABS - 80

INSPECTION DATE - 06/02/89 PCI= 63 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 4
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 63

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	MEDIUM	2 SLABS	10.00	16.8
63 LINEAR CR	LOW	10 SLABS	50.00	20.2
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5
66 SMALL PATCH	LOW	7 SLABS	35.00	5.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	80 SLABS	100.00	7.0
67 LG PATCH/UTIL	MEDIUM	8 SLABS	10.00	16.8
63 LINEAR CR	LOW	40 SLABS	50.00	20.2
73 SHRINKAGE CR	N/A	8 SLABS	10.00	1.5
66 SMALL PATCH	LOW	28 SLABS	35.00	5.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***
 LOAD RELATED DISTRESSES = 40.00 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 13.86 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 46.14 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 04-22 SLAB LENGTH - 25.0 LF
 BRANCH NUMBER - R01A SLAB WIDTH - 25.0 LF
 SECTION NUMBER - 3 NUMBER OF SLABS - 80

INSPECTION DATE - 06/02/89 PCI= 58 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 4
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 58

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
63 LINEAR CR	LOW	4 SLABS	20.00	13.7
72 SHATTERED SLAB	HIGH	1 SLABS	5.00	30.0
73 SHRINKAGE CR	N/A	4 SLABS	20.00	2.9

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
67 LG PATCH/UTIL	LOW	4 SLABS	5.00	3.1
63 LINEAR CR	LOW	16 SLABS	20.00	13.7
72 SHATTERED SLAB	HIGH	4 SLABS	5.00	30.0
73 SHRINKAGE CR	N/A	16 SLABS	20.00	2.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	87.93 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	12.07 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 04-22	SLAB LENGTH -	20.0 LF
BRANCH NUMBER -	R02C	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	1600

INSPECTION DATE -	06/02/89	PCI=	49	RATING=	FAIR
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					80
NUMBER OF SAMPLES SURVEYED=					8
RECOMMENDED SAMPLES TO BE SURVEYED=					11
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					7.2

SAMPLE UNIT-12 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	43
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	LOW	8 SLABS	40.00	16.0
67 LG PATCH/UTIL	MEDIUM	5 SLABS	25.00	26.5
70 SCALING/CRAZING	LOW	16 SLABS	80.00	15.2
66 SMALL PATCH	HIGH	1 SLABS	5.00	6.3
66 SMALL PATCH	LOW	5 SLABS	25.00	3.2

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	38
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	HIGH	1 SLABS	5.00	17.7
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
67 LG PATCH/UTIL	MEDIUM	12 SLABS	60.00	41.5
70 SCALING/CRAZING	LOW	16 SLABS	80.00	15.2
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1
66 SMALL PATCH	MEDIUM	3 SLABS	15.00	7.6

SAMPLE UNIT-22 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 53

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	LOW	2 SLABS	10.00	6.0
67 LG PATCH/UTIL	MEDIUM	15 SLABS	75.00	45.5
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

SAMPLE UNIT-32 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 54

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	LOW	6 SLABS	30.00	13.3
67 LG PATCH/UTIL	MEDIUM	6 SLABS	30.00	29.0
70 SCALING/CRAZING	LOW	12 SLABS	60.00	13.5
66 SMALL PATCH	LOW	11 SLABS	55.00	7.6

SAMPLE UNIT-42 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 50

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	MEDIUM	15 SLABS	75.00	45.5
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

SAMPLE UNIT-52 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 61

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
67 LG PATCH/UTIL	LOW	2 SLABS	10.00	6.0
67 LG PATCH/UTIL	MEDIUM	6 SLABS	30.00	29.0
66 SMALL PATCH	LOW	11 SLABS	55.00	7.6

SAMPLE UNIT-62 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 51

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
67 LG PATCH/UTIL	MEDIUM	15 SLABS	75.00	45.5
66 SMALL PATCH	LOW	5 SLABS	25.00	3.2

SAMPLE UNIT-72 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 44

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
67 LG PATCH/UTIL	MEDIUM	15 SLABS	75.00	45.5
66 SMALL PATCH	LOW	5 SLABS	25.00	3.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	10 SLABS	0.62	0.7

74 JOINT SPALLING	HIGH	20 SLABS	1.25	4.0
74 JOINT SPALLING	LOW	10 SLABS	0.62	0.4
65 JT SEAL DAMAGE	LOW	1200 SLABS	75.00	2.0
67 LG PATCH/UTIL	HIGH	10 SLABS	0.62	2.4
67 LG PATCH/UTIL	LOW	200 SLABS	12.50	7.0
67 LG PATCH/UTIL	MEDIUM	890 SLABS	55.62	40.1
70 SCALING/CRAZING	LOW	440 SLABS	27.50	8.8
73 SHRINKAGE CR	N/A	10 SLABS	0.62	0.2
66 SMALL PATCH	HIGH	10 SLABS	0.62	1.0
66 SMALL PATCH	LOW	470 SLABS	29.37	3.8
66 SMALL PATCH	MEDIUM	30 SLABS	1.87	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	2.80 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	97.20 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 04-22	SLAB LENGTH -	17.5 LF
BRANCH NUMBER -	R02C	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	2	NUMBER OF SLABS -	800

INSPECTION DATE -	06/02/89	PCI=	89	RATING=	EXCELLENT
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					40
NUMBER OF SAMPLES SURVEYED=					4
RECOMMENDED SAMPLES TO BE SURVEYED=					26
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					12.7

SAMPLE UNIT-14 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	90
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
66 SMALL PATCH	LOW	7 SLABS	35.00	5.0

SAMPLE UNIT-24 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	96
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
66 SMALL PATCH	LOW	6 SLABS	30.00	4.0

SAMPLE UNIT-34 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	98
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

SAMPLE UNIT-4 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	70
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
75 CORNER SPALLING	MEDIUM	3 SLABS	15.00	9.7
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

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BRANCH NAME -    RUNWAY 04-22          SLAB LENGTH - 17.5 LF
BRANCH NUMBER -    R02C                SLAB WIDTH - 20.0 LF
SECTION NUMBER - 3                     NUMBER OF SLABS - 800

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INSPECTION DATE - 06/02/89	PCI= 87	RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE-	SHOULDERS-	OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION=		40
NUMBER OF SAMPLES SURVEYED=		3
RECOMMENDED SAMPLES TO BE SURVEYED=		22
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		7.9

SAMPLE UNIT-17 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 79

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
67 LG PATCH/UTIL	LOW	3 SLABS	15.00	8.0
70 SCALING/CRAZING	LOW	10 SLABS	50.00	12.2
66 SMALL PATCH	LOW	10 SLABS	50.00	7.0

SAMPLE UNIT-27 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 87

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	2 SLABS	10.00	9.0
66 SMALL PATCH	LOW	11 SLABS	55.00	7.6

SAMPLE UNIT-7 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 95

A33

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	27 SLABS	3.37	3.6
65 JT SEAL DAMAGE	LOW	267 SLABS	33.37	2.0
67 LG PATCH/UTIL	LOW	53 SLABS	6.62	4.1
70 SCALING/CRAZING	LOW	133 SLABS	16.62	6.0
66 SMALL PATCH	LOW	320 SLABS	40.00	5.7

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	9.35 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	90.65 PERCENT DEDUCT VALUES.

INSPECTION DATE - 06/02/89 PCI= 73 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 4
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
74 JOINT SPALLING	MEDIUM	3 SLABS	15.00	10.9
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
73 SHRINKAGE CR	N/A	3 SLABS	15.00	2.1

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	4 SLABS	5.00	1.9
74 JOINT SPALLING	LOW	4 SLABS	5.00	2.2
74 JOINT SPALLING	MEDIUM	12 SLABS	15.00	10.9
63 LINEAR CR	LOW	4 SLABS	5.00	4.9
63 LINEAR CR	MEDIUM	4 SLABS	5.00	11.6
73 SHRINKAGE CR	N/A	12 SLABS	15.00	2.1

LOAD	RELATED DISTRESSES	=	49.11 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES	=	.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES	=	50.89 PERCENT DEDUCT VALUES.

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BRANCH NAME -    RUNWAY 04-22          SLAB LENGTH - 25.0 LF
BRANCH NUMBER -    R03A                SLAB WIDTH - 25.0 LF
SECTION NUMBER - 2                      NUMBER OF SLABS - 80

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SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 75

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

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BRANCH NAME -    RUNWAY 04-22          SLAB LENGTH - 25.0 LF
BRANCH NUMBER -    R03A                SLAB WIDTH - 25.0 LF
SECTION NUMBER - 3                     NUMBER OF SLABS - 80

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SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 88

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 95.08 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 4.92 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SLAB LENGTH - 12.5 LF
 BRANCH NUMBER - R04A SLAB WIDTH - 12.5 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 96

INSPECTION DATE - 06/02/89 PCI= 19 RATING= VERY POOR
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 5
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 15

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	2 SLABS	10.00	8.0
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
75 CORNER SPALLING	LOW	3 SLABS	15.00	5.5
64 DURABILITY CR	HIGH	1 SLABS	5.00	8.3
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
74 JOINT SPALLING	MEDIUM	2 SLABS	10.00	8.0
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	MEDIUM	5 SLABS	25.00	26.5
63 LINEAR CR	HIGH	3 SLABS	15.00	33.1
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
72 SHATTERED SLAB	HIGH	1 SLABS	5.00	30.0
73 SHRINKAGE CR	N/A	13 SLABS	65.00	10.0

 SAMPLE UNIT-5 (RANDOM) SAMPLE SIZE- 16 SLABS SAMPLE PCI- 22

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	MEDIUM	1 SLABS	6.25	10.3
75 CORNER SPALLING	HIGH	1 SLABS	6.25	6.1
75 CORNER SPALLING	LOW	2 SLABS	12.50	4.7
75 CORNER SPALLING	MEDIUM	2 SLABS	12.50	8.5
74 JOINT SPALLING	HIGH	2 SLABS	12.50	23.4
74 JOINT SPALLING	LOW	3 SLABS	18.75	5.6
74 JOINT SPALLING	MEDIUM	4 SLABS	25.00	16.0
65 JT SEAL DAMAGE	HIGH	16 SLABS	100.00	12.0
67 LG PATCH/UTIL	HIGH	1 SLABS	6.25	21.0
67 LG PATCH/UTIL	LOW	4 SLABS	25.00	12.0
63 LINEAR CR	LOW	2 SLABS	12.50	10.0
73 SHRINKAGE CR	N/A	7 SLABS	43.75	6.3
66 SMALL PATCH	LOW	3 SLABS	18.75	2.0
66 SMALL PATCH	MEDIUM	1 SLABS	6.25	3.3

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	5 SLABS	5.20	4.2
62 CORNER BR	MEDIUM	3 SLABS	3.12	5.1
75 CORNER SPALLING	HIGH	5 SLABS	5.20	5.2
75 CORNER SPALLING	LOW	13 SLABS	13.54	5.0
75 CORNER SPALLING	MEDIUM	5 SLABS	5.20	3.5
64 DURABILITY CR	HIGH	3 SLABS	3.12	5.5
74 JOINT SPALLING	HIGH	5 SLABS	5.20	13.6
74 JOINT SPALLING	LOW	13 SLABS	13.54	4.4
74 JOINT SPALLING	MEDIUM	16 SLABS	16.66	11.7
65 JT SEAL DAMAGE	HIGH	96 SLABS	100.00	12.0
67 LG PATCH/UTIL	HIGH	3 SLABS	3.12	11.9
67 LG PATCH/UTIL	LOW	11 SLABS	11.45	6.5
67 LG PATCH/UTIL	MEDIUM	13 SLABS	13.54	19.3
63 LINEAR CR	HIGH	8 SLABS	8.33	22.9
63 LINEAR CR	LOW	5 SLABS	5.20	5.0
63 LINEAR CR	MEDIUM	3 SLABS	3.12	7.8
72 SHATTERED SLAB	HIGH	3 SLABS	3.12	16.2
73 SHRINKAGE CR	N/A	53 SLABS	55.20	8.0
66 SMALL PATCH	LOW	8 SLABS	8.33	1.0
66 SMALL PATCH	MEDIUM	3 SLABS	3.12	1.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	35.89 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	10.26 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	53.84 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	R04A	SLAB WIDTH -	12.5 LF
SECTION NUMBER -	2	NUMBER OF SLABS -	96

INSPECTION DATE -	06/02/89	PCI=	50	RATING=	FAIR
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					5
NUMBER OF SAMPLES SURVEYED=					2

RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	44
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	4 SLABS	20.00	7.0
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
74 JOINT SPALLING	LOW	8 SLABS	40.00	9.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
63 LINEAR CR	HIGH	2 SLABS	10.00	26.0
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5

66 SMALL PATCH	LOW	3 SLABS	15.00	1.6

SAMPLE UNIT-4 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 56
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	8 SLABS	40.00	16.0
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
73 SHRINKAGE CR	N/A	11 SLABS	55.00	8.0
66 SMALL PATCH	HIGH	1 SLABS	5.00	6.3
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	2 SLABS	2.08	2.4
75 CORNER SPALLING	LOW	10 SLABS	10.41	3.8
74 JOINT SPALLING	HIGH	2 SLABS	2.08	6.7
74 JOINT SPALLING	LOW	19 SLABS	19.79	5.8
65 JT SEAL DAMAGE	HIGH	96 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	22 SLABS	22.91	11.1
63 LINEAR CR	HIGH	7 SLABS	7.29	20.9
63 LINEAR CR	MEDIUM	2 SLABS	2.08	5.2
73 SHRINKAGE CR	N/A	31 SLABS	32.29	4.5
66 SMALL PATCH	HIGH	2 SLABS	2.08	3.5
66 SMALL PATCH	LOW	17 SLABS	17.70	1.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 33.55 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 15.42 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 51.03 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SLAB LENGTH - 12.5 LF
 BRANCH NUMBER - R04A SLAB WIDTH - 12.5 LF
 SECTION NUMBER - 3 NUMBER OF SLABS - 96

INSPECTION DATE - 06/02/89 PCI= 56 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 5
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 66
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0

63 LINEAR CR	LOW	1 SLABS	5.00	4.9
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6
66 SMALL PATCH	MEDIUM	1 SLABS	5.00	2.7

SAMPLE UNIT-4 (RANDOM)		SAMPLE SIZE- 20 SLABS		SAMPLE PCI- 46
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
74 JOINT SPALLING	LOW	3 SLABS	15.00	4.7
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
72 SHATTERED SLAB	HIGH	1 SLABS	5.00	30.0
73 SHRINKAGE CR	N/A	6 SLABS	30.00	4.2
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	2 SLABS	2.08	2.4
75 CORNER SPALLING	MEDIUM	5 SLABS	5.20	3.5
74 JOINT SPALLING	HIGH	2 SLABS	2.08	6.7
74 JOINT SPALLING	LOW	12 SLABS	12.50	4.1
74 JOINT SPALLING	MEDIUM	2 SLABS	2.08	2.1
65 JT SEAL DAMAGE	HIGH	96 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	2 SLABS	2.08	1.5
63 LINEAR CR	LOW	7 SLABS	7.29	6.6
72 SHATTERED SLAB	HIGH	2 SLABS	2.08	2.9
73 SHRINKAGE CR	N/A	14 SLABS	14.58	2.0
66 SMALL PATCH	LOW	7 SLABS	7.29	0.9
66 SMALL PATCH	MEDIUM	2 SLABS	2.08	1.1

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 20.74 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 26.20 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 53.06 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 700 LF
BRANCH NUMBER - R05A SECTION WIDTH - 50 LF
SECTION NUMBER - 1 SECTION AREA - 3888 SY

INSPECTION DATE - 06/02/89 PCI= 76 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 7
NUMBER OF SAMPLES SURVEYED= 2
RECOMMENDED SAMPLES TO BE SURVEYED= 7
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 10.6

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 68

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	160 SF	3.20	32.0
48 LONG/TRANS CR	LOW	55 LF	1.10	5.7

SAMPLE UNIT-7 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 83
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	30 SF	0.60	15.7
48 LONG/TRANS CR	LOW	243 LF	4.86	13.7

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	665 SF	1.90	26.5
48 LONG/TRANS CR	LOW	1043 LF	2.98	9.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	72.80 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	27.20 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SECTION LENGTH -	700 LF
BRANCH NUMBER -	R05A	SECTION WIDTH -	50 LF
SECTION NUMBER -	2	SECTION AREA -	3888 SY

INSPECTION DATE -	06/02/89	PCI=	88	RATING=	EXCELLENT
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					7
NUMBER OF SAMPLES SURVEYED=					2
RECOMMENDED SAMPLES TO BE SURVEYED=					5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					0.7

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 87
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	230 LF	4.60	13.1

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 88
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	215 LF	4.30	12.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	1558 LF	4.45	12.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 700 LF
 BRANCH NUMBER - R05A SECTION WIDTH - 50 LF
 SECTION NUMBER - 3 SECTION AREA - 3888 SY

INSPECTION DATE - 06/02/89 PCI= 85 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 7
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMENDED SAMPLES TO BE SURVEYED= 7
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 2.8

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 87

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	100 SF	2.00	9.9
48 LONG/TRANS CR	LOW	230 LF	4.60	13.1

SAMPLE UNIT-6 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 83

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	320 LF	6.40	16.8
52 WEATHER/RAVEL	HIGH	10 SF	0.20	7.9

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	350 SF	1.00	7.9
48 LONG/TRANS CR	LOW	1925 LF	5.50	15.0
52 WEATHER/RAVEL	HIGH	35 SF	0.10	6.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 1760 LF
 BRANCH NUMBER - R06C SECTION WIDTH - 50 LF
 SECTION NUMBER - 1 SECTION AREA - 9777 SY

INSPECTION DATE - 06/02/89 PCI= 89 RATING= EXCELLENT
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 18
 NUMBER OF SAMPLES SURVEYED= 3
 RECOMMENDED SAMPLES TO BE SURVEYED= 6
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 3.2

SAMPLE UNIT-11 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 90

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	150 LF	3.00	10.0

SAMPLE UNIT-17 (RANDOM)		SAMPLE SIZE- 5000 SF		SAMPLE PCI- 85	
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE	
41 ALLIGATOR CR	LOW	20 SF	0.40	12.5	
48 LONG/TRANS CR	LOW	200 LF	4.00	11.9	
50 PATCHING	LOW	10 SF	0.20	2.0	

SAMPLE UNIT-5 (RANDOM)		SAMPLE SIZE- 5000 SF		SAMPLE PCI- 91	
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE	
48 LONG/TRANS CR	LOW	120 LF	2.40	8.8	

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE	
41 ALLIGATOR CR	LOW	117 SF	0.13	7.5	
48 LONG/TRANS CR	LOW	2759 LF	3.13	10.2	
50 PATCHING	LOW	39 SF	0.06	1.2	

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	39.68 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	60.32 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SECTION LENGTH -	1760 LF
BRANCH NUMBER -	R06C	SECTION WIDTH -	50 LF
SECTION NUMBER -	2	SECTION AREA -	9777 SY

INSPECTION DATE -	06/02/89	PCI=	83	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=				18	
NUMBER OF SAMPLES SURVEYED=				3	
RECOMMENDED SAMPLES TO BE SURVEYED=				5	
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=				1.0	

SAMPLE UNIT-15 (RANDOM)		SAMPLE SIZE- 5000 SF		SAMPLE PCI- 82	
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE	
48 LONG/TRANS CR	LOW	340 LF	6.80	17.6	

SAMPLE UNIT-3 (RANDOM)		SAMPLE SIZE- 5000 SF		SAMPLE PCI- 83	
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE	
48 LONG/TRANS CR	LOW	320 LF	6.40	16.8	

SAMPLE UNIT-8 (RANDOM)		SAMPLE SIZE- 5000 SF		SAMPLE PCI- 84	
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE	
48 LONG/TRANS CR	LOW	305 LF	6.10	16.2	

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	5665 LF	6.43	16.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 1760 LF
 BRANCH NUMBER - R06C SECTION WIDTH - 50 LF
 SECTION NUMBER - 3 SECTION AREA - 9777 SY

INSPECTION DATE - 06/02/89 PCI= 84 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 18
 NUMBER OF SAMPLES SURVEYED= 3
 RECOMMENDED SAMPLES TO BE SURVEYED= 6
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 3.2

SAMPLE UNIT-12 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 88

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	195 LF	3.90	11.7

 SAMPLE UNIT-15 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 82

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	360 LF	7.20	18.3

 SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 83

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	320 LF	6.40	16.8

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	5136 LF	5.83	15.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 90 LF
 BRANCH NUMBER - R07C SECTION WIDTH - 50 LF
 SECTION NUMBER - 1 SECTION AREA - 500 SY

INSPECTION DATE - 06/02/89 PCI= 88 RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 1
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 88

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	200 LF	4.00	11.9

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	180 LF	4.00	11.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 90 LF
BRANCH NUMBER - R07C SECTION WIDTH - 50 LF
SECTION NUMBER - 2 SECTION AREA - 500 SY

INSPECTION DATE - 06/02/89 PCI= 84 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 1
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 84

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	295 LF	5.90	15.8

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	266 LF	5.91	15.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 90 LF
BRANCH NUMBER - R07C SECTION WIDTH - 50 LF
SECTION NUMBER - 3 SECTION AREA - 500 SY

 INSPECTION DATE - 06/02/89 PCI= 79 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 1
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 79

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	448 LF	8.96	21.5

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	403 LF	8.95	21.5

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 600 LF
 BRANCH NUMBER - R08C SECTION WIDTH - 50 LF
 SECTION NUMBER - 1 SECTION AREA - 3333 SY

INSPECTION DATE - 06/02/89 PCI= 96 RATING= EXCELLENT
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 6
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMENDED SAMPLES TO BE SURVEYED= 5
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 0.7

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 95

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	50 LF	1.00	5.5

 SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 96

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	30 LF	0.60	4.1

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	240 LF	0.80	4.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.

OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 600 LF
BRANCH NUMBER - R08C SECTION WIDTH - 50 LF
SECTION NUMBER - 2 SECTION AREA - 3333 SY

INSPECTION DATE - 06/02/89 PCI= 91 RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 6
NUMBER OF SAMPLES SURVEYED= 2
RECOMMENDED SAMPLES TO BE SURVEYED= 6
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 2.1

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 89

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	185 LF	3.70	11.3

SAMPLE UNIT-5 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 92

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	105 LF	2.10	8.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	870 LF	2.90	9.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31 SECTION LENGTH - 600 LF
BRANCH NUMBER - R08C SECTION WIDTH - 50 LF
SECTION NUMBER - 3 SECTION AREA - 3333 SY

INSPECTION DATE - 06/02/89 PCI= 92 RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 6
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 92

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	105 LF	2.10	8.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	630 LF	2.10	8.2

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SECTION LENGTH -	3600 LF
BRANCH NUMBER -	R09C	SECTION WIDTH -	50 LF
SECTION NUMBER -	1	SECTION AREA -	20000 SY

INSPECTION DATE -	06/02/89	PCI=	91	RATING=	EXCELLENT
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					36
NUMBER OF SAMPLES SURVEYED=					10
RECOMMENDED SAMPLES TO BE SURVEYED=					5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					1.5

SAMPLE UNIT-10 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 92
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	110 LF	2.20	8.4

SAMPLE UNIT-15 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 92
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	100 LF	2.00	8.0

SAMPLE UNIT-17 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 91
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	125 LF	2.50	9.0

SAMPLE UNIT-20 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 92
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	105 LF	2.10	8.2

SAMPLE UNIT-22 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 91
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	125 LF	2.50	9.0

SAMPLE UNIT-25 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 91
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	115 LF	2.30	8.6

SAMPLE UNIT-31 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 90
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	140 LF	2.80	9.6

SAMPLE UNIT-36 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 87
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	225 LF	4.50	12.9

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 92
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	100 LF	2.00	8.0

SAMPLE UNIT-7 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 92
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	100 LF	2.00	8.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	4482 LF	2.49	8.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SECTION LENGTH -	3600 LF
BRANCH NUMBER -	R09C	SECTION WIDTH -	50 LF
SECTION NUMBER -	2	SECTION AREA -	20000 SY

INSPECTION DATE -	06/02/89	PCI=	90	RATING=	EXCELLENT
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					36
NUMBER OF SAMPLES SURVEYED=					4
RECOMMENDED SAMPLES TO BE SURVEYED=					5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					2.6

SAMPLE UNIT-14 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 94
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	65 LF	1.30	6.1

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 89
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	175 LF	3.50	10.9

SAMPLE UNIT-24 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 90
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	145 LF	2.90	9.8

SAMPLE UNIT-34 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 88
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	200 LF	4.00	11.9

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	5265 LF	2.92	9.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31	SECTION LENGTH - 3600 LF
BRANCH NUMBER - R09C	SECTION WIDTH - 50 LF
SECTION NUMBER - 3	SECTION AREA - 20000 SY

INSPECTION DATE - 06/02/89	PCI= 93	RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		36
NUMBER OF SAMPLES SURVEYED=		4
RECOMMENDED SAMPLES TO BE SURVEYED=		5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		2.9

SAMPLE UNIT-11 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 96
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	25 LF	0.50	3.9

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 94
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	75 LF	1.50	6.5

SAMPLE UNIT-20 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 89
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	185 LF	3.70	11.3

SAMPLE UNIT-28 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 94
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	70 LF	1.40	6.3

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	3195 LF	1.77	7.3

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SECTION LENGTH -	700 LF
BRANCH NUMBER -	R10A	SECTION WIDTH -	50 LF
SECTION NUMBER -	1	SECTION AREA -	3888 SY

INSPECTION DATE -	06/02/89	PCI=	81	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					7
NUMBER OF SAMPLES SURVEYED=					2
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.					

SAMPLE UNIT-1 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 81
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	375 LF	7.50	18.9

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 81
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	385 LF	7.70	19.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	2660 LF	7.60	19.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SECTION LENGTH -	700 LF
BRANCH NUMBER -	R10A	SECTION WIDTH -	50 LF
SECTION NUMBER -	2	SECTION AREA -	3888 SY

INSPECTION DATE -	06/02/89	PCI=	83	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					7
NUMBER OF SAMPLES SURVEYED=					2
RECOMMENDED SAMPLES TO BE SURVEYED=					5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					1.4

SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 84
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	295 LF	5.90	15.8

SAMPLE UNIT-6 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 82
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	340 LF	6.80	17.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	2223 LF	6.35	16.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31	SECTION LENGTH - 700 LF
BRANCH NUMBER - R10A	SECTION WIDTH - 50 LF
SECTION NUMBER - 3	SECTION AREA - 3888 SY

INSPECTION DATE - 06/02/89	PCI= 86	RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		7
NUMBER OF SAMPLES SURVEYED=		2
RECOMMENDED SAMPLES TO BE SURVEYED=		7
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		3.5

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 83
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	320 LF	6.40	16.8

SAMPLE UNIT-4 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 88
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	210 LF	4.20	12.3

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	1855 LF	5.30	14.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31
BRANCH NUMBER - R11A
SECTION NUMBER - 1

SLAB LENGTH - 12.5 LF
SLAB WIDTH - 12.5 LF
NUMBER OF SLABS - 96

INSPECTION DATE - 06/02/89 PCI= 44 RATING= FAIR
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 1
NUMBER OF SAMPLES SURVEYED= 2
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 48

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
62 CORNER BR	MEDIUM	1 SLABS	5.00	8.2
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
74 JOINT SPALLING	LOW	6 SLABS	30.00	7.8
74 JOINT SPALLING	MEDIUM	5 SLABS	25.00	16.0
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	4 SLABS	20.00	10.0
73 SHRINKAGE CR	N/A	8 SLABS	40.00	5.9
66 SMALL PATCH	LOW	5 SLABS	25.00	3.2

SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 40

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	HIGH	1 SLABS	5.00	12.5
74 JOINT SPALLING	HIGH	6 SLABS	30.00	34.9
74 JOINT SPALLING	LOW	3 SLABS	15.00	4.7
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
73 SHRINKAGE CR	N/A	6 SLABS	30.00	4.2
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	HIGH	2 SLABS	2.08	5.2
62 CORNER BR	LOW	2 SLABS	2.08	1.5
62 CORNER BR	MEDIUM	2 SLABS	2.08	3.6
75 CORNER SPALLING	HIGH	2 SLABS	2.08	2.4
74 JOINT SPALLING	HIGH	17 SLABS	17.70	27.8
74 JOINT SPALLING	LOW	22 SLABS	22.91	6.4
74 JOINT SPALLING	MEDIUM	14 SLABS	14.58	10.6
65 JT SEAL DAMAGE	HIGH	96 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	10 SLABS	10.41	6.1
63 LINEAR CR	LOW	2 SLABS	2.08	2.0
73 SHRINKAGE CR	N/A	34 SLABS	35.41	5.0
66 SMALL PATCH	LOW	17 SLABS	17.70	1.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 14.56 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 14.20 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 71.24 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 SLAB LENGTH - 12.5 LF
 BRANCH NUMBER - R11A SLAB WIDTH - 12.5 LF
 SECTION NUMBER - 2 NUMBER OF SLABS - 96

INSPECTION DATE - 06/02/89 PCI= 49 RATING= FAIR
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 5
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 16 SLABS SAMPLE PCI- 57

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	MEDIUM	1 SLABS	6.25	10.3
74 JOINT SPALLING	LOW	2 SLABS	12.50	4.1
74 JOINT SPALLING	MEDIUM	2 SLABS	12.50	9.5
65 JT SEAL DAMAGE	HIGH	16 SLABS	100.00	12.0
57 LG PATCH/UTIL	MEDIUM	1 SLABS	6.25	12.8
73 SHRINKAGE CR	N/A	12 SLABS	75.00	11.2
66 SMALL PATCH	LOW	4 SLABS	25.00	3.2

 SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 41

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	HIGH	1 SLABS	5.00	12.5
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
74 JOINT SPALLING	HIGH	2 SLABS	10.00	20.8
74 JOINT SPALLING	LOW	3 SLABS	15.00	4.7
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
73 SHRINKAGE CR	N/A	6 SLABS	30.00	4.2

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	HIGH	3 SLABS	3.12	7.8
62 CORNER BR	MEDIUM	3 SLABS	3.12	5.1
75 CORNER SPALLING	HIGH	3 SLABS	3.12	3.4
75 CORNER SPALLING	LOW	3 SLABS	3.12	1.1
74 JOINT SPALLING	HIGH	5 SLABS	5.20	13.6
74 JOINT SPALLING	LOW	13 SLABS	13.54	4.4
74 JOINT SPALLING	MEDIUM	8 SLABS	8.33	6.9
65 JT SEAL DAMAGE	HIGH	96 SLABS	100.00	12.0

67 LG PATCH/UTIL	MEDIUM	3 SLABS	3.12	7.5
63 LINEAR CR	HIGH	3 SLABS	3.12	11.3
63 LINEAR CR	LOW	3 SLABS	3.12	3.1
73 SHRINKAGE CR	N/A	48 SLABS	50.00	7.4
66 SMALL PATCH	LOW	11 SLABS	11.45	1.1

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	32.23 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	14.17 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	53.60 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 13-31	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	R11A	SLAB WIDTH -	12.5 LF
SECTION NUMBER -	3	NUMBER OF SLABS -	96

INSPECTION DATE - 06/02/89 PCI= 76 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 5
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 83

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
73 SHRINKAGE CR	N/A	5 SLABS	25.00	3.5
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6

SAMPLE UNIT-5 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 69

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	MEDIUM	1 SLABS	5.00	8.2
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	MEDIUM	2 SLABS	2.08	3.6
75 CORNER SPALLING	HIGH	2 SLABS	2.08	2.4
74 JOINT SPALLING	HIGH	2 SLABS	2.08	6.7
74 JOINT SPALLING	LOW	5 SLABS	5.20	2.3
74 JOINT SPALLING	MEDIUM	2 SLABS	2.08	2.1
65 JT SEAL DAMAGE	HIGH	96 SLABS	100.00	12.0
73 SHRINKAGE CR	N/A	12 SLABS	12.50	1.8
66 SMALL PATCH	LOW	2 SLABS	2.08	0.3

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	11.54 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	38.46 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	50.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 04-22 OVERRUN	SECTION LENGTH -	850 LF
BRANCH NUMBER -	001C	SECTION WIDTH -	150 LF
SECTION NUMBER -	1	SECTION AREA -	14166 SY

INSPECTION DATE -	06/02/89	PCI=	78	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					24
NUMBER OF SAMPLES SURVEYED=					4
RECOMMENDED SAMPLES TO BE SURVEYED=					14
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					8.7

SAMPLE UNIT-17 (RANDOM)	SAMPLE SIZE-	5000 SF	SAMPLE PCI-	71
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	1200 SF	24.00	22.5
48 LONG/TRANS CR	LOW	460 LF	9.20	22.0

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	7000 SF	SAMPLE PCI-	84
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	600 SF	8.57	16.3
48 LONG/TRANS CR	LOW	210 LF	3.00	10.0

SAMPLE UNIT-24 (RANDOM)	SAMPLE SIZE-	5000 SF	SAMPLE PCI-	69
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	2500 SF	50.00	28.5
48 LONG/TRANS CR	LOW	385 LF	7.70	19.2

SAMPLE UNIT-7 (RANDOM)	SAMPLE SIZE-	5000 SF	SAMPLE PCI-	86
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	260 LF	5.20	14.4

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	24940 SF	19.56	20.8
48 LONG/TRANS CR	LOW	7627 LF	5.98	15.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME -	RUNWAY 04-22 O'RUN BLAST	SECTION LENGTH -	150 LF
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BRANCH NUMBER - 002C SECTION WIDTH - 150 LF
SECTION NUMBER - 1 SECTION AREA - 2500 SY

INSPECTION DATE - 06/02/89 PCI= 84 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 4
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 84

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	270 LF	4.80	13.5
48 LONG/TRANS CR	MEDIUM	90 LF	1.60	14.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	1080 LF	4.80	13.5
48 LONG/TRANS CR	MEDIUM	360 LF	1.60	14.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 04-22 O'RUN BLAST SECTION LENGTH - 150 LF
BRANCH NUMBER - 003C SECTION WIDTH - 150 LF
SECTION NUMBER - 1 SECTION AREA - 2500 SY

INSPECTION DATE - 06/02/89 PCI= 80 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 1
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 80

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	HIGH	60 LF	1.06	20.5
48 LONG/TRANS CR	LOW	165 LF	2.93	9.8

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	HIGH	240 LF	1.06	20.5
48 LONG/TRANS CR	LOW	660 LF	2.93	9.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.

OTHER

RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 04-22 OVERRUN SECTION LENGTH - 850 LF
 BRANCH NUMBER - 004C SECTION WIDTH - 150 LF
 SECTION NUMBER - 1 SECTION AREA - 14166 SY

INSPECTION DATE - 06/02/89 PCI= 86 RATING= EXCELLENT
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 24
 NUMBER OF SAMPLES SURVEYED= 4
 RECOMMENDED SAMPLES TO BE SURVEYED= 15
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 9.3

SAMPLE UNIT-11 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 78

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	1200 SF	24.00	22.5
48 LONG/TRANS CR	LOW	125 LF	2.50	9.0

SAMPLE UNIT-18 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 96

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	10 SF	0.20	1.0
48 LONG/TRANS CR	LOW	20 LF	0.40	3.5

SAMPLE UNIT-23 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 78

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	30 SF	0.60	3.6
43 BLOCK CR	LOW	1200 SF	24.00	22.5
48 LONG/TRANS CR	LOW	75 LF	1.50	6.5

SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 92

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	110 LF	2.20	8.4

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	255 SF	0.20	1.0
43 BLOCK CR	LOW	15288 SF	11.99	18.1
48 LONG/TRANS CR	LOW	2102 LF	1.64	6.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 96.15 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 3.85 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 O'RUN BLAST SECTION LENGTH - 150 LF

BRANCH NUMBER - 005C SECTION WIDTH - 150 LF
SECTION NUMBER - 1 SECTION AREA - 2500 SY

INSPECTION DATE - 06/02/89 PCI= 64 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 4
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	5625 SF	100.00	35.7

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	22500 SF	100.00	35.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

BRANCH NAME - RUNWAY 13-31 OVERRUN SECTION LENGTH - 850 LF
BRANCH NUMBER - 006C SECTION WIDTH - 150 LF
SECTION NUMBER - 1 SECTION AREA - 14166 SY

INSPECTION DATE - 06/02/89 PCI= 66 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 24
NUMBER OF SAMPLES SURVEYED= 4
RECOMMENDED SAMPLES TO BE SURVEYED= 5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 3.5

SAMPLE UNIT-12 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 71

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	2800 SF	56.00	29.4

SAMPLE UNIT-14 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	5000 SF	100.00	35.7

SAMPLE UNIT-19 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	5000 SF	100.00	35.7

SAMPLE UNIT-5 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	5000 SF	100.00	35.7

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	113386 SF	88.93	34.2

*** PERCENT DEDUCT BASED ON VALUES ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 O'RUN BLAST SECTION LENGTH - 150 LF
 BRANCH NUMBER - 007C SECTION WIDTH - 150 LF
 SECTION NUMBER - 1 SECTION AREA - 2500 SY

INSPECTION DATE - 06/02/89 PCI= 58 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 4
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 58

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	4100 SF	72.88	31.9
43 BLOCK CR	MEDIUM	1200 SF	21.33	30.4

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	16400 SF	72.88	31.9
43 BLOCK CR	MEDIUM	4800 SF	21.33	30.4

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - RUNWAY 13-31 OVERRUN SECTION LENGTH - 850 LF
 BRANCH NUMBER - 008C SECTION WIDTH - 150 LF
 SECTION NUMBER - 1 SECTION AREA - 14166 SY

INSPECTION DATE - 06/02/89 PCI= 92 RATING= EXCELLENT
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 24
 NUMBER OF SAMPLES SURVEYED= 4
 RECOMMENDED SAMPLES TO BE SURVEYED= 17

STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 11.8

SAMPLE UNIT-14 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 94

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	75 LF	1.50	6.5

SAMPLE UNIT-19 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 75

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	1800 SF	36.00	25.5
48 LONG/TRANS CR	LOW	275 LF	5.50	15.0

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 7500 SF SAMPLE PCI-100

NO DISTRESS

SAMPLE UNIT-9 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI-100

NO DISTRESS

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	10206 SF	8.00	16.0
48 LONG/TRANS CR	LOW	1985 LF	1.55	6.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAYS R AND A SLAB LENGTH - 25.0 LF
BRANCH NUMBER - T03A SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 336

INSPECTION DATE - 06/02/89 PCI= 59 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 17
NUMBER OF SAMPLES SURVEYED= 3
RECOMMENDED SAMPLES TO BE SURVEYED= 16
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 14.9

SAMPLE UNIT-15 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 55

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	4.76	2.1
74 JOINT SPALLING	MEDIUM	1 SLABS	4.76	4.3
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0
67 LG PATCH/UTIL	MEDIUM	1 SLABS	4.76	10.6
63 LINEAR CR	MEDIUM	6 SLABS	28.57	34.0

66 SMALL PATCH	LOW	3 SLABS	14.28	1.5
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SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE-	21 SLABS	SAMPLE PCI-	76
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0
63 LINEAR CR	HIGH	1 SLABS	4.76	15.7
63 LINEAR CR	LOW	1 SLABS	4.76	4.6
73 SHRINKAGE CR	N/A	2 SLABS	9.52	1.4
66 SMALL PATCH	LOW	1 SLABS	4.76	0.6

SAMPLE UNIT-9 (RANDOM)	SAMPLE SIZE-	21 SLABS	SAMPLE PCI-	47
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	2 SLABS	9.52	3.5
74 JOINT SPALLING	LOW	2 SLABS	9.52	3.3
65 JT SEAL DAMAGE	HIGH	21 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	2 SLABS	9.52	5.7
63 LINEAR CR	HIGH	1 SLABS	4.76	15.7
63 LINEAR CR	MEDIUM	4 SLABS	19.04	27.4
66 SMALL PATCH	LOW	2 SLABS	9.52	1.0
66 SMALL PATCH	MEDIUM	4 SLABS	19.04	9.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	11 SLABS	3.27	1.2
74 JOINT SPALLING	LOW	16 SLABS	4.76	2.1
74 JOINT SPALLING	MEDIUM	5 SLABS	1.48	1.5
65 JT SEAL DAMAGE	HIGH	112 SLABS	33.33	12.0
65 JT SEAL DAMAGE	MEDIUM	224 SLABS	66.66	7.0
67 LG PATCH/UTIL	LOW	11 SLABS	3.27	2.1
67 LG PATCH/UTIL	MEDIUM	5 SLABS	1.48	3.7
63 LINEAR CR	HIGH	11 SLABS	3.27	11.8
63 LINEAR CR	LOW	5 SLABS	1.48	1.4
63 LINEAR CR	MEDIUM	53 SLABS	15.77	24.7
73 SHRINKAGE CR	N/A	11 SLABS	3.27	0.9
66 SMALL PATCH	LOW	32 SLABS	9.52	1.0
66 SMALL PATCH	MEDIUM	21 SLABS	6.25	3.3

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	52.13 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	26.13 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	21.73 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY A	SLAB LENGTH - 25.0 LF
BRANCH NUMBER - T04A	SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1	NUMBER OF SLABS - 149

INSPECTION DATE - 06/02/89	PCI= 80	RATING= VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE- SHOULDERS- OVERALL-

TOTAL NUMBER OF SAMPLES IN SECTION=	7
NUMBER OF SAMPLES SURVEYED=	2
RECOMMENDED SAMPLES TO BE SURVEYED=	5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=	0.7

SAMPLE UNIT-3 (RANDOM)		SAMPLE SIZE-	21 SLABS	SAMPLE PCI- 79
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	3 SLABS	14.28	4.5
65 JT SEAL DAMAGE	HIGH	21 SLABS	100.00	12.0
63 LINEAR CR	LOW	2 SLABS	9.52	8.1
73 SHRINKAGE CR	N/A	1 SLABS	4.76	1.0
66 SMALL PATCH	LOW	1 SLABS	4.76	0.6

SAMPLE UNIT-6 (RANDOM)		SAMPLE SIZE-	21 SLABS	SAMPLE PCI- 80
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	4.76	1.8
65 JT SEAL DAMAGE	HIGH	21 SLABS	100.00	12.0
63 LINEAR CR	LOW	1 SLABS	4.76	4.6
66 SMALL PATCH	LOW	9 SLABS	42.85	6.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	4 SLABS	2.68	0.9
74 JOINT SPALLING	LOW	11 SLABS	7.38	2.8
65 JT SEAL DAMAGE	HIGH	149 SLABS	100.00	12.0
63 LINEAR CR	LOW	11 SLABS	7.38	6.6
73 SHRINKAGE CR	N/A	4 SLABS	2.68	0.8
66 SMALL PATCH	LOW	36 SLABS	24.16	3.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	25.29 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	45.98 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	28.74 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY B	SLAB LENGTH - 12.5 LF
BRANCH NUMBER - T05B	SLAB WIDTH - 20.0 LF
SECTION NUMBER - 1	NUMBER OF SLABS - 114

INSPECTION DATE - 06/02/89	PCI= 65	RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=	6	
NUMBER OF SAMPLES SURVEYED=	2	
RECOMMENDED SAMPLES TO BE SURVEYED=	6	
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=	6.3	

SAMPLE UNIT-1 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 69
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE

75 CORNER SPALLING	HIGH	3 SLABS	15.00	12.6
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
73 SHRINKAGE CR	N/A	6 SLABS	30.00	4.2

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	60
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	MEDIUM	2 SLABS	10.00	19.0
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5
66 SMALL PATCH	LOW	6 SLABS	30.00	4.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	9 SLABS	7.89	7.3
75 CORNER SPALLING	LOW	3 SLABS	2.63	0.9
74 JOINT SPALLING	HIGH	3 SLABS	2.63	8.0
74 JOINT SPALLING	MEDIUM	3 SLABS	2.63	2.6
67 LG PATCH/UTIL	LOW	3 SLABS	2.63	1.8
63 LINEAR CR	HIGH	3 SLABS	2.63	9.8
73 SHRINKAGE CR	N/A	23 SLABS	20.17	2.9
66 SMALL PATCH	LOW	17 SLABS	14.91	1.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	50.98 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	49.02 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY B	SECTION LENGTH -	860 LF
BRANCH NUMBER - T06B	SECTION WIDTH -	75 LF
SECTION NUMBER - 1	SECTION AREA -	7166 SY

INSPECTION DATE - 06/02/89	PCI= 59	RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		11
NUMBER OF SAMPLES SURVEYED=		3
RECOMMENDED SAMPLES TO BE SURVEYED=		7
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		4.7

SAMPLE UNIT-10 (RANDOM)	SAMPLE SIZE-	5625 SF	SAMPLE PCI-	55
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	480 SF	8.53	41.3
43 BLOCK CR	LOW	600 SF	10.66	17.5
48 LONG/TRANS CR	LOW	260 LF	4.62	13.2
48 LONG/TRANS CR	MEDIUM	80 LF	1.42	13.7

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	5625 SF	100.00	35.7

SAMPLE UNIT-6 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 57

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	340 SF	6.04	37.9
48 LONG/TRANS CR	LOW	475 LF	8.44	20.6
48 LONG/TRANS CR	MEDIUM	55 LF	0.97	11.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	3132 SF	4.85	35.8
43 BLOCK CR	LOW	23780 SF	36.87	25.7
48 LONG/TRANS CR	LOW	2808 LF	4.35	12.6
48 LONG/TRANS CR	MEDIUM	516 LF	0.80	10.1

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	42.52 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	57.48 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - NORTH CAL PAD ACCESS SECTION LENGTH - 1925 LF
BRANCH NUMBER - T07C SECTION WIDTH - 75 LF
SECTION NUMBER - 1 SECTION AREA - 16041 SY

INSPECTION DATE - 06/02/89	PCI= 45	RATING= FAIR
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		19
NUMBER OF SAMPLES SURVEYED=		3
RECOMMENDED SAMPLES TO BE SURVEYED=		16
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		11.5

SAMPLE UNIT-11 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 33

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	600 SF	12.00	18.1
43 BLOCK CR	MEDIUM	200 SF	4.00	17.9
48 LONG/TRANS CR	HIGH	60 LF	1.20	21.6
48 LONG/TRANS CR	LOW	375 LF	7.50	18.9
48 LONG/TRANS CR	MEDIUM	170 LF	3.40	20.8
53 RUTTING	MEDIUM	400 SF	8.00	41.1

SAMPLE UNIT-18 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 56

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	850 SF	17.00	20.1

48 LONG/TRANS CR	HIGH	85 LF	1.70	25.6
48 LONG/TRANS CR	LOW	330 LF	6.60	17.2
48 LONG/TRANS CR	MEDIUM	190 LF	3.80	21.8

SAMPLE UNIT-4 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 45
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	MEDIUM	400 SF	8.00	22.1
48 LONG/TRANS CR	HIGH	40 LF	0.80	18.0
48 LONG/TRANS CR	LOW	235 LF	4.70	13.3
48 LONG/TRANS CR	MEDIUM	100 LF	2.00	16.3
53 RUTTING	MEDIUM	200 SF	4.00	34.8

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	13949 SF	9.66	17.0
43 BLOCK CR	MEDIUM	5772 SF	3.99	17.8
48 LONG/TRANS CR	HIGH	1780 LF	1.23	21.9
48 LONG/TRANS CR	LOW	9043 LF	6.26	16.5
48 LONG/TRANS CR	MEDIUM	4425 LF	3.06	19.9
53 RUTTING	MEDIUM	5772 SF	3.99	34.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	27.15 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	72.85 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY E	SLAB LENGTH - 20.0 LF
BRANCH NUMBER - T08A	SLAB WIDTH - 20.0 LF
SECTION NUMBER - 1	NUMBER OF SLABS - 381

INSPECTION DATE - 06/02/89	PCI= 96	RATING= EXCELLENT
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		16
NUMBER OF SAMPLES SURVEYED=		5
RECOMMENDED SAMPLES TO BE SURVEYED=		5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		1.7

SAMPLE UNIT-1 (RANDOM)	SAMPLE SIZE- 20 SLABS	SAMPLE PCI- 98
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE- 20 SLABS	SAMPLE PCI- 98
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2

SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE- 20 SLABS	SAMPLE PCI- 96
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2

SAMPLE UNIT-4 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	95
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
66 SMALL PATCH	LOW	7 SLABS	35.00	5.0

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	94
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	4 SLABS	1.04	0.3
74 JOINT SPALLING	LOW	8 SLABS	2.09	1.3
65 JT SEAL DAMAGE	LOW	76 SLABS	19.94	2.0
63 LINEAR CR	LOW	4 SLABS	1.04	1.0
73 SHRINKAGE CR	N/A	8 SLABS	2.09	0.8
66 SMALL PATCH	LOW	27 SLABS	7.08	0.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	15.87 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	31.75 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	52.38 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY R - SOUTH END	SLAB LENGTH -	20.0 LF
BRANCH NUMBER - T09A	SLAB WIDTH -	20.0 LF
SECTION NUMBER - 1	NUMBER OF SLABS -	131

INSPECTION DATE - 06/02/89	PCI=	82	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION=				6
NUMBER OF SAMPLES SURVEYED=				2
RECOMMENDED SAMPLES TO BE SURVEYED=				6
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=				14.1

SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	72
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	MEDIUM	3 SLABS	15.00	20.3
63 LINEAR CR	LOW	2 SLABS	10.00	8.5
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE-	24 SLABS	SAMPLE PCI-	92
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OTHER

RELATED DISTRESSES = 23.85 PERCENT DEDUCT VALUES.

 BRANCH NAME - TAXIWAY D SLAB LENGTH - 25.0 LF
 BRANCH NUMBER - T11A SLAB WIDTH - 25.0 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 320

INSPECTION DATE - 06/02/89 PCI= 78 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 15
 NUMBER OF SAMPLES SURVEYED= 3
 RECOMMENDED SAMPLES TO BE SURVEYED= 8
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 4.5

SAMPLE UNIT-13 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 82

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0
63 LINEAR CR	LOW	2 SLABS	9.52	8.1
73 SHRINKAGE CR	N/A	7 SLABS	33.33	4.7
66 SMALL PATCH	LOW	4 SLABS	19.04	2.1

SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 73

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	21 SLABS	100.00	12.0
63 LINEAR CR	LOW	8 SLABS	38.09	18.6
73 SHRINKAGE CR	N/A	2 SLABS	9.52	1.4
66 SMALL PATCH	LOW	3 SLABS	14.28	1.5

SAMPLE UNIT-9 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 79

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	4.76	2.1
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0
63 LINEAR CR	LOW	5 SLABS	23.80	15.0
73 SHRINKAGE CR	N/A	2 SLABS	9.52	1.4
66 SMALL PATCH	LOW	2 SLABS	9.52	1.0

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	5 SLABS	1.56	1.0
65 JT SEAL DAMAGE	HIGH	107 SLABS	33.43	12.0
65 JT SEAL DAMAGE	MEDIUM	213 SLABS	66.56	7.0
63 LINEAR CR	LOW	76 SLABS	23.75	15.0
73 SHRINKAGE CR	N/A	56 SLABS	17.50	2.4
66 SMALL PATCH	LOW	46 SLABS	14.37	1.5

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 38.56 PERCENT DEDUCT VALUES.

CLIMATE/DURABILITY RELATED DISTRESSES = 48.84 PERCENT DEDUCT VALUES.

OTHER

RELATED DISTRESSES = 12.60 PERCENT DEDUCT VALUES.

 BRANCH NAME - TAXIWAY C SECTION LENGTH - LF
 BRANCH NUMBER - T12B SECTION WIDTH - LF
 SECTION NUMBER - 1 SECTION AREA - 9439 SY

INSPECTION DATE - 06/02/89 PCI= 59 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 14
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-6 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 59

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	275 LF	5.50	15.0

SAMPLE UNIT-9 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 59

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	255 LF	5.10	14.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	11050 LF	13.00	40.8
48 LONG/TRANS CR	LOW	4505 LF	5.30	14.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

 BRANCH NAME - TAXIWAY C SLAB LENGTH - 25.0 LF
 BRANCH NUMBER - T13B SLAB WIDTH - 25.0 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 34

INSPECTION DATE - 06/02/89 PCI= 85 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 2
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 80

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	4.76	2.1
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0

63 LINEAR CR	LOW	4 SLABS	19.04	13.2
70 SCALING/CRAZING	LOW	1 SLABS	4.76	2.0

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	17 SLABS	SAMPLE PCI-	89
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	5.88	2.4
74 JOINT SPALLING	MEDIUM	1 SLABS	5.88	5.1
65 JT SEAL DAMAGE	LOW	17 SLABS	100.00	2.0
73 SHRINKAGE CR	N/A	2 SLABS	11.76	1.7

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	2 SLABS	5.88	2.4
74 JOINT SPALLING	MEDIUM	1 SLABS	2.94	2.8
65 JT SEAL DAMAGE	LOW	15 SLABS	44.11	2.0
65 JT SEAL DAMAGE	MEDIUM	19 SLABS	55.88	7.0
63 LINEAR CR	LOW	4 SLABS	11.76	9.5
70 SCALING/CRAZING	LOW	1 SLABS	2.94	1.3
73 SHRINKAGE CR	N/A	2 SLABS	5.88	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	36.54 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	34.62 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	28.85 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY C	SECTION LENGTH -	LF
BRANCH NUMBER - T14B	SECTION WIDTH -	LF
SECTION NUMBER - 1	SECTION AREA -	28782 SY

INSPECTION DATE - 06/02/89	PCI= 59	RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		70
NUMBER OF SAMPLES SURVEYED=		7
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.		

SAMPLE UNIT-16 (RANDOM)	SAMPLE SIZE-	5000 SF	SAMPLE PCI-	59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	150 LF	3.00	10.0

SAMPLE UNIT-26 (RANDOM)	SAMPLE SIZE-	5000 SF	SAMPLE PCI-	59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	210 LF	4.20	12.3
48 LONG/TRANS CR	MEDIUM	40 LF	0.80	10.1

SAMPLE UNIT-36 (RANDOM)	SAMPLE SIZE-	5000 SF	SAMPLE PCI-	59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	20 SF	0.40	2.5
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	110 LF	2.20	8.4
49 OIL SPILLAGE	N/A	5 SF	0.10	2.0

SAMPLE UNIT-46 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	71 LF	1.42	6.3

SAMPLE UNIT-56 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	188 LF	3.76	11.4

SAMPLE UNIT-6 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	35 SF	0.70	4.2
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	80 LF	1.60	6.8

SAMPLE UNIT-66 (RANDOM)	SAMPLE SIZE- 5000 SF	SAMPLE PCI- 59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	120 SF	2.40	12.6
47 JT REFLECT CR	MEDIUM	650 LF	13.00	40.8
48 LONG/TRANS CR	LOW	110 LF	2.20	8.4
48 LONG/TRANS CR	MEDIUM	8 LF	0.16	4.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
42 BLEEDING	N/A	1295 SF	0.49	2.9
47 JT REFLECT CR	MEDIUM	33670 LF	12.99	40.7
48 LONG/TRANS CR	LOW	6801 LF	2.62	9.2
49 OIL SPILLAGE	N/A	37 SF	0.01	0.2

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	94.59 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	5.41 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY C - FILLET	SECTION LENGTH -	LF
BRANCH NUMBER - T15C	SECTION WIDTH -	LF
SECTION NUMBER - 1	SECTION AREA -	1313 SY

INSPECTION DATE - 06/02/89	PCI= 58	RATING= GOOD
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CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 3
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

 SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 5000 SF SAMPLE PCI- 58

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	707 LF	14.14	42.0
48 LONG/TRANS CR	MEDIUM	24 LF	0.48	7.8

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
47 JT REFLECT CR	MEDIUM	1669 LF	14.12	42.0
48 LONG/TRANS CR	MEDIUM	57 LF	0.48	7.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***
 LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

 BRANCH NAME - TAXIWAY C - PAD ACCESS SECTION LENGTH - 280 LF
 BRANCH NUMBER - T16C SECTION WIDTH - 75 LF
 SECTION NUMBER - 1 SECTION AREA - 2333 SY

INSPECTION DATE - 06/02/89 PCI= 77 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 3
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

 SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 77

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	400 LF	7.11	18.2
48 LONG/TRANS CR	MEDIUM	165 LF	2.93	19.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
48 LONG/TRANS CR	LOW	1492 LF	7.10	18.1
48 LONG/TRANS CR	MEDIUM	615 LF	2.92	19.5

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***
 LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

 BRANCH NAME - TAXIWAY C SECTION LENGTH - 2140 LF

BRANCH NUMBER - T17B
SECTION NUMBER - 1

SECTION WIDTH - 75 LF
SECTION AREA - 17833 SY

INSPECTION DATE - 06/02/89 PCI= 69 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 28
NUMBER OF SAMPLES SURVEYED= 4
RECOMMENDED SAMPLES TO BE SURVEYED= 5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 3.3

SAMPLE UNIT-12 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 69

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	150 SF	2.66	30.1
48 LONG/TRANS CR	LOW	115 LF	2.04	8.0
48 LONG/TRANS CR	MEDIUM	110 LF	1.95	16.0

SAMPLE UNIT-19 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	260 SF	4.62	35.3
48 LONG/TRANS CR	LOW	10 LF	0.17	2.8
48 LONG/TRANS CR	MEDIUM	115 LF	2.04	16.4

SAMPLE UNIT-24 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 71

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	139 SF	2.47	29.3
48 LONG/TRANS CR	LOW	305 LF	5.42	14.8

SAMPLE UNIT-5 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 71

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	137 SF	2.43	29.1
48 LONG/TRANS CR	LOW	230 LF	4.08	12.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	4891 SF	3.04	31.6
48 LONG/TRANS CR	LOW	1706 LF	2.93	9.8
48 LONG/TRANS CR	MEDIUM	1604 LF	0.99	11.4

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 59.85 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 40.15 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY C
BRANCH NUMBER - T18B
SECTION NUMBER - 1

SECTION LENGTH - LF
SECTION WIDTH - 943 LF
SECTION AREA - 75 SY

 INSPECTION DATE - 06/02/89 PCI= 77 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 12
 NUMBER OF SAMPLES SURVEYED= 3
 RECOMMENDED SAMPLES TO BE SURVEYED= 5
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 3.2

SAMPLE UNIT-10 (RANDOM) SAMPLE SIZE- 4125 SF SAMPLE PCI- 75

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	64 SF	1.55	24.7
48 LONG/TRANS CR	LOW	170 LF	4.12	12.1

 SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 5625 SF SAMPLE PCI- 81

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	150 SF	2.66	10.7
43 BLOCK CR	MEDIUM	75 SF	1.33	12.9
48 LONG/TRANS CR	LOW	190 LF	3.37	10.7
48 LONG/TRANS CR	MEDIUM	55 LF	0.97	11.2

 SAMPLE UNIT-7 (RANDOM) SAMPLE SIZE- 4125 SF SAMPLE PCI- 76

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
43 BLOCK CR	LOW	48 SF	1.16	8.2
43 BLOCK CR	MEDIUM	150 SF	3.63	17.1
48 LONG/TRANS CR	LOW	318 LF	7.70	19.2

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
41 ALLIGATOR CR	LOW	3 SF	0.44	13.2
43 BLOCK CR	LOW	10 SF	1.48	8.9
43 BLOCK CR	MEDIUM	11 SF	1.62	13.6
48 LONG/TRANS CR	LOW	34 LF	5.03	14.0
48 LONG/TRANS CR	MEDIUM	3 LF	0.44	7.4

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	23.12 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	76.88 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

 BRANCH NAME - TAXIWAY R AT SOUTH CAL SLAB LENGTH - 25.0 LF
 BRANCH NUMBER - T19A SLAB WIDTH - 20.0 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 57

INSPECTION DATE - 06/02/89 PCI= 62 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 3
 NUMBER OF SAMPLES SURVEYED= 1

RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 18 SLABS SAMPLE PCI- 62

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	18 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	2 SLABS	11.11	6.4
67 LG PATCH/UTIL	MEDIUM	2 SLABS	11.11	17.6
63 LINEAR CR	MEDIUM	2 SLABS	11.11	20.1
66 SMALL PATCH	LOW	5 SLABS	27.77	3.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	57 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	6 SLABS	10.52	6.2
67 LG PATCH/UTIL	MEDIUM	6 SLABS	10.52	17.1
63 LINEAR CR	MEDIUM	6 SLABS	10.52	19.5
66 SMALL PATCH	LOW	16 SLABS	28.07	3.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	36.52 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	13.11 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	50.37 PERCENT DEDUCT VALUES.

BRANCH NAME - TAXIWAY R	SLAB LENGTH - 25.0 LF
BRANCH NUMBER - T20A	SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1	NUMBER OF SLABS - 432

INSPECTION DATE - 06/02/89	PCI= 64	RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-		
TOTAL NUMBER OF SAMPLES IN SECTION=		21
NUMBER OF SAMPLES SURVEYED=		4
RECOMMENDED SAMPLES TO BE SURVEYED=		18
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=		15.0

SAMPLE UNIT-14 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 49

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	21 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	7 SLABS	33.33	14.2
67 LG PATCH/UTIL	MEDIUM	1 SLABS	4.76	10.6
63 LINEAR CR	LOW	4 SLABS	19.04	13.2
63 LINEAR CR	MEDIUM	3 SLABS	14.28	23.2
66 SMALL PATCH	LOW	3 SLABS	14.28	1.5

SAMPLE UNIT-19 (RANDOM) SAMPLE SIZE- 21 SLABS SAMPLE PCI- 80

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	11 SLABS	52.38	18.4

SAMPLE UNIT-3 (RANDOM)		SAMPLE SIZE-	18 SLABS	SAMPLE PCI- 54
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.55	4.5
65 JT SEAL DAMAGE	MEDIUM	18 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	5 SLABS	27.77	12.7
67 LG PATCH/UTIL	MEDIUM	2 SLABS	11.11	17.6
63 LINEAR CR	LOW	5 SLABS	27.77	16.3
66 SMALL PATCH	LOW	7 SLABS	38.88	5.5
66 SMALL PATCH	MEDIUM	1 SLABS	5.55	2.9

SAMPLE UNIT-8 (RANDOM)		SAMPLE SIZE-	21 SLABS	SAMPLE PCI- 74
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	4.76	3.7
75 CORNER SPALLING	LOW	1 SLABS	4.76	1.8
74 JOINT SPALLING	LOW	1 SLABS	4.76	2.1
65 JT SEAL DAMAGE	MEDIUM	21 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	5 SLABS	23.80	11.5
66 SMALL PATCH	LOW	5 SLABS	23.80	2.9
66 SMALL PATCH	MEDIUM	1 SLABS	4.76	2.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	11 SLABS	2.54	1.9
75 CORNER SPALLING	LOW	5 SLABS	1.15	0.4
74 JOINT SPALLING	LOW	5 SLABS	1.15	0.7
65 JT SEAL DAMAGE	HIGH	112 SLABS	25.92	12.0
65 JT SEAL DAMAGE	MEDIUM	320 SLABS	74.07	7.0
67 LG PATCH/UTIL	LOW	149 SLABS	34.49	14.6
67 LG PATCH/UTIL	MEDIUM	16 SLABS	3.70	8.8
63 LINEAR CR	LOW	48 SLABS	11.11	9.1
63 LINEAR CR	MEDIUM	16 SLABS	3.70	9.2
66 SMALL PATCH	LOW	80 SLABS	18.51	2.0
66 SMALL PATCH	MEDIUM	11 SLABS	2.54	1.3

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES -	30.15 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES -	28.36 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES -	41.49 PERCENT DEDUCT VALUES.

BRANCH NAME -	SOUTH RAMP TAXIWAY	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	T22B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	366

INSPECTION DATE -	06/02/89	PCI=	58	RATING=	GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					20
NUMBER OF SAMPLES SURVEYED=					3

RECOMMENDED SAMPLES TO BE SURVEYED=

19

STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=

18.1

SAMPLE UNIT-11 (RANDOM) SAMPLE SIZE- 18 SLABS SAMPLE PCI- 73

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.55	5.5
65 JT SEAL DAMAGE	HIGH	18 SLABS	100.00	12.0
63 LINEAR CR	LOW	2 SLABS	11.11	9.1
73 SHRINKAGE CR	N/A	14 SLABS	77.77	11.6
66 SMALL PATCH	LOW	1 SLABS	5.55	0.7

SAMPLE UNIT-17 (RANDOM) SAMPLE SIZE- 18 SLABS SAMPLE PCI- 38

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	18 SLABS	100.00	12.0
63 LINEAR CR	LOW	12 SLABS	66.66	21.8
63 LINEAR CR	MEDIUM	4 SLABS	22.22	29.7
70 SCALING/CRAZING	LOW	9 SLABS	50.00	12.2
72 SHATTERED SLAB	LOW	1 SLABS	5.55	11.7
73 SHRINKAGE CR	N/A	9 SLABS	50.00	7.4

SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 18 SLABS SAMPLE PCI- 64

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	18 SLABS	100.00	12.0
63 LINEAR CR	LOW	13 SLABS	72.22	22.0
73 SHRINKAGE CR	N/A	17 SLABS	94.44	13.7
66 SMALL PATCH	LOW	2 SLABS	11.11	1.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	7 SLABS	1.91	2.2
65 JT SEAL DAMAGE	HIGH	366 SLABS	100.00	12.0
63 LINEAR CR	LOW	183 SLABS	50.00	20.2
63 LINEAR CR	MEDIUM	27 SLABS	7.37	15.4
70 SCALING/CRAZING	LOW	61 SLABS	16.66	6.0
72 SHATTERED SLAB	LOW	7 SLABS	1.91	4.7
73 SHRINKAGE CR	N/A	271 SLABS	74.04	11.1
66 SMALL PATCH	LOW	20 SLABS	5.46	0.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	55.74 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	16.60 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	27.66 PERCENT DEDUCT VALUES.

BRANCH NAME - SOUTH OPERATIONAL APRON
BRANCH NUMBER - A01B
SECTION NUMBER - 1

SLAB LENGTH - 12.5 LF
SLAB WIDTH - 20.0 LF
NUMBER OF SLABS - 716

INSPECTION DATE - 06/02/89 PCI= 83 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 23
NUMBER OF SAMPLES SURVEYED= 3
RECOMMENDED SAMPLES TO BE SURVEYED= 15
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 7.0

SAMPLE UNIT-12 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 82

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
67 LG PATCH/UTIL	LOW	3 SLABS	15.00	8.0
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

SAMPLE UNIT-18 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 91

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6

SAMPLE UNIT-6 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 77

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
63 LINEAR CR	LOW	5 SLABS	25.00	15.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	24 SLABS	3.35	9.8
74 JOINT SPALLING	LOW	24 SLABS	3.35	1.7
67 LG PATCH/UTIL	LOW	36 SLABS	5.02	3.1
63 LINEAR CR	LOW	72 SLABS	10.05	8.5
66 SMALL PATCH	LOW	36 SLABS	5.02	0.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	35.86 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	64.14 PERCENT DEDUCT VALUES.

BRANCH NAME - MAIN OPERATIONAL APRON SLAB LENGTH - 25.0 LF
BRANCH NUMBER - A02B SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 2592

INSPECTION DATE - 06/02/89 PCI= 45 RATING= FAIR
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 116
NUMBER OF SAMPLES SURVEYED= 12
RECOMMENDED SAMPLES TO BE SURVEYED= 42

STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=

18.3

SAMPLE UNIT-104(RANDOM)

SAMPLE SIZE-

20 SLABS

SAMPLE PCI- 24

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	HIGH	2 SLABS	10.00	28.5
67 LG PATCH/UTIL	MEDIUM	2 SLABS	10.00	16.8
63 LINEAR CR	MEDIUM	6 SLABS	30.00	35.0
70 SCALING/CRAZING	LOW	19 SLABS	95.00	16.5
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	HIGH	2 SLABS	10.00	10.8
66 SMALL PATCH	MEDIUM	4 SLABS	20.00	9.5

SAMPLE UNIT-14 (RANDOM)

SAMPLE SIZE-

25 SLABS

SAMPLE PCI- 48

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	4.00	2.0
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
63 LINEAR CR	HIGH	3 SLABS	12.00	29.0
63 LINEAR CR	LOW	4 SLABS	16.00	11.8
70 SCALING/CRAZING	LOW	25 SLABS	100.00	17.0
66 SMALL PATCH	LOW	2 SLABS	8.00	1.0

SAMPLE UNIT-23 (RANDOM)

SAMPLE SIZE-

20 SLABS

SAMPLE PCI- 65

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	LOW	4 SLABS	20.00	13.7
70 SCALING/CRAZING	LOW	18 SLABS	90.00	16.0
73 SHRINKAGE CR	N/A	3 SLABS	15.00	2.1
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

SAMPLE UNIT-32 (RANDOM)

SAMPLE SIZE-

20 SLABS

SAMPLE PCI- 70

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
70 SCALING/CRAZING	LOW	2 SLABS	10.00	4.0
73 SHRINKAGE CR	N/A	14 SLABS	70.00	10.7
66 SMALL PATCH	LOW	3 SLABS	15.00	1.6

SAMPLE UNIT-41 (RANDOM)

SAMPLE SIZE-

25 SLABS

SAMPLE PCI- 21

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	4.00	2.0
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	1 SLABS	4.00	2.5
63 LINEAR CR	HIGH	5 SLABS	20.00	39.4

63 LINEAR CR	LOW	5 SLABS	20.00	13.7
63 LINEAR CR	MEDIUM	6 SLABS	24.00	31.0
70 SCALING/CRAZING	LOW	23 SLABS	92.00	16.2
73 SHRINKAGE CR	N/A	7 SLABS	28.00	3.9
66 SMALL PATCH	LOW	6 SLABS	24.00	3.0

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE-	25 SLABS	SAMPLE PCI- 15
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	4.00	11.5
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
67 LG PATCH/UTIL	HIGH	1 SLABS	4.00	15.0
67 LG PATCH/UTIL	LOW	1 SLABS	4.00	2.5
63 LINEAR CR	HIGH	9 SLABS	36.00	55.3
63 LINEAR CR	LOW	4 SLABS	16.00	11.8
63 LINEAR CR	MEDIUM	5 SLABS	20.00	28.2
70 SCALING/CRAZING	LOW	24 SLABS	96.00	16.6
73 SHRINKAGE CR	N/A	1 SLABS	4.00	1.0
66 SMALL PATCH	HIGH	1 SLABS	4.00	5.5

SAMPLE UNIT-50 (RANDOM)	SAMPLE SIZE-	25 SLABS	SAMPLE PCI- 46
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	4 SLABS	16.00	8.5
67 LG PATCH/UTIL	MEDIUM	1 SLABS	4.00	9.5
63 LINEAR CR	HIGH	1 SLABS	4.00	14.0
63 LINEAR CR	LOW	3 SLABS	12.00	9.7
63 LINEAR CR	MEDIUM	3 SLABS	12.00	21.0
70 SCALING/CRAZING	LOW	11 SLABS	44.00	11.5

SAMPLE UNIT-59 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 58
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	3 SLABS	15.00	8.0
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
70 SCALING/CRAZING	LOW	8 SLABS	40.00	11.0
73 SHRINKAGE CR	N/A	9 SLABS	45.00	6.5
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

SAMPLE UNIT-68 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 59
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	2 SLABS	10.00	6.0
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
70 SCALING/CRAZING	LOW	16 SLABS	80.00	15.2
73 SHRINKAGE CR	N/A	3 SLABS	15.00	2.1
66 SMALL PATCH	LOW	5 SLABS	25.00	3.2

SAMPLE UNIT-77 (RANDOM)

SAMPLE SIZE-

25 SLABS

SAMPLE PCI- 37

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	4.00	3.0
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
63 LINEAR CR	HIGH	2 SLABS	8.00	22.3
63 LINEAR CR	LOW	7 SLABS	28.00	16.4
63 LINEAR CR	MEDIUM	2 SLABS	8.00	16.5
70 SCALING/CRAZING	LOW	23 SLABS	92.00	16.2
73 SHRINKAGE CR	N/A	8 SLABS	32.00	4.5
66 SMALL PATCH	HIGH	1 SLABS	4.00	5.5
66 SMALL PATCH	LOW	1 SLABS	4.00	0.5

SAMPLE UNIT-86 (RANDOM)

SAMPLE SIZE-

25 SLABS

SAMPLE PCI- 38

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	4.00	4.2
75 CORNER SPALLING	LOW	1 SLABS	4.00	1.5
74 JOINT SPALLING	HIGH	1 SLABS	4.00	11.5
74 JOINT SPALLING	LOW	1 SLABS	4.00	2.0
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
63 LINEAR CR	HIGH	2 SLABS	8.00	22.3
63 LINEAR CR	MEDIUM	2 SLABS	8.00	16.5
70 SCALING/CRAZING	LOW	24 SLABS	96.00	16.6
73 SHRINKAGE CR	N/A	8 SLABS	32.00	4.5
66 SMALL PATCH	LOW	2 SLABS	8.00	1.0

SAMPLE UNIT-95 (RANDOM)

SAMPLE SIZE-

20 SLABS

SAMPLE PCI- 62

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
70 SCALING/CRAZING	LOW	19 SLABS	95.00	16.5
66 SMALL PATCH	HIGH	1 SLABS	5.00	6.3
66 SMALL PATCH	MEDIUM	1 SLABS	5.00	2.7

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	10 SLABS	0.38	0.2
75 CORNER SPALLING	HIGH	19 SLABS	0.73	0.8
75 CORNER SPALLING	LOW	10 SLABS	0.38	0.1
74 JOINT SPALLING	HIGH	38 SLABS	1.46	4.7
74 JOINT SPALLING	LOW	58 SLABS	2.23	1.3
74 JOINT SPALLING	MEDIUM	10 SLABS	0.38	0.3
65 JT SEAL DAMAGE	HIGH	2592 SLABS	100.00	12.0
67 LG PATCH/UTIL	HIGH	29 SLABS	1.11	4.4
67 LG PATCH/UTIL	LOW	115 SLABS	4.43	2.7
67 LG PATCH/UTIL	MEDIUM	29 SLABS	1.11	2.7
63 LINEAR CR	HIGH	221 SLABS	8.52	23.2

63 LINEAR CR	LOW	269 SLABS	10.37	8.7
63 LINEAR CR	MEDIUM	240 SLABS	9.25	18.0
70 SCALING/CRAZING	LOW	2035 SLABS	78.51	15.1
73 SHRINKAGE CR	N/A	518 SLABS	19.98	2.8
66 SMALL PATCH	HIGH	48 SLABS	1.85	3.2
66 SMALL PATCH	LOW	221 SLABS	8.52	1.0
66 SMALL PATCH	MEDIUM	48 SLABS	1.85	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	49.02 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	11.74 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	39.24 PERCENT DEDUCT VALUES.

BRANCH NAME -	MAIN OPER APRON-WEST EDGE	SLAB LENGTH -	25.0 LF
BRANCH NUMBER -	A03B	SLAB WIDTH -	25.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	258

INSPECTION DATE -	06/02/89	PCI=	77	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					14
NUMBER OF SAMPLES SURVEYED=					3
RECOMMENDED SAMPLES TO BE SURVEYED=					7
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					4.0

SAMPLE UNIT-12 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	79
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	8 SLABS	40.00	19.0

SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	72
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	6 SLABS	30.00	13.3
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1
66 SMALL PATCH	MEDIUM	1 SLABS	5.00	2.7

SAMPLE UNIT-7 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	79
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	2 SLABS	10.00	6.0
66 SMALL PATCH	LOW	7 SLABS	35.00	5.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	4 SLABS	1.55	1.3
74 JOINT SPALLING	LOW	13 SLABS	5.03	2.2
74 JOINT SPALLING	MEDIUM	9 SLABS	3.48	3.3
65 JT SEAL DAMAGE	MEDIUM	258 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	34 SLABS	13.17	7.2
63 LINEAR CR	LOW	34 SLABS	13.17	10.3
66 SMALL PATCH	LOW	39 SLABS	15.11	1.6
66 SMALL PATCH	MEDIUM	4 SLABS	1.55	0.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	30.56 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	20.77 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	48.66 PERCENT DEDUCT VALUES.

BRANCH NAME -	NORTH OPERATIONAL APRON	SLAB LENGTH -	25.0 LF
BRANCH NUMBER -	A04B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	1238

INSPECTION DATE -	06/02/89	PCI=	73	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					56
NUMBER OF SAMPLES SURVEYED=					8
RECOMMENDED SAMPLES TO BE SURVEYED=					19
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					11.0

SAMPLE UNIT-19 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	50
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	MEDIUM	2 SLABS	10.00	8.0
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	HIGH	2 SLABS	10.00	26.0
63 LINEAR CR	MEDIUM	2 SLABS	10.00	19.0
70 SCALING/CRAZING	LOW	3 SLABS	15.00	5.6
73 SHRINKAGE CR	N/A	4 SLABS	20.00	2.9

SAMPLE UNIT-21 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	76
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
70 SCALING/CRAZING	LOW	16 SLABS	80.00	15.2
73 SHRINKAGE CR	N/A	3 SLABS	15.00	2.1

SAMPLE UNIT-30 (RANDOM)	SAMPLE SIZE-	25 SLABS	SAMPLE PCI-	84
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
70 SCALING/CRAZING	LOW	5 SLABS	20.00	7.0
73 SHRINKAGE CR	N/A	3 SLABS	12.00	1.7

SAMPLE UNIT-39 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	82
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
70 SCALING/CRAZING	LOW	2 SLABS	10.00	4.0

SAMPLE UNIT-44 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 79
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6

SAMPLE UNIT-46 (RANDOM)		SAMPLE SIZE-	25 SLABS	SAMPLE PCI- 74
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	4.00	11.5
74 JOINT SPALLING	LOW	2 SLABS	8.00	3.0
74 JOINT SPALLING	MEDIUM	1 SLABS	4.00	3.8
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0
73 SHRINKAGE CR	N/A	1 SLABS	4.00	1.0

SAMPLE UNIT-52 (RANDOM)		SAMPLE SIZE-	25 SLABS	SAMPLE PCI- 70
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	4.00	1.5
75 CORNER SPALLING	MEDIUM	1 SLABS	4.00	2.2
64 DURABILITY CR	LOW	1 SLABS	4.00	1.5
74 JOINT SPALLING	HIGH	1 SLABS	4.00	11.5
74 JOINT SPALLING	LOW	3 SLABS	12.00	4.0
74 JOINT SPALLING	MEDIUM	2 SLABS	8.00	6.8
65 JT SEAL DAMAGE	HIGH	25 SLABS	100.00	12.0

SAMPLE UNIT-8 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 65
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	2 SLABS	10.00	8.5
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
70 SCALING/CRAZING	LOW	16 SLABS	80.00	15.2
73 SHRINKAGE CR	N/A	6 SLABS	30.00	4.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-				
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	7 SLABS	0.56	0.6
75 CORNER SPALLING	LOW	21 SLABS	1.69	0.5
75 CORNER SPALLING	MEDIUM	14 SLABS	1.13	0.9

64 DURABILITY CR	LOW	7 SLABS	0.56	0.2
74 JOINT SPALLING	HIGH	14 SLABS	1.13	3.6
74 JOINT SPALLING	LOW	57 SLABS	4.60	2.1
74 JOINT SPALLING	MEDIUM	35 SLABS	2.82	2.7
65 JT SEAL DAMAGE	HIGH	1096 SLABS	88.52	12.0
65 JT SEAL DAMAGE	MEDIUM	141 SLABS	11.38	7.0
63 LINEAR CR	HIGH	14 SLABS	1.13	4.5
63 LINEAR CR	LOW	14 SLABS	1.13	1.1
63 LINEAR CR	MEDIUM	21 SLABS	1.69	4.2
70 SCALING/CRAZING	LOW	297 SLABS	23.99	7.9
73 SHRINKAGE CR	N/A	127 SLABS	10.25	1.5
66 SMALL PATCH	LOW	7 SLABS	0.56	0.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	20.08 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	39.34 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	40.57 PERCENT DEDUCT VALUES.

BRANCH NAME -	MAINTENANCE APRON	SLAB LENGTH -	25.0 LF
BRANCH NUMBER -	A05B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	164

INSPECTION DATE -	06/02/89	PCI=	75	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					8
NUMBER OF SAMPLES SURVEYED=					2
RECOMMENDED SAMPLES TO BE SURVEYED=					8
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					8.4

SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	69
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
64 DURABILITY CR	LOW	1 SLABS	5.00	1.8
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
74 JOINT SPALLING	LOW	3 SLABS	15.00	4.7
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	3 SLABS	15.00	11.3
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0

SAMPLE UNIT-6 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	81
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	2 SLABS	10.00	8.5
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
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75 CORNER SPALLING	LOW	4 SLABS	2.43	0.8
64 DURABILITY CR	LOW	4 SLABS	2.43	1.1
74 JOINT SPALLING	HIGH	4 SLABS	2.43	7.5
74 JOINT SPALLING	LOW	12 SLABS	7.31	2.8
74 JOINT SPALLING	MEDIUM	4 SLABS	2.43	2.4
65 JT SEAL DAMAGE	MEDIUM	164 SLABS	100.00	7.0
63 LINEAR CR	LOW	21 SLABS	12.80	10.1
73 SHRINKAGE CR	N/A	8 SLABS	4.87	1.0
66 SMALL PATCH	LOW	16 SLABS	9.75	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	29.97 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	24.04 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	45.99 PERCENT DEDUCT VALUES.

BRANCH NAME -	SOUTH EDGE-HANGAR ACCESS	SLAB LENGTH -	15.0 LF
BRANCH NUMBER -	A06B	SLAB WIDTH -	15.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	61

INSPECTION DATE -	06/02/89	PCI=	83	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					3
NUMBER OF SAMPLES SURVEYED=					1

RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	83
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	3 SLABS	4.91	3.2
65 JT SEAL DAMAGE	MEDIUM	61 SLABS	100.00	7.0
63 LINEAR CR	LOW	3 SLABS	4.91	4.8
73 SHRINKAGE CR	N/A	6 SLABS	9.83	1.4

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	29.27 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	42.68 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	28.05 PERCENT DEDUCT VALUES.

BRANCH NAME -	HANGAR ACCESS (BLDG 119)	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	A07B	SLAB WIDTH -	15.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	206

 INSPECTION DATE - 06/02/89 PCI= 90 RATING= EXCELLENT
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 11
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMENDED SAMPLES TO BE SURVEYED= 10
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 2.8

SAMPLE UNIT-5 (RANDOM) SAMPLE SIZE- 15 SLABS SAMPLE PCI- 88

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	1 SLABS	6.66	4.9
65 JT SEAL DAMAGE	MEDIUM	15 SLABS	100.00	7.0

SAMPLE UNIT-9 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 92

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	MEDIUM	6 SLABS	2.91	1.9
65 JT SEAL DAMAGE	MEDIUM	206 SLABS	100.00	7.0
73 SHRINKAGE CR	N/A	6 SLABS	2.91	0.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	72.16 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	27.84 PERCENT DEDUCT VALUES.

 BRANCH NAME - HANGAR ACCESS (BLDG 184) SLAB LENGTH - 20.0 LF
 BRANCH NUMBER - A09B SLAB WIDTH - 20.0 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 57

INSPECTION DATE - 06/02/89 PCI= 82 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 4
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 29 SLABS SAMPLE PCI- 85

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	2 SLABS	6.89	2.6
74 JOINT SPALLING	LOW	1 SLABS	3.44	1.8
74 JOINT SPALLING	MEDIUM	1 SLABS	3.44	3.3
65 JT SEAL DAMAGE	MEDIUM	29 SLABS	100.00	7.0

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 78

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
74 JOINT SPALLING	LOW	9 SLABS	45.00	10.3
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	3 SLABS	15.00	11.3

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	3 SLABS	5.26	2.0
74 JOINT SPALLING	LOW	12 SLABS	21.05	6.1
65 JT SEAL DAMAGE	MEDIUM	57 SLABS	100.00	7.0
63 LINEAR CR	LOW	3 SLABS	5.26	5.1

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	23.18 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	31.82 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	45.00 PERCENT DEDUCT VALUES.

BRANCH NAME - MAINTENANCE HANGAR ACCESS SLAB LENGTH - 20.0 LF
BRANCH NUMBER - A10B SLAB WIDTH - 20.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 266

INSPECTION DATE - 06/02/89 PCI= 63 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 13
NUMBER OF SAMPLES SURVEYED= 3
RECOMMENDED SAMPLES TO BE SURVEYED= 5
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 2.9

SAMPLE UNIT-11 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 63

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	2 SLABS	10.00	9.0
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
64 DURABILITY CR	HIGH	1 SLABS	5.00	8.3
74 JOINT SPALLING	HIGH	2 SLABS	10.00	20.8
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0

SAMPLE UNIT-3 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 60

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	1 SLABS	5.00	5.1
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
75 CORNER SPALLING	MEDIUM	3 SLABS	15.00	9.7
74 JOINT SPALLING	HIGH	5 SLABS	25.00	32.2
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0

SAMPLE UNIT-7 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 66

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	2 SLABS	10.00	9.0
64 DURABILITY CR	LOW	1 SLABS	5.00	1.8
74 JOINT SPALLING	HIGH	2 SLABS	10.00	20.8
74 JOINT SPALLING	MEDIUM	1 SLABS	5.00	4.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	HIGH	22 SLABS	8.27	7.6
75 CORNER SPALLING	LOW	4 SLABS	1.50	0.5
75 CORNER SPALLING	MEDIUM	18 SLABS	6.76	5.0
64 DURABILITY CR	HIGH	4 SLABS	1.50	2.8
64 DURABILITY CR	LOW	4 SLABS	1.50	0.7
74 JOINT SPALLING	HIGH	40 SLABS	15.03	25.8
74 JOINT SPALLING	MEDIUM	9 SLABS	3.38	3.2
65 JT SEAL DAMAGE	MEDIUM	266 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	4 SLABS	1.50	1.1
73 SHRINKAGE CR	N/A	4 SLABS	1.50	0.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	19.34 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	80.66 PERCENT DEDUCT VALUES.

BRANCH NAME -	WARM-UP PAD - TAXIWAY D	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	A11B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	159

INSPECTION DATE -	06/02/89	PCI=	77	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					8
NUMBER OF SAMPLES SURVEYED=					1

RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	77
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	8 SLABS	5.03	2.2

65 JT SEAL DAMAGE	HIGH	159 SLABS	100.00	12.0
63 LINEAR CR	LOW	8 SLABS	5.03	4.9
73 SHRINKAGE CR	N/A	16 SLABS	10.06	1.5
66 SMALL PATCH	LOW	32 SLABS	20.12	2.2

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	21.49 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	52.63 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	25.88 PERCENT DEDUCT VALUES.

BRANCH NAME -	ARM-DISARM PAD - T/W D	SLAB LENGTH -	20.0 LF
BRANCH NUMBER -	A12B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	129

INSPECTION DATE -	06/02/89	PCI=	56	RATING=	GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					7
NUMBER OF SAMPLES SURVEYED=					2
RECOMMENDED SAMPLES TO BE SURVEYED=					7
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					19.0

SAMPLE UNIT-3 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	69
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	2 SLABS	10.00	8.5
63 LINEAR CR	MEDIUM	3 SLABS	15.00	24.0

SAMPLE UNIT-5 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	42
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
62 CORNER BR	MEDIUM	2 SLABS	10.00	15.0
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
63 LINEAR CR	MEDIUM	2 SLABS	10.00	19.0
72 SHATTERED SLAB	MEDIUM	2 SLABS	10.00	27.0
73 SHRINKAGE CR	N/A	4 SLABS	20.00	2.9
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	3 SLABS	2.32	1.7
62 CORNER BR	MEDIUM	6 SLABS	4.65	7.6
74 JOINT SPALLING	LOW	3 SLABS	2.32	1.4
65 JT SEAL DAMAGE	MEDIUM	129 SLABS	100.00	7.0
63 LINEAR CR	LOW	10 SLABS	7.75	6.9
63 LINEAR CR	MEDIUM	16 SLABS	12.40	21.4
72 SHATTERED SLAB	MEDIUM	6 SLABS	4.65	18.4

73 SHRINKAGE CR	N/A	13 SLABS	10.07	1.5
66 SMALL PATCH	LOW	13 SLABS	10.07	1.1

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	83.58 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	10.45 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	5.97 PERCENT DEDUCT VALUES.

BRANCH NAME -	ARM-DISARM ADDITION-T/W D	SLAB LENGTH -	20.0 LF
BRANCH NUMBER -	A13B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	35

INSPECTION DATE -	06/02/89	PCI=	68	RATING=	GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					2
NUMBER OF SAMPLES SURVEYED=					2
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.					

SAMPLE UNIT-1 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	73
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	MEDIUM	1 SLABS	5.00	8.2
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	6 SLABS	30.00	13.3
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
73 SHRINKAGE CR	N/A	2 SLABS	10.00	1.5
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	62
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
62 CORNER BR	MEDIUM	1 SLABS	5.00	8.2
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
63 LINEAR CR	MEDIUM	2 SLABS	10.00	19.0
73 SHRINKAGE CR	N/A	3 SLABS	15.00	2.1
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2
66 SMALL PATCH	MEDIUM	4 SLABS	20.00	9.5

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	2.85	2.1
62 CORNER BR	MEDIUM	2 SLABS	5.71	9.4
65 JT SEAL DAMAGE	MEDIUM	35 SLABS	100.00	7.0
67 LG PATCH/UTIL	LOW	6 SLABS	17.14	8.9
63 LINEAR CR	LOW	1 SLABS	2.85	2.8
63 LINEAR CR	MEDIUM	2 SLABS	5.71	12.7
73 SHRINKAGE CR	N/A	4 SLABS	11.42	1.6
66 SMALL PATCH	LOW	5 SLABS	14.28	1.5

66 SMALL PATCH MEDIUM 4 SLABS 11.42 6.1

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 51.82 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 13.44 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 34.74 PERCENT DEDUCT VALUES.

BRANCH NAME - ARM-DISARM ADDITION-T/W A SLAB LENGTH - 20.0 LF
BRANCH NUMBER - A14B SLAB WIDTH - 20.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 39

INSPECTION DATE - 06/02/89 PCI= 69 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 2
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM) SAMPLE SIZE- 15 SLABS SAMPLE PCI- 69

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	6.66	2.6
65 JT SEAL DAMAGE	LOW	15 SLABS	100.00	2.0
63 LINEAR CR	LOW	1 SLABS	6.66	6.2
63 LINEAR CR	MEDIUM	1 SLABS	6.66	14.2
73 SHRINKAGE CR	N/A	1 SLABS	6.66	1.1
66 SMALL PATCH	MEDIUM	6 SLABS	40.00	15.0

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	3 SLABS	7.69	2.9
65 JT SEAL DAMAGE	LOW	39 SLABS	100.00	2.0
63 LINEAR CR	LOW	3 SLABS	7.69	6.8
63 LINEAR CR	MEDIUM	3 SLABS	7.69	15.9
73 SHRINKAGE CR	N/A	3 SLABS	7.69	1.2
66 SMALL PATCH	MEDIUM	16 SLABS	41.02	15.2

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 51.59 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 4.55 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 43.86 PERCENT DEDUCT VALUES.

BRANCH NAME - ARM-DISARM PAD - T/W A SLAB LENGTH - 20.0 LF
BRANCH NUMBER - A15B SLAB WIDTH - 20.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 134

INSPECTION DATE - 06/02/89 PCI= 74 RATING= VERY GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 7
NUMBER OF SAMPLES SURVEYED= 2

RECOMMENDED SAMPLES TO BE SURVEYED= 6
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 2.1

SAMPLE UNIT-1 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	75
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
72 SHATTERED SLAB	LOW	1 SLABS	5.00	10.9
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6

SAMPLE UNIT-6 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	72
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	1 SLABS	5.00	1.9
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	LOW	1 SLABS	5.00	4.9
72 SHATTERED SLAB	LOW	1 SLABS	5.00	10.9
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	3 SLABS	2.23	0.7
65 JT SEAL DAMAGE	LOW	67 SLABS	50.00	2.0
63 LINEAR CR	HIGH	3 SLABS	2.23	8.6
63 LINEAR CR	LOW	7 SLABS	5.22	5.0
63 LINEAR CR	MEDIUM	3 SLABS	2.23	5.5
72 SHATTERED SLAB	LOW	7 SLABS	5.22	11.2
73 SHRINKAGE CR	N/A	3 SLABS	2.23	0.8
66 SMALL PATCH	LOW	7 SLABS	5.22	0.6

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	88.08 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	5.81 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	6.10 PERCENT DEDUCT VALUES.

BRANCH NAME -	WARM-UP PAD - TAXIWAY A	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	A16B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	206

INSPECTION DATE -	06/02/89	PCI=	82	RATING=	VERY GOOD
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					8
NUMBER OF SAMPLES SURVEYED=					2
RECOMMENDED SAMPLES TO BE SURVEYED=					8
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					6.3

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	15 SLABS	SAMPLE PCI-	86
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	6.66	5.4
67 LG PATCH/UTIL	LOW	1 SLABS	6.66	4.1
63 LINEAR CR	LOW	1 SLABS	6.66	6.2
73 SHRINKAGE CR	N/A	1 SLABS	6.66	1.1
66 SMALL PATCH	LOW	1 SLABS	6.66	0.8

SAMPLE UNIT-7 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	77
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
63 LINEAR CR	LOW	2 SLABS	10.00	8.5
63 LINEAR CR	MEDIUM	2 SLABS	10.00	19.0
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	6 SLABS	2.91	2.1
67 LG PATCH/UTIL	LOW	6 SLABS	2.91	1.9
63 LINEAR CR	LOW	18 SLABS	8.73	7.6
63 LINEAR CR	MEDIUM	12 SLABS	5.82	12.9
73 SHRINKAGE CR	N/A	6 SLABS	2.91	0.8
66 SMALL PATCH	LOW	18 SLABS	8.73	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	85.93 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	14.07 PERCENT DEDUCT VALUES.

BRANCH NAME -	WARM-UP PAD - TAXIWAY C	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	A18B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	159

INSPECTION DATE -	06/02/89	PCI-	69	RATING-	GOOD
CONDITION-	RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION-	8				
NUMBER OF SAMPLES SURVEYED-	2				
RECOMMENDED SAMPLES TO BE SURVEYED-	8				
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED-	3.5				

SAMPLE UNIT-2 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	66
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	2 SLABS	10.00	6.0
63 LINEAR CR	LOW	5 SLABS	25.00	15.5
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	LOW	8 SLABS	40.00	5.7
66 SMALL PATCH	MEDIUM	2 SLABS	10.00	5.5

SAMPLE UNIT-6 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 71
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	1 SLABS	5.00	3.1
63 LINEAR CR	LOW	4 SLABS	20.00	13.7
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0
66 SMALL PATCH	LOW	3 SLABS	15.00	1.6

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	8 SLABS	5.03	4.0
65 JT SEAL DAMAGE	HIGH	159 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	12 SLABS	7.54	4.7
63 LINEAR CR	LOW	36 SLABS	22.64	14.6
73 SHRINKAGE CR	N/A	8 SLABS	5.03	1.0
66 SMALL PATCH	LOW	44 SLABS	27.67	3.6
66 SMALL PATCH	MEDIUM	8 SLABS	5.03	2.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	43.66 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	28.17 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	28.17 PERCENT DEDUCT VALUES.

BRANCH NAME -	NORTH CALIBRATION PAD	SLAB LENGTH -	25.0 LF
BRANCH NUMBER -	A26B	SLAB WIDTH -	25.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	97

INSPECTION DATE -	06/02/89	PCI=	42	RATING=	FAIR
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					5
NUMBER OF SAMPLES SURVEYED=					2
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.					

SAMPLE UNIT-2 (RANDOM)		SAMPLE SIZE-	20 SLABS	SAMPLE PCI- 44
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
63 LINEAR CR	LOW	2 SLABS	10.00	8.5
63 LINEAR CR	MEDIUM	5 SLABS	25.00	31.8
72 SHATTERED SLAB	LOW	4 SLABS	20.00	26.5
73 SHRINKAGE CR	N/A	14 SLABS	70.00	10.7
66 SMALL PATCH	LOW	3 SLABS	15.00	1.6

SAMPLE UNIT-5 (RANDOM)		SAMPLE SIZE-	19 SLABS	SAMPLE PCI- 40
DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	19 SLABS	100.00	2.0
67 LG PATCH/UTIL	LOW	4 SLABS	21.05	10.4

63 LINEAR CR	HIGH	1 SLABS	5.26	16.8
63 LINEAR CR	LOW	9 SLABS	47.36	19.9
63 LINEAR CR	MEDIUM	1 SLABS	5.26	12.0
72 SHATTERED SLAB	LOW	2 SLABS	10.52	18.2
73 SHRINKAGE CR	N/A	15 SLABS	78.94	11.8

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	LOW	47 SLABS	48.45	2.0
67 LG PATCH/UTIL	LOW	10 SLABS	10.30	6.1
63 LINEAR CR	HIGH	2 SLABS	2.06	8.1
63 LINEAR CR	LOW	27 SLABS	27.83	16.3
63 LINEAR CR	MEDIUM	15 SLABS	15.46	24.4
72 SHATTERED SLAB	LOW	15 SLABS	15.46	22.7
73 SHRINKAGE CR	N/A	72 SLABS	74.22	11.1
66 SMALL PATCH	LOW	7 SLABS	7.21	0.9

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	78.06 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	2.18 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	19.76 PERCENT DEDUCT VALUES.

 BRANCH NAME - WASHRACK AND ACCESS SLAB LENGTH - 12.5 LF
 BRANCH NUMBER - A27B SLAB WIDTH - 15.0 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 134

INSPECTION DATE - 06/02/89 PCI= 92 RATING= EXCELLENT
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 6
 NUMBER OF SAMPLES SURVEYED= 2
 RECOMMENDED SAMPLES TO BE SURVEYED= 6
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 2.1

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 90

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	3 SLABS	15.00	5.5
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
73 SHRINKAGE CR	N/A	1 SLABS	5.00	1.0

 SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 16 SLABS SAMPLE PCI- 93

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	MEDIUM	16 SLABS	100.00	7.0

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	11 SLABS	8.20	3.0
65 JT SEAL DAMAGE	MEDIUM	134 SLABS	100.00	7.0

73 SHRINKAGE CR N/A 4 SLABS 2.98 0.8

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 64.81 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 35.19 PERCENT DEDUCT VALUES.

BRANCH NAME - POWER CHECK PAD SLAB LENGTH - 25.0 LF
BRANCH NUMBER - A28B SLAB WIDTH - 20.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 34

INSPECTION DATE - 06/02/89 PCI= 56 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
TOTAL NUMBER OF SAMPLES IN SECTION= 2
NUMBER OF SAMPLES SURVEYED= 1
RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 56

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	4 SLABS	20.00	10.0
63 LINEAR CR	LOW	17 SLABS	85.00	22.0
63 LINEAR CR	MEDIUM	1 SLABS	5.00	11.6
73 SHRINKAGE CR	N/A	3 SLABS	15.00	2.1
66 SMALL PATCH	LOW	2 SLABS	10.00	1.1

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	2 SLABS	5.88	4.8
65 JT SEAL DAMAGE	HIGH	34 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	7 SLABS	20.58	10.2
63 LINEAR CR	LOW	29 SLABS	85.29	22.0
63 LINEAR CR	MEDIUM	2 SLABS	5.88	13.0
73 SHRINKAGE CR	N/A	5 SLABS	14.70	2.0
66 SMALL PATCH	LOW	3 SLABS	8.82	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 61.23 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 18.46 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 20.31 PERCENT DEDUCT VALUES.

BRANCH NAME - POWER CHECK PAD SLAB LENGTH - 25.0 LF
BRANCH NUMBER - A29B SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1 NUMBER OF SLABS - 22

INSPECTION DATE - 06/02/89 PCI= 68 RATING= GOOD
CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-

TOTAL NUMBER OF SAMPLES IN SECTION= 1
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM)	SAMPLE SIZE-	16 SLABS	SAMPLE PCI-	68
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	6.25	5.1
65 JT SEAL DAMAGE	HIGH	16 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	3 SLABS	18.75	9.5
63 LINEAR CR	LOW	1 SLABS	6.25	5.9
72 SHATTERED SLAB	LOW	1 SLABS	6.25	12.8
73 SHRINKAGE CR	N/A	2 SLABS	12.50	1.8
66 SMALL PATCH	LOW	1 SLABS	6.25	0.8

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	4.54	3.5
65 JT SEAL DAMAGE	HIGH	22 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	4 SLABS	18.18	9.3
63 LINEAR CR	LOW	1 SLABS	4.54	4.4
72 SHATTERED SLAB	LOW	1 SLABS	4.54	10.1
73 SHRINKAGE CR	N/A	3 SLABS	13.63	1.9
66 SMALL PATCH	LOW	1 SLABS	4.54	0.5

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***
 LOAD RELATED DISTRESSES = 43.17 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 28.78 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 28.06 PERCENT DEDUCT VALUES.

BRANCH NAME - POWER CHECK PAD	SLAB LENGTH - 25.0 LF
BRANCH NUMBER - A30B	SLAB WIDTH - 25.0 LF
SECTION NUMBER - 1	NUMBER OF SLABS - 30

INSPECTION DATE - 06/02/89 PCI= 61 RATING= GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 2
 NUMBER OF SAMPLES SURVEYED= 1
 RECOMMEND ALL SAMPLE UNITS TO BE SURVEYED.

SAMPLE UNIT-1 (RANDOM)	SAMPLE SIZE-	14 SLABS	SAMPLE PCI-	61
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	1 SLABS	7.14	2.7
65 JT SEAL DAMAGE	HIGH	14 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	7 SLABS	50.00	18.0
67 LG PATCH/UTIL	MEDIUM	1 SLABS	7.14	13.9
63 LINEAR CR	LOW	1 SLABS	7.14	6.5
66 SMALL PATCH	LOW	3 SLABS	21.42	2.4

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	LOW	2 SLABS	6.66	2.6
65 JT SEAL DAMAGE	HIGH	30 SLABS	100.00	12.0
67 LG PATCH/UTIL	LOW	15 SLABS	50.00	18.0
67 LG PATCH/UTIL	MEDIUM	2 SLABS	6.66	13.3
63 LINEAR CR	LOW	2 SLABS	6.66	6.2
66 SMALL PATCH	LOW	6 SLABS	20.00	2.2

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	11.42 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	22.10 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	66.48 PERCENT DEDUCT VALUES.

BRANCH NAME -	SOUTH RAMP	SLAB LENGTH -	12.5 LF
BRANCH NUMBER -	A31B	SLAB WIDTH -	20.0 LF
SECTION NUMBER -	1	NUMBER OF SLABS -	854

INSPECTION DATE -	06/02/89	PCI=	31	RATING=	POOR
CONDITION- RIDING-	SAFETY-	DRAINAGE-	SHOULDERS-	OVERALL-	
TOTAL NUMBER OF SAMPLES IN SECTION=					45
NUMBER OF SAMPLES SURVEYED=					5
RECOMMENDED SAMPLES TO BE SURVEYED=					18
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED=					9.5

SAMPLE UNIT-14 (RANDOM)	SAMPLE SIZE-	20 SLABS	SAMPLE PCI-	20
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	LOW	12 SLABS	60.00	21.2
63 LINEAR CR	MEDIUM	5 SLABS	25.00	31.8
70 SCALING/CRAZING	HIGH	1 SLABS	5.00	14.5
70 SCALING/CRAZING	LOW	3 SLABS	15.00	5.6
72 SHATTERED SLAB	LOW	1 SLABS	5.00	10.9
73 SHRINKAGE CR	N/A	15 SLABS	75.00	11.2
66 SMALL PATCH	HIGH	1 SLABS	5.00	6.3
66 SMALL PATCH	LOW	4 SLABS	20.00	2.2

SAMPLE UNIT-30 (RANDOM)	SAMPLE SIZE-	16 SLABS	SAMPLE PCI-	41
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DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
65 JT SEAL DAMAGE	HIGH	16 SLABS	100.00	12.0
63 LINEAR CR	HIGH	1 SLABS	6.25	18.9
63 LINEAR CR	LOW	8 SLABS	50.00	20.2
63 LINEAR CR	MEDIUM	3 SLABS	18.75	27.2
73 SHRINKAGE CR	N/A	10 SLABS	62.50	9.5

SAMPLE UNIT-35 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 36

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
65 JT SEAL DAMAGE	MEDIUM	20 SLABS	100.00	7.0
63 LINEAR CR	HIGH	2 SLABS	10.00	26.0
63 LINEAR CR	LOW	11 SLABS	55.00	21.0
63 LINEAR CR	MEDIUM	3 SLABS	15.00	24.0
73 SHRINKAGE CR	N/A	11 SLABS	55.00	8.0

SAMPLE UNIT-4 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 21

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	1 SLABS	5.00	13.2
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	LOW	14 SLABS	70.00	22.0
63 LINEAR CR	MEDIUM	2 SLABS	10.00	19.0
70 SCALING/CRAZING	HIGH	3 SLABS	15.00	34.0
72 SHATTERED SLAB	LOW	1 SLABS	5.00	10.9
73 SHRINKAGE CR	N/A	17 SLABS	85.00	12.7
66 SMALL PATCH	LOW	5 SLABS	25.00	3.2

SAMPLE UNIT-40 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 35

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	2 SLABS	10.00	20.8
74 JOINT SPALLING	LOW	1 SLABS	5.00	2.2
65 JT SEAL DAMAGE	LOW	20 SLABS	100.00	2.0
63 LINEAR CR	HIGH	1 SLABS	5.00	16.2
63 LINEAR CR	LOW	14 SLABS	70.00	22.0
63 LINEAR CR	MEDIUM	4 SLABS	20.00	28.2
73 SHRINKAGE CR	N/A	10 SLABS	50.00	7.4

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
74 JOINT SPALLING	HIGH	45 SLABS	5.26	13.7
74 JOINT SPALLING	LOW	9 SLABS	1.05	0.6
65 JT SEAL DAMAGE	HIGH	498 SLABS	58.31	12.0
65 JT SEAL DAMAGE	LOW	178 SLABS	20.84	2.0
65 JT SEAL DAMAGE	MEDIUM	178 SLABS	20.84	7.0
63 LINEAR CR	HIGH	53 SLABS	6.20	18.8
63 LINEAR CR	LOW	525 SLABS	61.47	21.3
63 LINEAR CR	MEDIUM	151 SLABS	17.68	26.3
70 SCALING/CRAZING	HIGH	36 SLABS	4.21	12.5
70 SCALING/CRAZING	LOW	27 SLABS	3.16	1.4
72 SHATTERED SLAB	LOW	18 SLABS	2.10	5.2
73 SHRINKAGE CR	N/A	561 SLABS	65.69	10.0
66 SMALL PATCH	HIGH	9 SLABS	1.05	1.8
66 SMALL PATCH	LOW	80 SLABS	9.36	1.0

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD RELATED DISTRESSES = 53.59 PERCENT DEDUCT VALUES.
 CLIMATE/DURABILITY RELATED DISTRESSES = 15.72 PERCENT DEDUCT VALUES.
 OTHER RELATED DISTRESSES = 30.69 PERCENT DEDUCT VALUES.

 BRANCH NAME - MAIN OPER APRON ROADWAY SLAB LENGTH - 15.0 LF
 BRANCH NUMBER - ROAD SLAB WIDTH - 20.0 LF
 SECTION NUMBER - 1 NUMBER OF SLABS - 354

INSPECTION DATE - 06/02/89 PCI= 74 RATING= VERY GOOD
 CONDITION- RIDING- SAFETY- DRAINAGE- SHOULDERS- OVERALL-
 TOTAL NUMBER OF SAMPLES IN SECTION= 18
 NUMBER OF SAMPLES SURVEYED= 3
 RECOMMENDED SAMPLES TO BE SURVEYED= 13
 STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED= 7.5

SAMPLE UNIT-15 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 66

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	2 SLABS	10.00	3.7
75 CORNER SPALLING	MEDIUM	2 SLABS	10.00	7.1
74 JOINT SPALLING	LOW	7 SLABS	35.00	8.8
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0
67 LG PATCH/UTIL	MEDIUM	1 SLABS	5.00	11.0
66 SMALL PATCH	LOW	1 SLABS	5.00	0.6
66 SMALL PATCH	MEDIUM	3 SLABS	15.00	7.6

 SAMPLE UNIT-2 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 74

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	1 SLABS	5.00	4.0
75 CORNER SPALLING	LOW	2 SLABS	10.00	3.7
75 CORNER SPALLING	MEDIUM	1 SLABS	5.00	3.3
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0

 SAMPLE UNIT-9 (RANDOM) SAMPLE SIZE- 20 SLABS SAMPLE PCI- 81

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
75 CORNER SPALLING	LOW	2 SLABS	10.00	3.7
74 JOINT SPALLING	LOW	2 SLABS	10.00	3.5
65 JT SEAL DAMAGE	HIGH	20 SLABS	100.00	12.0

 EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION-

DISTRESS TYPE	SEVERITY	QUANTITY	DENSITY-PCT	DEDUCT-VALUE
62 CORNER BR	LOW	6 SLABS	1.69	1.2
75 CORNER SPALLING	LOW	35 SLABS	9.88	3.6
75 CORNER SPALLING	MEDIUM	18 SLABS	5.08	3.4
74 JOINT SPALLING	LOW	65 SLABS	18.36	5.5
65 JT SEAL DAMAGE	HIGH	354 SLABS	100.00	12.0

67 LG PATCH/UTIL	MEDIUM	6 SLABS	1.69	4.2
66 SMALL PATCH	LOW	6 SLABS	1.69	0.2
66 SMALL PATCH	MEDIUM	18 SLABS	5.08	2.7

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	3.66 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	36.59 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	59.76 PERCENT DEDUCT VALUES.