



2023 Pavement Management Program Implementation

Montgomery Regional Airport



FINAL REPORT

October 2024

Prepared for GMC

Submitted by

All About Pavements, Inc (API)
www.allaboutpavements.com

205 Ramblewood Drive, Chatham, IL 62629
Phone (217) 390-3584 - Fax (320) 323-4888

Pavement Management – Evaluation – Testing - Design

All-About Pavements Inc.
Midwest Office ─ 205 Ramblewood Drive ─ Chatham, IL 62629
(217) 586-2765 ─ www.allaboutpavements.com ─ fax (320) 323-4888

October 3, 2024

Jeff Hester
Aviation Manager
GMC
2039 Main Street
Daphne, AL 36526

Re: Final Report for 2023 Pavement Management Implementation for Montgomery Regional Airport

Dear Jeff,

Please find an electronic version of the final report for the 2023 Pavement Management Implementation (PMP) for Montgomery Regional Airport (MGM). This report includes the pavement structural evaluation that was conducted using information from GMC's geotechnical evaluation that was received just prior to submitting our draft report. Based on the structural evaluation, we are now recommending reconstruction with PCC for Section 10 of the Terminal Apron, instead of the earlier proposed mill and overlay.

It has been a pleasure working with you and your staff. Together, MGM, GMC, and API have worked to develop a comprehensive PMP that will be useful for airport planning, maintenance, and engineering. We appreciate the opportunity to have provided our services to you and look forward to working with GMC in the future.

Sincerely,

All About Pavements, Inc.

Wayne J. Seiler, Ph.D., P.E.
President

Enclosure
Final Report

MONTGOMERY REGIONAL AIRPORT

PAVEMENT MANAGEMENT PROGRAM IMPLEMENTATION

FINAL REPORT

Prepared For:

GOODWYN, MILLS, AND CAWOOD, INC

Prepared By:

All About Pavements, Inc.
205 Ramblewood Drive
Chatham, IL 62629

October 2024

EXECUTIVE SUMMARY

All About Pavements, Inc. (API) was retained by Goodwyn, Mills, and Cawood, Inc. (GMC) to implement a pavement management program (PMP) for the airside pavement network at Montgomery Regional Airport (MGM).

The following PMP tasks were completed to achieve the project objectives:

- Obtain and review recent construction contracts and other records from MGM
- Develop a PMP network inventory and implement a PAVER™ database
- Conduct a visual pavement condition survey of the airfield pavements
- Conduct structural Nondestructive Deflection Testing (NDT)
- Update the PAVER™ database with condition data
- Perform a structural analysis of the NDT data
- Develop Pavement Classification Rating (PCR)
- Develop Maintenance and Rehabilitation (M&R) policies and unit costs
- Develop a 7-Year pavement Capital Improvement Plan (CIP) with associated cost estimates

PMP Implementation

The MGM pavement network was implemented using the PAVER™ software, version 7.1.1. It has a total surface area of approximately 5.8 million ft^2. The network has been implemented as 19 branches and 98 sections. Figure ES-2 shows the distribution of the pavement network by surface type and branch use.

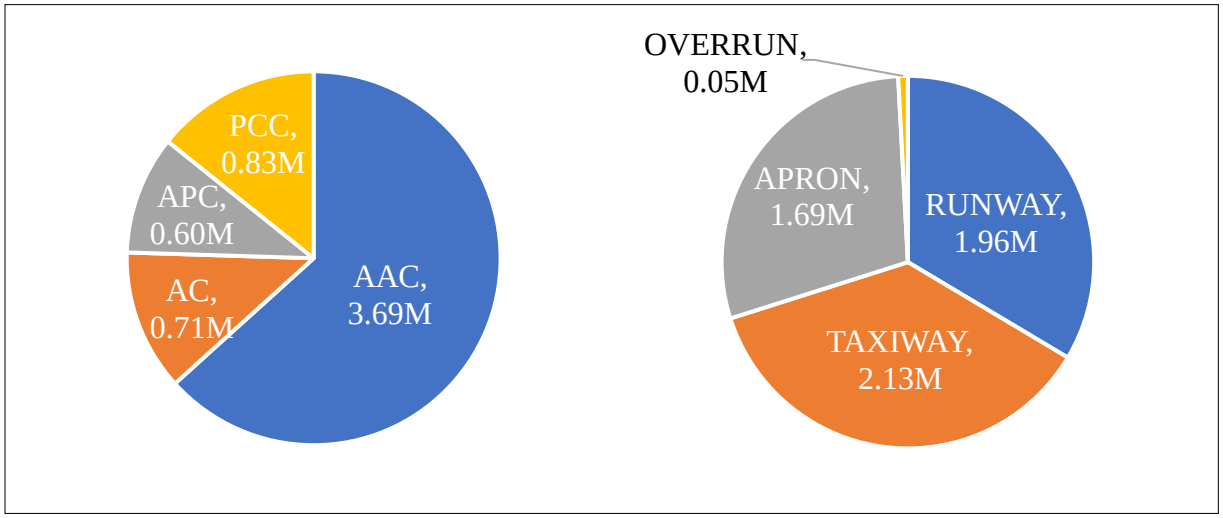


Figure ES-1: Pavement Area (sf) by Surface Type and Branch Use.

Pavement Condition

Visual pavement inspections were conducted in December 2023 using the Pavement Condition Index (PCI) method as specified in ASTM D5340-20, Standard Test Method for Airport Pavement Condition Surveys, and FAA AC 150/5380-7B, Airport Pavement Management Program (PMP). The PCI is a numerical rating scale from 0 to 100 that provides a measure of the pavement's functional surface condition. The overall area-weighted network PCI (AWPCI) for the MGM pavement network is 65, representing a "Fair" PCI rating. The network area-weighted pavement age (AW Age) is 13 years. Table ES-1 summarizes the area-weighted PCI for the primary branches and by branch use at MGM. Figure ES-2 is a map of the section PCI.

Table ES-1: Summary of 2023 MGM PCI Values.

Branch Name	Branch Area, sf	AWPCI	PCI Rating	Branch Use	AWPCI
Runway 10-28	1.35M	57	Fair	**RW**	**58**
Runway 03-21	0.60M	58	Fair		
Taxiway A	0.65M	94	Good	**All TW**	**77**
Taxiway B	0.63M	63	Fair		
Taxiway E	0.09M	51	Poor		
Terminal Apron	0.43M	53	Poor	**All Apron**	**57**
Apron 1	0.09M	42	Poor		
East Apron	0.20M	55	Poor		
West Apron	0.78M	59	Fair		

Pavement Classification Rating

The Pavement Classification Rating (PCR) is a representation of the relative load-carrying capacity of a pavement in terms of a standard single wheel load. It is structured so that a pavement with a particular PCR value can support, based on the airport's aircraft fleet mix and annual operations, an airplane that has an Aircraft Classification Rating (ACR) value that is equal to or less than the pavement's PCR value. The ACR is a number that expresses the relative structural load of an aircraft on a pavement. Table ES-2 presents the PCR values and allowable loads for the MGM runways.

Table ES-2: Runway PCR and Allowable Loads.

Runway	PCR	Allowable Loads, lbs, in thousands				ACR/PCR
		SW	DW	DT	2D/2D2	
RW 10-28	600/F/A/X/T	120	250	550	1,120	0.8
RW 03-21	150/F/B/X/T	68	108	186	-	0.8

Note: SW – Single Wheel, DW- Dual Wheel, DT – Dual Tandem, 2D/2D2 –Double Dual Tandem.

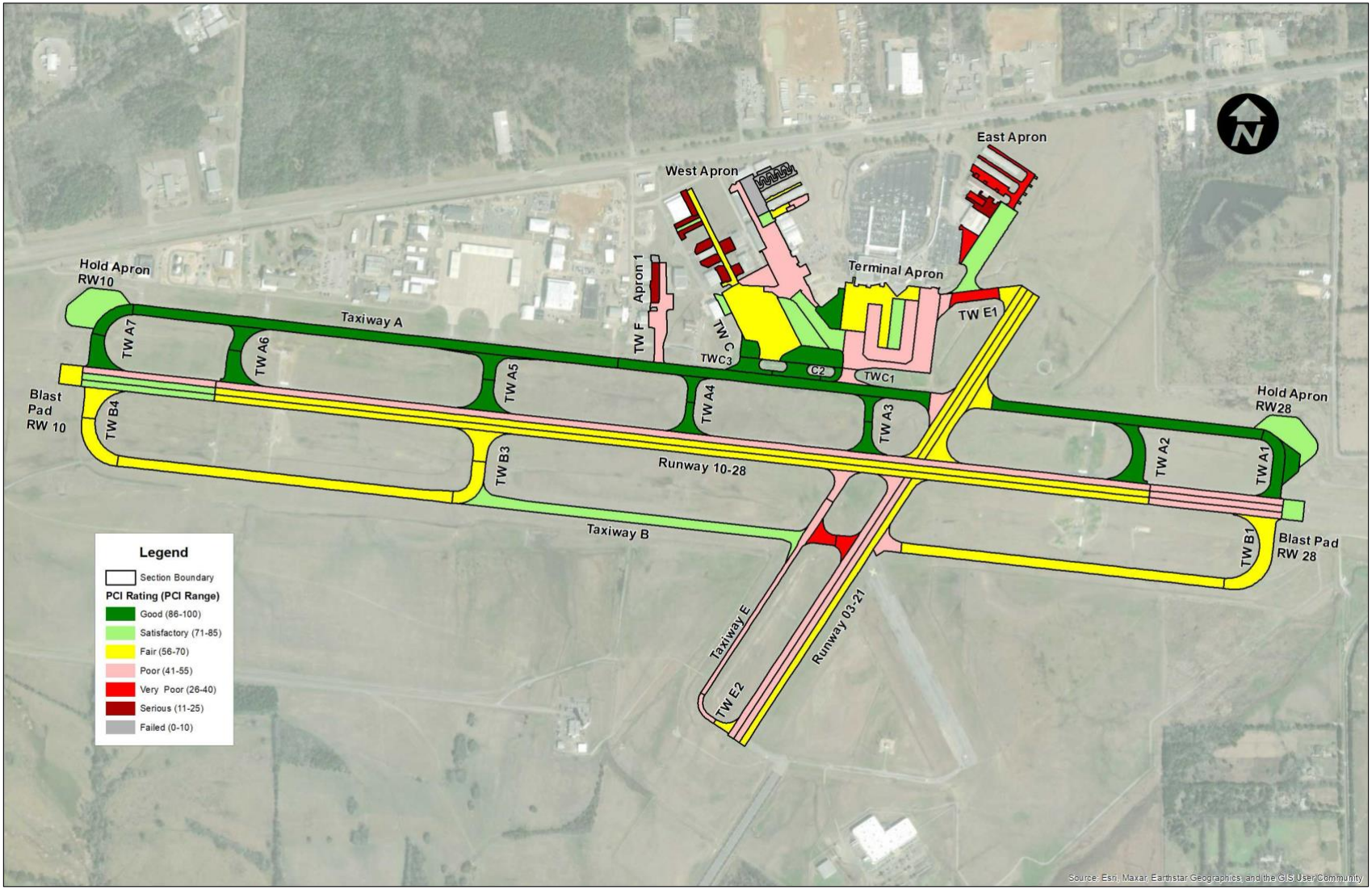


Figure ES-2: Pavement Condition Index.

Budget Scenarios

The PAVER™ database was updated with 2023 condition data, maintenance and rehabilitation (M&R) policies, and unit costs, which were then used to analyze multiple budget scenarios. The objective of these budget analyses was to study the effect of varying levels of budgets on future pavement condition. Figure ES-3 presents the forecasted network PCI for each scenario.

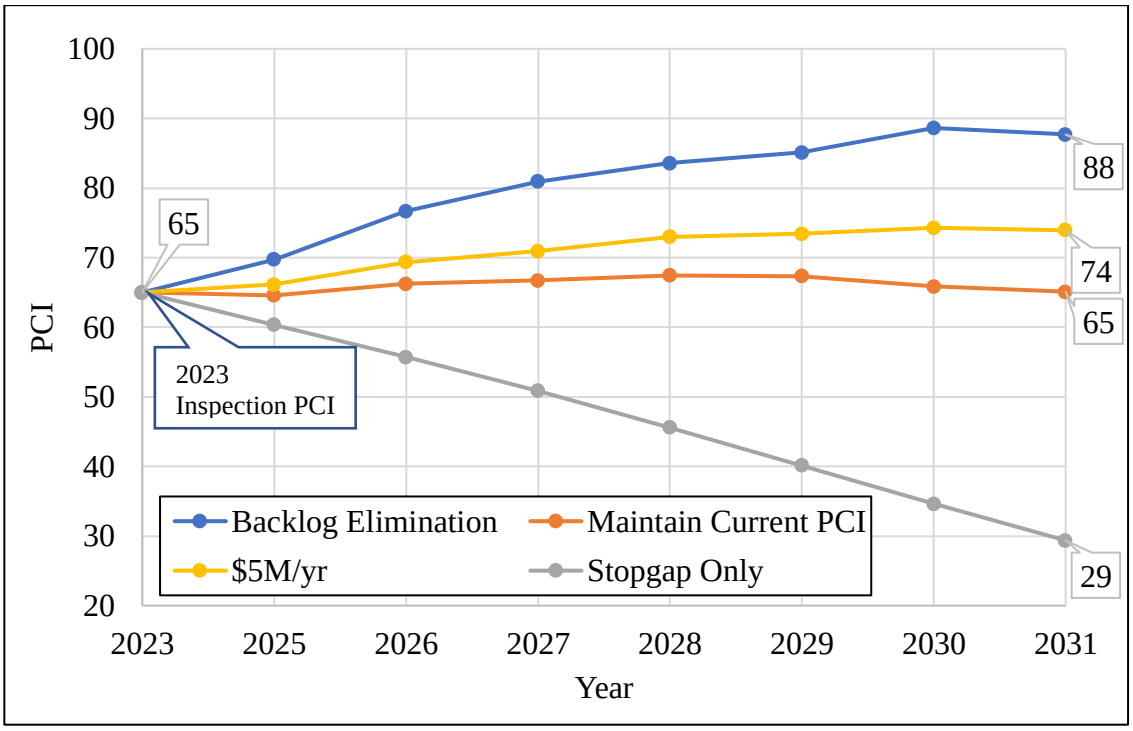


Figure ES-3: Budget Scenarios.

Capital Improvement Plan (CIP)

The analysis output from the backlog elimination funding budget scenario was used as a starting point in developing a pavement Capital Improvement Plan (CIP). This involved the grouping of pavement sections into M&R projects to allow for a logical construction sequence.

Table ES.3 summarizes the 7-year CIP for the runways, taxiways, and aprons, which has an estimated total program cost of approximately $49 million. Figure ES.3 is a map of the CIP recommendations that shows the recommended activity types over the 7-year period.

Table ES-3: CIP Project Summary.

Project Year	CIP Project	Total Project Area, sf	Total Project Cost	AWPCI Before
2025	25-01_West Apron Preservation	0.30M	$0.43M	68
	25-02_East Apron Preservation	0.10M	$0.28M	77
	25-03_TW E Rehabilitation	0.08M	$0.60M	47
2026	26-01_RW 10-28 Rehabilitation	1.58M	$12.16M	50
2027	27-01_RW 03-21 Rehabilitation	0.78M	$7.12M	43
2028	28-01_TW A Preservation	1.30M	$2.01M	83
	28-02_TW B Rehabilitation	0.65M	$5.32M	46
	28-03_Terminal Apron Reconstruction	0.17M	$7.59M	31
2029	29-01_Terminal Apron Repair	0.27M	$6.29M	45
2030	30-01_Apron 01 Repair	0.09M	$0.99M	27
2031	31-01_West Apron Repair	0.37M	$4.40M	24
	31-02_East Apron Reconstruction	0.10M	$1.74M	12
		Total	**$48.94M**	

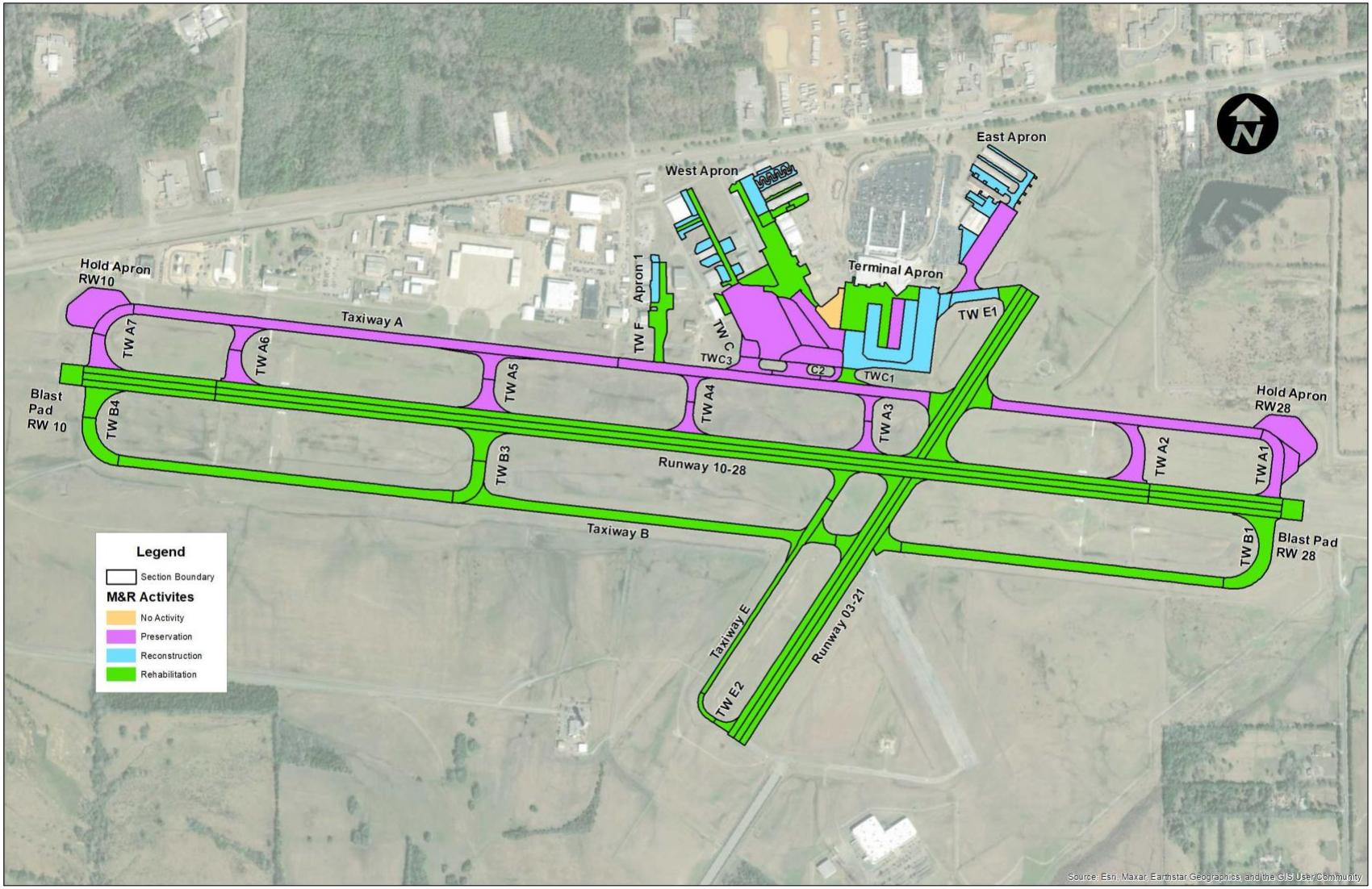


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- Geo-referenced Field Photos
- PAVER™ e70 database

CHAPTER 1

INTRODUCTION

1.1. OVERVIEW

The airside pavements at Montgomery Regional Airport (MGM) represent a large investment for the Montgomery Airport Authority whose major objective is to provide adequate load-carrying capacity, good ride quality, and above all, safe operation of aircraft. Once pavement construction is complete, pavements immediately begin a gradual deterioration due to surface weathering, fatigue, poor drainage, and differential movement of pavement layers. Faulty construction techniques, sub-standard materials or poor workmanship can accelerate this deterioration process. Over time, many pavements are also subjected to loads much greater than those for which they were originally designed or experience a considerable increase in takeoff and landing frequencies, contributing to premature pavement distress development.

The main objective of this project was to implement a Pavement Management Program (PMP) for the airside pavements at MGM. The scope of work included developing a pavement database with inventory and work history information, visual and structural pavement evaluation, and preparing a maintenance and rehabilitation program. Current and forecasted pavement conditions and the associated engineering cost estimates were used to identify critical pavement improvement needs and develop a 7-year pavement Capital Improvement Program (CIP). This project was completed by API with assistance from Goodwyn, Mills and Cawood, Inc. (GMC).

1.2. BACKGROUND

MGM, owned and operated by the Montgomery Airport Authority is a civil-military airport that is located 7 miles southwest of Montgomery, AL. The airport opened in 1943 for civilian and military use and was named Dannelly Field. The City of Montgomery took title to the airport in 1946. The ownership was transferred to the newly created Montgomery Airport Authority in 1972.

With the implementation of a PMP and the PAVER™ software, MGM is eligible for FAA funding for major pavement rehabilitation work because it meets the pavement maintenance management requirements, described in Appendix A of AC 150/5380-7B, Airport Pavement Management Program (PMP), that were identified in Public Law 103-305.

The PMP work shall be conducted in accordance with applicable standard documents and FAA advisory circulars (AC), namely:

- 150/5380-7B Airport Pavement Management Program (PMP)

- 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements
- 150/5320-6G Airport Pavement Design and Evaluation
- 150/5335-5D Standardized Method of Reporting Airport Pavement Strength – PCR
- 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements
- ASTM D5340-20 Standard Test Method for Airport Pavement Condition Index Surveys

1.3. WORK SCOPE

The development of the MGM PMP followed a generally accepted sequence of airport pavement management procedures. The study area encompassed the airside pavements, including runways, taxiways, and apron areas.

The following tasks were completed as part of this effort:

Task 1: Define Requirements – Kick-off Meeting. API attended a virtual project kick-off meeting with MGM and GMC staff to establish project schedules and milestones, discuss data collection procedures, and address specific requirements from MGM staff for the PMP.

Task 2: Records Review. This task involved a search and review of historical records such as as-built plans, recently undertaken geotechnical evaluations, and historical aerial imagery. These records helped stablish pavement layer information and the Last Construction Date (LCD), which is used to develop pavement performance models. Available cross section information, construction material, and construction dates were entered in PAVER™. Additional information is to be obtained through coring, which is being conducted by GMC.

Task 3: Network Development. Following the completion of the records research, the MGM airside pavements were divided into branches, sections, and samples using procedures outlined in the FAA Advisory Circular (AC) 150/5380-7B and ASTM D5340-20. Georeferenced GIS maps were prepared that showed the pavement inventory limits of each branch, section, and sample unit.

Task 4: Database Implementation (PAVER™). The pavement network developed under Task 3 was implemented in PAVER™, a state-of-the-art pavement management software originally developed by the US Army Corp of Engineers. This included the following items:

- Inventory – Dimensions, pavement use, surface type, ranking, etc.,
- Work history – Pavement structure information and dates of work
- Maps – Pavement section geometry in the form of polygons were linked to the sections defined in PAVER™ to allow GIS map reporting

Task 5: Field Investigation. The field investigation included visual pavement distress surveys to determine the functional condition of the pavements and non-destructive (NDT) structural testing to estimate the strength of pavement layers.

API conducted a visual pavement distress survey in accordance with the guidelines in ASTM D5340-20. Handheld computers equipped with GIS and GPS capabilities were used for the data collection. High-resolution geo-referenced photos were collected to document the severities and locations of PCI distresses within a pavement section. Pavement distress data summarized by type, severity and quantity were entered in PAVER™. Inspections were conducted by two API led teams. For the inspections, control was established using the GPS capabilities of the handheld computers. Network definition maps were revised following the PCI inspections to reflect field personnel notes and comments.

Task 6: Distress Data Analysis. The PCI distress data were uploaded to PAVER™ by importing the data from the handheld computers. After the data were imported, the PCI values for each pavement section were computed. The PCI results were verified to ensure that the results are reasonable and that standard deviations are acceptable for the network-level surveys.

Task 7: Database Customization. The performance modeling tool in PAVER™ was used to develop customized pavement performance models that are used to compute future pavement condition. The PAVER™ database was also customized to reflect localized maintenance procedures that are recommended for the airport. Additionally, unit costs for localized and major maintenance and rehabilitation work (M&R) are included in the PAVER™ customization tables.

Task 8: Maintenance and Rehabilitation (M&R) Budget Analysis. The customized PAVER™ database from Task 7 was used to conduct several M&R budget analysis scenarios to understand the effect of budget on future pavement condition.

Task 9: Pavement CIP Development. API and GMC worked together to develop a 7-year Capital Improvement Program (CIP) that includes realistic types of projects (e.g. mill and overlay of specific thickness, reconstruction with AC or PCC, etc.) and associated costs. The CIP also included pavement preservation activities.

Task 10: Draft and Final Reports. API prepared a report that provide a summary of the work that was completed in Tasks 1 through 9. The report includes several GIS maps that summarize the functional and structural condition of the MGM pavements. In addition, a GIS map was prepared that summarizes the 10-year CIP work recommended for MGM. PAVER™ reports were included in the appendices of the report that provide additional data regarding the airside pavement inventory and PCI values.

Task 11: Develop Pavement Classification Rating (PCR). API conducted a separate project to perform structural testing and develop PCR for the runways, taxiways, and the Terminal and West aprons. As part of this API conducted network-level NDT using their Falling Weight Deflectometer (FWD). The NDT data was analyzed to compute pavement layer strengths and other structural characteristics. This information was used in conjunction with MGM aircraft

operations data in the form of the fleet mix and projected 20-year operations to evaluate the pavement structural capacity. The structural analysis includes computation of the Pavement Classification Rating (PCR) and allowable aircraft loads. PCR values were computed as described in AC 150/5335-5D and by using the latest FAARFIELD software.

1.4. REPORT OUTLINE

This report summarizes the results of the 2023 PMP implementation and is organized as follows:

Chapter 1. Introduction
Chapter 2. Pavement Management Process
Chapter 3. Pavement Management Program Development
Chapter 4. Pavement Condition
Chapter 5: Air Traffic Analysis
Chapter 6. Structural Data Collection and Analysis
Chapter 7: Pavement Classification Rating
Chapter 8: Database Customization
Chapter 9: Maintenance and Repair Planning
Chapter 10: Capital Improvement Plan

Appendix A: Pavement Inventory Reports
Appendix B: PMP Maps
Appendix C: Overview of Pavement Distresses
Appendix D: Detailed Pavement Condition Data
Appendix E: Distress Summary Report
Appendix F: Pavement Condition Reports
Appendix G: Aircraft Departures by Branch
Appendix H: FWD Data
Appendix I: Structural Evaluation Results
Appendix J: Maintenance and Repair Policies
Appendix K: Capital Improvement Plan
Appendix L: Electronic Media

CHAPTER 2

PAVEMENT MANAGEMENT PROCESS

2.1. INTRODUCTION

This chapter is intended to provide a summary of the pavement management system process related to this project. Historically, Maintenance & Rehabilitation (M&R) priority has been given to those pavements that have reached critical levels of deterioration, at the cost of the overall pavement network condition. Such a reactive strategy can result in the gradual deterioration of the network, while slowly increasing the backlog of unfunded projects.

In October 2014, the FAA issued an updated Advisory Circular AC 150/5380-7B, "Airport Pavement Management Program (PMP)." This FAA AC discusses the airport PMP concept, its essential components, and how it can be used to make cost effective decisions about pavement maintenance and rehabilitation. Also included within this AC is a list of potential benefits to be derived from the implementation of an airport PMP. These benefits include:

- An objective and consistent evaluation of the condition of a network of pavements;
- A systematic engineering basis for determining M&R program needs;
- Identification of budget requirements necessary to maintain pavements at various levels of serviceability;
- Documentation on the present and future condition of the pavements in a network;
- Determination of life-cycle costs for various M&R alternatives; and
- Identification of the impact on the pavement network as a result of performing major repairs.

All these benefits combine to allow the airport PMP to provide a systematic and consistent procedure for setting priorities and schedules, allocating resources, and budgeting for pavement M&R. The reports generated from the PMP allow MGM to quantify the results of alternative M&R scenarios, thus ensuring the maintenance of the pavement network at an acceptable level of service while minimizing the present-day cost.

2.2. PAVEMENT MANAGEMENT PROGRAM

A PMP provides an integrated framework for comprehensive evaluation and decision making for managing airfield pavements. The essential components of a good PMP provide for an objective evaluation of the condition of existing pavements and identification of short-term and long-range rehabilitation, strengthening, and maintenance requirements, as well as costs to provide such maintenance or rehabilitation.

Historically, most organizations have made maintenance decisions based on experience without the benefit of documented data or analysis. This practice does not encourage life cycle cost analysis, nor the evaluation of cost effectiveness of alternate scenarios, and can lead to the inefficient use of funds. With limited allocated funding for M&R Program projects, a defined procedure for setting priorities and schedules that will maximize the funds available is more important than ever.

In examining the lifespan of a 20-year pavement, a "Good" to "Fair" condition rating may last 15 years. After that point, the rate of deterioration of pavements accelerates sharply as the age of the pavement increases, and within 5 (five) years, the pavement may deteriorate to the point of failure. To extend pavement life, maintenance and repairs need to be scheduled and performed before the pavement surface declines to a "fair" condition. The point at which rehabilitation can be done before the steep decline occurs is called the "critical PCI" and is generally considered to be about a PCI of 65-70 for commercial aviation airports. If the work is done before deterioration accelerates, the cost of rehabilitation can be reduced as shown in Figure 2.1.

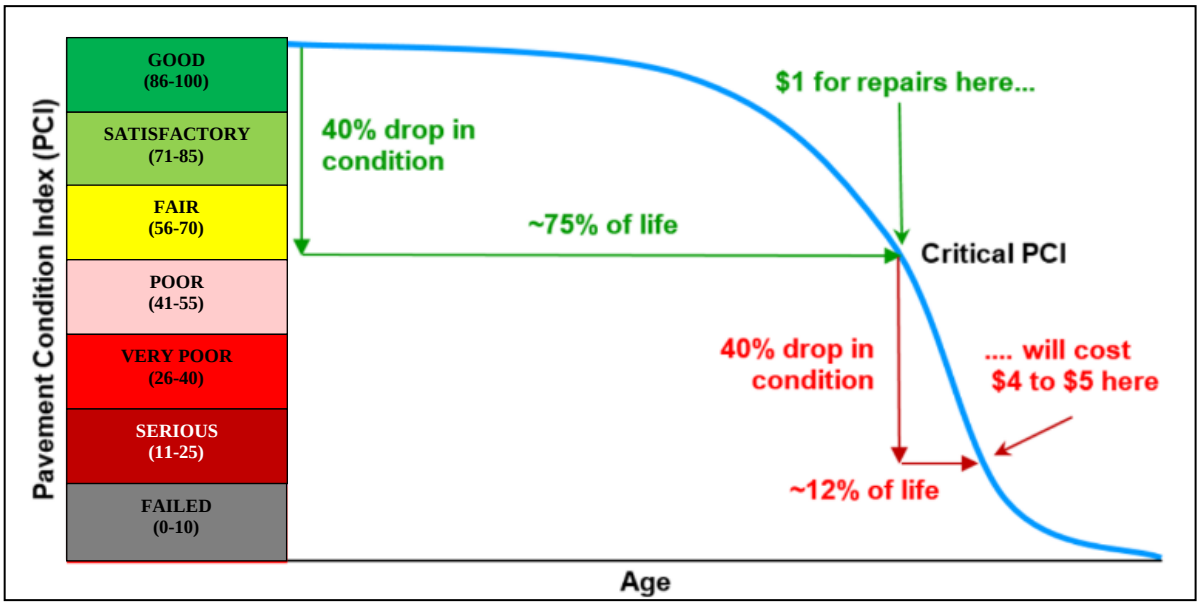


Figure 2.1: Pavement Management Concept.

2.3. PAVEMENT MANAGEMENT PROGRAM

The several components within an airport PMP are listed below and are discussed in further detail in succeeding chapters of this report.

Inventory Definition

The inventory includes information that defines the management sections, with location, limits, size, and functional classification for each section. Some basic information about the pavement such as the layer thickness and dates of construction are normally included in the inventory. These types of data are initially entered into the database during implementation and are only modified when a significant change occurs in the data.

Condition Assessment

Pavement assessment begins with a visual inspection to determine the extent and severity of existing surface distress. The collected distresses are then used to determine the overall PCI in accordance with the FAA's AC 150/5380-7B, which was updated in October 2014. The PCI is a representation of the pavement's functional condition that provides insight into the causes of distresses, and whether the distress is related to load, climate, or other factors.

Structural evaluation of the pavements is done through NDT using a Falling Weight Deflectometer (FWD). This data in conjunction with forecasted air traffic is used to estimate the remaining pavement structural life. The data is also used to develop Pavement Classification Rating (PCR) values and allowable aircraft loads.

Pavement Condition Prediction and Analysis

Pavement condition prediction models use the known pavement information as a basis to predict future deterioration trends. PAVER™ uses a PCI "family" model process to identify pavements with similar construction, traffic, use, and other factors that may affect pavement life and performance. The group of pavements assigned to a particular model is termed a family, and curves or equations are generated based on the pavement's age and PCI data. These family curves are refined with each subsequent pavement inspection.

The PAVER™ condition analysis process predicts the condition of pavement sections by defining its position relative to the family prediction curve. It is assumed that the deterioration of pavements within a family is similar, and as such, the PCI can be predicted at the desired future age.

Pavement Repair Needs

A common method to identify sections that need work is to compare the PCI of the section to an established minimum criterion. The criterion commonly used is the critical PCI, which is often referred to as the "Trigger PCI." In general, this PCI is the dividing line between preventative maintenance and moderate rehabilitation (e.g. asphalt overlays), or major work such as reconstruction. If the Pavement Condition Index value is below the critical PCI value, preventative maintenance would not be cost effective, and a more expensive and time-consuming construction remedy must be used to increase the PCI.

Agency-specific critical PCI values can be established for each functional classification, traffic grouping or pavement type. As sections are identified for treatment, the condition of each is increased in that year based on the expected effect of that treatment, and future projections for that pavement are based on the changed condition. The treatment and funds needed for each year are totaled to determine annual budget requirements over the analysis period.

Key requirements of an effective work plan include:

a. Research existing maintenance practices and possible alternatives;
b. Establish policies and costs; and
c. Generate economic analyses and provide recommendations.

It must be emphasized that PAVER^{TM} is a management tool and is not meant to replace engineering and planning judgment that is required for project-level analysis work. Structural evaluations, rehabilitation alternatives, scheduling constraints and traveler inconvenience due to airfield maintenance should also be considered for project-level analysis work.

CHAPTER 3

PAVEMENT MANAGEMENT PROGRAM DEVELOPMENT

3.1. INTRODUCTION

The pavement network for MGM was implemented in the PAVER™ pavement management software version 7.1.1. PAVER™ was initially developed by the US Army Corp of Engineers for managing pavement networks at military installations but is now the most widely used system for civilian agencies too. The following is a discussion of the PAVER™ implementation for the MGM pavement network.

3.2. RECORDS REVIEW

Previous MGM pavement construction work was reviewed by collecting historical records that included sources such as previous PMP reports, as-built plans, subsequent rehabilitation plans, and geotechnical evaluations. GMC conducted the search for the records at the Airport and provided them to API for review. GMC conducted a geotechnical evaluation that includes pavement cores taken at locations identified from API's FWD testing.

The information extracted from the records included pavement layer information and the construction date, which is used to establish the pavement's age and to develop pavement performance models. For areas without any records, information regarding the date of latest construction or rehabilitation was obtained from discussions with GMC and Airport personnel, and a review of historical aerial imagery.

3.3. PAVEMENT SECTIONING

A key element in developing a PMP system is defining the pavement network, which is the process of dividing an agency's pavements into a hierarchical order that facilitates inspection and M&R planning. The MGM network (e.g. all airside pavements) is then divided into branches, which are a readily identifiable part of the pavement system and have distinct functions. In airports, branches typically consist of individual runways, taxiways, and aprons.

Once branches have been defined, pavement evaluation and analysis techniques require the airfield pavement system to be broken up into discrete sections. A pavement "section" is the smallest management unit used when considering the application and selection of maintenance and rehabilitation (M&R) activities, and is defined by Section 2.1.8 of ASTM D 5340-20 as *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should also have the same traffic volume and load intensity."*

The construction history of the pavement is used to define pavement sections, and runways may be further subdivided longitudinally, so that each runway is made up of three, 50-foot-wide sections. This allows the center section of the runway (the "keel" section) to be treated as an individual section. Although a keel (center) section often has a construction history consistent with the sections adjacent to it, heavy traffic usage along the keel section of the runway necessitates its separation. The sections were given numeric designations beginning at 10 for each branch, with the runway longitudinal sections given further designations of "N or S", "C" and "E or W" for north, south, center, east, and west sections, of which a full listing can be found in Appendix A. Appendix B Maps B1A and B1B show the branch and section identification maps respectively.

To facilitate the visual survey of the airside pavement, each section is further subdivided into conveniently defined areas, or sample units. Similar sizing is critical as studies have found that maintaining the size of the sample units to within 40 percent of the established norm may reduce the standard error of the average PCI values. To meet that criteria, ASTM recommends that sample units for asphalt pavements be 5,000 square feet (± 2,000), and sample units for PCC pavements be 20 slabs (± 8). The sample unit size for PCC pavements assumes a joint spacing that is not greater than 25 feet. For slabs with joints exceeding this criteria, imaginary joints less than or equal to 25 feet are assumed.

The records obtained from GMC also included a georeferenced CAD map which was used to develop the sections and sample units. Figure 3.1 is an illustration of the sectioning, with branches, sections, and sample units shown. In this instance, ATERM is the branch, with ATERM-10, 20, 30, and 40 being the sections within that branch. The areas within each section represent its constituent sample units. Map B1C shows the sample unit layout for MGM.

The pavement sections were implemented in PAVER™ with the inventory and work history information which included the following items:

- Branch Use: Apron, Runway, Taxiway, Overrun
- Dimensions: Length, Width, Area
- Section Limits
- Surface Type: Asphalt Concrete (AC), AC Overlay on AC Pavement (AAC), Portland Cement Concrete (PCC), AC Overlay on PCC (APC)
- Rank (importance of a section): Primary, Secondary, Tertiary
- Last Construction Date: Date of last major rehabilitation on a section
- Work History: Layer type and thickness, year of construction

A complete listing of the pavement sections is included in Appendix A1. Appendix A2 presents the data from the pavement cores. Appendix A3 contains a work history of the MGM pavements.

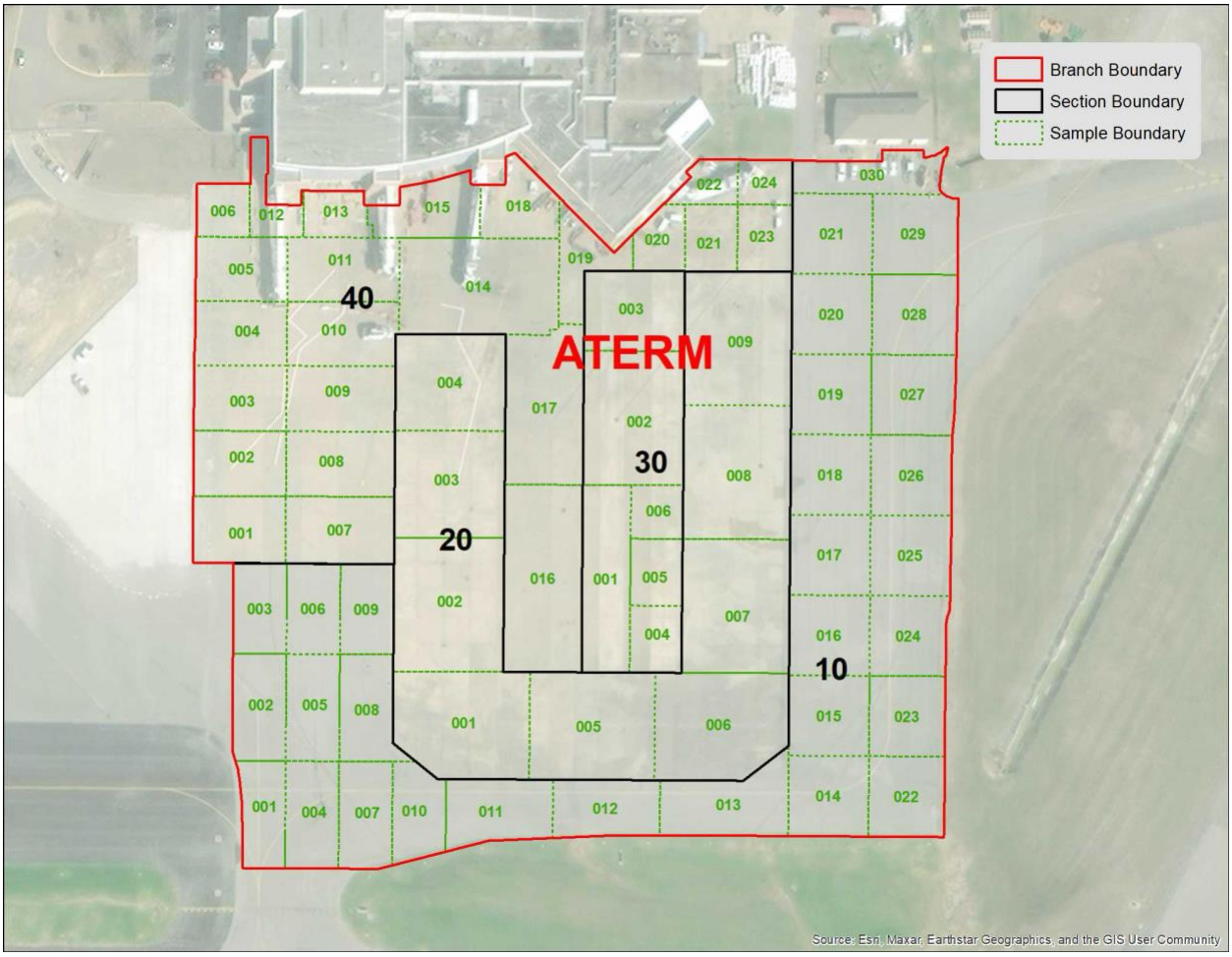


Figure 3.1: Illustration of PMP Sectioning.

3.4. PAVEMENT INVENTORY SUMMARY

The MGM airside pavement network consists of two runways with parallel taxiways, connector taxiways, and apron areas. The pavements consist of Asphalt Concrete (AC) pavements, Portland Cement Concrete (PCC), Asphalt Overlays on AC (AAC) pavements, and Asphalt Overlays on PCC (APC) pavements. The runways dimensions at MGM are as follows:

- Runway 10-28: 9,020 ft. x 150 ft.
- Runway 03-21: 4,011 ft. x 150 ft.

The airside network at MGM consists of 28 branches (facilities) that are divided into 98 pavement sections and a total airside area of approximately 5.83M square feet. Table 3.1 provides a summary of the MGM pavement network.

Table 3.1: MGM Pavement Network Summary.

Branch Identification	Branch Name	Branch Use	Area, sf	Number of Sections	Number of Sample Units
A01	Apron 1	APRON	86,440	3	13
A10	Hold Apron RW10	APRON	88,237	1	11
A28	Hold Apron RW28	APRON	107,588	2	15
AEAST	East Apron	APRON	201,438	7	56
ATERM	Terminal Apron	APRON	427,899	4	69
AWEST	West Apron	APRON	782,721	25	169
BP10	Blast Pad RW10	OVERRUN	24,978	1	6
BP28	Blast Pad RW28	OVERRUN	23,969	1	6
RW0321	Runway 03-21	RUNWAY	604,487	6	121
RW1028	Runway 10-28	RUNWAY	1,353,000	9	270
TWA	Taxiway A	TAXIWAY	651,961	5	118
TWA1	Taxiway A1	TAXIWAY	48,429	1	8
TWA2	Taxiway A2	TAXIWAY	56,020	1	12
TWA3	Taxiway A3	TAXIWAY	39,507	2	8
TWA4	Taxiway A4	TAXIWAY	39,827	2	8
TWA5	Taxiway A5	TAXIWAY	63,188	2	13
TWA6	Taxiway A6	TAXIWAY	58,417	2	12
TWA7	Taxiway A7	TAXIWAY	64,489	2	13
TWB	Taxiway B	TAXIWAY	631,314	6	114
TWB1	Taxiway B1	TAXIWAY	84,244	1	17
TWB3	Taxiway B3	TAXIWAY	74,201	2	15
TWB4	Taxiway B4	TAXIWAY	78,694	2	16
TWC1	Taxiway C1	TAXIWAY	23,946	2	5
TWC2	Taxiway C2	TAXIWAY	24,345	1	6
TWC3	Taxiway C3	TAXIWAY	23,241	1	5
TWE	Taxiway E	TAXIWAY	94,155	2	17
TWE1	Taxiway E1	TAXIWAY	57,903	3	10
TWE2	Taxiway E2	TAXIWAY	17,383	2	4
		Total	**5,832,021**	**98**	**1,137**

Table 3.2 shows the distribution of pavement network by age, with the average area-weighted age being 13 years for all pavements, as of December 2023.

Table 3.2: MGM Pavement Age.

Age (Years)	Number of Sections	Percent of Area	Area, sf
0 – 5	21	20	1.17M
6 – 10	6	11	0.61M
11 – 15	36	50	2.93M
16 – 20	7	5	0.30M
> 20	28	14	0.83M
Total	**98**		**5.83M**

Figures 3.2 and 3.3 shows the distribution by surface type and branch use respectively, for the MGM pavements. Appendix B Figures B1D, B1E, and B1F show the pavement type, branch use, and pavement age, respectively.

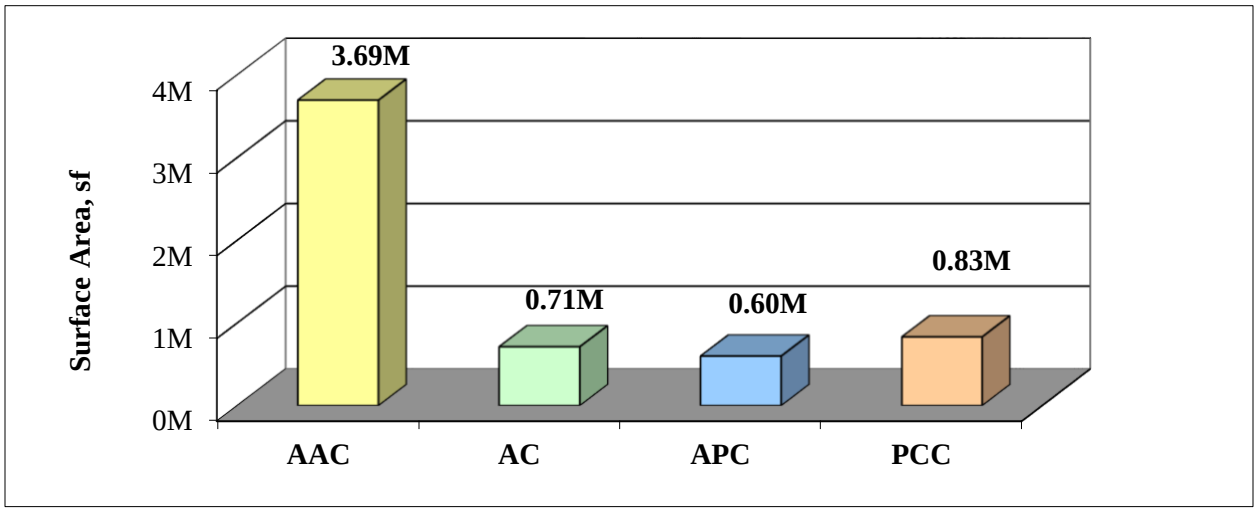


Figure 3.2: MGM Pavement Area by Surface Type.

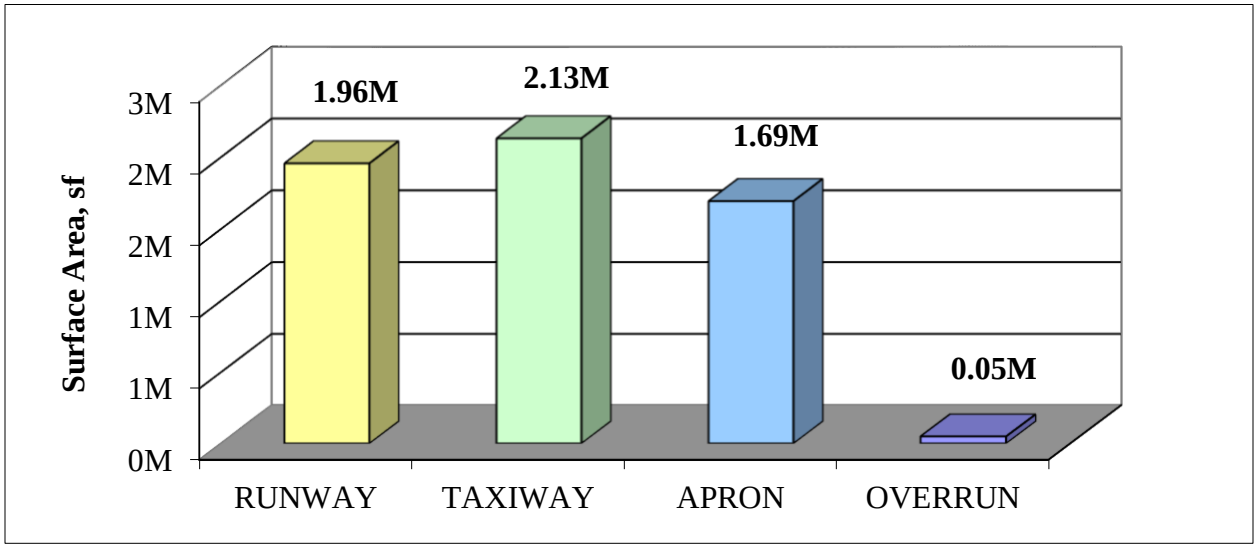


Figure 3.3: MGM Pavement Area by Branch Use.

CHAPTER 4

PAVEMENT CONDITION

4.1. INTRODUCTION

A visual PCI survey of the aircraft and vehicular airside pavement facilities at MGM was conducted to assist in the development of a realistic pavement CIP. The PCI survey measures and records pavement distresses that exist within each of the inspected sample units. This survey was conducted by two 2-person teams in December 2023. The survey for the airside pavements was performed in accordance with the methods described in ASTM D 5340-20 and FAA AC 150/5380-7B, using the sampling rates identified later in this chapter.

During the pavement survey, Quality Control (QC) and data verification were performed on both the individual distresses and the calculated section PCI values. QC included the following activities:

- Review of distress quantities to identify data entry errors (100% review at the sample unit level). General guidance was used from ASTM D5340-20, section 13, which addresses the precision of distress quantities that are recorded during PCI surveys.
- Duplicate surveys were performed to ensure consistency between each of the inspectors in a 2-person PCI survey team.

4.2. PAVEMENT CONDITION RATING METHODOLGY

The PCI is a measure of the pavement's functional surface condition. It provides insight into the causes of each distress, and whether the distress is primarily caused by load, climatic conditions, and other material related deficiencies. The PCI is a numerical rating (on a scale of 0 to 100) that is based on the type, severity and quantity of each distress that is found in an inspected sample unit.

The PCI survey results are displayed using seven categories and ratings in accordance with the ASTM but can also be presented using a simplified 3-category rating system for use in comparing with other distress related indices as shown in Table 4.1.

Table 4.1: Pavement Condition Index (PCI) Rating Scale.

	Simplified PCI Color Legend	ASTM PCI Color Legend	PCI Range	PCI Ratings and Definition
GOOD			86-100	GOOD: Pavement has minor or no distresses and should require only preservation work.
			71-85	SATISFACTORY: Pavement has scattered low-severity distresses that should require only preservation.
FAIR			56-70	FAIR: Pavement has a combination of generally low- and medium-severity distresses. Near-term repair needs may range from preservation to major rehabilitation.
POOR			41-55	POOR: Pavement has low-, medium-, and high-severity distresses that may cause some operational concerns. Near-term repair needs include preservation and rehabilitation, including reconstruction.
			26-40	VERY POOR: Pavement has predominantly medium- and high-severity distresses that require rehabilitation and cause serious operational concerns. Reconstruction may be necessary.
			11-25	SERIOUS: Pavement has many high-severity distresses that cause operational restrictions. Near-term reconstruction is needed.
			0-10	FAILED: Pavement deterioration has progressed to the point that safe aircraft operations are no longer possible; complete reconstruction is required immediately for operational safety.

Pavement Distress Types

Distress types for flexible pavements (e.g. Asphalt Concrete - AC) and rigid pavements (e.g. Portland Cement Concrete - PCC) are presented in Table 4.1 "PAVER™ Distress Codes for Flexible and Rigid Pavements".

Table 4.2: PAVER™ Distress Codes for Flexible and Rigid Pavements.

Code	Flexible Pavement Distresses Description	Code	Rigid Pavement Distresses Description
41	Alligator Cracking *	61	Blow up
42	Bleeding *	62	Corner Break *
43	Block Cracking *	63	Longitudinal, Transverse & Diagonal Cracks *
44	Corrugation	64	Durability Cracking
45	Depression *	65	Joint Seal Damage *
46	Jet Blast	66	Small Patch
47	Joint Reflection Cracking	67	Large Patch *

Code	Flexible Pavement Distresses Description	Code	Rigid Pavement Distresses Description
48	Longitudinal & Transverse Cracking *	68	Pop Outs
49	Oil Spillage *	69	Pumping
50	Patching *	70	Scaling
51	Polished Aggregate	71	Faulting *
52	Raveling *	72	Shattered Slab
53	Rutting *	73	Shrinkage Cracking
54	Shoving	74	Joint Spalls *
55	Slippage Cracking *	75	Corner Spalls *
56	Swelling	76	Alkali Silica Reactivity *
57	Weathering *		

*Note: * = Distresses Found in MGM Pavements.*

Sampling for Inspections

Table 4.3 was used as a guideline in developing sampling rates that reflect similar rates that are used for other large pavement networks. A higher level of sampling is recommended before a project-level rehabilitation design is developed for a pavement section or facility.

Sample units that included a one-time occurrence of a distress (e.g. a large patch), or an unusual severity or quantity of a distress compared to all other sample units, were assigned as "additional" units as described in the PCI survey procedure. This allows the PCI to be calculated without extrapolating the non-representative distress throughout the entire section. Map B-3, in Appendix B, shows a map of the sample unit layout for MGM.

Table 4.3: Sample Rates for PCC and AC Surfaced Pavements.

Flexible Pavement		Rigid Pavement	
N	n	N	n
1	1	1 – 3	All
2 – 3	2	4	3
4 – 9	4	5 – 7	5
10 – 40	6	8 – 10	6
> 40	15%, but less than 17	11 – 16	8
		17 – 28	10
		29 – 64	13
		65 – 90	14
		> 90	20% but less than 32

To obtain the section PCI, the PCI of each random sample unit is extrapolated over the entire section. Distresses found in sample units classified as "additional", which are defined as non-representative instead of random, are not extrapolated over the entire section but merely added to the extrapolated quantity.

Section 4.1 of ASTM D5340-20 governing PCI surveys offers this caution:

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

Therefore, it is imperative that engineers and planners treat the PCI as a tool that will assist them during the pavement rehabilitation and maintenance planning process. Any major project should always be preceded by a recent100 percent Project-Level inspection of the pavement in order re-evaluate rehabilitation and maintenance needs prior to the project design process.

4.3. DISTRESS TYPES

ASTM D5340 "Standard Test Method for Airport Pavement Condition Index Surveys" considers 33 distresses, which tend to fall into one of the following three causal categories:

- Load related: AC distresses include alligator cracking and rutting; PCC distresses include corner breaks, longitudinal cracking, and shattered slabs.
- Climate and durability related: AC distresses include block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, patching, raveling, and weathering; PCC distresses include blow-ups, "D" cracking, and joint seal damage.
- Other factors: AC distresses include bleeding, corrugation, depression, jet blast, oil spillage, polished aggregate, shoving, slippage cracking, and swelling; PCC pavements include ASR, large and small patching, popouts, pumping, scaling, faulting, shrinkage cracking, and joint and corner spalling.

Distress may have more than one cause. For example, depressions may be caused by incorrect compaction during construction, or by subgrade softening due to environmental factors. In addition, a distress may be initiated by one cause but may progress to a distress of higher severity by another cause. Therefore, engineering judgment is critical in analyzing the actual causes of the distress.

Appendix C provides a detailed explanation of each type of AC and PCC surface distress for airside pavements. The distress descriptions were taken from the "PCI Field Manual," developed by the U.S. Army Construction Engineering Research Lab (CERL), latest edition.

4.4. ADDITIONAL PCI-BASED INDICES

The distress data used to compute PCI can also be used to calculate additional indices that are helpful in understanding the condition of the pavement and developing CIP recommendations. The additional indices computed include the Structural Condition Index (SCI), and for airside pavements the Foreign Object Damage (FOD) Index.

The FOD index was developed by the US Air Force and is described in detail in the US Army Corp of Engineers Engineering Technical Letter (ETL) 04-9, Pavement Engineering Assessment (EA) Standards. Loose material on an airside pavement surface resulting from pavement distresses can be detrimental to aircraft engines, specifically engines that are low to the ground. The objects are ingested into the engines causing costly damage and presenting a safety hazard. Not all pavement distresses create a FOD potential. Therefore, an additional index was identified that uses the results of the PCI distress survey. As shown in Figure 4.1, the scale ranges from 0 to 100 with 0 being no FOD potential. Note that the FOD index uses a simplified three-color scale.

The SCI is also derived from the PCI and is referenced in FAA AC 150/5320-6G. It is a measure of the structural condition of a pavement utilizing distresses identified in ASTM D5340 as being 'load-related'. For airside pavements, the PAVER^{TM} software calculates the SCI for rigid pavements based on six of the 16 measured distresses and six of the 17 distresses for flexible pavements. The scale is the same as that used for PCI; however, SCI is commonly presented on a three-color scale.

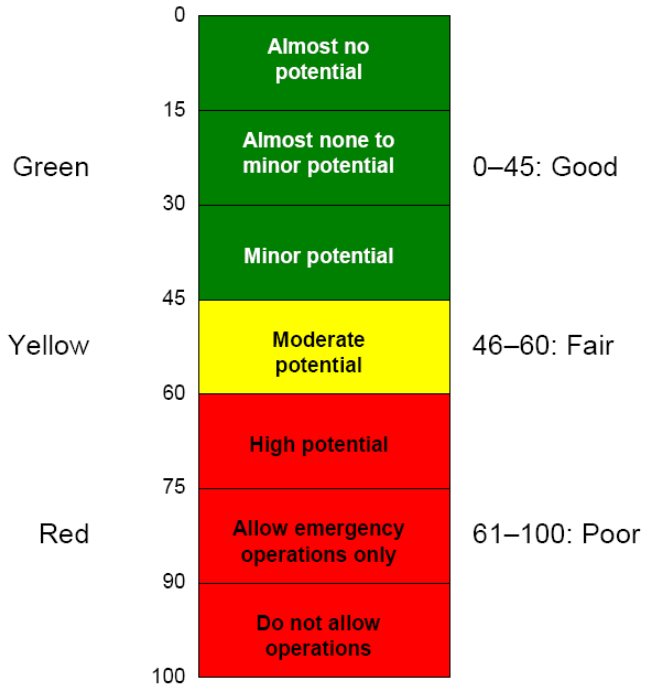


Figure 4.1: FOD Potential Rating Scale.

4.5. INSPECTIONS RESULTS

The 98 MGM airside pavement sections that were inspected in 2023 have a total of 1,137 sample units. Of this total, 395 sample units (35 percent) were visually inspected in the field. Data from the inspected sample units were input into the PAVER™ database and a resultant PCI for each section was computed. Table 4.4 summarizes the severity and extent of the distresses for the AC pavements. The distresses are presented in terms of the density, which is the percentage of the extrapolated distress relative to the total pavement area. Table 4.5 presents the corresponding information for the PCC surfaced pavements.

Low and medium-severity weathering are the primary distresses observed on the AC pavements, with approximately 75 percent of all pavements exhibiting this distress. Significant amounts of longitudinal/transverse cracking were also observed during the PCI inspection. Most of the observed distress on the AC pavement are not load related.

Table 4.4: AC Pavement Distress Summary.

Distress Mechanism	Distress	Severity	Sum of Quantity, lf/sf	Density
Load	ALLIGATOR CRACKING	Low	445	0.01%
		Medium	3,809	0.1%
		High	9,060	0.2%
	RUTTING	Low	205	0.004%
		Medium	424	0.01%
		High	2,062	0.04%
Climate & Durability	BLOCK CRACKING	Low	106,367	2.1%
		Medium	153,220	3.1%
		High	21,971	0.4%
	LONGITUDINAL/TRANSVERSE CRACKING	Low	84,135	1.7%
		Medium	196,197	3.9%
		High	3,220	0.1%
	PATCHING	Low	8,619	0.2%
		Medium	372	0.01%
		High	172	0.003%
	RAVELING	Low	32,981	0.7%
		Medium	6,191	0.1%
		High	2,339	0.05%
	WEATHERING	Low	2,567,201	51.3%
		Medium	1,191,863	23.8%
		High	63,274	1.3%
Other	BLEEDING	N/A	4,777	0.1%
	DEPRESSION	Low	332	0.01%
		Medium	897	0.02%
		High	165	0.003%
	OIL SPILLAGE	N/A	401	0.01%
	SLIPPAGE CRACKING	N/A	25	0.001%

Table 4.5: PCC Pavement Distress Summary.

Distress Mechanism	Distress	Severity	Sum of Quantity, lf/sf	Density
Load	CORNER BREAK	Low	19	0.61%
		Medium	29	0.95%
		High	10	0.31%
	LINEAR CRACKING	Low	102	3.33%
		Medium	115	3.76%
		High	18	0.60%
Climate & Durability	JOINT SEAL DAMAGE	Low	322	10.57%
		Medium	650	21.31%
		High	880	28.86%
Other	ASR	Low	1,521	49.91%
		Medium	123	4.03%
		High	8	0.25%
	JOINT SPALLING	Low	116	3.80%
		Medium	106	3.49%
		High	20	0.66%
	CORNER SPALLING	Low	106	3.47%
		Medium	56	1.84%
		High	12	0.41%
	FAULTING	Low	15	0.49%
		Medium	4	0.13%
	LARGE PATCH/UTILITY	Low	67	2.20%
		Medium	8	0.27%

Alkali-Silica Reaction (ASR)

ASR is caused by a chemical reaction between alkalis in the cement and certain reactive silica minerals in the aggregate, which may form a gel. This gel absorbs water, causing expansion which may damage the PCC. ASR manifests in the form of cracking, most often in a map pattern. Figure 4.2 shows images that are representative of the ASR in Terminal Apron, Section 20.

Ten of the twenty PCC sections at MGM have ASR, as listed in Table 4.6. Nine of these sections have almost 100 percent ASR density. While there are a few sections with medium severity ASR, most of the ASR is at a low severity level, with minimal to no FOD potential from the cracking. These sections should be monitored on a regular basis to track the severity levels. The only viable repair for medium and high severity ASR is to replace the slabs. When the severity and extent of the ASR increases, complete reconstruction should be considered. The

Airport should also conduct a more detailed evaluation that includes pavement coring and a petrographic analysis work to understand the reasons for the development of ASR.



Figure 4.2: Alkali-Silica Reaction (ASR) Example.

Table 4.6: Sections with ASR.

Branch	Section ID	Area, sf	ASR Density, %		
			Low	Medium	High
A01	20	18,523	3	-	-
A10	10	88,237	99	-	-
A28	20	81,404	100	-	-
ATERM	20	105,852	88	2	1
	30	35,063	100	-	-
	40	127,860	96	4	-
AWEST	80	29,138	90	10	-
	90	141,197	31	12	-
	110	2,747	33	17	50
	150	1,862	100	-	-

PCI Condition Summary

The area-weighted average PCI (AW PCI) for the entire airside pavement network is 65, which is rated as "Fair." Section 50 in West Apron has the highest PCI of 100, while the lowest PCI of 2 is also in the West Apron, in Section 110. Figure B2A in Appendix B presents the PCI results using the 7-color ASTM scale, while Figure B2B is a 3-color 2023 PCI map using the simplified PCI scale.

Figure 4.3 shows the AW PCI for the MGM pavement network by surface type. Figure 4.4 presents the AW PCI by branch use.

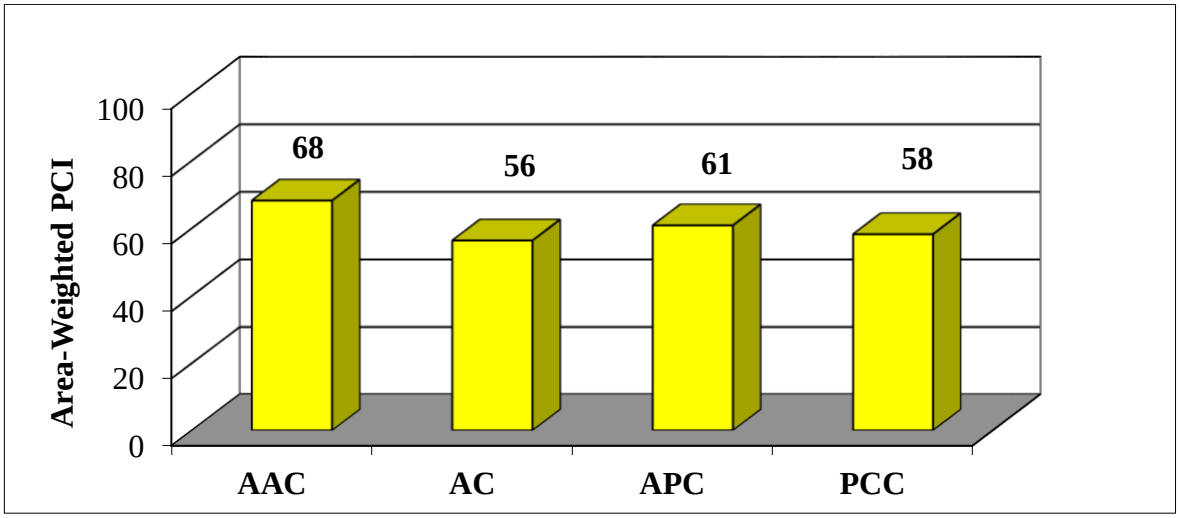


Figure 4.3: Pavement Condition by Surface Type.

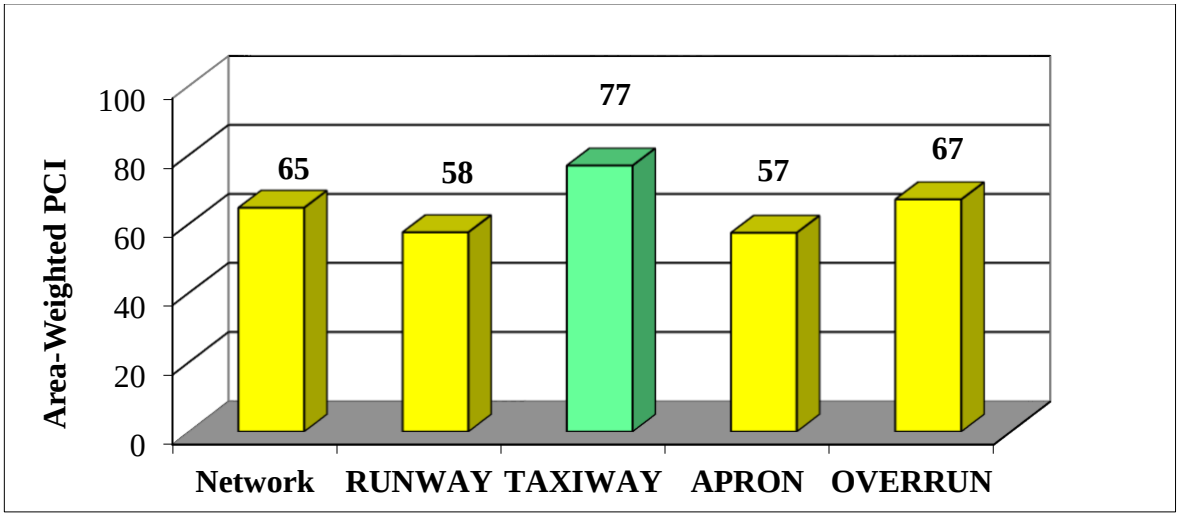


Figure 4.4: Pavement Condition by Branch Use.

Figure 4.5 shows the distribution of the MGM airside pavement network by condition. Approximately 20 percent of the pavement network is in "Good" condition. This primarily includes Taxiway A and the connectors to Runway 10-28, which have received rehabilitation in last two to three years. Approximately 32 percent of the network is in "Poor" or worse condition.

Figures B2D and B2E in Appendix B are maps of the FOD potential and SCI ratings. Appendix D contains a detailed report of the PCI values; and distress types, quantities, and severities for each sample unit that was surveyed in a section in 2023. Appendix E is a summary report of the extrapolated distress data at the section level of the MGM airside pavement network.

Appendix F contains current section and branch PCI data and 2023 and forecasted PCI values for all sections. FOD potential and SCI values by section are also presented. Figure B2E in Appendix B shows the locations of the photos that were taken during the survey. The photos are included in Appendix L.

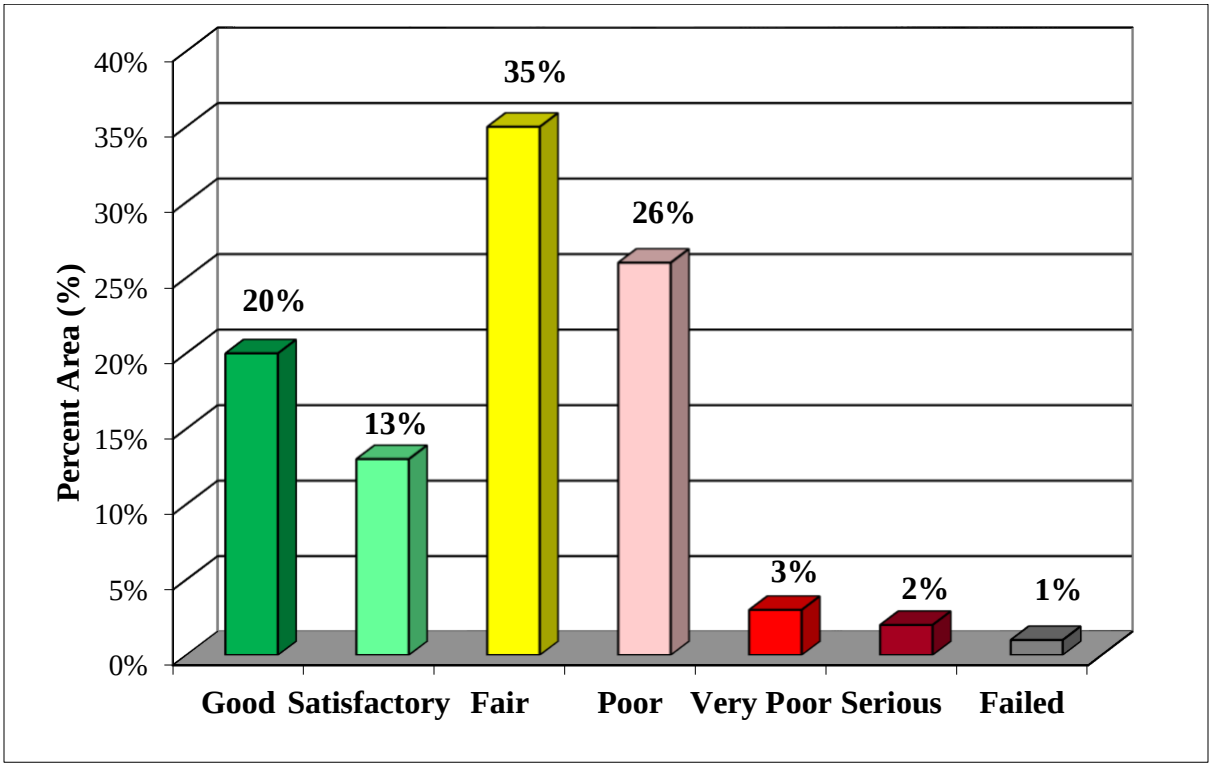


Figure 4.5:Pavement Condition by Percent of Area.

4.6. PAVEMENT CONDITION

The following section describes the pavement condition of the major features in detail.

Runway 10-28

Runway 10-28 is the primary runway at MGM and the largest branch by area. Runway 10-28 received its most recent rehabilitation in 2009, when the pavement was milled 4 inches and a 4-inch P401 overlay placed. As shown in Table 4.6, the runway is implemented in MGM's PMP as nine distinct sections based on traffic operations and expected differences in pavement performance. They consist of 50-ft wide sections that include three "keel" and three "wing sections" on each side of the keel.

Table 4.7 also shows the section PCI and the annual deterioration rate since 2009. The overall AW PCI for the entire runway is 57, a rating of "Fair". This represents an annual deterioration rate of 3 PCI points/year since 2009, which is typical for AC pavements. All observed pavement distresses on the runway are functional in nature, with no load-related distresses. The primary distress is low and medium severity linear cracking. Low to medium severity weathering is present on 100 percent of the pavements.

The "keel" sections have an AW PCI of 61, which is greater than the AW PCI of 56 for the "wing" sections . This is atypical since the keel generally experiences most of the aircraft loads and would be expected to deteriorate at a higher rate. Within the "wing" sections, the sections north of the centerline have a lower PCI. This is primarily due to a higher density of medium severity linear cracking.

Figure 4.6 shows photographs that are representative of the Runway 10-28 pavement condition.

Table 4.7: Runway 10-28 PCI.

Section ID	Surface	Dimensions, ft		Age, Years	PCI	PCI Rating	Deterioration since LCD, PCI points/yr
		Length	Width				
10C	AAC	1,000	50	14	72	Satisfactory	2.0
10N	AAC	1,000	50	14	55	Poor	3.2
10S	AAC	1,000	50	14	71	Satisfactory	2.1
20C	AAC	7,020	50	14	61	Fair	2.8
20N	AAC	7,020	50	14	50	Poor	3.6
20S	AAC	7,020	50	14	62	Fair	2.7
30C	AAC	1,000	50	14	48	Poor	3.7
30N	AAC	1,000	50	14	45	Poor	3.9
30S	AAC	1,000	50	14	47	Poor	3.8
Keel Area-Weighted Average				***14***	***61***	***Fair***	***2.8***
Non-Keel Area-Weighted Average				***14***	***56***	***Fair***	***3.2***
RW Area-Weighted Average				**14**	**57**	**Fair**	**3.0**



Figure 4.6: Runway 10-28 Representative Condition.

Runway 03-21

Runway 03-21 received rehabilitation in 2010, with a one-inch mill and 4-inch P401 overlay. It is implemented in the PMP as 6 sections, with 50-ft wide "keel" and "wing" sections. Table 4.8 presents the 2023 section PCI and the annual rate of deterioration from 2010. The AW PCI for the runway in 2023 is 58, a rating of "Fair". The annual rate of deterioration since 2010 is 3.2 PCI points/year, which is typical of AC pavements.

The observed distresses are functional in nature. The primary distress is low and medium severity block cracking. Low and medium severity weathering is present on the entire surface.

The "keel" sections have an AW PCI of 56, which is lower than the AW PCI of 59 for the "wing" sections.

Figure 4.7 show photographs that are representative of the Runway 03-21 pavement condition.

Table 4.8: Runway 03-21 PCI.

Section ID	Surface	Dimensions, ft		Age, Years	PCI	PCI Rating	Deterioration since LCD, PCI points/yr
		Length	Width				
10C	AAC	2,347	50	13	51	Poor	3.8
10E	AAC	2,373	50	13	58	Fair	3.2
10W	AAC	2,322	50	13	52	Poor	3.7
20C	AAC	1,495	50	13	63	Fair	2.9
20E	AAC	1,469	50	13	62	Fair	3.0
20W	AAC	1,521	50	13	69	Fair	2.4
Keel Area-Weighted Average				***13***	***56***	***Fair***	***3.4***
Non-Keel Area-Weighted Average				***13***	**59**	***Fair***	***3.2***
Area-Weighted Average				**13**	**58**	**Fair**	**3.2**



Figure 4.7: Runway 03-21 Representative Condition.

Taxiway A

Taxiway A consists of five sections. Sections 10, 20, and 50 received rehabilitation at different points of time within the last three years. The two smaller sections, sections 30 and 40 that are within the hold bar of Runway 03-21 were last rehabilitated in 2010 with the runway. Table 4.9 presents the section PCI.

The AW PCI for Taxiway A is 94, a rating of "Good". The larger sections that recently received rehabilitation have a PCI of at least 95 and exhibit minimal distress. The two smaller sections are in "Poor" condition, with block and linear cracking, and weathering. Photos that are representative of the Taxiway A pavement condition are presented in Figure 4.8.

Table 4.9: Taxiway A PCI.

Section ID	Surface	Area, sf	Age, Years	PCI	PCI Rating	Deterioration since LCD, PCI points/yr
10	AAC	273,225	2	98	Good	1.1
20	AAC	178,879	1	98	Good	1.6
30	AAC	21,974	13	44	Poor	4.3
40	AAC	24,722	13	55	Poor	3.4
50	AAC	153,161	3	95	Good	1.7
Area-Weighted Average			**3**	**94**	**Good**	**1.6**





Figure 4.8: Taxiway A Representative Condition.

Taxiway B

Taxiway B consists of six sections with varying age, from 9 to 22 years. Section 20, between Taxiways B3 and E is the newest section, having been constructed in 2014. Sections 30, 40, and 50 are smaller sections adjacent to Runway 03-21. Table 4.10 presents the inventory and condition information for Taxiway B.

The AW PCI is 63, a rating of "Fair". Section 20 has the highest PCI of 73 within Taxiway B, while Section 30 has the lowest PCI of 38. The distresses are functional in nature.

Figure 4.9 includes photographs that are representative of the Taxiway B pavements.

Table 4.10: Taxiway B PCI.

Section ID	Surface	Area, sf	Age, Years	PCI	PCI Rating	Deterioration since LCD, PCI points/yr
10	AAC	189,035	11	58	Fair	3.8
20	AC	200,510	9	73	Satisfactory	3.0
30	AC	21,279	22	38	Very Poor	2.8
40	AAC	16,743	13	39	Very Poor	4.7
50	AAC	21,947	13	46	Poor	4.2
60	AAC	181,800	10	63	Fair	3.7
Area-Weighted Average			**11**	**63**	**Fair**	**3.5**





Figure 4.9: Taxiway B Representative Condition.

Terminal Apron

The Terminal Apron consists of one AC and three PCC sections. All pavements are estimated to be more than 15 years old. From a review of historical aerial imagery, Sections 30 and 40 were constructed in 2006. Table 4.11 presents the inventory and condition information for the Terminal Apron pavements.

The overall AW PCI for the Terminal Apron is 53, a rating of "Fair". The lone AC section, Section 10, is in "Poor" condition with a PCI of 41. There is extensive medium severity linear cracking, which has the highest PCI deduct for this section. The condition of the PCC sections ranges from "Poor" for Section 20 to "Satisfactory" for Section 30. As discussed previously, all Terminal Ramp PCC pavements have extensive ASR. There are also a few slabs exhibiting load related distresses like corner break and linear cracking.

Figure 4.10 are photographs that are representative of the condition of the Terminal Ramp pavements.

Table 4.11: Terminal Apron PCI.

Section ID	Surface	Area, sf	Age, Years	PCI	PCI Rating	Deterioration since LCD, PCI points/yr
10	AC	159,124	25	41	Poor	2.4
20	PCC	105,852	27	47	Poor	2.0
30	PCC	35,063	17	74	Satisfactory	1.5
40	PCC	127,860	17	58	Fair	2.5
Area-Weighted Average			**22**	**53**	**Fair**	**2.2**



Figure 4.10: Terminal Apron Representative Condition.

Other Taxiway and Apron Sections

Table 4.12 lists the 2023 AW PCI for some of the other major airside branches at MGM.

Table 4.12: Major Airside Branches Area Weighted PCI.

Branch Name	Branch Area, sf	Sections	AW Age, Years	AW PCI	PCI Rating	Deterioration since LCD, PCI points/yr
Apron 1	86,440	3	26	42	Poor	2.3
Hold Apron RW10	88,237	1	14	72	Satisfactory	2.0
Hold Apron RW28	107,588	2	11	79	Satisfactory	2.0
East Apron	201,438	7	20	55	Poor	2.3
West Apron	782,721	25	18	59	Fair	2.3
Blast Pad RW10	24,978	1	14	64	Fair	2.6
Blast Pad RW28	23,969	1	14	70	Fair	2.1
TW E	94,155	2	22	51	Poor	2.2

CHAPTER 5

AIR TRAFFIC ANALYSIS

5.1. INTRODUCTION

Air traffic operations are an important part of the analysis and design of airport pavement facilities. They can provide valuable insight into the current performance of the existing pavement, as well as aid in the development of new or major rehabilitation pavement designs. In addition, traffic is a critical input in the determination of structural remaining life and comparison of the Aircraft Classification Rating (ACR) and the Pavement Classification Rating (PCR) which are discussed in detail in Chapter 7.

This chapter describes the development of the aircraft traffic volumes and fleet mix for use in the network-level evaluation of the MGM airside pavements. Traffic data were developed to conduct a network-level structural evaluation and assist in the development of the Capital Improvement Plan (CIP) for the airside pavements. The traffic data presented in this report should not be used for airport master planning or project-level pavement design since these tasks involve a more detailed review of aircraft traffic operations and flow patterns.

5.2. FLEET MIX AND TRAFFIC VOLUMES

An airport's pavement design and rehabilitation needs are based not only on the existing condition of the pavement but also its projected traffic. In order to design pavements that will withstand repeated traffic loadings, current and projected traffic volumes must be estimated to develop rehabilitation designs and strategies that will provide optimal performance throughout the pavement life.

GMC provided the traffic fleet mix and annual departures data from the Engineer's Design Report for the 2021 Taxiway A rehabilitation project. This data, as presented in Table 5.1 included the aircraft, the annual departures, and the equivalent aircraft in FAARFIELD; the FAA's pavement design and PCR analysis software. The GMC data included operations of the F-16C. However, the 187th Fighter Wing at Dannelly Field/MGM phased out the F-16C in 2023 and has transitioned to the F-35A. The corresponding change was made to the fleet mix for the PCR analysis.

Taxiway A is the primary taxiway at MGM and carries traffic from the primary runway, RW 10-28 to the Terminal Apron, the Alabama ANG Apron, and the East and West Aprons. In order to better understand the distribution of aircraft traffic across the airfield, API assigned each aircraft to the following traffic categories:

- Airline – Commercial air traffic accessing the Terminal Apron
- GA – General Aviation aircraft using the East and West Aprons
- Military – Military aircraft primarily accessing the Alabama ANG Apron
- Small Jets – Remaining aircraft, which primarily use the West Apron

Table 5.1: 2024 Annual Aircraft Departures.

Traffic Type	Aircraft	FAARFIELD Aircraft	Annual Deps.
Airline	A320	A321-200	22
	B734	B737-400	12
	CRJ2	CRJ-200 LR	3,108
	CRJ7	CRJ-700	76
	E145	ERJ-145 XR	655
GA	BE58	Beechcraft Baron	4,383
	C182	Cessna 182 Skyline	2,085
	TEX2	S-10	5,503
Military	C130	C-130	688
	C17	C-17A	95
	D328	D-30	1,370
	F35A	F-35A	6,802
	B744	B747-400	10
	DC10	DC10	54
Small Jets	B350	BeechJet-400	1,106
	BE40	BeechJet-400	1,967
	C525	Citation M2 C525	2,473
	C550	Citation-550B	1,591
	CL60	Challenger-CL-604	1,780
	H25B	Hawker-800XP	1,925
		Total Departures	**35,705**

The PCR analysis requires traffic data for each section in terms of the fleet mix and annual departures. API used engineering judgement, and our understanding of the traffic flow patterns at MGM to develop a fleet mix for each branch, as presented in Table 5.2. Some of the assumptions made in this analysis are:

- Runway 03-21 is used minimally, by small GA aircraft.

- The limited operations of the B747-400 and DC-10 at MGM are assumed to be military aircraft that do not access the Terminal Apron.

Appendix G provides a listing of the fleet mix and departure volumes developed for each branch and section in accordance with the estimated distribution in Table 5.2.

Table 5.2: Estimated Departures by Branch.

Branch	Aircraft Departure Distribution	Comments
RW 10-28	(TW A) - (RW 03-21 Traffic)	
RW 03-21	1/3rd of GA Traffic	
TW A	TW A	
TW A1	50% of RW 10-28 Traffic	End connector
TW A2	5% of RW 10-28 Traffic	Assigned nominal traffic
TW A3	5% of RW 10-28 Traffic	Assigned nominal traffic
TW A4	5% of RW 10-28 Traffic	Assigned nominal traffic
TW A5	5% of RW 10-28 Traffic	Assigned nominal traffic
TW A6	5% of RW 10-28 Traffic	Assigned nominal traffic
TW A7	50% of RW 10-28 Traffic	End connector
TW B	1/4th of RW 10-28 Traffic	
TW B1	1/4th of RW 10-28 Traffic	
TW B3	5% of RW 10-28 Traffic	
TW B4	1/4th of RW 10-28 Traffic	
TW C1	"Airline" Traffic	Same as Terminal Apron
TW C2	½ of (Small Jets + 1/3rd of GA)	Half of West Apron
TW C3	½ of (Small Jets + 1/3rd of GA)	Half of West Apron
TW E	1/3rd of GA Traffic	Same as RW 03-21 Traffic
TW E1	1/6th of GA Traffic	Half of RW 03-21 Traffic
TW E2	1/6th of GA Traffic	Half of RW 03-21 Traffic
Terminal Apron	"Airline" Traffic	Commercial traffic
West Apron	(Small Jets) + (1/3rd of GA)	Assume 2/3rd of GA traffic goes to East Apron
RW10 Hold Apron	25% of Non-Military Traffic	
RW28 Hold Apron	25% of Non-Military Traffic	

5.3. AIRCRAFT CHARACTERISTICS

Critical aircraft characteristics for the aircraft in the MGM fleet mix are shown in Table 5.3. These include the Maximum Gross Takeoff Weight (MGTOW) and tire pressure. These characteristics were obtained from FAARFIELD. These aircraft data are used in the structural analyses as discussed in Chapter 7.

Table 5.3: Characteristics of MGM Aircraft Fleet Mix.

Traffic Type	FAARFIELD Aircraft	MGTOW, lbs	Tire Pressure, psi
Airline	A321-200	197,100	212
	B737-400	150,500	185
	CRJ-200 LR	53,250	179
	CRJ-700	73,000	142
	ERJ-145 XR	53,350	175
GA	Beechcraft Baron	5,100	56
	Cessna 182 Skyline	3,110	50
	S-10	10,000	50
Military	C-130	155,000	105
	C-17A	585,000	138
	D-30	30,000	85
	F-35A	67,950	294
	B747-400	877,000	200
	DC10	583,000	177
Small Jets	BeechJet-400	16,300	90
	Citation M2 C525	10,500	98
	Citation-550B	15,000	130
	Challenger-CL-604	48,200	145
	Hawker-800XP	28,120	135

CHAPTER 6

STRUCTURAL DATA COLLECTION AND ANALYSIS

6.1. INTRODUCTION

The PMP implementation for MGM included an evaluation of the pavement structural condition for selected sections. This chapter discusses the collection of Non-Destructive Testing (NDT) data and its analysis, which included determining the pavement layer properties.

6.2. NDT DATA COLLECTION

NDT data were collected between October 24 and 26, 2023, using API's FWD, as shown in Figure 5.1. The FWD used for this testing operation is capable of simulating a moving aircraft wheel load.

The FWD consists of an impulse loading device that applies a load to the pavement surface by dropping a weight onto a spring connected to a load plate of known dimensions. By varying the weight mass and the height from which the weight is dropped, the magnitude of the load can be changed. The resulting pavement deflection is measured by seismic deflection transducers. One transducer is located at the center of the loading plate, and the remaining six sensors are usually spaced at 12-inch intervals away from the plate, as shown in Figure 5.2.

NDT testing was conducted on all MGM airside pavement sections, except the following sections, which primarily serve GA aircraft:

- West Apron – Sections 60, 70, 100, 110, 120, 130, 140, 145, 150, 160, 170, 180, 190, 200, 210, 220, 230. Limited number of test points were taken on Section 90.
- East Apron – All Sections

NDT tests were conducted at a spacing of 400 ft, at offsets of 15 ft on both sides of the centerline. The testing lanes were staggered. Tests were conducted at three load levels of approximately 12,000; 18,000; and 24,000 lbs.

The sensors were located at 0, 12, 18, 24, 36, 48, 60, and 72- inch radial offsets from the center of the loading plate. By collecting deflection measurements at several offsets from the load plate, the deflection profile (or basin) can be determined. In general, weak pavements have high deflections that are confined to a small area, and stiff (strong) pavements have small deflections that are distributed over a much wider area. By analyzing the magnitude and shape of the deflection basin, the strength of the in-place pavement and subgrade materials can be determined.

The raw deflection data are included in Appendix H1.



Figure 6.1: KUAB Falling Weight Deflectometer.

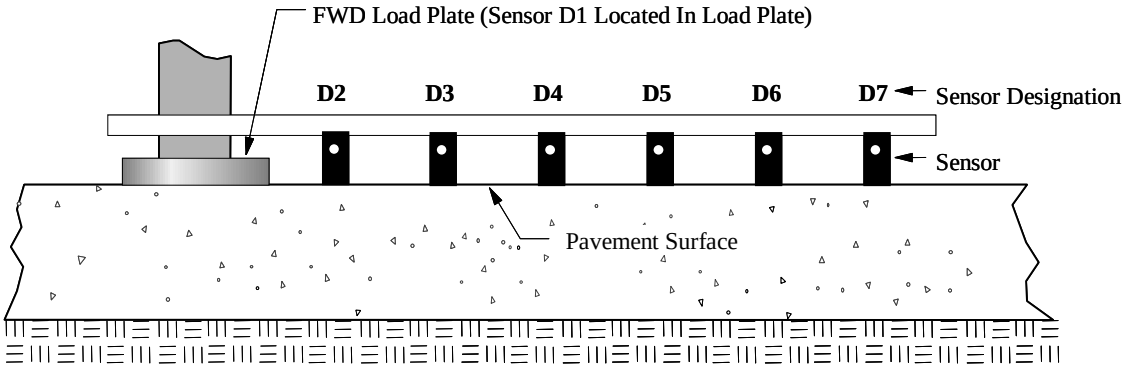


Figure 6.2: Schematic of FWD Load Plate and Sensor Configuration.

6.3. PAVEMENT LAYER CHARACTERIZATION

The NDT deflection data, construction history, and coring results were used to compute the following:

- Impulse Stiffness Modulus (ISM) values.

- Modulus of elasticity (strength) for the surface and subgrade layers.

Impulse Stiffness Modulus (ISM)

The maximum FWD deflections (deflection occurring directly under the FWD load plate) were used to compute the Impulse Stiffness Modules (ISM) values as shown in Equation 6.1. They can then be used for identifying pavement section limits, locating isolated weak areas, and assessing the overall support conditions of the in-place pavements.

As shown, the magnitude of the ISM value depends only on the applied load and the maximum deflection beneath the load plate. While the targeted FWD load at each test point does not change significantly, the resultant deflection can change significantly. For example, a sudden increase in deflection and a corresponding decrease in the ISM value indicates that the pavement structure is weaker because of different layer materials, thinner layers, or a deficiency that has developed in a layer (e.g. fatigue cracking). Therefore, ISM values can be compared directly for each pavement segment to determine the relative pavement stiffness.

$$ISM = \left(\frac{L}{d_0} \right) \qquad (eq\ 6.1)$$

Where:

ISM	=	Impulse stiffness modulus, lb/in.
L	=	Applied FWD load, lbs.
d_o	=	Maximum deflection, in.

The ISM values that are calculated using the deflections from the sensor under the load plate (D0) provide a representation of the overall strength of the pavement. The ISM values from the outermost sensor (D72) are representative of the subgrade strength. ISM values provide a relative comparison of pavement strength and do not have a defined rating scale. Therefore, the Jenk's natural break classification method was used to categorize the ISM values into five distinct classes, for Figures B3A and B3B in Appendix B that present the ISM values from D0 and D72.

Table 6.1 presents the average ISM values from D0 and D72 for the major airside sections. On Runway 10-28, the ISM D0 values are higher for the runway ends compared to the center as shown in Figure 6.3. The ISM D72 values vary across the length of Runway 10-28 as shown in Figure 6.4. The ISM D0 for Runway 03-21 as plotted in Figure 6.5 are lower, reflecting a thinner pavement structure than Runway 10-28, as confirmed from the pavement cores.

PCC pavements are stiffer than AC pavements and this reflects in higher ISM D0 values, which is apparent from the results presented in Table 6.1. However, ISM D0 values for Sections 80 and 90 of the West Apron are significantly lower than the other PCC pavements. The corresponding ISM D72 values for these sections are also lower than the other PCC pavements, which signifies a relatively weaker overall pavement structure.

Table 6.1: Average ISM Values by Section.

Branch	Section	Surface	Area, sf	ISM, lbs/mil					
				D0			D72		
				Average	SD	COV	Average	SD	COV
Runway 10/28	10C	AAC	50,000	3,168	336	11%	9,503	209	2%
	20C	AAC	351,000	2,566	849	33%	12,433	3,342	27%
	30C	AAC	50,000	3,839	1,054	27%	14,897	1,000	7%
Runway 03/21	10C	AAC	117,357	1,143	468	41%	8,888	1,001	11%
	20C	AAC	74,752	1,113	421	38%	9,413	1,447	15%
Taxiway A	10	AAC	273,225	1,912	621	32%	13,230	3,432	26%
	20	AAC	178,879	1,507	517	34%	12,724	2,429	19%
	30	AAC	21,974	1,460	432	30%	15,673	2,642	17%
	40	AAC	24,722	2,978	1,462	49%	12,189	563	5%
	50	AAC	153,161	3,732	1,413	38%	14,604	2,051	14%
Taxiway B	10	AAC	189,035	2,337	1,179	50%	17,903	8,416	47%
	20	AC	200,510	2,626	857	33%	15,108	4,832	32%
	40	AAC	16,743	2,291	NA	NA	13,245	NA	NA
	50	AAC	21,947	2,041	NA	NA	13,191	NA	NA
	60	AAC	181,800	2,007	985	49%	15,687	5,013	32%
Taxiway E	10	AC	71,385	2,690	1,022	38%	13,306	1,467	11%
	20	AAC	22,770	2,088	268	13%	10,470	573	5%
Terminal Apron	10	AAC	159,124	2,121	601	28%	14,011	3,728	27%
	20	PCC	105,852	9,728	1,279	13%	19,864	2,713	14%
	30	PCC	35,063	7,657	1,424	19%	13,986	1,128	8%
	40	PCC	127,860	6,239	376	6%	16,332	2,358	14%
West Apron	10	AAC	72,332	1,897	380	20%	12,819	4,264	33%
	20	AAC	193,206	2,468	1,159	47%	18,490	4,036	22%
	30	AAC	54,470	1,890	579	31%	16,872	4,751	28%
	40	AAC	55,352	1,681	1,244	74%	15,229	3,435	23%
	50	PCC	35,654	9,447	826	9%	20,793	2,290	11%
	80	PCC	29,138	2,283	493	22%	12,166	3,002	25%
	90	PCC	141,197	2,627	387	15%	12,719	1,939	15%

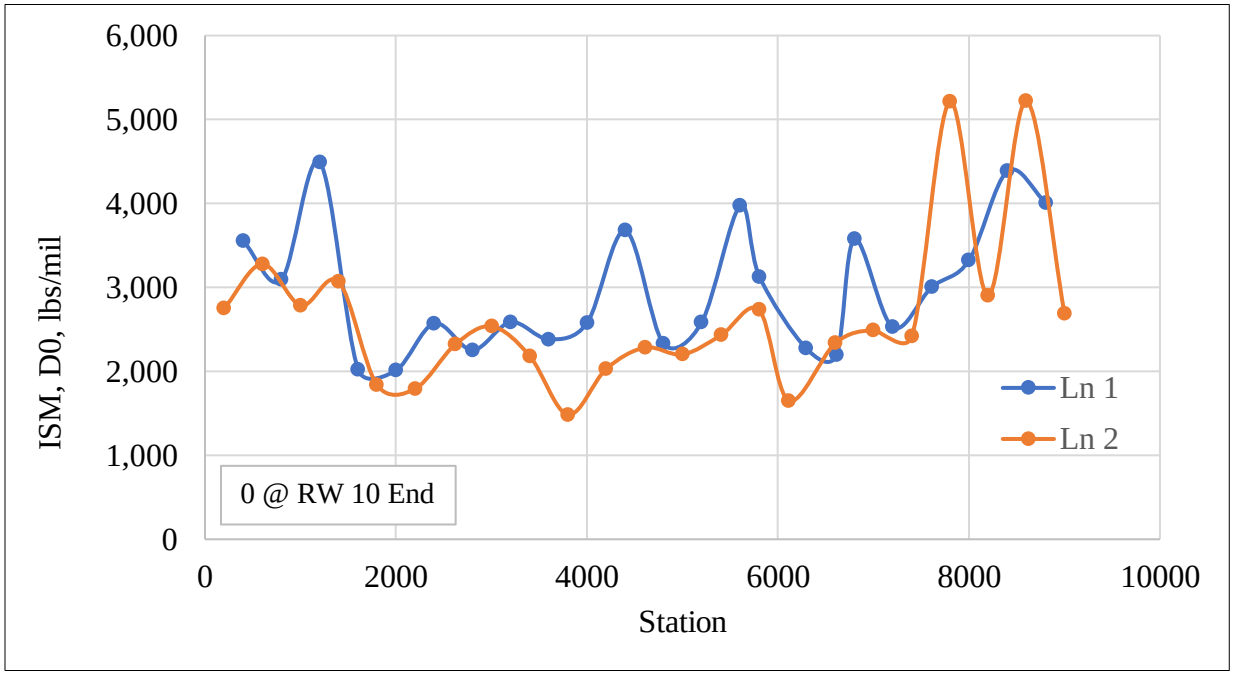


Figure 6.3: Runway 10-28 ISM, D0.

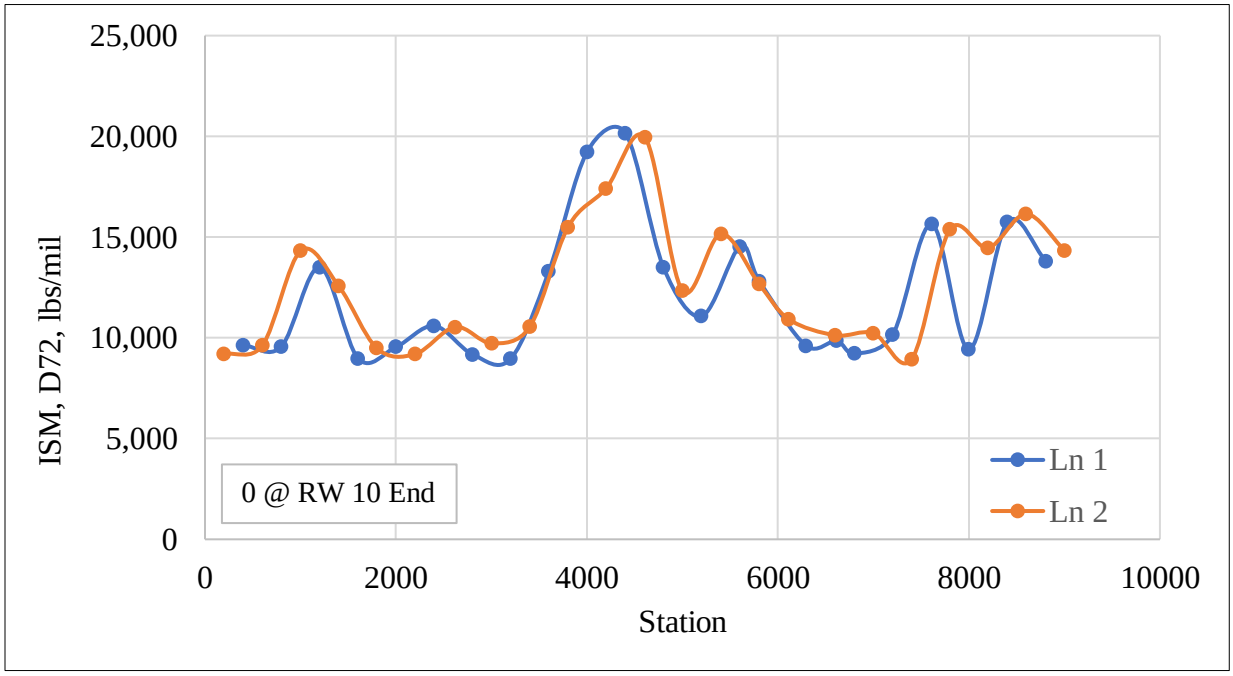


Figure 6.4: Runway 10-28 ISM, D72.

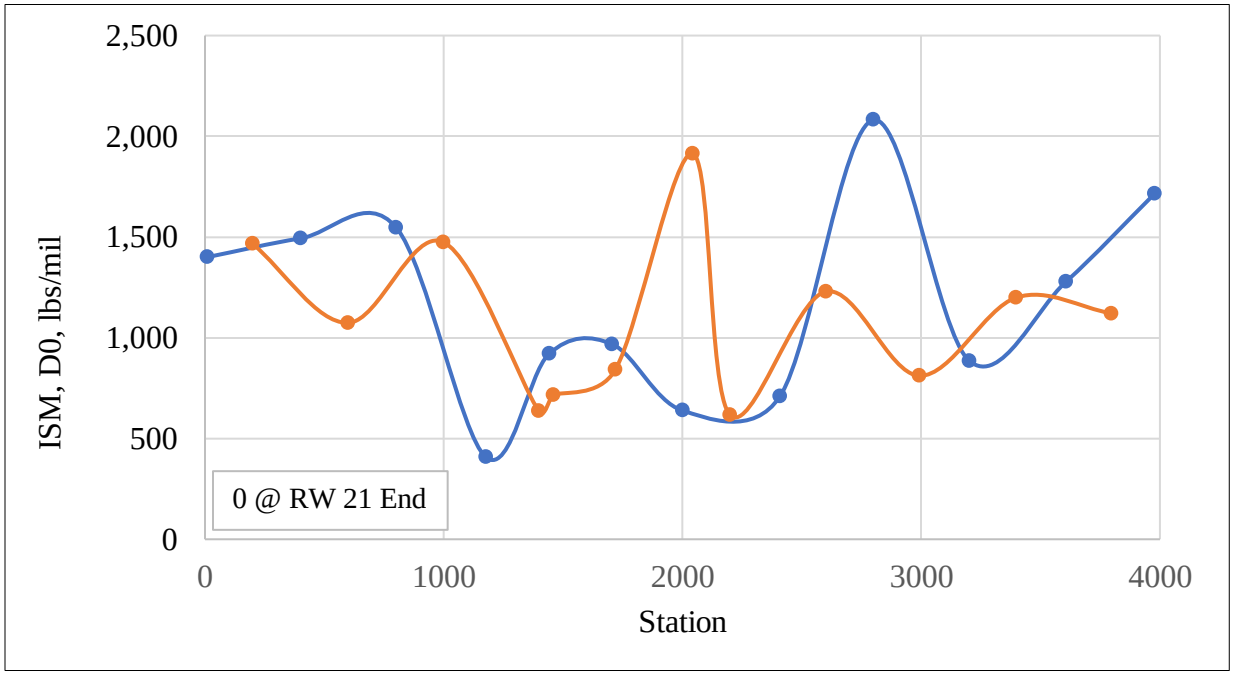


Figure 6.5: Runway 03-21 ISM, D0.

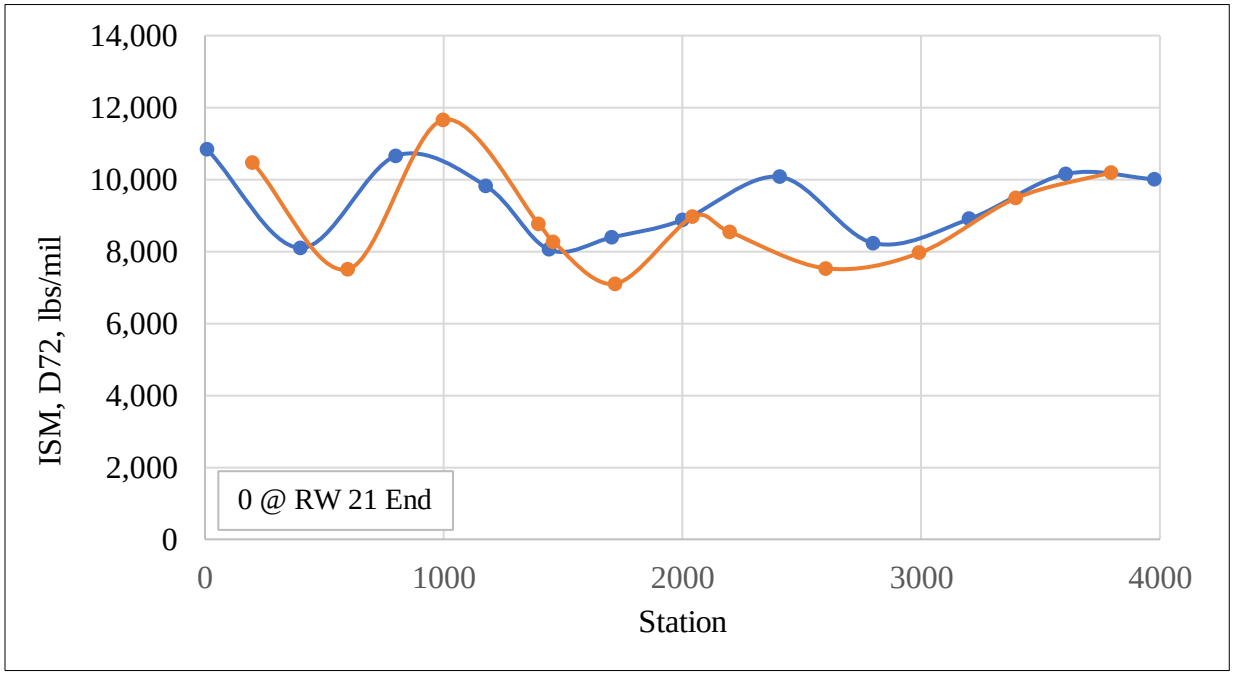


Figure 6.6: Runway 03-21 ISM, D72.

Backcalculation of Pavement Layer Strengths

The NDT deflection data were also used to determine the strength of each pavement layer in the pavement cross sections. The strength, or elastic modulus (E) of each layer was backcalculated using software analysis tools that have been developed for pavements. The general principle of backcalculation is that the deflections measured by the FWD are dependent on the following parameters:

- Thickness and stiffness of the pavement layers
- Stiffness of the foundation
- Degree of friction between the pavement layers
- Magnitude of applied load
- Radius of applied load and rate of loading
- Position of the deflection sensors

Since the loading, deflection, and layer thickness parameters are known, and the interface friction condition is assumed, the measured pavement deflections were used to solve for the stiffness of the pavement layers, including the subgrade. API used the elastic layer analysis in PCASE 2.09 program to determine the strength of each pavement layer, including the subgrade.

During the backcalculation work, the following Poisson's ratios were used in the elastic layer analysis work. Poisson's ratio (μ) is defined as the ratio of the strain normal to applied stress to the strain parallel to the applied stress. The ratio has values in elastic materials that range from 0 to 0.5. For a material that shows no change in volume, the Poisson's ratio would be 0.5.

- PCC layers: 0.15
- Cement treated base: 0.20
- Asphalt bases: 0.30
- Subgrade: 0.40

Table 6.2 provides a summary of the typical elastic modulus values for pavement materials. API reviewed the results from the backcalculation analysis for each pavement section at MGM to assess the strength of each layer within the pavement cross section. Our review included not only a review of the average pavement layer modulus values but also a review of the variability of the elastic modulus values for all NDT locations within each pavement section.

Table 6.2: Typical Elastic Modulus Values for Pavement Materials.

Material	Low Value, psi	Typical Value, psi	High Value, psi
Asphalt concrete	100,000	500,000	2,000,000
Portland cement concrete	1,000,000	6,000,000	10,000,000
Lean-concrete base	500,000	1,500,000	3,000,000

Material	Low Value, psi	Typical Value, psi	High Value, psi
Asphalt-treated base	150,000	500,000	1,500,000
Cement-treated base	200,000	750,000	2,000,000
Granular base	10,000	35,000	70,000
Granular subbase or soil	6,000	20,000	40,000
Stabilized subgrade soil	10,000	50,000	150,000
Cohesive subgrade soil	3,000	7,000	25,000

The output from the PCASE backcalculation analysis is presented in Appendix I1. Table 6.3 provides a summary of the "E" values for the surface, base layers and the subgrade for the major airside sections. Appendix I2 provides the values for all sections.

The "E" values reflect the structural strength of the layers. When pavements are constructed properly, these values are at the high end of the range shown in Table 6.2. Over time, as pavements deteriorate the "E" values decrease.

The condition of the pavement cores provides a reliable way to verify the results of the backcalculation. In the case of the APC sections 10C and 30C on Runway 10-28, Table 6.3 shows significantly low "E" values for the underlying PCC. Figure 6.7 is a photograph of the core taken on section 10C and shows the PCC to be delaminated, resulting in the low "E" value. The cores for other sections that have low PCC "E" values show a similar deterioration in the PCC, either through delamination or being severely broken up in the case of Taxiway A7, Section 10.



Figure 6.7: Core C-1, RW10-28-10C.

The pavement coring conducted by GMC identified the subgrade soils as clayey sands. The subgrade "E" value from the backcalculation is fairly consistent between the sections and the area-weighted average is 29,200 psi, corresponding to a CBR value of 19, which is typical for clayey sands. As will be discussed in the next section, the subgrade "E" value is a critical input in the PCR analysis.

Table 6.3: Average Elastic Modulus Values for Major Sections.

Branch	Section	Surface	Area, sf	PCI	Age, Years	AC/PCC, "E", psi			Aggregate Base/PCC, "E", psi			Subgrade, "E", psi		
						Avg.	Std. Dev	COV	Avg.	Std. Dev	COV	Avg.	Std. Dev	COV
Runway 10-28	10C	APC	50,000	72	15	520,188	312,392	60%	2,500,000	0	0%	12,433	887	7%
	20C	AAC	351,000	61	15	815,643	375,018	46%	111,906	55,600	50%	22,429	7,481	33%
	30C	APC	50,000	48	15	693,089	435,808	63%	4,000,000	3,354,102	84%	23,055	4,535	20%
Runway 03-21	10C	AAC	117,357	51	14	334,386	282,682	85%	124,740	37,212	30%	19,512	3,730	19%
	20C	AAC	74,752	63	14	426,212	321,539	75%	114,668	57,991	51%	20,473	3,546	17%
Taxiway A	10	AAC	273,225	98	3	413,695	233,219	56%	122,502	55,616	45%	29,553	10,809	37%
	20	AAC	178,879	98	2	335,111	152,983	46%	108,401	53,498	49%	25,300	10,538	42%
	30	AAC	21,974	44	14	192,389	130,658	68%	150,000	0	0%	46,006	17,525	38%
	40	AAC	24,722	55	14	1,273,508	0	0%	-	-	-	10,266	0	0%
	50	AAC	153,161	95	4	1,180,670	955,153	81%	59,390	68,487	115%	23,642	11,159	47%
Taxiway B	10	AAC	189,035	58	12	319,873	208,750	65%	134,670	38,512	29%	39,881	15,900	40%
	20	AC	200,510	73	10	1,292,639	603,768	47%	115,224	52,063	45%	29,452	7,138	24%
	40	AAC	16,743	39	14	439,822	0	0%	150,000	0	0%	24,443	0	0%
	50	AAC	21,947	46	14	396,191	0	0%	150,000	0	0%	25,634	0	0%
	60	AAC	181,800	63	12	235,886	99,322	42%	150,000	0	0%	35,597	15,798	44%
Taxiway E	10	AC	71,385	53	23	523,232	196,839	38%	131,875	51,265	39%	33,612	6,623	20%
	20	AAC	22,770	45	23	466,925	66,484	14%	150,000	0	0%	23,375	3,584	15%
Terminal Apron	10	APC	159,124	41	26	338,137	86,103	25%	4,488,429	4,629,312	103%	27,148	10,278	38%
	20	PCC	105,852	47	28	9,329,647	2,011,750	22%	-	-	-	39,547	11,935	30%
	30	PCC	35,063	74	18	9,151,397	2,357,517	26%	77,500	76,422	99%	27,662	11,564	42%
	40	PCC	127,860	58	18	6,666,627	1,381,418	21%	136,818	43,719	32%	24,941	5,132	21%

Branch	Section	Surface	Area, sf	PCI	Age, Years	AC/PCC, "E", psi			Aggregate Base/PCC, "E", psi			Subgrade, "E", psi		
						Avg.	Std. Dev	COV	Avg.	Std. Dev	COV	Avg.	Std. Dev	COV
West Apron	10	AAC	72,332	99	2	1,034,964	287,213	28%	-	-	-	33,080	11,757	36%
	20	AAC	193,206	69	12	676,607	533,888	79%	-	-	-	42,742	16,518	39%
	30	AAC	54,470	80	12	972,814	609,965	63%	-	-	-	38,584	13,053	34%
	40	AAC	55,352	71	12	433,623	444,266	102%	-	-	-	30,803	14,202	46%
	50	PCC	35,654	100	1	9,914,867	147,454	1%	150,000	0	0%	36,227	4,147	11%
	80	PCC	29,138	42	31	5,835,705	2,425,914	42%	125,833	59,196	47%	22,688	9,401	41%
	90	PCC	141,197	44	30	6,207,262	2,551,237	41%	133,889	48,333	36%	25,331	5,532	22%

CHAPTER 7

PAVEMENT CLASSIFICATION RATING

7.1. OVERVIEW

The primary objective of a network-level structural analysis is to determine the load-carrying capacity of each pavement section. If a pavement section is structurally deficient, it will not be able to carry the projected aircraft traffic operations for the intended design life of the section. For structurally deficient sections, a rehabilitation alternative must be designed that will provide the intended service life.

There are several approaches that can be used to determine if a pavement section is structurally deficient. Questions that can be asked might include:

- Which aircraft causes the most structural damage? (i.e. Critical Aircraft)
- If a pavement section will not support aircraft operations for at least the next 20 years, how many aircraft departures can it support? (i.e. Allowable Annual Passes)
- Alternatively, if a pavement section will not support expected aircraft operations for at least the next 20 years, what reduction in traffic volume or load is necessary to support traffic for 20 years of operations? (i.e. Allowable Aircraft Weight)
- What is the relative load carrying capacity of the pavement sections (runways, taxiways) with respect to the actual loads that are applied? (i.e. ACR/PCR as defined within this chapter)

API used the FAA's FAARFIELD program, version 2.1.1 to answer these questions.

7.2. NETWORK LEVEL STRUCTURAL ANALYSIS

Chapters 5 and 6 describe the necessary data that are required to conduct the analysis. Structural inputs that are required in the analysis are as follows:

- Pavement layer thicknesses and material types
- Amount of load-related PCI distresses
- Current and projected fleet mix operations
- Pavement layer strengths

FAARFIELD uses mechanistic analysis procedures in pavement evaluation and design. Each program uses an elastic layer analysis to determine the structural capacity of each pavement, the expected remaining life in years, and the improvements that are required for structurally deficient

pavements. The elastic layer analysis computes the response of the pavement in terms of stresses, strains, and deflections that occur from aircraft traffic loads.

For the elastic layer evaluation, vertical compressive strain on the subgrade and flexural stress at the bottom of the PCC layer were used to compute the allowable number of aircraft departures for each pavement section and the allowable aircraft loads. In addition, the horizontal tensile strains at the bottom of the AC layer were verified with FAARFIELD to be sure that the pavement would not develop alligator cracking under projected traffic.

Critical Aircraft

The critical aircraft is determined in accordance with FAA AC 150/5335-6D. The critical aircraft is the aircraft that causes the greatest damage to the pavement when designing for the forecasted number of annual departures. It is not necessarily the heaviest aircraft. In the case of MGM, the critical aircraft varies between the CL-604, A321-200, B747-400, and the DC-10, as shown in map B3D in Appendix B.

The network-level structural analysis was performed based on 100 percent of the MGTOW. Project-level design, in accordance with FAA AC 150/5320-6G and its associated design software FAARFIELD, uses 95 percent of MGTOW. When detailed project-level analysis work is conducted for a pavement section, the traffic data assigned to the pavement section should be reviewed and structural design alternatives should be determined using FAARFIELD. Note that current FAA design standards are described in the updated Advisory Circular 150/5320-6G and its software companion, FAARFIELD, version 2.1.1.

Annual Allowable Passes and Allowable Aircraft Weight

For AC pavements, the allowable number of coverages is based on fatigue models for the subgrade and the AC surface layer. Pass to coverage (P/C) ratios are automatically calculated in FAARFIELD for channelized (e.g. taxiways) and unchannelized (e.g. aprons and runway interior) aircraft traffic. Once the allowable number of coverages and P/C ratios are determined, the product of these two results provides the allowable number of departures (passes) for a pavement section.

Since there are several aircraft in a fleet mix, the cumulative effect of departures of several aircraft models is determined through Miner's fatigue consumption damage model, which results in the predicted number of future allowable passes that can occur before pavement failure. The Miner's model assumes that structural damage is cumulative and that a pavement has a finite life defined by the allowable number of load applications prior to failure. Each load application consumes a small percentage of the pavement life. When load applications equal the number allowable, Miner's damage is equal to 1.0, and significant structural deterioration has occurred. Past damage values less than 1.0 are expected for pavements that exhibit lower amounts of fatigue cracking (e.g. load-related PCI distresses). Equation 7.1 illustrates Miner's theory:

$$\text{Miner's Damage} = \sum_1^i \frac{n_i}{N_i} + \sum_1^j \frac{n_j}{N_j} \qquad (eq\ 7.1)$$

where

n_i = Number of past aircraft passes "i."
N_i = Number of past allowable aircraft passes "i " (based on existing cross section)
n_j = Number of future aircraft passes "j."
N_j = Number of future allowable aircraft passes "j" (based on structural improvements)

The amount of fatigue damage depends on the amount of past and future traffic. Reliable past aircraft traffic data is seldom available for pavement structural evaluations, so in order to account for past fatigue damage, the load-carrying capacity of pavements with a PCI below 40 is reduced by 25 percent. The affected sections at MGM are TW B-30 and 40 and TW E1-20

ACR-PCR System

The ACR-PCR is a system for reporting the airfield pavement bearing strength. For this system, the analysis is conducted according to the International Civil Aviation Organization (ICAO) as outlined in the Doc. 9157-AN/901, Part 3, *Aerodrome Design Manual* and the FAA Advisory Circular AC 150/5335-5D titled *Standardized Method of Reporting Airport Pavement Strength - PCR*. The definitions of Aircraft Classification Rating (ACR) and Pavement Classification Rating (PCR) as presented in AC 150/5335-5D are as follows:

ACR: A number that expresses the relative effect of an aircraft at a given configuration on a pavement structure for a specified standard subgrade strength. The ACR number is calculated using aircrafts characteristics.

PCR: A number that expresses the load carrying capacity of a pavement for unrestricted operations.

The ACR-PCR system is structured so a pavement with a particular PCR value can support an aircraft that has an ACR value equal to or less than the pavement's PCR value. This is possible because ACR and PCR values are computed using the same pavement structural analysis theory.

Aircraft Classification Rating (ACR)

The ACR represents the relative structural impact of a particular aircraft on different pavement types for specified standard subgrade strengths, expressed in terms of the modulus of elasticity (E). This is accomplished by expressing the required pavement thickness for an individual aircraft in terms of the equivalent single wheel load that would be needed to produce that same

pavement thickness (see Figure 7.1). To standardize the ACR calculation for AC pavements, the derived single wheel load is calculated at a constant pressure of 218 psi relative to a total thickness "t" computed for 36,500 passes of the aircraft. To standard the ACR calculation for rigid pavements, a standard stress is stipulated as 399 psi.

The magnitude of the equivalent single wheel load (expressed in Mg) multiplied by two expressed in hundreds of kilograms is the ACR. Higher ACR values indicate the aircraft would have a more severe effect on a pavement, whereas lower values indicate a less severe effect. However, granular subgrade soils with higher modulus of elasticity values, and thus stronger support conditions, will produce a lower ACR than those with weaker support conditions. ACRs have a minimum value of 0 with no upper limit.

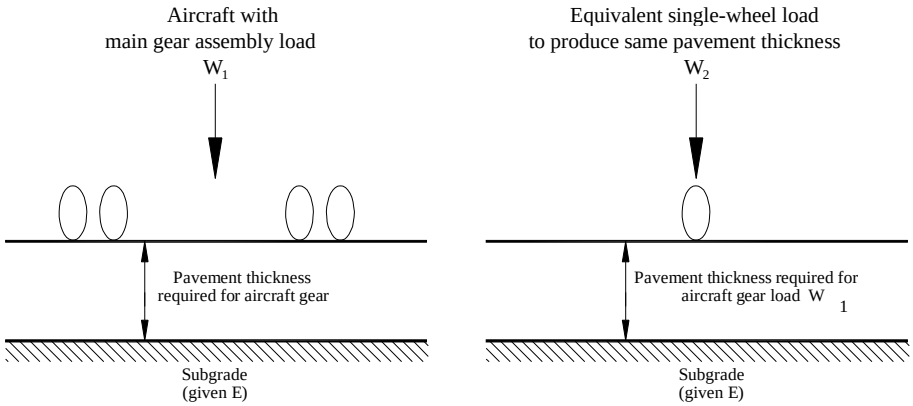


Figure 7.1: Aircraft Classification Rating (ACR)

The aircraft manufacturer provides the official computation of an ACR value. Computation of the ACR requires detailed information on the operational characteristics of the aircrafts, such as center of gravity, maximum ramp weight, wheel spacing and tire pressure. The FAA developed a software application, ICAO-ACR 1.3 that calculates ACR values using the procedures and conditions specified by ICAO. Figure 7.2 is a screen shot of the software that shows the ACR values for AC pavements for the B737-400. The ICAO software was used to compute the ACR values for the aircraft in the MGM fleet mix. Table 7.1 provides a listing of the ACR values for AC (Flexible) and PCC (Rigid) pavements for all subgrade categories.

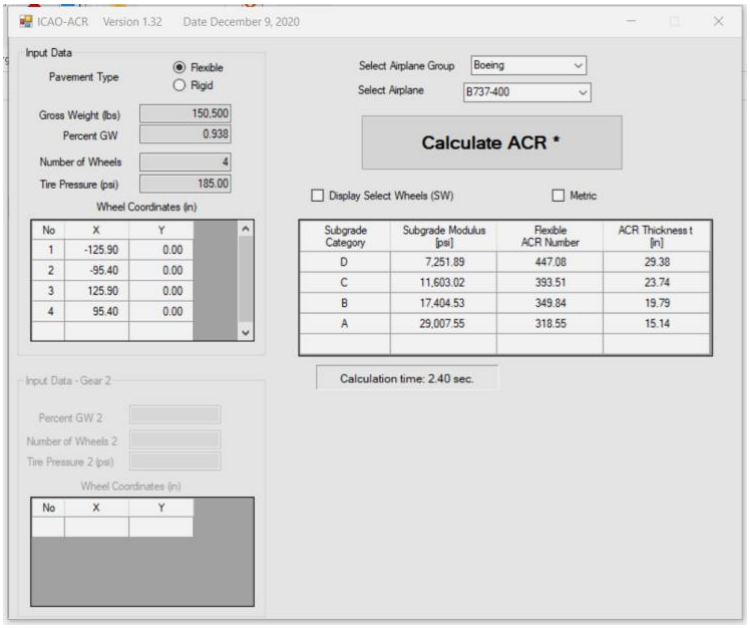


Figure 7.2: ACR Values for the Boeing 737-400 Aircraft.

Table 7.1: ACR Values at MGTOW for Aircraft in MGM Fleet Mix.

Traffic Type	Aircraft	ACR, Flexible				ACR, Rigid			
		A	B	C	D	A	B	C	D
Airline	A321-200	440	475	521	589	584	608	625	644
	B737-400	319	350	393	447	429	450	464	479
	CRJ-200 LR	112	125	139	166	151	158	163	169
	CRJ-700	139	156	171	198	183	196	206	215
	ERJ-145 XR	293	344	381	406	152	160	165	171
GA	Beechcraft Baron	25	28	33	41	29	32	35	38
	Cessna 182 Skyline	10	10	11	11	7	7	7	8
	S-10	22	24	30	35	14	17	20	23
Military	C-130	253	292	314	340	274	305	329	355
	C-17A	377	450	550	743	507	574	655	772
	D-30	40	56	67	85	60	68	74	80
	F-35A	289	289	289	289	295	295	295	295
	B747-400	474	518	607	833	582	686	767	855
	DC10	481	518	582	740	563	637	724	822
Small Jets	BeechJet-400	46	57	61	64	45	49	51	53
	Citation M2 C525	33	38	40	42	30	32	34	35
	Citation-550B	54	59	61	62	52	54	55	56

Traffic Type	Aircraft	ACR, Flexible				ACR, Rigid			
		A	B	C	D	A	B	C	D
	Challenger-CL-604	99	119	143	164	138	146	151	156
	Hawker-800XP	53	63	73	88	73	78	82	85

Pavement Classification Rating (PCR)

The PCR is established by a structural assessment of the pavement and indicates a pavement's ability to support, without weight restrictions, an aircraft that has an ACR value equal to or less than the PCR value. This number is applicable to both flexible and rigid pavements. The PCR value also includes codes following the numerical value that present additional information from the following categories:

- Pavement Type
  - R = Rigid (PCC)
  - F = Flexible (AC)
- Subgrade Strength Category
  - A = High (E > 21,756 psi)
  - B = Medium (14,504 < E < 21,756 psi)
  - C = Low (8,702 < E < 14,504 psi)
  - D = Very Low (E < 8,702 psi)
- Maximum Allowable Tire Pressure
  - W = Unlimited (No pressure limit)
  - X = High (Pressure limited to 254 psi)
  - Y = Medium (Pressure limited to 181)
  - Z = Low (Pressure limited to 73 psi)
- Pavement Evaluation Method
  - T = Technical Evaluation
  - N = Non-technical Evaluation

For the structural analysis of the MGM airside pavements, pavement type is "F" for AC and AC-overlaid-AC pavements and "R" for PCC pavements. PCR values included information with regard to the subgrade strength category; maximum allowable tire pressure where "W" (unlimited) assigned for a majority of the MGM pavements; and the pavement evaluation is "T" because a technical evaluation was conducted using FAARFIELD for runway, taxiway, and apron pavement sections.

Evaluation of ACR/PCR Results

The ACR-PCR system is structured such that a pavement with a given PCR value can support an aircraft that has an ACR value equal to or less than the PCR. Likewise, the pavement cannot

accept an aircraft with an ACR value exceeding the PCR. However, the Aerodrome Design Manual does allow for some overloads according to the following criteria (ICAO):

- For flexible or rigid pavements, occasional movements by aircraft with an ACR not exceeding 10 percent of the reported PCR should not adversely affect the pavement.
- The annual number of overload movements should not exceed approximately 5 percent of the total annual aircraft movements.
- Overloads should not normally be permitted on pavements already exhibiting signs of distress, during periods of thaw following frost penetration, or when the strength of the pavement or its subgrade could be weakened by water.

To evaluate the load-carrying capability of the airport pavement sections using the ACR-PCR procedure, the section PCR values are compared with the ACR of the aircraft using that section. The most typical use of the ACR-PCR procedure is to determine whether a particular aircraft type not currently operating at MGM should be allowed to use one of the facilities (e.g. RW 10-28).

It should be noted that another method of conducting a structural evaluation according to the ACR-PCR method (i.e. the non-technical method) only investigates the ACR of the aircraft currently using an airfield. If no aircraft has caused damage to the airfield pavement, then the PCR of that facility is assumed to be at least as great as the heaviest aircraft using the facility. This method is not recommended because a comprehensive structural evaluation was conducted at MGM as part of the pavement evaluation study.

Limitations of the ACR-PCR Procedure

Regardless of whether a technical or non-technical evaluation method has been used to assign PCR values to a pavement section, it is important to understand the limitation of the ACR-PCR system. As stated in the FAA Advisory Circular, 150/5335-5D, "*The ACR-PCR system is only intended as a method that airport operators can use to evaluate acceptable operations of aircraft. It is not intended as a pavement design or pavement evaluation procedure, nor does it restrict the methodology used to design or evaluate a pavement structure."*

7.3. STRUCTURAL ANALYSIS RESULTS

FAARFIELD was used to compute the PCR values for the MGM pavement sections. The primary inputs were the aircraft fleet mix as described in Chapter 5, pavement structure information from the PMP work history and pavement cores, and the results of the subgrade modulus of elasticity from the FWD testing. The analysis output by section is presented in Appendix I3. The ACR/PCR ratio is an indicator of how much the pavement is overloaded, with a ratio greater than 1.4 indicating a significant overload.

Table 7.2 presents the PCR ratings and allowable loads for the MGM runways.

Table 7.2: Runway PCR and Allowable Loads.

Runway	PCR	Allowable Loads, lbs, in thousands				ACR/PCR
		SW	DW	DT	2D/2D2	
RW 10-28	600/F/A/X/T	120	250	550	1,120	0.8
RW 03-21	150/F/B/X/T	68	108	186	-	0.8

Note: SW – Single Wheel, DW- Dual Wheel, DT – Dual Tandem, 2D/2D2 –Double Dual Tandem.

Table 7.3 presents the above information for the other major branches at MGM.

Table 7.3: Branch PCR and Allowable Loads.

Branch Name	PCR Rating	Allowable Loads, lbs, in thousands				ACR/PCR
		SW	DW		2D	
Taxiway A	600/F/A/X/T	120	250	550	1,120	0.8
Taxiway B	600/F/A/X/T	120	250	550	1,120	0.8
Taxiway E	125/F/A/X/T	120	250	550	-	0.8
Terminal Apron	500/R/A/W/T	120	173	328	-	1.2
West Apron	160/R/A/W/T	52	67	137	-	0.9

Appendix I4 provides a listing of the section PCR, allowable loads, and ACR/PCR ratio. A map of the PCR values by section is presented in Appendix B3E. Map B3F reports the PCR by facility, which typically is the lowest section PCR within that particular facility. Map B3G reports the ACR/PCR ratio for the MGM sections.

Only Runway 10 Hold Pad, Section 10 has an ACR/PCR ratio greater than 1.4. This doesn't necessarily indicate that the pavement cannot carry any more loads, but that it has failed according to the failure criterion used in the structural analysis. The structural condition should be correlated with the pavement's functional condition while developing pavement repair recommendations.

CHAPTER 8

DATABASE CUSTOMIZATION

8.1. INTRODUCTION

PCI data were collected and entered in the PAVER software. In addition, software customization included the following components, which are described in detail in this chapter.

- Performance Modeling
- Critical PCI
- Maintenance Policies
- Repair Policies
- Unit Costs

8.2. PERFORMANCE MODELING

To determine long-term repair needs, the PMP must be able to predict future pavement condition. Future pavement condition is predicted using equation models that are generated from current and historical PCI data. Equation models are developed by grouping pavements based on similar performance characteristics such as region, construction history, surface type, traffic, priority and use. Mathematical techniques such as straight-line extrapolation and regression that include boundary and outlier filters are used to develop models that provide the best fit equation for the pavement condition data. PAVER's Prediction Modeling module was used to develop pavement performance models that are commonly referred to as 'Family Curves'.

Prediction models are used at the section level to compute future conditions based on the typical performance of the pavement sections that are included in each model. Future condition is computed by defining its position relative to the prediction model. The section prediction curve, or equation, is drawn through the current PCI-age point for each specific section. Since the shifted curve will run parallel to the computed prediction model, the predicted condition can be computed for any future age. Figure 8.1 is an illustration of this process.

The MGM airside family curves were developed with data from the 2023 pavement inspections and are presented in Figure 8.2.

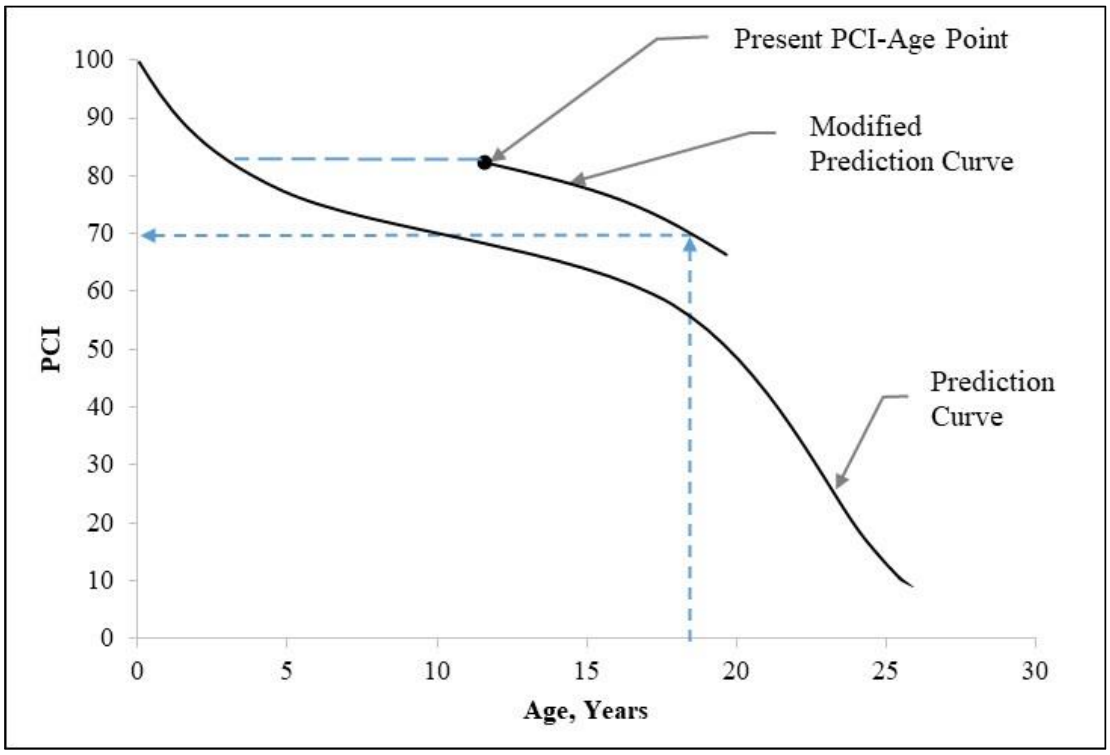


Figure 8.1: PCI Forecasting.

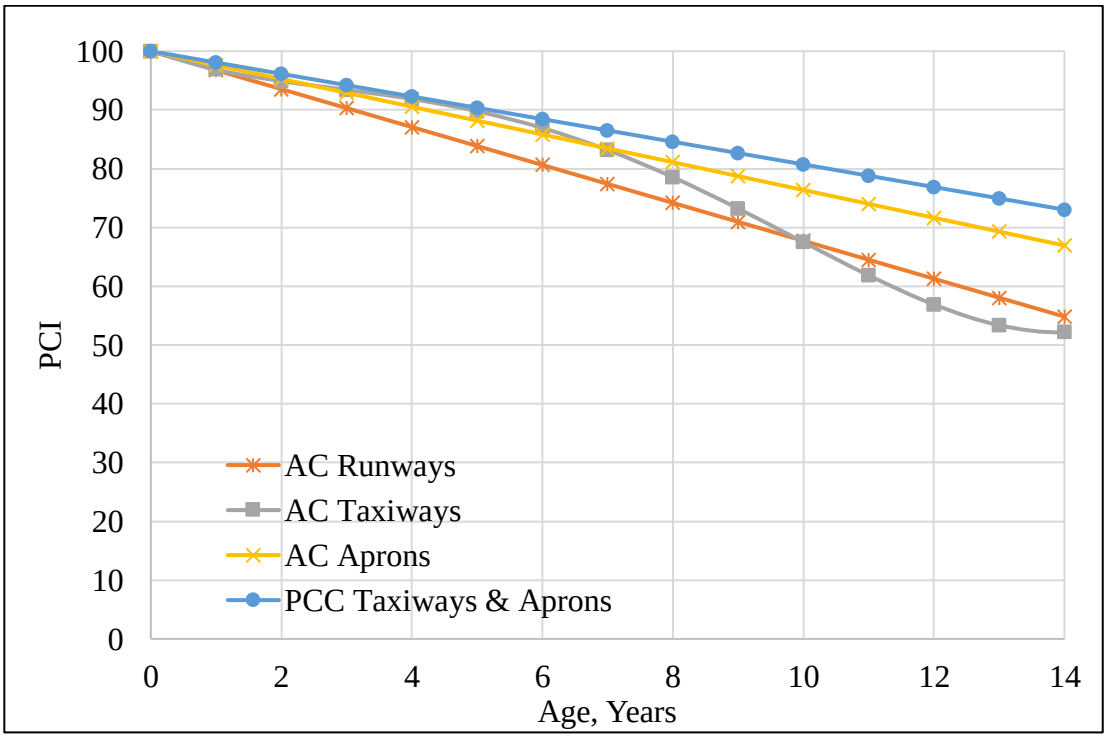


Figure 8.2: Family Curves.

8.3. CRITICAL PCI

The Critical PCI (CP) value is defined as "the PCI value at which the rate of PCI loss increases with time, or the cost of applying localized preventive maintenance increases significantly." API used this definition to customize critical PCI values in the PAVER™ database for MGM. These values, or M&R triggers, are assigned for each prediction model.

As such, the critical PCI values for the MGM airside pavements are directly related to the branch use. These critical PCI levels were selected based on several factors, including a review of performance models, experience, and critical PCI values used at other airports. Critical PCI values should also acknowledge the time that is required for funding approval and design. For those pavement sections with PCI values that are above the critical PCI (trigger) value, preventative maintenance should be performed to prevent future higher rates of deterioration. For those sections with PCI values below the critical PCI values, Major M&R work should be performed as soon as sufficient funds are available.

Figure 8.3 shows how the performance models are used to establish a critical PCI. The expected deterioration rate can help to identify the time when it is most economical to conduct Major M&R. Delays in Major M&R work can be expected to increase the cost of conducting this work.

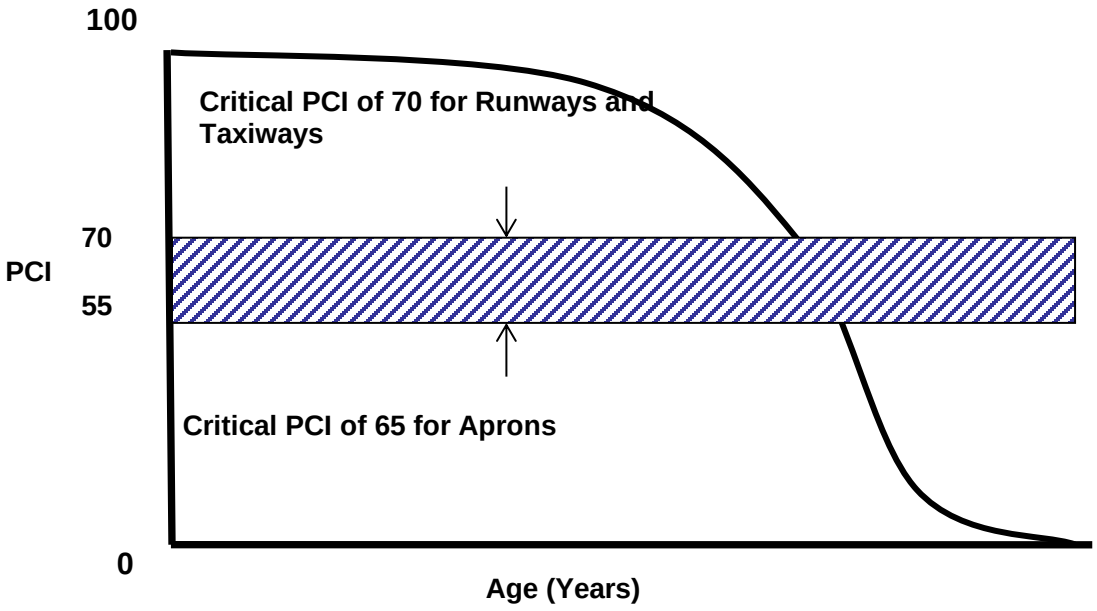


Figure 8.3: Critical PCI.

During the identification of M&R needs for MGM, API benchmarked MGM's critical PCI values with several airports with similar levels of aircraft operations. The trigger values at these

airports are between 70 and 75 for runways, 60 to 75 for taxiways and 60 to 70 for aprons. The trigger values for MGM were set to 70 for runways and 65 for taxiways and aprons.

8.4. MAINTENANCE POLICIES

Maintenance policies refer to the guidelines for applying activities that are applied at different condition levels to maintain a pavement.

Maintenance activities broadly consist of two categories, which are applicable based on the "Critical" PCI:

- Preventive Maintenance: Routine maintenance of small areas of pavement when the section PCI is greater than the Critical PCI.
- Safety (Stopgap) Maintenance: Activities to address distresses that would affect operational safety if these areas were not repaired when the section PCI is below the Critical PCI.

Localized maintenance policies, which identify the type of repair required for each distress and severity level are listed in Appendix J. These policies have been implemented for the MGM pavements and are only applied in a single year to correct localized distresses that were recorded during the 2023 PCI survey. Since future pavement distress types, severities, and quantities cannot be reliably predicted, the localized maintenance policies were used to develop cost-by-condition tables for multi-year M&R plans.

8.5. REPAIR POLICIES

Three different categories of pavement repair activities were considered in identifying the repair needs. Although many other factors were considered in the selection of a section repair, the type of repair generally falls into one of the following categories:

- Preservation: Section PCI value is typically greater than CP
- Rehabilitation: Section PCI is typically between 40 and CP
- Reconstruction: Section PCI is less than 40

<u>Preservation</u>

Pavement preservation involves repairs that are used to extend pavement service life and to delay more expensive rehabilitation and reconstruction work. These treatments are applied when the pavement is in relatively good condition and does not exhibit any structural distress. Typical preservation treatments for AC pavements include fog seals, slurry seals, chip seals, and microsurfacing which are applied to 100 percent of the section area (e.g. "Global" repair). Some treatments may extend the pavement service life by up to seven years.

Not all preservation treatments are acceptable for all pavements. For runways, only emulsified asphalt seal coats are approved by the FAA, as specified in FAA specification P608 in AC 150/5370-10H. For the remaining non-runway pavements, an emulsified asphalt slurry seal (FAA P626) has been used in developing the CIP. These preservation treatments have been applied to pavements with PCI values that are greater than the critical PCI.

Prior to the construction of a Global treatment, there may be localized areas in a section that have a limited amount of AC pavement distresses. These PCI survey distresses can be addressed during preservation work with the use of localized repairs such as crack seals, and partial- and full-depth AC patches. Once the localized repairs are complete, the Global treatment is applied and is expected to have improved short-term performance. The quantity of repairs is estimated at a certain percentage, which should be refined during a project level design.

For PCC pavements, Concrete Pavement Restoration (CPR) is recommended as a preservation treatment. CPR includes 100 percent of the pavement section area and could include localized repairs of all distresses such as PCC slab replacement, partial- and full-depth PCC patches, and joint sealing. For estimation purposes, 3 percent of the slabs are assumed to be replaced.

All work should be conducted in accordance with the project specifications. This is particularly important in the case of the P608 seal coat which has very specific requirements for materials and placement.

Rehabilitation

Rehabilitation projects are necessary when the pavement section condition is near or below a typical critical PCI value of 70 but is generally above a PCI of 40. Rehabilitation treatments that are typically included in this category of Treatment Policies include:

- AC Mill & Overlay with New AC
- Concrete Pavement Restoration (CPR) of PCC

Timely application of these treatments when the pavement is near 70 generally provides a more economical solution than when the PCI value is near 40. Just as is the case for Global preservation treatments, the use of localized repairs like partial and full-depth patching have been included to improve the performance of the above rehabilitation treatments. If a recent PCI survey has not been completed in the past two years, a project-level distress map should be prepared during design.

CPR is also included as a rehabilitation treatment for PCC pavements, but with a higher rate of slab replacement of 10 percent, compared to 3 percent for preservation when the pavement is in better condition.

Reconstruction

Once a pavement PCI value is below 40, reconstruction is generally the only economical repair since the remaining functional and structural service life of the section is limited. Typical treatments include the following:

- Reconstruction of AC Pavements with New AC
- Reconstruction of PCC Pavements with New PCC

Unless specified otherwise, any reconstruction in the CIP was proposed with the same surface type as the existing pavement.

The following pavement structures were used in developing the unit costs:

- AC Reconstruction
  - Air Carrier Pavements: 4" P401 on 8" P401 on 6" P209 on 12" P155[1]
  - GA Pavements: 5" P403 on 6" P209 on 12" P155[2]
- PCC Reconstruction
  - Air Carrier Pavements: 14" P501 on 5" P304 on 6" P209[3]
  - GA Pavements: 8" P501 on 6" P209[2]

[1] Section used for Taxiway B Extension in 2014
[2] Based on API's experience with similar pavements
[3] Section used for Terminal Apron Section 130 Reconstruction in 2019

Table 8.1 lists the repair activities for runways, taxiways, and aprons.

Table 8.1: Repair Activities.

Activity Type	PCI	AC	PCC
Preservation	> CP	P608 Seal Coat/P626 Slurry Seal	CPR_3%
Rehabilitation	50 - CP	Mill 3" & 3" AC OL	CPR_10%
	40 - 50	Mill 3" & 4" AC OL	
Reconstruction	0 - 40	AC Reconstruction	PCC Reconstruction

8.6. UNIT COSTS

Each of the treatment categories that were described in the previous section have an associated unit cost that, when applied to the section area, provides an overall estimate for repairs. The unit costs used for the MGM analyses are described below. They were obtained from RSMeans.

Localized Maintenance Costs

As discussed above, localized repairs were included in maintenance and in the three repair categories (e.g. Preservation, Rehabilitation, and Construction). Their unit costs are listed in Table 8.2 and reflect only the construction and material costs. They do not reflect any soft costs that are included during design and construction of a project.

Table 8.2: Unit Costs for Maintenance Activities.

Activity	Unit	Cost
Crack Sealing - AC	FT	$2.43
Crack Sealing - PCC	FT	$5.90
Joint Sealing - PCC	FT	$5.90
Grinding - PCC	SY	$5.00
Patching - AC Partial-Depth	SF	$15.17
Patching - AC Full-Depth	SF	$25.28
PCC Patching - Partial Depth	SF	$52.00
PCC Patching - Full Depth	SF	$38.00
Slab Replacement	SF	$16.00

Repair Costs

Table 8.3 lists the component costs for repair and preservation activities. As discussed below, these component costs were used in developing unit costs for the repair activities listed in Table 8.1.

Table 8.3: Component Costs for Repair Activities.

Activity	Unit	Cost
P608 Seal Coat	SY	$2.75
P626 Slurry Seal	SY	$3.96
Pavement Removal	SY	$15.00
2-inch Milling	SY	$2.58

Activity	Unit	Cost
3-inch Milling	SY	$3.23
Pavement Marking	SF	$3.43
P401 HMA	Ton	$126.00
P403 HMA	Ton	$110.00
6" P209	SY	$12.00
P501 PCC -14"	SY	$112.00
P501 PCC -8"	SY	$56.00
12" Lime Treated P155	SY	$10.00

In addition to the construction costs, additional project costs have been included for mobilization, contingency, design, and construction administration and inspections. A summary of additional non-pavement items that have been included in the unit costs in terms of percentages of the total component costs for each activity is provided below. For preservation activities which do not include significant design and construction, the multiplier for mobilization and design were reduced by 50 percent and electrical work and drainage improvements were excluded. These factors are as follows:

- Mobilization and Demobilization: 20 percent all costs, less design
- Airside Electrical and Lighting Systems
  - AC Mill and Overlay: 2 percent of paving costs
  - AC and PCC Reconstruction: 8 percent of paving costs
  - GA AC & PCC Reconstruction: 2 percent of paving costs
- Drainage for Reconstruction:
  - AC Mill and Overlay: 2 percent of paving costs
  - AC and PCC Reconstruction: 20 percent of paving costs
  - GA AC & PCC Reconstruction: 2 percent of paving costs
- Contingency: 20 percent of all costs, less mob and design
- Design-Construction Management: 12 percent of all costs, less mob

These factors were developed from API's extensive experience with project cost estimation for several agencies. These percentages may be higher than what is typical for construction projects at the MGM. However, since the non-pavement scope of work is not well defined in network-level evaluation, these conservative estimates serve as a good starting point for higher level planning purposes and establishing project budgets.

Table 8.4 presents the loaded unit costs with all factors discussed above, for each construction activity. A 3 percent inflation per year in the unit costs was used in forecasting budgets after 2024.

Table 8.4: Unit Costs for Repair Activities.

Repair Type	Repair Activity	Cost/sf
Preservation	P608 Seal Coat	$1.14
	P626 Slurry Seal	$1.33
	CPR between 70 and 100 (CPR_3%)	$2.66
Rehabilitation	Mill 3" and 3" AC Overlay	$5.45
	Mill 3" and 4" AC Overlay	$7.04
	CPR between 40 and 70 (CPR_10%)	$6.94
Reconstruction	AC Reconstruction - Air Carrier	$28.06
	AC Reconstruction - GA	$13.65
	PCC Reconstruction - Air Carrier	$40.48
	PCC Reconstruction - GA	$16.30

CHAPTER 9

MAINTENANCE AND REPAIR PLANNING

9.1. INTRODUCTION

The PAVER™ database, updated with condition data and customized with condition performance priorities, policies, and costs, was used to perform multiple budget analyses that show the effect of M&R funding on the overall pavement condition.

9.2. M&R BUDGET SCENARIOS

Figure 9.1 shows the process that is used to identify appropriate M&R work based the PCI value for each pavement section. Preventive maintenance or preservation policies are applied when the PCI is greater than the critical value (e.g., PCI > 70). Notice that rehabilitation is recommended if the pavement section has load-related distresses and sufficient funding exists within a budget year. When the pavement section PCI is less than the critical value, M&R is funded if sufficient budget remains. If there are insufficient funds within a budget year, a safety (stop-gap) maintenance policy is applied to reduce potential safety issues such as foreign object damage (FOD) and tire-cut potential until funds become available in future years.

PAVER™ was used to develop multiple M&R (or what-if) scenarios. While there are numerous M&R scenarios that can be developed for any given pavement network, engineering judgment and experience at similar airports were used to identify the appropriate M&R needs. Variables affecting the M&R needs development process include (but are not limited to):

- Yearly budget amount: Do you have any constraints?
- Minimum PCI acceptable: Do you want to keep your PCI above a specified value?
- Type of maintenance plans included: Do you intend to do preventative maintenance?
- Cost data: What are the construction unit costs in your geographic region?
- Forecasting period: What is your planning and budgeting time frame?

The following M&R budget scenarios were used to help MGM develop a 7-year CIP:

1. **Backlog Elimination:** This M&R scenario assumes that all pavement needs are addressed by the end of the 7-year M&R period.
2. **Maintain PCI Condition:** This scenario presents the budget that is required to maintain pavement condition at MGM at its current area-weighted PCI of 65 for the runways, taxiways, and aprons.

3. **Constrained Budget - $5 Million per year:** This M&R scenario assumes that the annual M&R budget is limited to $5 million per year for the 7-year M&R period.
4. **Stopgap Maintenance Only**: This scenario explores the effect of conducting only localized stopgap maintenance.

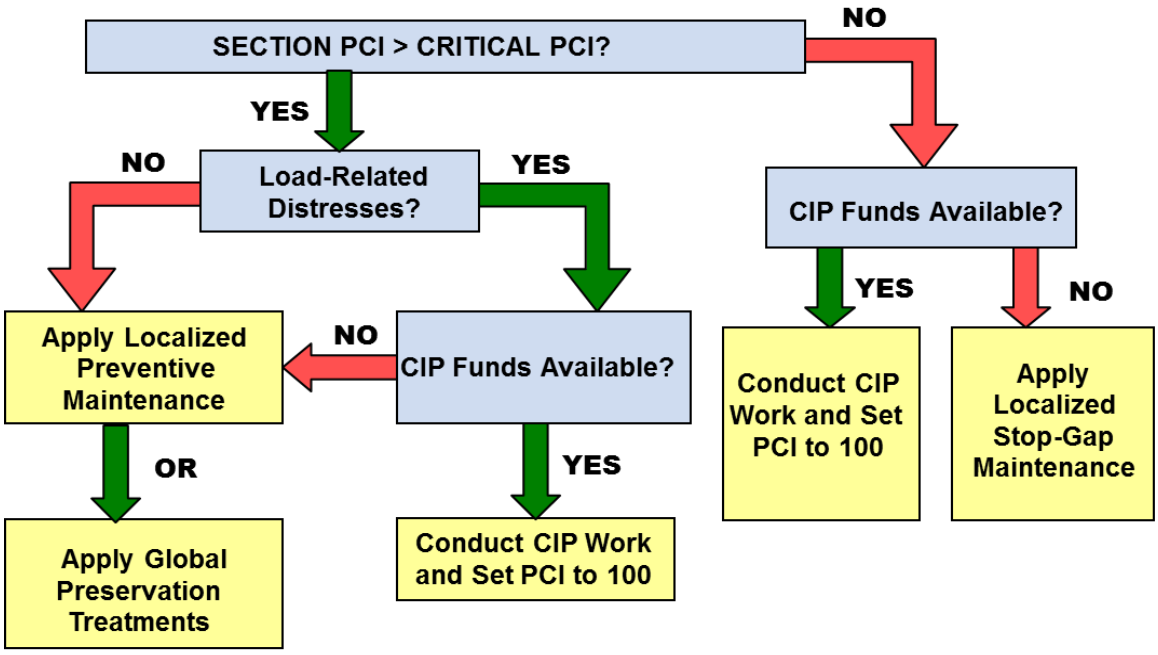


Figure 9.1: Budget Analysis Process.

Figure 9.2 shows the annual area-weighted PCI for the MGM pavements for each scenario over the 7-year M&R period.

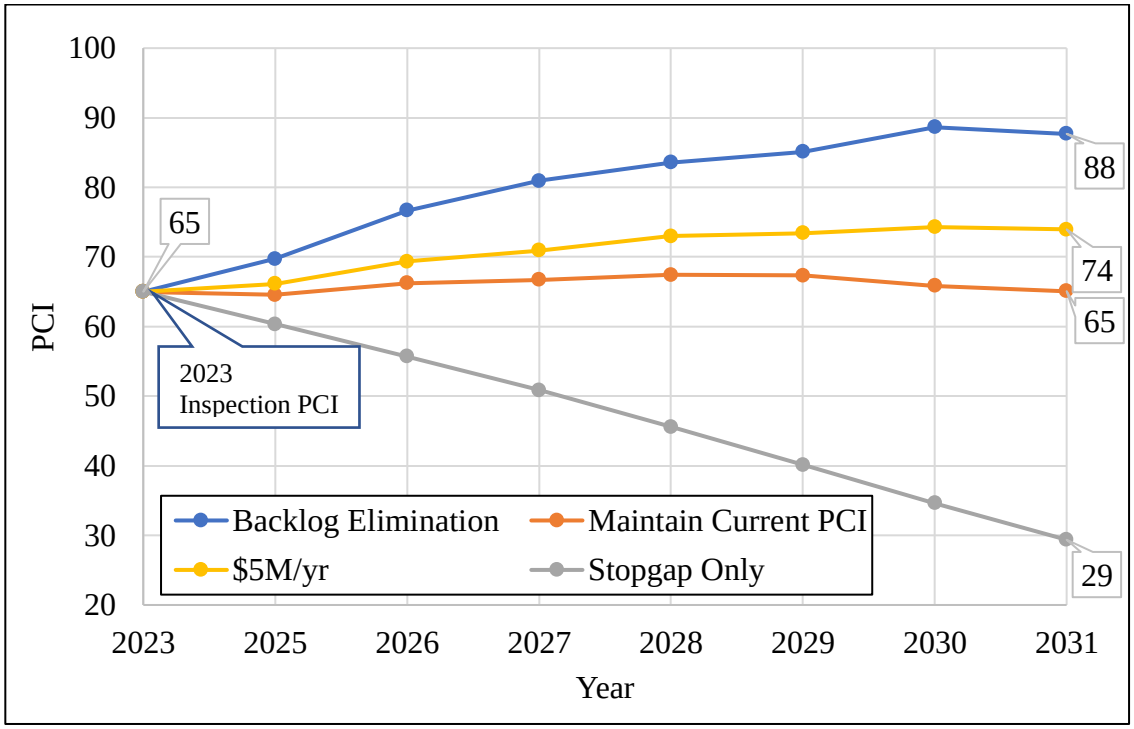


Figure 9.2: Budget Analysis Scenarios.

Table 9.1 shows the annual funding implications of each M&R budget scenario. A $5 Million per year budget will increase the AW PCI from 65 in 2023 to 74 in 2031 and will have a backlog of approximately $35 million. For the "Stopgap Only" scenario, the PCI drops to 29 in 2031.

Table 9.1: Summary of Budget Analysis

Year	Total Funded Cost			
	1 - Backlog Elimination	2 - Maintain PCI	3 - $5M/yr	4 - Stopgap Only
2025	$7.5 M	$3.9 M	$5.0 M	$0.6 M
2026	$7.5 M	$3.9 M	$5.0 M	$0.8 M
2027	$7.5 M	$3.9 M	$5.0 M	$1.0 M
2028	$7.5 M	$3.9 M	$5.0 M	$1.3 M
2029	$7.5 M	$3.9 M	$5.0 M	$1.8 M
2030	$6.9 M	$3.9 M	$5.0 M	$2.8 M
2031	$7.0 M	$3.9 M	$5.0 M	$4.5 M
Total Funded	**$51.6 M**	**$27.5 M**	**$34.9 M**	**$12.8 M**
Total Unfunded	**-**	**$56.1 M**	**$34.9 M**	**-**

CHAPTER 10

CAPITAL IMPROVEMENT PLAN

10.1. INTRODUCTION

The CIP is one of the fundamental building blocks in the preparation of an annual M&R budget that protects the MGM infrastructure investment and meets MGM's performance expectations for their airside pavement network. The CIP can also be used by MGM as they plan for continued infrastructure growth at the airport. Timely capital investments that are made in a logical, deliberate, and accountable fashion ensure that major repair or replacement, acquisition, and construction costs are not last-minute decisions that may require unexpected long-term operating obligations.

The analysis period for this CIP includes extends from 2025 to 2031 (7 years). It is important to note that an effective PMP system must be continually updated to maximize its benefit to airport tenants and the travelling public at MGM.

10.2. DEVELOPMENT OF THE CIP

The output from the backlog elimination M&R budget analysis was treated as a starting point in developing the proposed CIP. Since the analysis is based primarily on the forecasted condition, the output contains repair activities for sections from the same facility (branch) that are distributed over the seven-year M&R analysis period, which is not always operationally feasible or economical to construct. Therefore, sections were grouped together into larger projects whenever possible. Once the initial CIP was developed, engineering judgment was used to develop specific projects and the corresponding CIP timeline based on the following general guidelines:

a. The pavement preservation projects that include activities like seal coats and CPR are primarily recommended early in the CIP to maintain the condition of the pavements that are already in a good condition.

b. The first year of the CIP is 2025. The projects assigned in this year are primarily preservation projects and have a relatively easier scope of work so the Airport can design and construct them within this time frame.

c. Runways are considered the highest priority and are prioritized according to their ranking and condition.

d. Only one runway is recommended for rehabilitation in a given year.

e. Runway 10-28 rehabilitation proposed in Year 2 (2026). The runway is in "Fair" condition in 2023, with an AW PCI of 57. The distresses are functional in nature. The primary distress is medium severity longitudinal cracking. API recommends milling 3 inches of existing pavement and placing a 4-inch AC overlay.

f. The rehabilitation of Runway 03-21 is proposed in Year 3 (2027). This runway is also in "Fair" condition in 2023 with an AW PCI of 58 and functional distresses. API recommends milling 3 inches of existing pavement and placing a 4-inch AC overlay.

g. The Terminal Apron repair was split into two phases in succeeding years to better manage this large project for both constructability and budgetary reasons. Section 20, which is PCC surfaced, is in "Poor" condition with a PCI of 47 and exhibits low severity ASR over almost all slabs. The section is 28 years old and therefore, considering the age and condition, API recommends reconstructing it with PCC.

h. Sections were grouped into projects based on airside locations, with the intent of minimizing the impact on aircraft operations and improving budget efficiencies due to economies of scale (e.g., maximizing work at a given airside location).

Network-level budget recommendations for each year were developed by using project construction cost estimates that were developed using the following guidelines:

a. Determine the primary distresses for each section and the probable cause (i.e., load, climate, durability, moisture, or drainage related).

b. Determine if there is a FOD related problem.

c. Identify the use and priority of each pavement project.

d. Estimate the predicted PCI for the project in the recommended construction year.

e. Considering items (a) to (e), apply the following possible M&R strategies for each section within a project:

- P-608 Seal Coat or P-626 Slurry Seal
- AC Mill & Overlay of various thicknesses
- AC Reconstruction
- PCC Reconstruction
- Concrete Pavement Restoration (CPR) for PCC Pavements

Based on the project development process that was described, CIP project recommendations were selected and are presented in the next few sections. The recommendations are provided separately for the aircraft trafficked areas (runways, taxiways, and aprons), and shoulders.

10.3. CAPITAL IMPROVEMENT PLAN

Table 10.1 shows the projects for the recommended 7-year CIP for the runways, taxiways, and aprons. This table shows the total project cost, the total project area, and the area weighted PCI (AW PCI) before and after the project is completed. In general, the AW PCI after each project is constructed resets to a PCI of 100, except in the case of CPR, where PAVER™ is unable to show the improvement in condition. Table 10.2 shows the cost distribution by activity and activity type.

Table 10.1: Capital Improvement Plan.

Project Year	CIP Project	Total Project Area, sf	Total Project Cost	AWPCI Before
2025	25-01_West Apron Preservation	0.30M	$0.43M	68
	25-02_East Apron Preservation	0.10M	$0.28M	77
	25-03_TW E Rehabilitation	0.08M	$0.60M	47
2026	26-01_RW 10-28 Rehabilitation	1.58M	$12.16M	50
2027	27-01_RW 03-21 Rehabilitation	0.78M	$7.12M	43
2028	28-01_TW A Preservation	1.30M	$2.01M	83
	28-02_TW B Rehabilitation	0.65M	$5.32M	46
	28-03_Terminal Apron Reconstruction	0.17M	$7.59M	31
2029	29-01_Terminal Apron Repair	0.27M	$6.29M	45
2030	30-01_Apron 01 Repair	0.09M	$0.99M	27
2031	31-01_West Apron Repair	0.37M	$4.40M	24
	31-02_East Apron Reconstruction	0.10M	$1.74M	12
		Total	**$48.94M**	

Table 10.2: Repair Cost Summary by Activity.

Repair Type	Cost	Repair Activity	Area, sf	Activity Cost
Preservation	$2.83M	P608 Seal Coat	1.13M	$1.49M
		P626 Slurry Seal	0.30M	$0.43M
		CPR_3%	0.30M	$0.92M
Rehabilitation	$27.83M	Mill 3" & 3" AC Overlay	0.04M	$0.25M
		Mill 3" & 4" AC Overlay	3.16M	$24.91M
		CPR_10%	0.31M	$2.66M
Reconstruction	$18.27M	AC Reconstruction	0.21M	$4.17M
		PCC Reconstruction	0.34M	$14.10M
No Activity			0.04M	$0.00M
		Total	**5.83M**	**$48.94M**

Figure B3A in Appendix B shows the activity type recommended in the 7-year CIP: preservation, rehabilitation, and reconstruction. Map B3B shows the recommended preservation projects and activities by section in the CIP. Map B3C shows the corresponding information for the rehabilitation and reconstruction projects within the CIP.

Appendix K1 shows the breakdown of each project in the CIP by section. This table lists the individual pavement section, section level M&R work, section repair cost, surface area and the PCI before the M&R is applied. The costs that are presented represent an annual escalation rate of 3 percent for the unit costs.

10.4. MAINTENANCE PLAN

As described in Chapter 8, maintenance activities can be classified into preventive and safety maintenance. Preventive maintenance activities are activities undertaken to repair pavements which have a PCI greater than the critical PCI. Safety maintenance consists of temporary repairs conducted when the PCI is lower than the critical PCI, to keep those pavements operational until more permanent repairs can be conducted.

The preventive and safety maintenance policies presented in Appendix H were used in PAVER™ to develop maintenance activities and costs for a one-year period. The total estimated maintenance cost for the MGM pavements is approximately $0.7 million. Table 10.3 summarizes the maintenance costs by maintenance type and activity. Appendix K2 is a complete listing of the maintenance activities recommended for each APMP section.

Table 10.3: Summary of Localized Maintenance Plan.

Maintenance Policy	Work Description	Work Quantity	Work Unit	Work Cost
Preventive	Crack Sealing - AC	11,213	Ft	$27,246
	Crack Sealing - PCC	142	Ft	$839
	Joint Seal (Localized)	16,519	Ft	$97,462
	Patching - AC Deep	813	SqFt	$20,545
	Patching - PCC Full Depth	32	SqFt	$1,227
	Patching - PCC Partial Depth	239	SqFt	$12,410
Safety	Crack Sealing - AC	9,895	Ft	$24,045
	Crack Sealing - PCC	1,856	Ft	$10,953
	Patching - AC Deep	12,481	SqFt	$315,508
	Patching - AC Shallow	2,339	SqFt	$35,485
	Patching - PCC Full Depth	1,192	SqFt	$45,305
	Patching - PCC Partial Depth	187	SqFt	$9,704
	Slab Replacement - PCC	4,195	SqFt	$67,116
			Total	**$667,846**

10.5. SUMMARY

The following summarizes the CIP for MGM:

- MGM has been actively repairing pavements over the past several years. However, there are a lot of old pavements which are in need of repair. The estimated 7-year CIP program cost for the MGM runways, taxiways, and aprons is approximately $49 million. The largest project by cost, at approximately $12M, is the rehabilitation of Runway 10-28 recommended in 2026.

- Runway 03-21 is in "Fair" condition with an AW PCI of 58 in 2023, but the distresses are functional in nature. API recommends repair with a "Mill 3" & 4" AC Overlay".

- Section 10 within the Terminal Apron is in "Poor" condition in 2023 with a PCI of 41. API recommends reconstructing this APC section with PCC. With slow moving, fully loaded aircraft traversing this section, a PCC surface would perform better than an AC surface.

- The pavement recommendations are based on a network level evaluation. Project level evaluations should be performed before preparing design and bid package documents.

APPENDIX A

INVENTORY

A1: Pavement Inventory
A2: Pavement Coring Results
A3: Work History

Appendix A1
Pavement Inventory

Branch ID	Name	Branch Use	Section ID	Rank[1]	Length (ft)	Width (ft)	Area (sf)	LCD[2]	Surface[3]	Slab Length (ft)	Slab Width (ft)	Slabs
A01	Apron 1	APRON	10	S	746	136	64,435	1/12/03	AC	0	0	0
A01	Apron 1	APRON	20	S	57	300	18,523	8/27/80	PCC	25	25	30
A01	Apron 1	APRON	30	T	58	59	3,482	7/2/85	AC	0	0	0
A10	Hold Apron RW10	APRON	10	P	312	301	88,237	5/31/09	PCC	20	20	221
A28	Hold Apron RW28	APRON	10	P	112	215	26,184	3/1/20	APC	0	0	0
A28	Hold Apron RW28	APRON	20	P	300	290	81,404	7/4/10	PCC	20	20	204
AEAST	East Apron	APRON	10	S	736	146	100,248	9/2/13	PCC	15	12	557
AEAST	East Apron	APRON	20	T	306	50	54,093	1/17/96	AC	0	0	0
AEAST	East Apron	APRON	30	T	25	60	1,413	6/30/07	PCC	13	15	8
AEAST	East Apron	APRON	40	S	91	134	18,873	6/12/92	AC	0	0	0
AEAST	East Apron	APRON	50	S	97	134	18,108	12/28/89	AC	0	0	0
AEAST	East Apron	APRON	60	S	140	47	6,803	8/13/92	AC	0	0	0
AEAST	East Apron	APRON	70	S	70	20	1,900	9/8/89	PCC	25	20	3
ATERM	Terminal Apron	APRON	10	P	630	150	159,124	9/1/98	APC	0	0	0
ATERM	Terminal Apron	APRON	20	P	1,050	100	105,852	5/20/96	PCC	25	25	169
ATERM	Terminal Apron	APRON	30	P	375	94	35,063	6/1/06	PCC	25	24	122
ATERM	Terminal Apron	APRON	40	P	348	457	127,860	6/1/06	PCC	15	17	494
AWEST	West Apron	APRON	10	S	133	574	72,332	12/2/22	AC	0	0	0
AWEST	West Apron	APRON	100	S	303	100	30,631	7/12/84	AC	0	0	0
AWEST	West Apron	APRON	110	T	25	110	2,747	1/9/73	PCC	17	17	12
AWEST	West Apron	APRON	120	T	1,085	20	21,065	10/1/82	AC	0	0	0
AWEST	West Apron	APRON	130	T	301	21	6,538	7/19/06	AC	0	0	0
AWEST	West Apron	APRON	140	T	154	58	8,173	11/28/10	AC	10	13	2

Branch ID	Name	Branch Use	Section ID	Rank[1]	Length (ft)	Width (ft)	Area (sf)	LCD[2]	Surface[3]	Slab Length (ft)	Slab Width (ft)	Slabs
AWEST	West Apron	APRON	145	T	155	61	7,713	7/5/01	AC	0	0	0
AWEST	West Apron	APRON	150	T	30	62	1,862	7/21/99	PCC	15	16	8
AWEST	West Apron	APRON	160	T	66	131	8,825	7/16/81	PCC	18	18	36
AWEST	West Apron	APRON	170	T	148	129	17,658	3/10/80	PCC	20	20	42
AWEST	West Apron	APRON	180	T	201	31	7,573	8/23/91	AC	0	0	0
AWEST	West Apron	APRON	190	T	201	28	5,645	8/18/11	AC	0	0	0
AWEST	West Apron	APRON	20	S	647	358	193,206	1/1/13	AAC	0	0	0
AWEST	West Apron	APRON	200	T	200	36	6,728	8/17/90	AC	0	0	0
AWEST	West Apron	APRON	210	T	46	209	9,446	12/15/77	PCC	23	25	18
AWEST	West Apron	APRON	220	T	67	79	5,481	10/9/83	PCC	17	20	18
AWEST	West Apron	APRON	230	T	94	100	9,393	11/11/80	PCC	20	20	25
AWEST	West Apron	APRON	30	S	400	130	54,470	1/1/13	AAC	0	0	0
AWEST	West Apron	APRON	40	S	520	90	55,352	1/1/13	AAC	0	0	0
AWEST	West Apron	APRON	50	S	306	137	35,654	3/1/23	PCC	15	15	158
AWEST	West Apron	APRON	60	T	54	163	8,888	2/7/09	PCC	14	14	49
AWEST	West Apron	APRON	70	T	793	40	34,236	7/13/05	AC	0	0	0
AWEST	West Apron	APRON	80	S	144	198	29,138	7/31/93	PCC	15	16	121
AWEST	West Apron	APRON	90	S	957	189	141,197	9/22/94	PCC	15	13	753
AWEST	West Apron	APRON	95	S	88	97	8,770	1/18/17	AAC	0	0	0
BP10	Blast Pad RW10	OVERRUN	10	P	167	150	24,978	12/1/09	AAC	0	0	0
BP28	Blast Pad RW28	OVERRUN	10	P	160	150	23,969	12/1/09	AAC	0	0	0
RW0321	Runway 03-21	RUNWAY	10C	S	2,347	50	117,357	6/2/10	AAC	0	0	0
RW0321	Runway 03-21	RUNWAY	10E	S	2,373	50	119,557	6/2/10	AAC	0	0	0
RW0321	Runway 03-21	RUNWAY	10W	S	2,322	50	124,881	6/2/10	AAC	0	0	0
RW0321	Runway 03-21	RUNWAY	20C	S	1,495	50	74,752	6/2/10	AAC	0	0	0
RW0321	Runway 03-21	RUNWAY	20E	S	1,469	50	90,407	6/2/10	AAC	0	0	0

Branch ID	Name	Branch Use	Section ID	Rank[1]	Length (ft)	Width (ft)	Area (sf)	LCD[2]	Surface[3]	Slab Length (ft)	Slab Width (ft)	Slabs
RW0321	Runway 03-21	RUNWAY	20W	S	1,521	50	77,533	6/2/10	AAC	0	0	0
RW1028	Runway 10-28	RUNWAY	10C	P	1,000	50	50,000	12/1/09	APC	0	0	0
RW1028	Runway 10-28	RUNWAY	10N	P	1,000	50	50,000	12/1/09	APC	0	0	0
RW1028	Runway 10-28	RUNWAY	10S	P	1,000	50	50,000	12/1/09	APC	0	0	0
RW1028	Runway 10-28	RUNWAY	20C	P	7,020	50	351,000	12/1/09	AAC	0	0	0
RW1028	Runway 10-28	RUNWAY	20N	P	7,020	50	351,000	12/1/09	AAC	0	0	0
RW1028	Runway 10-28	RUNWAY	20S	P	7,020	50	351,000	12/1/09	AAC	0	0	0
RW1028	Runway 10-28	RUNWAY	30C	P	1,000	50	50,000	12/1/09	APC	0	0	0
RW1028	Runway 10-28	RUNWAY	30N	P	1,000	50	50,000	12/1/09	APC	0	0	0
RW1028	Runway 10-28	RUNWAY	30S	P	1,000	50	50,000	12/1/09	APC	0	0	0
TWA	Taxiway A	TAXIWAY	10	P	3,643	75	273,225	12/1/21	AAC	0	0	0
TWA	Taxiway A	TAXIWAY	20	P	2,346	75	178,879	12/1/22	AAC	0	0	0
TWA	Taxiway A	TAXIWAY	30	P	131	215	21,974	9/1/10	AAC	0	0	0
TWA	Taxiway A	TAXIWAY	40	P	158	179	24,722	6/1/10	AAC	0	0	0
TWA	Taxiway A	TAXIWAY	50	P	2,032	75	153,161	3/1/20	AAC	0	0	0
TWA1	Taxiway A1	TAXIWAY	10	P	535	87	48,429	3/1/20	APC	0	0	0
TWA2	Taxiway A2	TAXIWAY	10	P	466	99	56,020	3/1/20	AAC	0	0	0
TWA3	Taxiway A3	TAXIWAY	10	P	235	60	23,816	12/1/21	AAC	0	0	0
TWA3	Taxiway A3	TAXIWAY	20	P	191	61	15,691	12/1/22	AAC	0	0	0
TWA4	Taxiway A4	TAXIWAY	10	P	232	60	23,724	12/1/21	AAC	0	0	0
TWA4	Taxiway A4	TAXIWAY	20	P	193	60	16,103	12/1/22	AAC	0	0	0
TWA5	Taxiway A5	TAXIWAY	10	P	232	90	33,953	12/1/22	AAC	0	0	0
TWA5	Taxiway A5	TAXIWAY	20	P	194	90	29,235	12/1/21	AAC	0	0	0
TWA6	Taxiway A6	TAXIWAY	10	P	241	120	34,293	12/1/22	AAC	0	0	0
TWA6	Taxiway A6	TAXIWAY	20	P	202	100	24,124	12/1/21	AAC	0	0	0
TWA7	Taxiway A7	TAXIWAY	10	P	249	128	34,912	12/1/22	APC	0	0	0

Branch ID	Name	Branch Use	Section ID	Rank[1]	Length (ft)	Width (ft)	Area (sf)	LCD[2]	Surface[3]	Slab Length (ft)	Slab Width (ft)	Slabs
TWA7	Taxiway A7	TAXIWAY	20	P	350	87	29,577	12/1/21	APC	0	0	0
TWB	Taxiway B	TAXIWAY	10	P	2,517	74	189,035	6/1/12	AAC	0	0	0
TWB	Taxiway B	TAXIWAY	20	P	2,487	75	200,510	11/4/14	AC	0	0	0
TWB	Taxiway B	TAXIWAY	30	P	196	119	21,279	6/1/01	AAC	0	0	0
TWB	Taxiway B	TAXIWAY	40	P	135	131	16,743	6/1/10	AAC	0	0	0
TWB	Taxiway B	TAXIWAY	50	P	187	103	21,947	6/1/10	AAC	0	0	0
TWB	Taxiway B	TAXIWAY	60	P	2,424	75	181,800	6/1/12	AAC	0	0	0
TWB1	Taxiway B1	TAXIWAY	10	P	700	110	84,244	6/1/12	AAC	0	0	0
TWB3	Taxiway B3	TAXIWAY	10	P	230	100	36,644	6/1/12	AAC	0	0	0
TWB3	Taxiway B3	TAXIWAY	20	P	389	100	37,557	6/1/12	AAC	0	0	0
TWB4	Taxiway B4	TAXIWAY	10	P	230	148	35,789	6/1/12	AAC	0	0	0
TWB4	Taxiway B4	TAXIWAY	20	P	429	103	42,905	6/1/12	AAC	0	0	0
TWC1	Taxiway C1	TAXIWAY	10	P	109	100	15,544	9/1/98	AAC	0	0	0
TWC1	Taxiway C1	TAXIWAY	20	P	109	51	8,402	12/1/22	AAC	0	0	0
TWC2	Taxiway C2	TAXIWAY	10	S	110	150	24,345	12/1/22	AAC	0	0	0
TWC3	Taxiway C3	TAXIWAY	10	S	109	150	23,241	12/2/22	AC	0	0	0
TWE	Taxiway E	TAXIWAY	10	S	1,732	36	71,385	6/1/01	AC	0	0	0
TWE	Taxiway E	TAXIWAY	20	S	260	60	22,770	6/1/01	AAC	0	0	0
TWE1	Taxiway E1	TAXIWAY	10	S	150	130	17,349	6/1/10	AAC	0	0	0
TWE1	Taxiway E1	TAXIWAY	20	S	360	75	28,070	6/17/04	AC	0	0	0
TWE1	Taxiway E1	TAXIWAY	30	S	87	140	12,484	4/16/08	AC	0	0	0
TWE2	Taxiway E2	TAXIWAY	10	S	138	60	8,404	6/1/10	AAC	0	0	0
TWE2	Taxiway E2	TAXIWAY	20	S	254	35	8,979	6/1/01	AC	0	0	0

[1] P = Primary pavement, S = Secondary pavement, T = Tertiary pavement

[2] LCD = Last construction date. The date of the last major pavement rehabilitation (e.g. AC overlay)

[3] AC = Asphalt Cement Concrete, AAC = Aphalt Overlay AC, PCC = Portland cement Concrete



● Approximate Core Location

Reference: Google Earth, December 2022.

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Figure 1

DRAWING TYPE
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06/21/2024
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Montgomery Airport
Pavement Classification Rating (PCR)
Montgomery, Montgomery County, Alabama

Core Location Plan

Core	Facility Use	Facility Name	Base Station	Distance	Distance Station	Offset	XLong	YLat	Pavement Type	Pavement Layer 1	Pavement Type	Pavement Layer 2	Total Pavement Thickness
C1	RUNWAY	Runway 10-28	sta 0+00 RW10 End CL	600	6+00	OFF ~20ft LT	-86.40806	32.30228	Asphalt	10.75	Concrete	10.25	21.00
C2	RUNWAY	Runway 10-28	sta 0+00 RW10 End CL	2799	27+99	OFF ~16ft RT	-86.400992	32.301552	Asphalt	16.00			16.00
C3	RUNWAY	Runway 10-28	sta 0+00 RW10 End CL	4399	43+99	OFF ~16ft RT	-86.395841	32.301092	Asphalt	15.50			15.50
C4	RUNWAY	Runway 10-28	sta 0+00 RW10 End CL	6797	67+97	OFF ~15ft RT	-86.388125	32.300404	Asphalt	14.50			14.50
C5	RUNWAY	Runway 10-28	sta 0+00 RW10 End CL	8597	85+97	OFF ~20ft LT	-86.38232	32.299983	Asphalt	8.50	Concrete	10.75	19.25
C6	RUNWAY	Runway 03-21	sta 0+00 RW03 End CL	1021	10+21	OFF ~12ft RT	-86.392308	32.297328	Asphalt	7.00			7.00
C7	RUNWAY	Runway 03-21	sta 0+00 RW03 End CL	1994	19+94	OFF ~12ft LT	-86.390665	32.299668	Asphalt	10.00			10.00
C8	RUNWAY	Runway 03-21	sta 0+00 RW03 End CL	3415	34+15	OFF ~14ft RT	-86.38809	32.302848	Asphalt	9.00			9.00
C9	TAXIWAY	Taxiway B4	sta 0+00 Edge of RW10 @ TW B4	296	2+96	OFF ~5ft LT	-86.409832	32.301359	Asphalt	17.00			17.00
C10	TAXIWAY	Taxiway B	sta 0+00 Edge of RW10 @ TW B4	1875	18+75	OFF ~8ft LT	-86.405236	32.300342	Asphalt	18.50			18.50
C11	TAXIWAY	Taxiway B3	sta 0+00 Edge of RW10 @ TW B4	3722	37+22	OFF ~5ft RT	-86.400324	32.301101	Asphalt	19.25			19.25
C12	TAXIWAY	Taxiway B	sta 0+00 Edge of RW28 @ TW B1	1808	18+08	OFF ~10ft RT	-86.385933	32.298617	Asphalt	18.50			18.50
C13	TAXIWAY	Taxiway B1	sta 0+00 Edge of RW28 @ TW B1	188	1+88	OFF ~5ft LT	-86.38132	32.299108	Asphalt	16.00			16.00
C14	TAXIWAY	TW A7	sta 0+00 Edge of RW10 @ TW A7	192	1+92	OFF ~21ft RT	-86.409603	32.303106	Asphalt	10.50	Concrete	10.75	21.25
C15	TAXIWAY	Taxiway A	sta 0+00 Edge of RW10 @ TW A7	2321	23+21	OFF ~3ft RT	-86.403229	32.303272	Asphalt	16.00			16.00
C16	TAXIWAY	Taxiway A	sta 0+00 Edge of RW10 @ TW A7	5513	55+13	OFF ~4ft RT	-86.392956	32.302352	Asphalt	14.00			14.00
C17	TAXIWAY	Taxiway A	sta 0+00 Edge of RW28 @ TW A1	1302	13+02	OFF ~3ft LT	-86.383943	32.301546	Asphalt	23.75			23.75
C18	TAXIWAY	TW A1	sta 0+00 Edge of RW28 @ TW A1	202	2+02	OFF ~7ft LT	-86.381127	32.300584	Asphalt	9.00	Concrete	10.25	19.25
C19	TAXIWAY	Taxiway E	sta 0+00 Edge of RW03 @ TW E2	937	9+37	OFF ~12ft LT	-86.394029	32.297216	Asphalt	16.25			16.25
C20	APRON	Run-up RW 10	sta 0+00 Edge of RW10 @ TW A7	423	4+23	OFF ~154ft LT	-86.409601	32.303985	Concrete	10.75	Asphalt	5.50	16.25
C21	TAXIWAY	TW A6	sta 0+00 Edge of RW10 @ TW A6	184	1+84	OFF ~14ft LT	-86.40638	32.302793	Asphalt	13.00			13.00
C22	TAXIWAY	TW A5	sta 0+00 Edge of RW10 @ TW A5	203	2+03	OFF ~15ft RT	-86.400225	32.302294	Asphalt	14.75			14.75
C23	TAXIWAY	TW A4	sta 0+00 Edge of RW10 @ TW A4	196	1+96	OFF ~10ft LT	-86.39533	32.30184	Asphalt	15.00			15.00
C24	TAXIWAY	TW A3	sta 0+00 Edge of RW28 @ TW A3	311	3+11	OFF ~12ft LT	-86.39101	32.301765	Asphalt	13.25			13.25
C25	TAXIWAY	TW A2	sta 0+00 Edge of RW28 @ TW A2	207	2+07	OFF ~13ft LT	-86.384484	32.300872	Asphalt	13.00			17.00
C26	APRON	Run-up RW 28	sta 0+00 Edge of RW28 @ TW A1	429	4+29	OFF ~133ft RT	-86.380839	32.3014	Concrete	12.25			12.25
C27	TAXIWAY	Taxiway E1	sta 0+00 Edge of RW21 @ TW E1	336	3+36	OFF ~5ft LT	-86.388441	32.304132	Asphalt	12.00			12.00
C28	APRON	East Apron	sta 0+00 Edge of TW E1	443	4+43	OFF ~45ft LT	-86.388121	32.305303	Concrete	10.50			10.50
C29	APRON	East Apron	sta 0+00 Edge of TW E1	897	8+97	OFF ~43ft LT	-86.387318	32.306344	Asphalt	1.50			1.50
C30	APRON	Terminal Apron	sta 0+00 Edge of RW21 @ TW A	214	2+14	OFF ~486ft RT	-86.389601	32.303408	Asphalt	20.00			20.00
C31	APRON	Terminal Apron	sta 0+00 Edge of RW21 @ TW A	580	5+80	OFF ~212ft RT	-86.390475	32.302728	Asphalt	10.00	Concrete	6.00	16.00
C32	APRON	Terminal Apron	sta 0+00 Edge of RW21 @ TW A	459	4+59	OFF ~292ft RT	-86.390449	32.302948	Concrete	13.75	Asphalt	7.00	20.75
C33	APRON	Terminal Apron	sta 0+00 Edge of RW21 @ TW A	507	5+07	OFF ~442ft RT	-86.390548	32.303371	Concrete	14.75			14.75
C34	APRON	Terminal Apron	sta 0+00 Edge of RW21 @ TW A	456	4+56	OFF ~596ft RT	-86.390344	32.303778	Concrete	14.25			14.25
C35	APRON	Terminal Apron	sta 0+00 Edge of RW21 @ TW A	810	8+10	OFF ~550ft RT	-86.391499	32.303753	Concrete	15.25			15.25
C36	APRON	Apron 1	sta 0+00 Edge of TW A	187	1+87	OFF ~13ft LT	-86.3961	32.303254	Asphalt	11.00			15.75
C37	APRON	Apron 1	sta 0+00 Edge of TW A	477	4+77	OFF ~41ft RT	-86.395929	32.304053	Asphalt	6.75			6.75

C-1 Asphalt-10.75" Concrete-10.25"



C-2 Asphalt-16.00"



C-3 Asphalt-15.50"



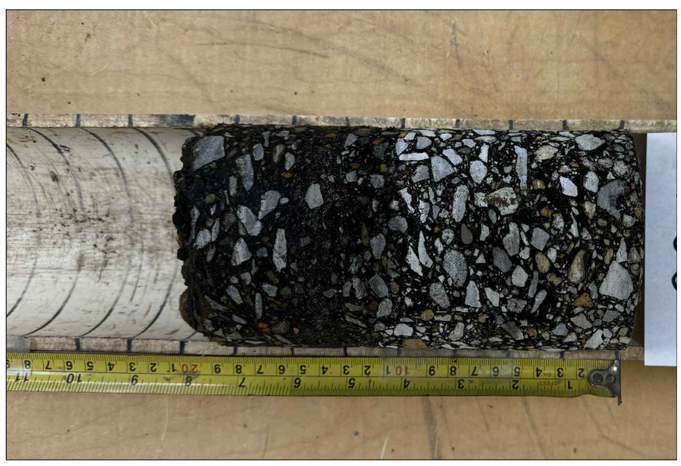
C-4 Asphalt-14.50"



C-5 Asphalt-8.50" Concrete-10.75"



C-6 Asphalt-7.00"



C-7 Asphalt-10.00"



C-8 Asphalt-9.00"



Montgomery Airport
Pavement Classification Rating (PCR)
Montgomery, Montgomery County, Alabama

Pavement Core Photos

Core 1

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C-9 Asphalt-17.00"

C-10 Asphalt-18.50"

C-11 Asphalt-19.25"

C-12 Asphalt-18.50"

C-13 Asphalt-16.00"

C-14 Asphalt-10.50"
Concrete-10.75"

C-15 Asphalt-16.00"

C-16 Asphalt-14.00"

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Core 2

DRAWING TYPE

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Pavement Core Photos

C-17 Asphalt-23.75"

C-18 Asphalt-9.00"
Concrete-10.25"

C-19 Asphalt-16.25"

C-20 Concrete-10.25"
Asphalt-5.5"

C-21 Asphalt-13.00"

C-22 Asphalt-14.75"

C-23 Asphalt-15.00"

C-24 Asphalt-13.25"

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Core 3

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Pavement Core Photos



C-25 Asphalt-13.00"
Soil Cement-4.00"



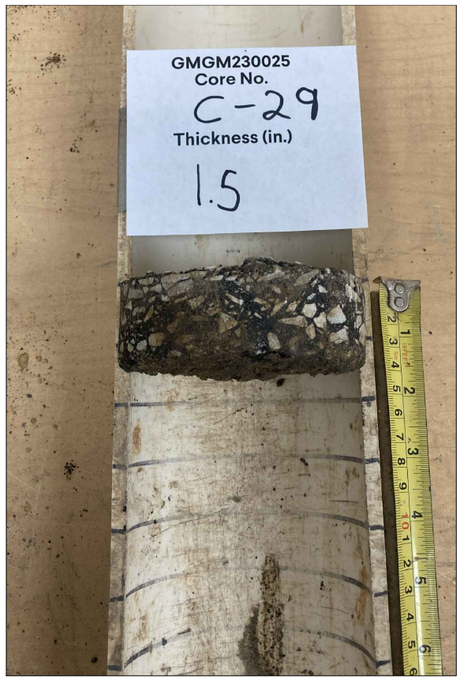
C-26 Concrete-12.25"



C-27 Asphalt-12.00"



C-28 Concrete-10.50"



C-29 Asphalt-1.50"



C-30 Asphalt-20.00"



C-31 Asphalt-10.00"
Concrete-6.00"



C-32 Concrete-13.75"
Asphalt-6.00"

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Core 4

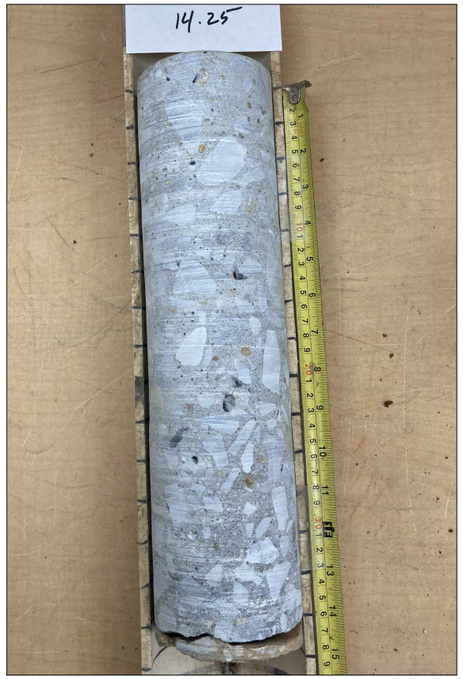
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Montgomery, Montgomery County, Alabama

Pavement Core Photos



C-33 Concrete-14.75"



C-34 Concrete-14.25"



C-35 Concrete-15.25"



C-36 Asphalt-11.00"
Soil Cement-4.75"



C-37 Asphalt-6.75"

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Core 5

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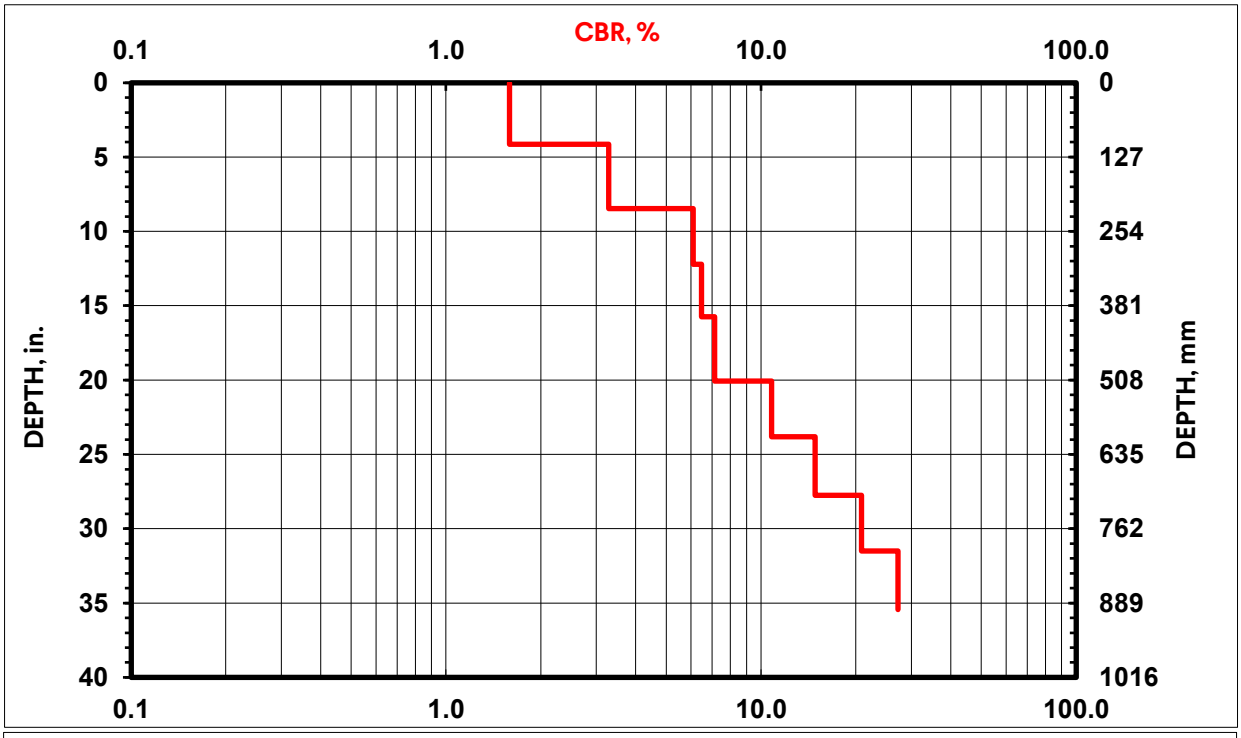
Montgomery Airport
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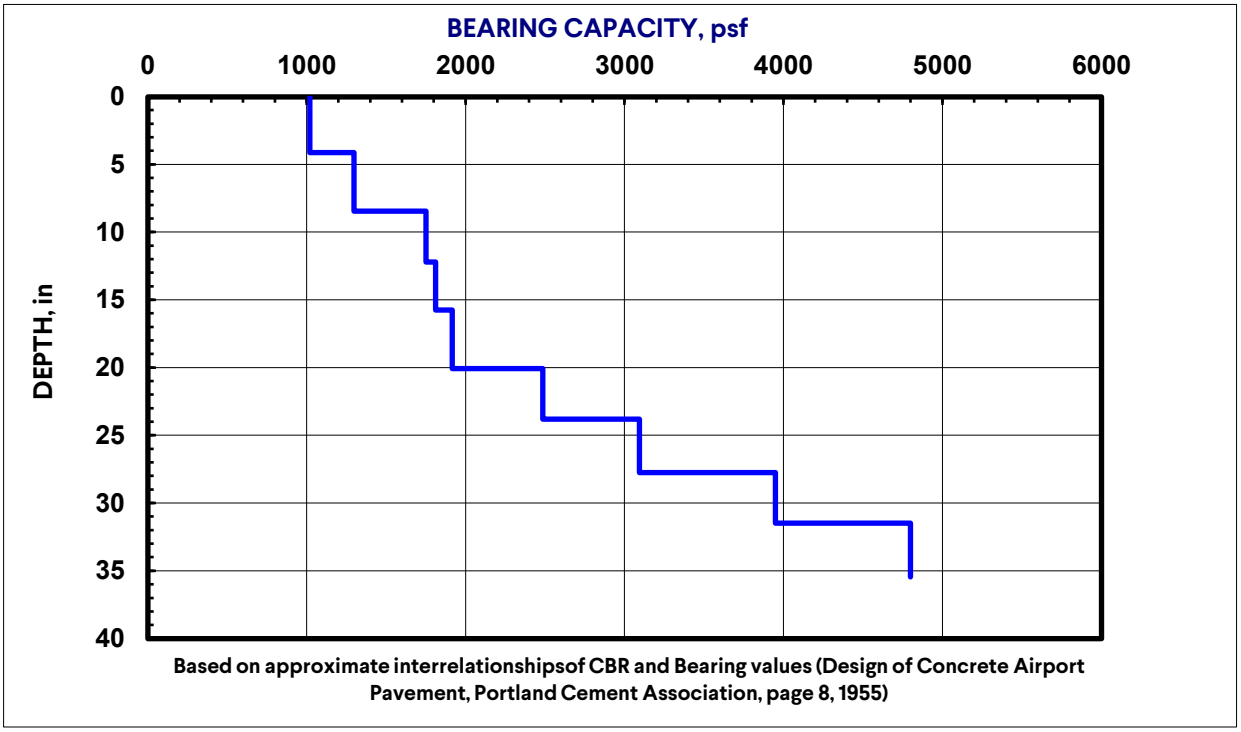
Pavement Core Photos

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025
Location:	Runway 10-28
Test Location No.:	C1
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:	
Asphalt:	10.75 inches
Concrete:	10.25 inches
Total:	21 inches

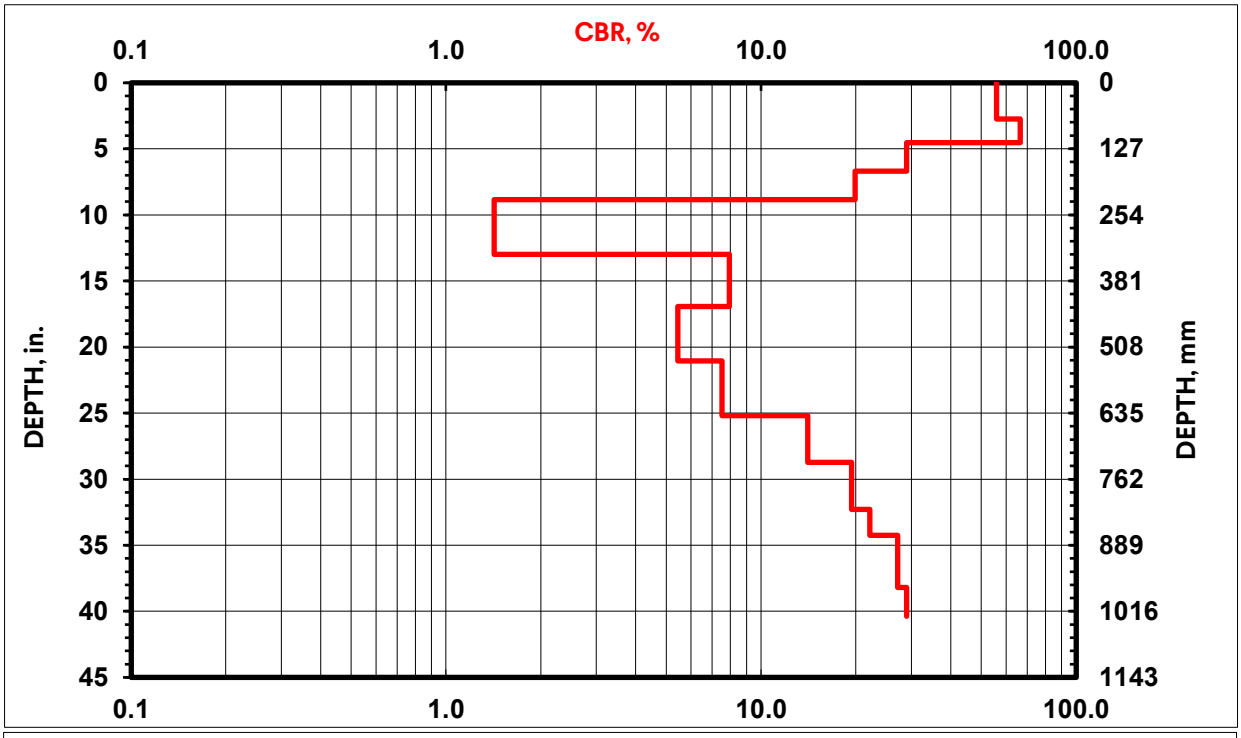


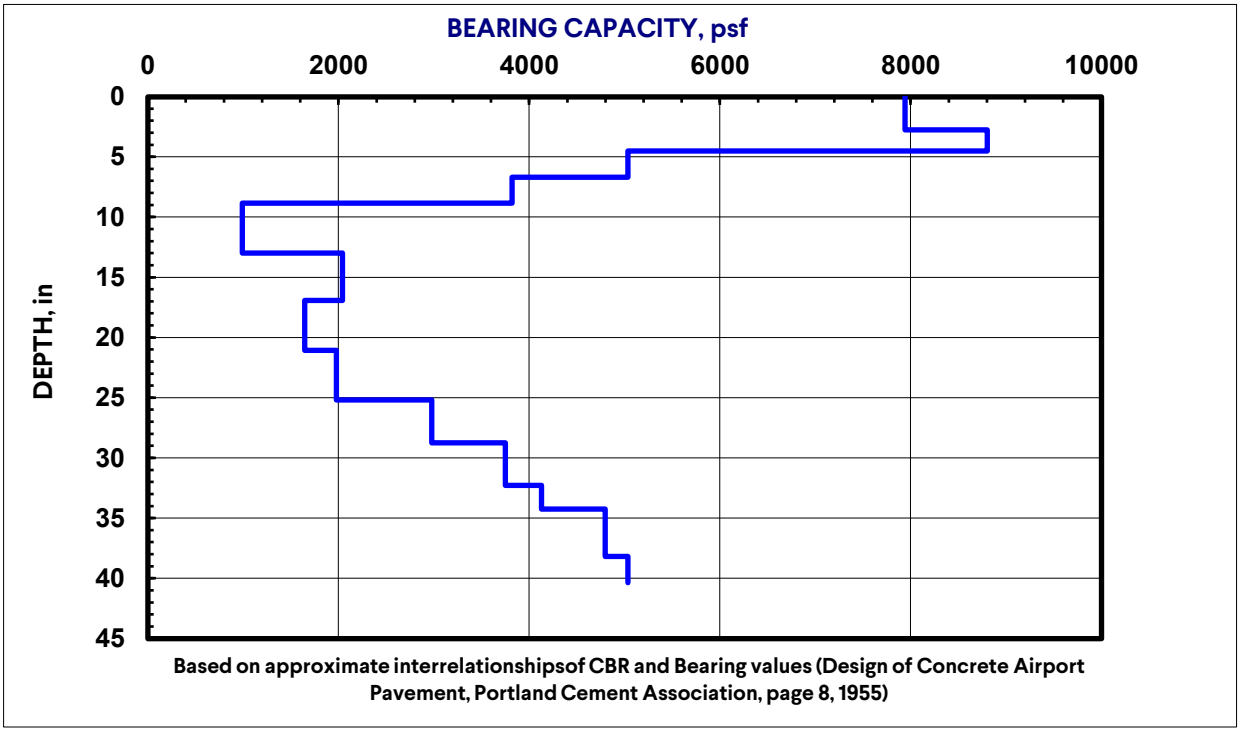


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Runway 10-28	Asphalt:	16 inches
Test Location No.:	C2		
Soil Type:	Clayey Sand	Total:	16 inches
Hammer:	17.6 lb Hammer		

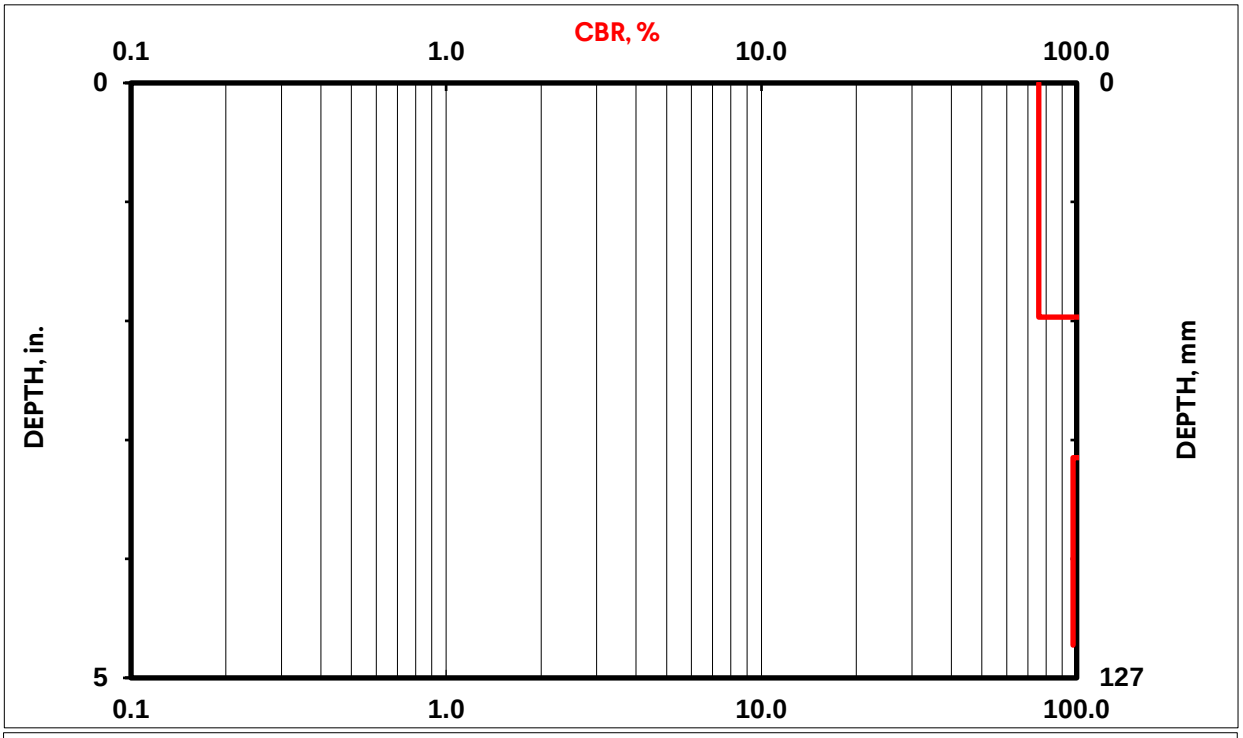


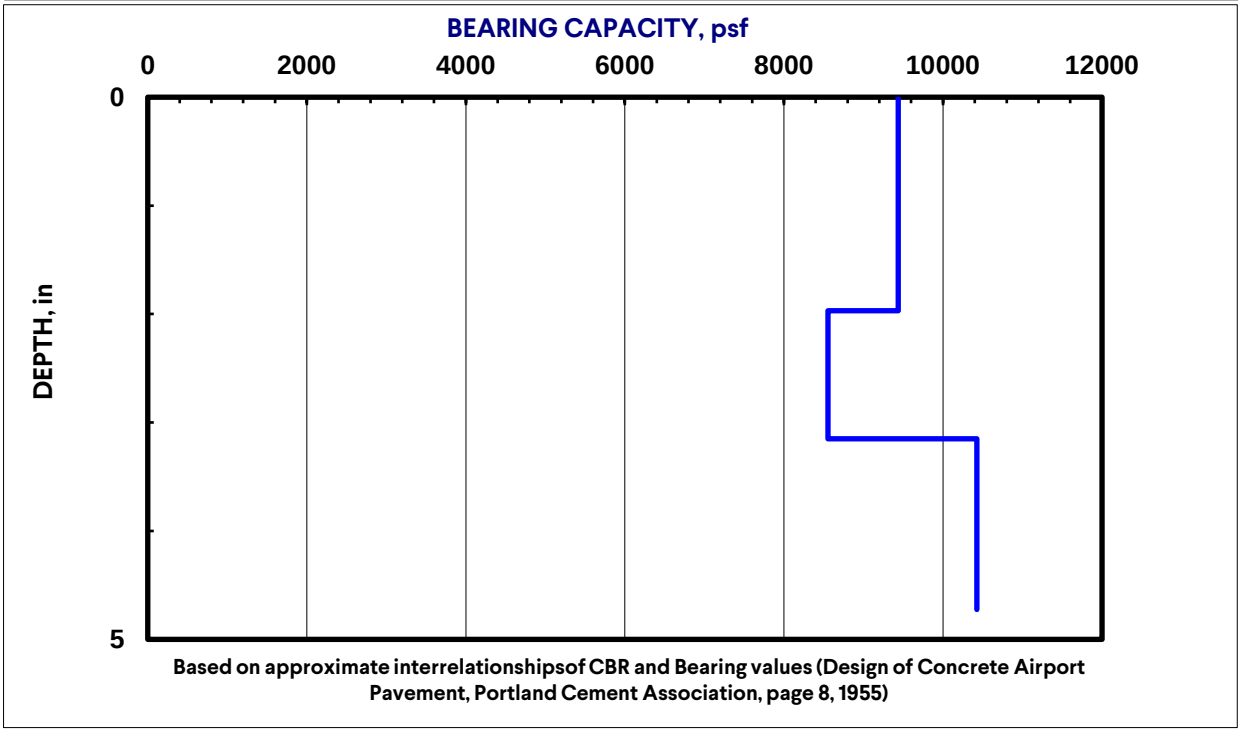


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Runway 10-28	Asphalt:	15.5 inches
Test Location No.:	C3		
Soil Type:	Clayey Sand	Total:	15.5 inches
Hammer:	17.6 lb Hammer		

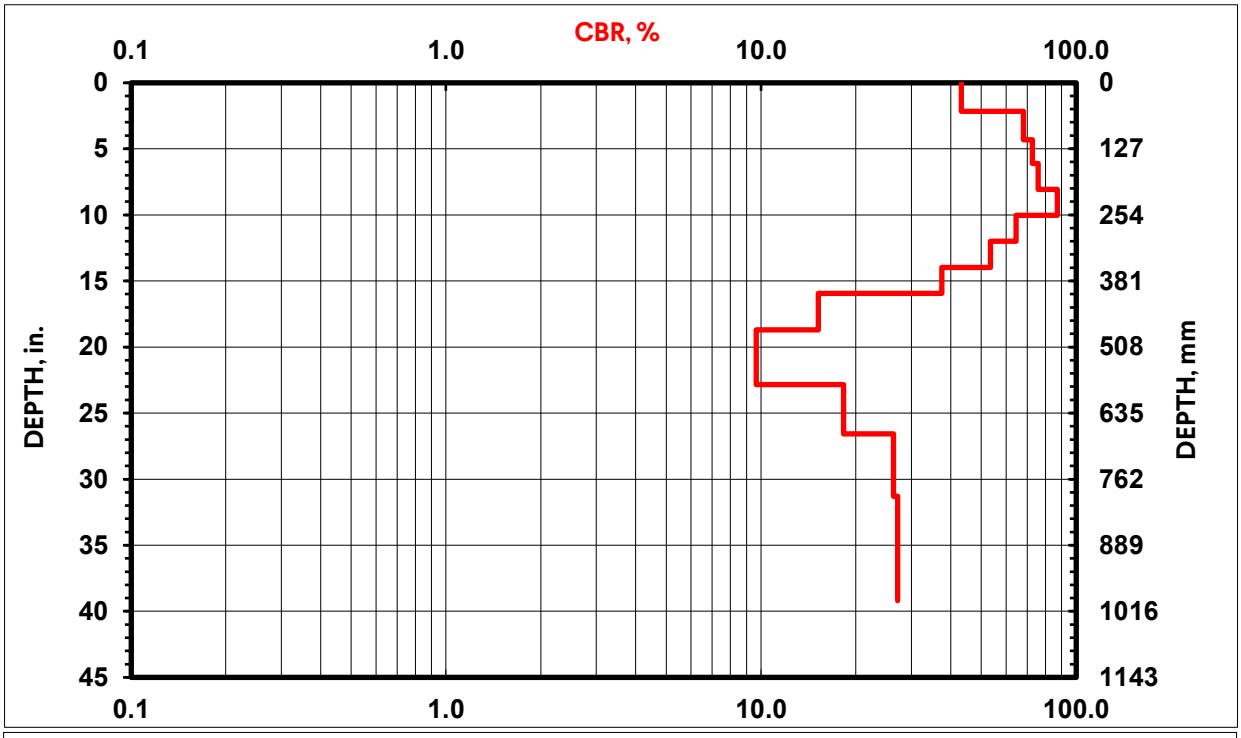


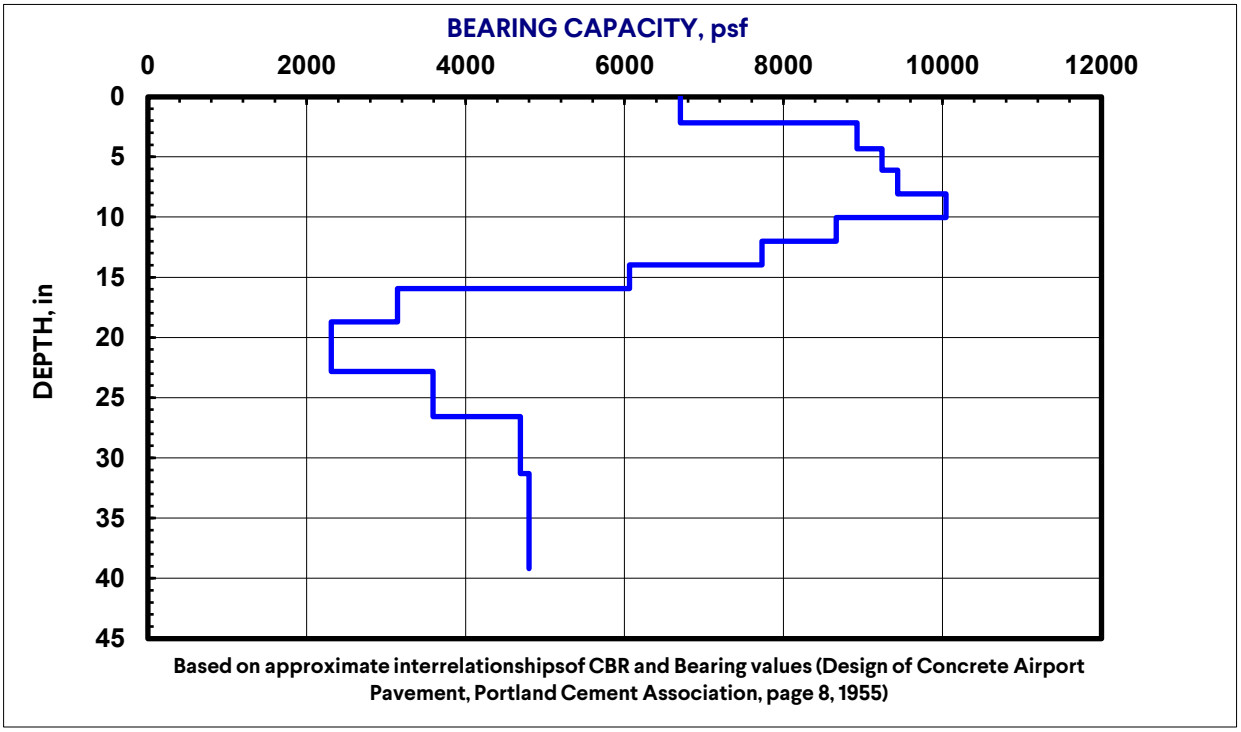


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Runway 10-28	Asphalt:	14.5 inches
Test Location No.:	C4		
Soil Type:	Clayey Sand	Total:	14.5 inches
Hammer:	17.6 lb Hammer		



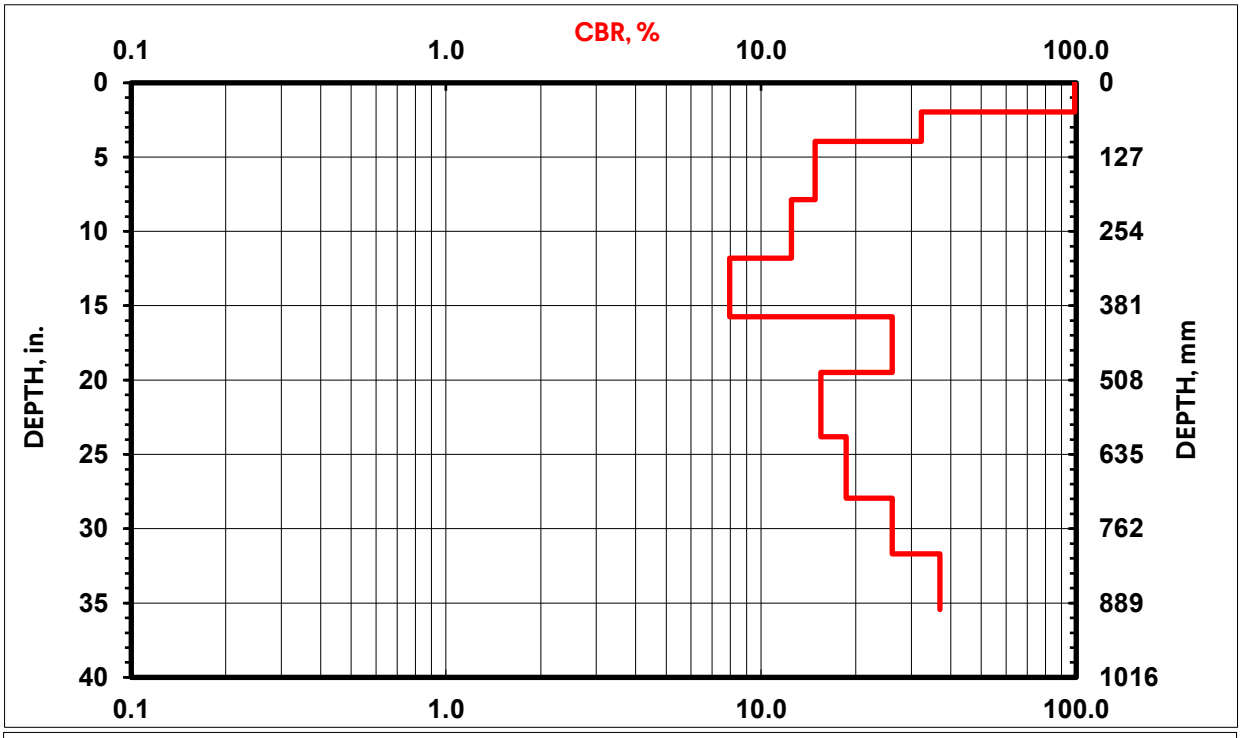


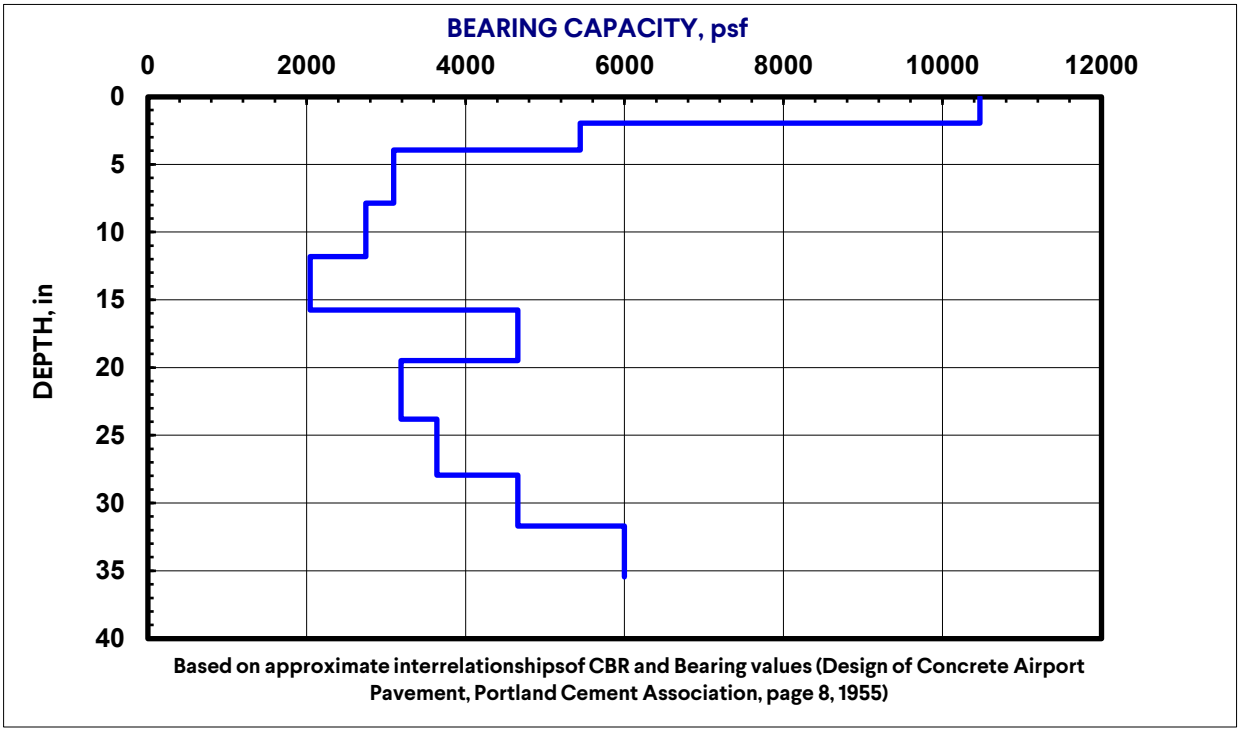
Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025
Location:	Runway 10-28
Test Location No.:	C5
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:	
Asphalt:	8.5 inches
Concrete:	10.75 inches
Total:	19.25 inches

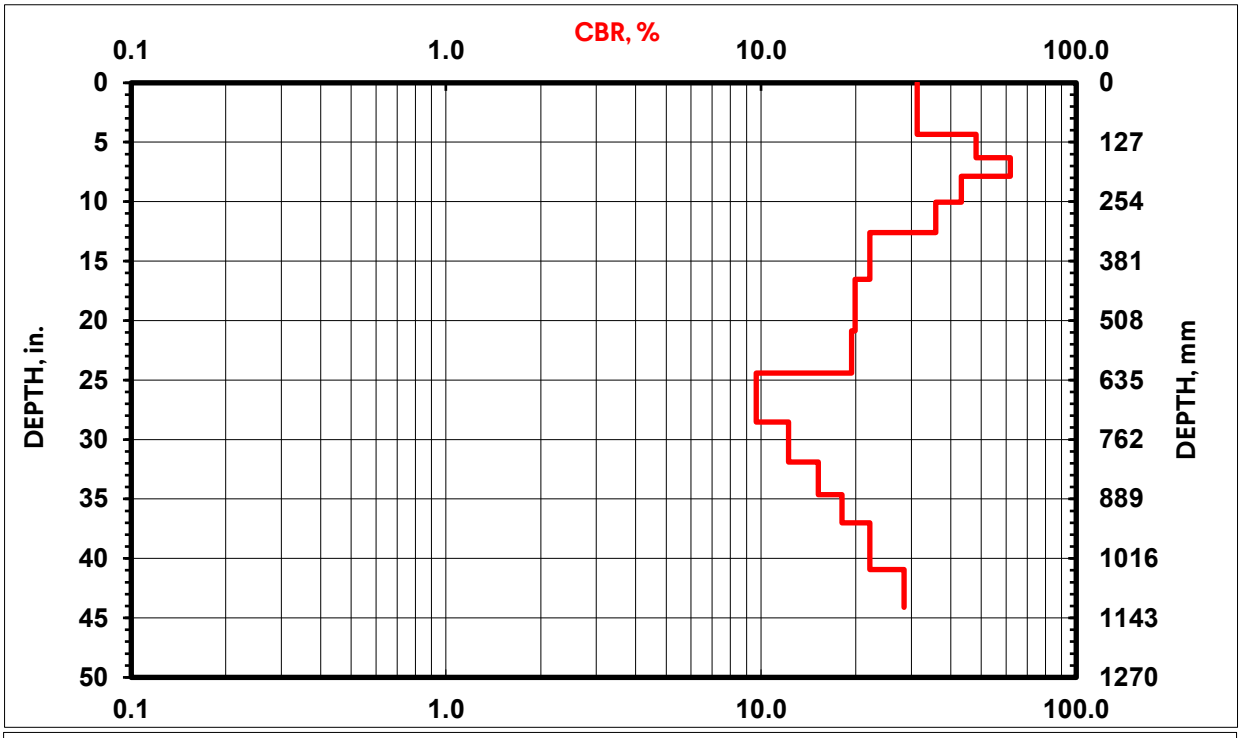


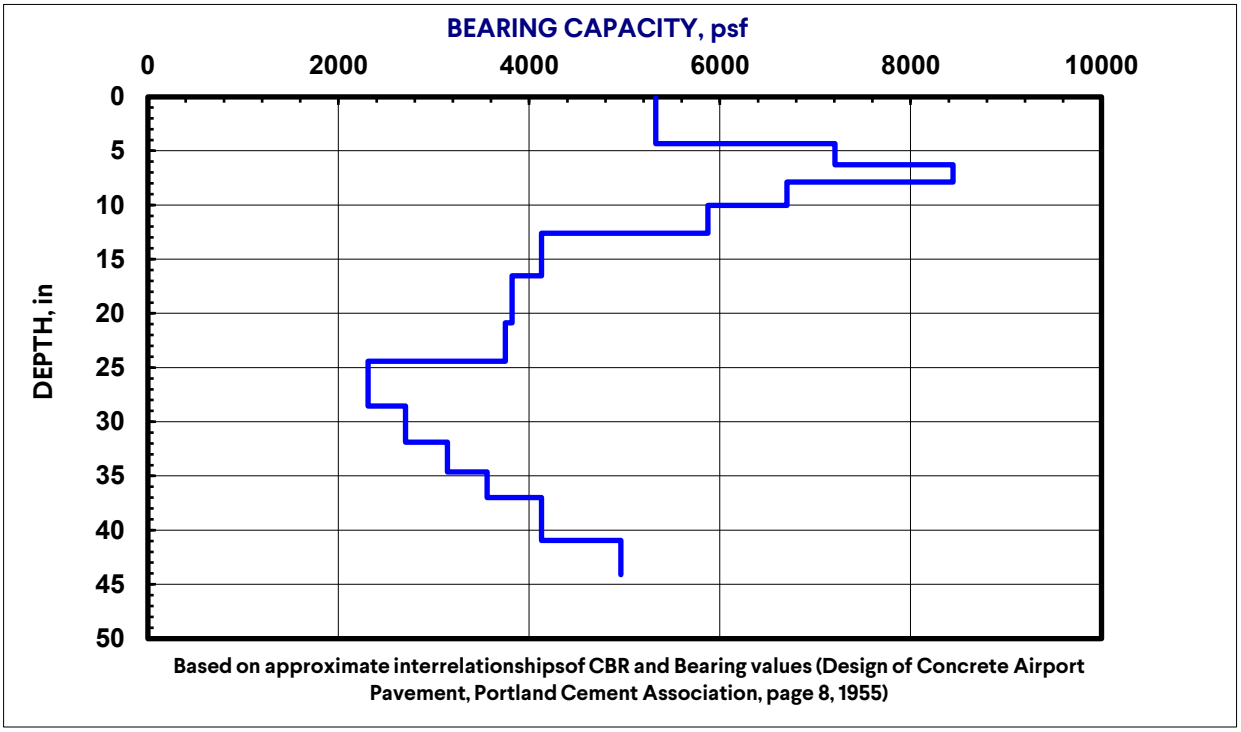


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Runway 03-21	Asphalt:	7 inches
Test Location No.:	C6		
Soil Type:	Clayey Sand	Total:	7 inches
Hammer:	17.6 lb Hammer		

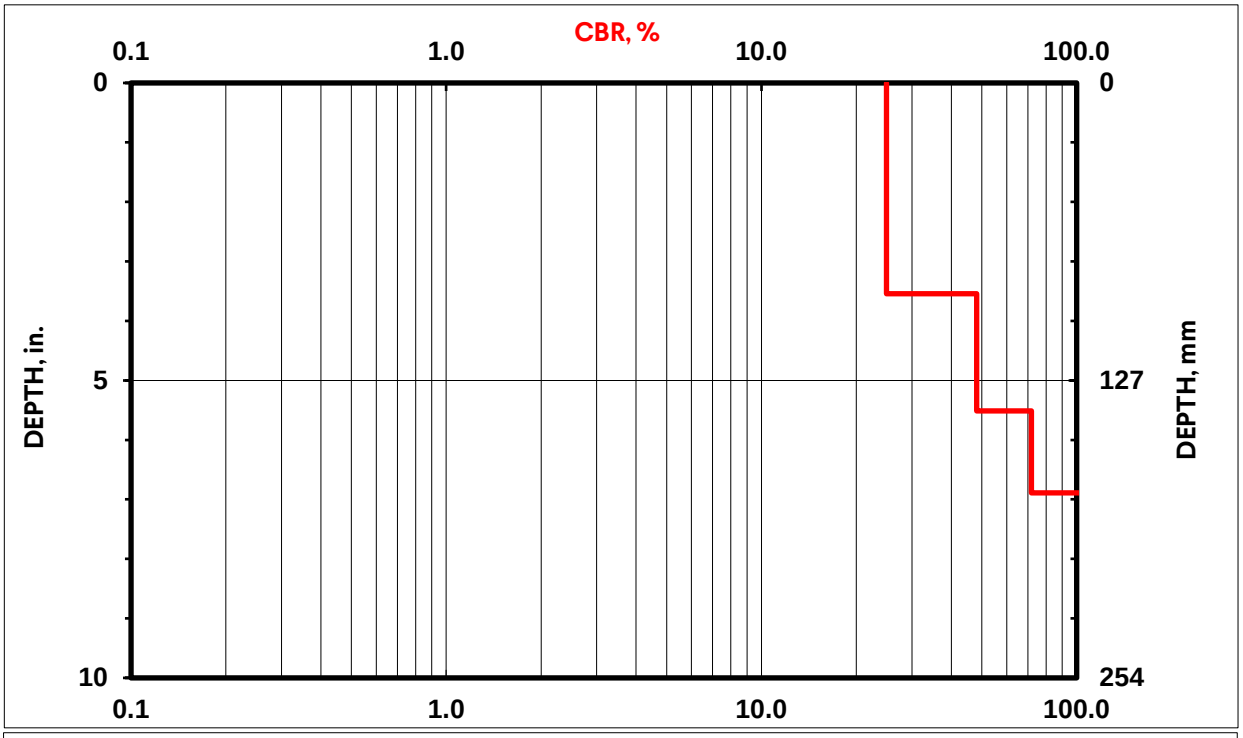


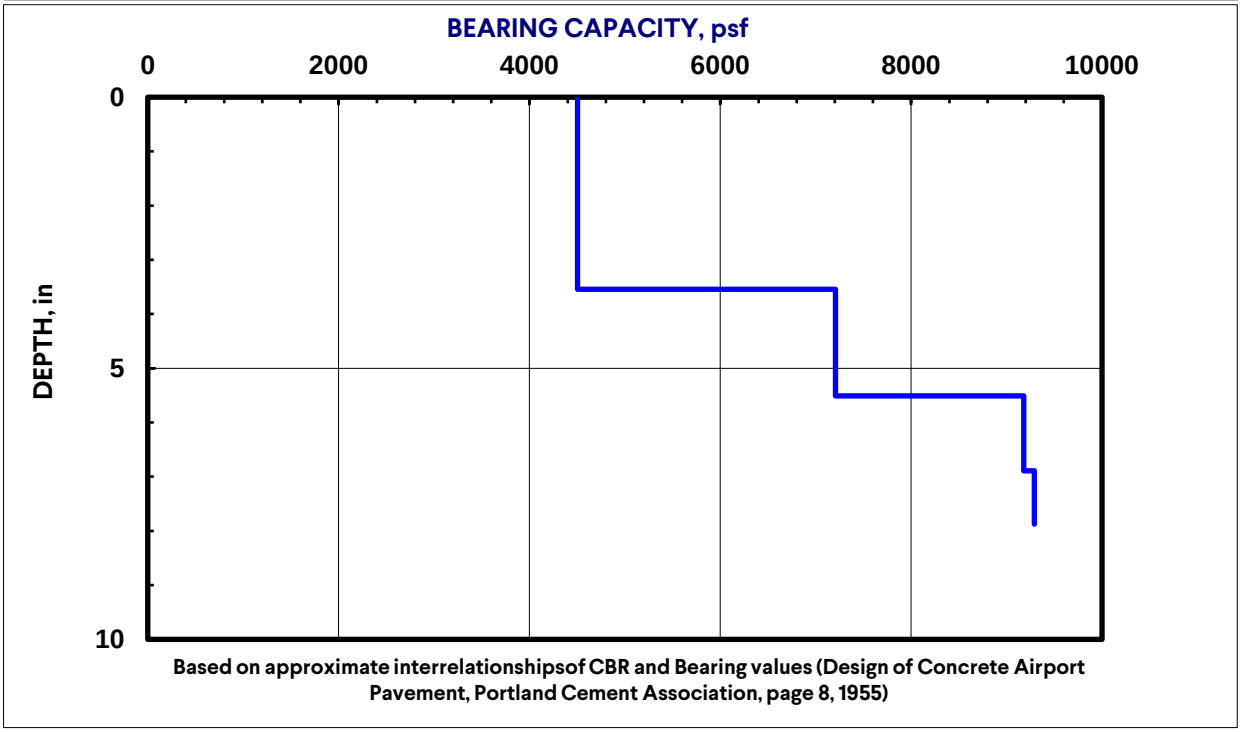


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Runway 03-21	Asphalt:	10 inches
Test Location No.:	C7		
Soil Type:	Clayey Sand	Total:	10 inches
Hammer:	17.6 lb Hammer		

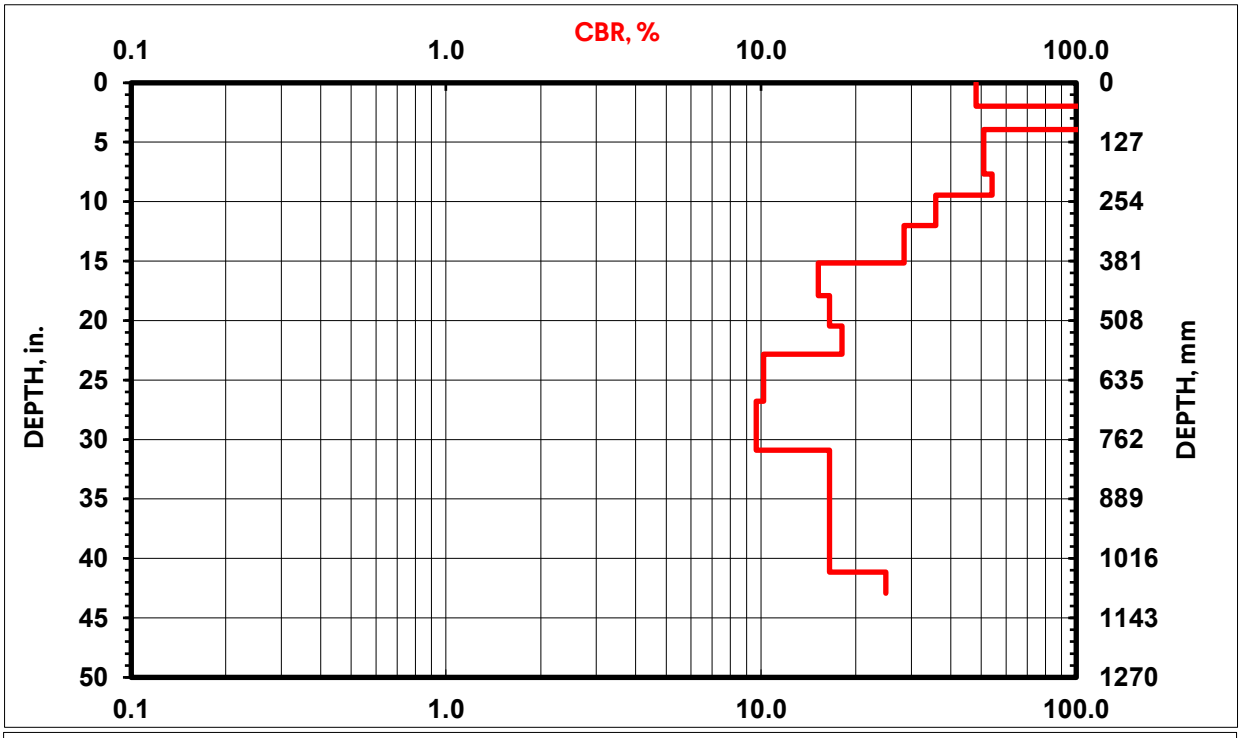


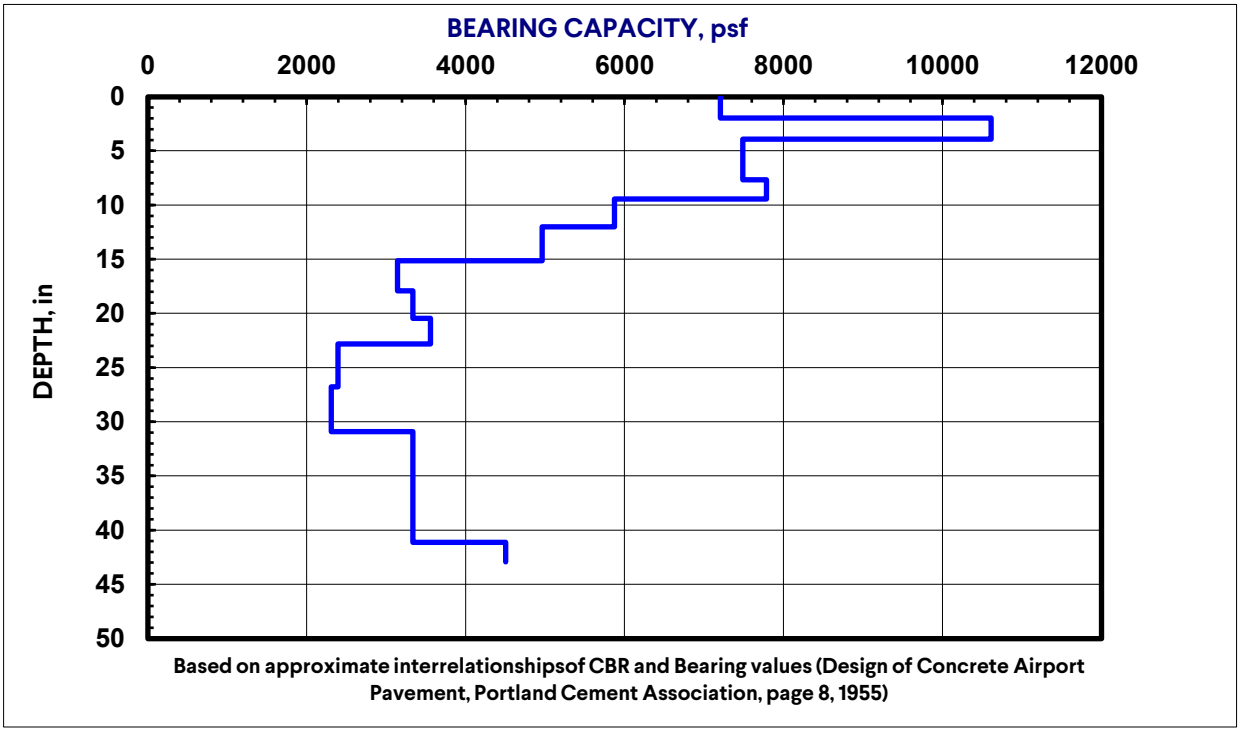


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Runway 03-21	Asphalt:	9 inches
Test Location No.:	C8		
Soil Type:	Clayey Sand	Total:	9 inches
Hammer:	17.6 lb Hammer		

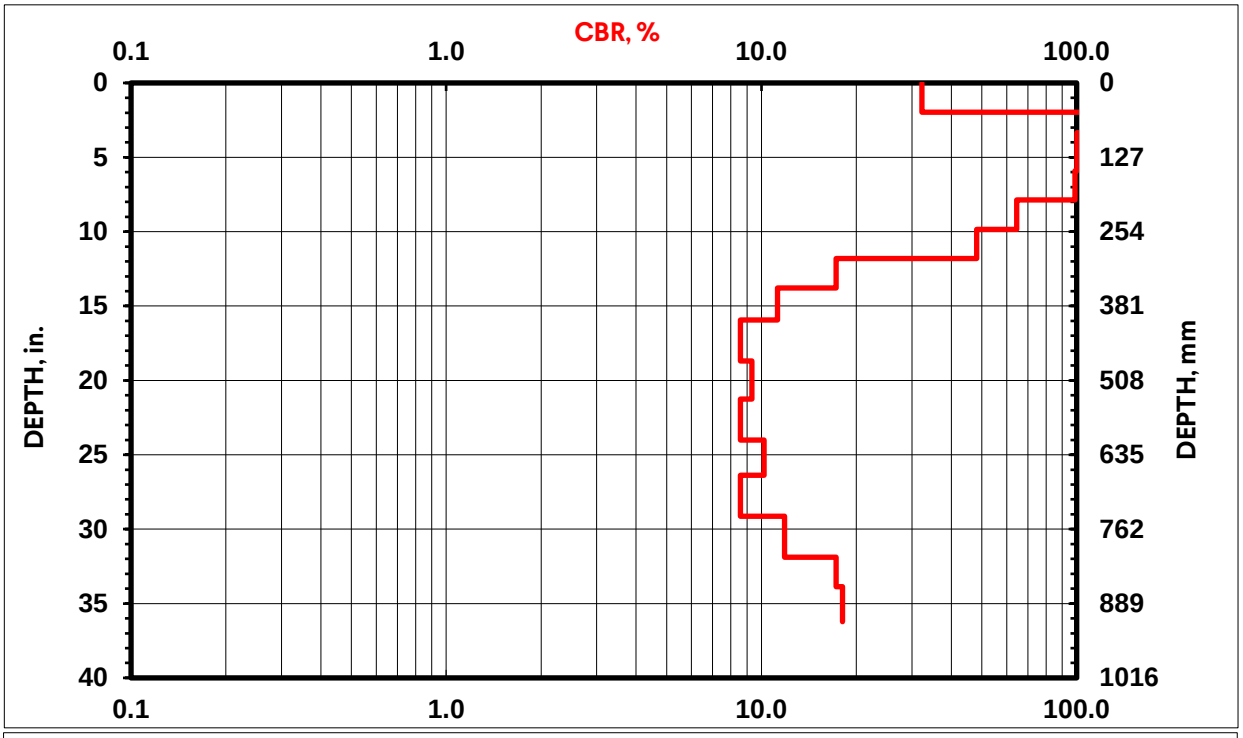


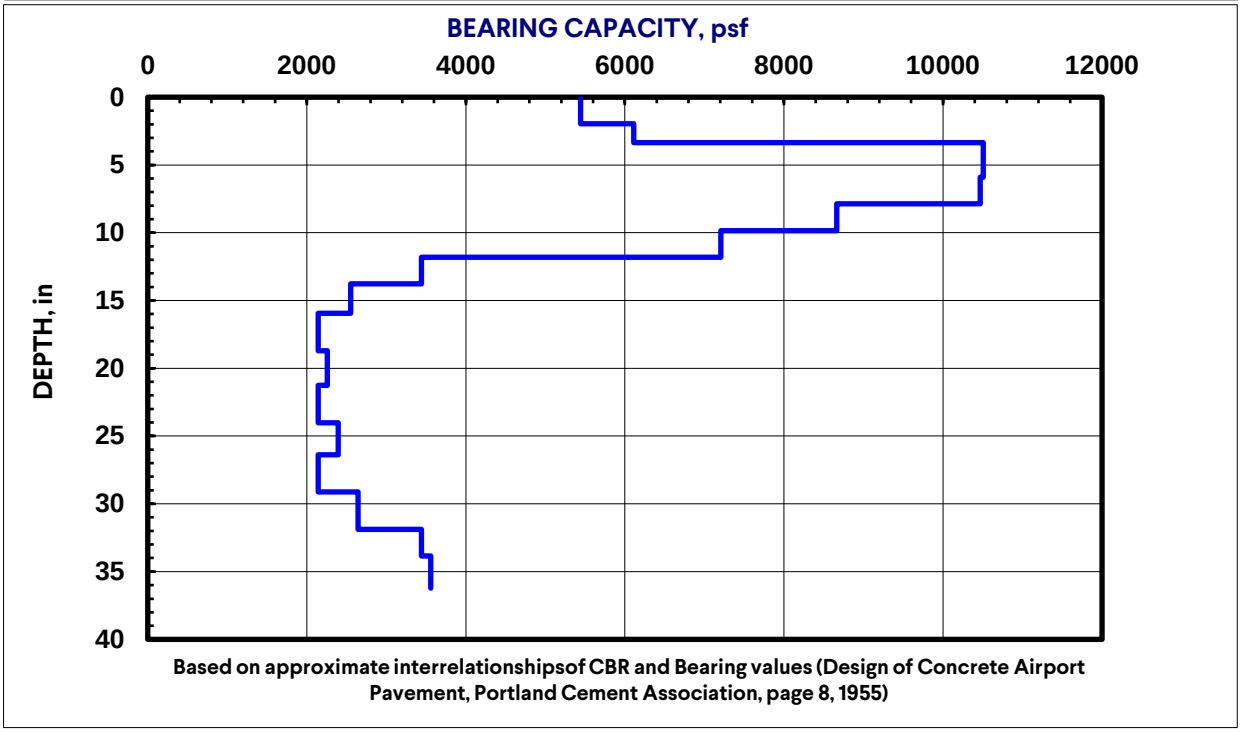


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway B4	Asphalt:	17 inches
Test Location No.:	C9		
Soil Type:	Clayey Sand	Total:	17 inches
Hammer:	17.6 lb Hammer		

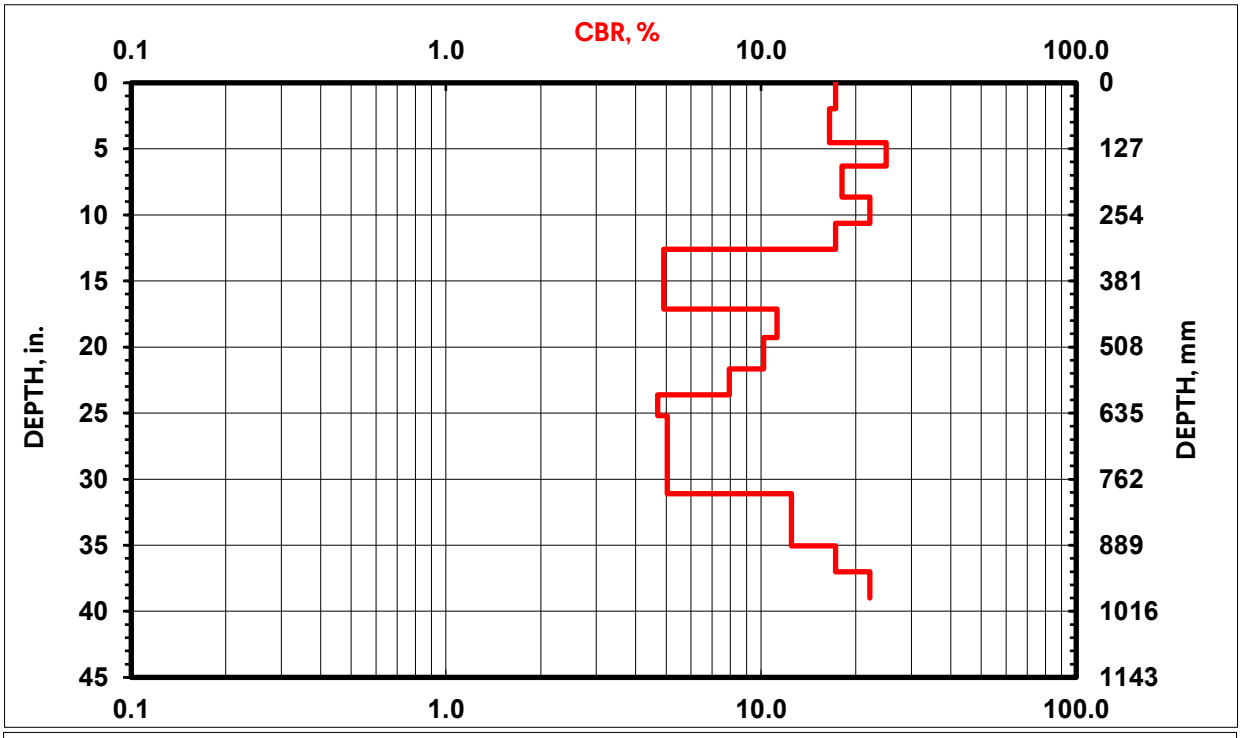


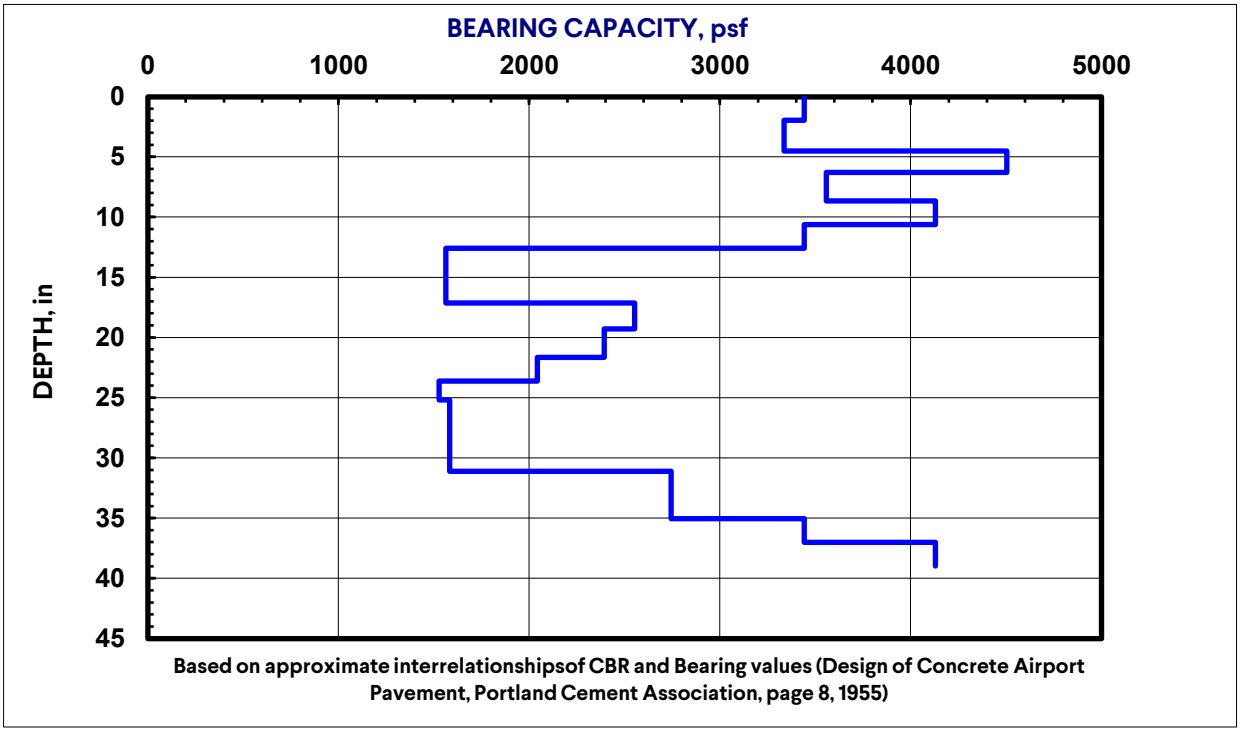


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway B	Asphalt:	18.5 inches
Test Location No.:	C10		
Soil Type:	Clayey Sand	Total:	18.5 inches
Hammer:	17.6 lb Hammer		

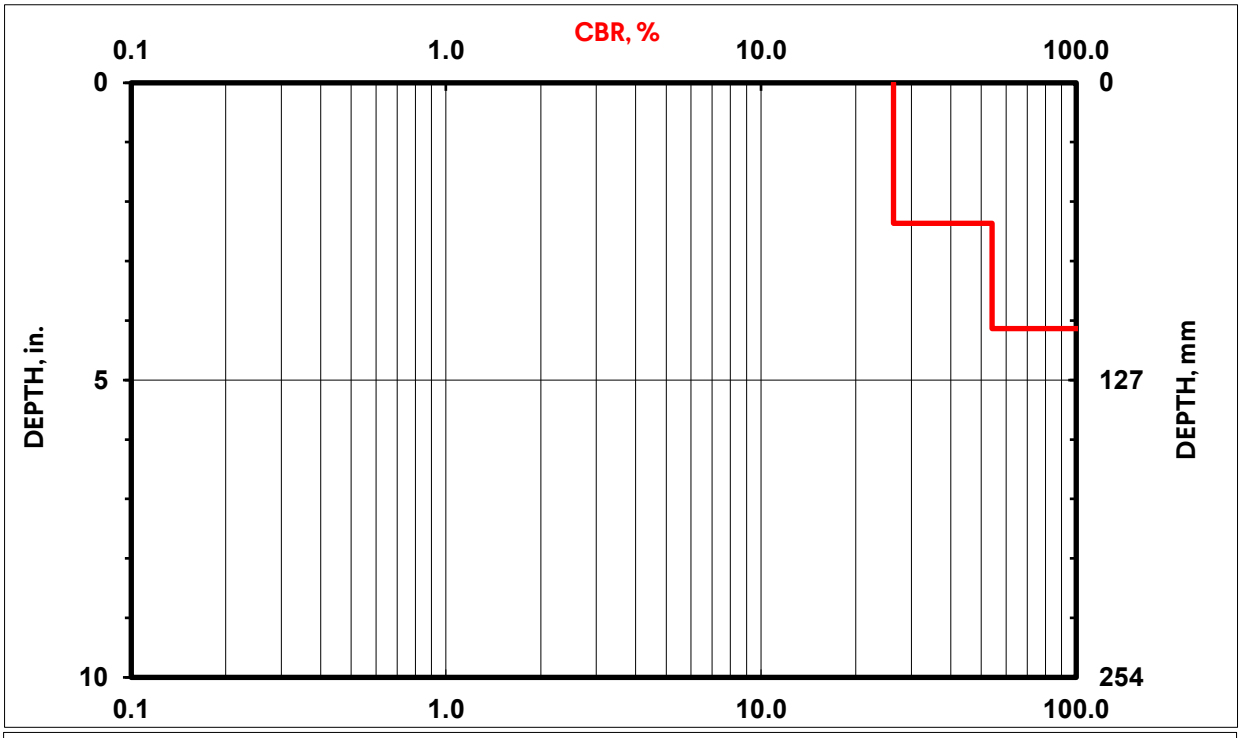


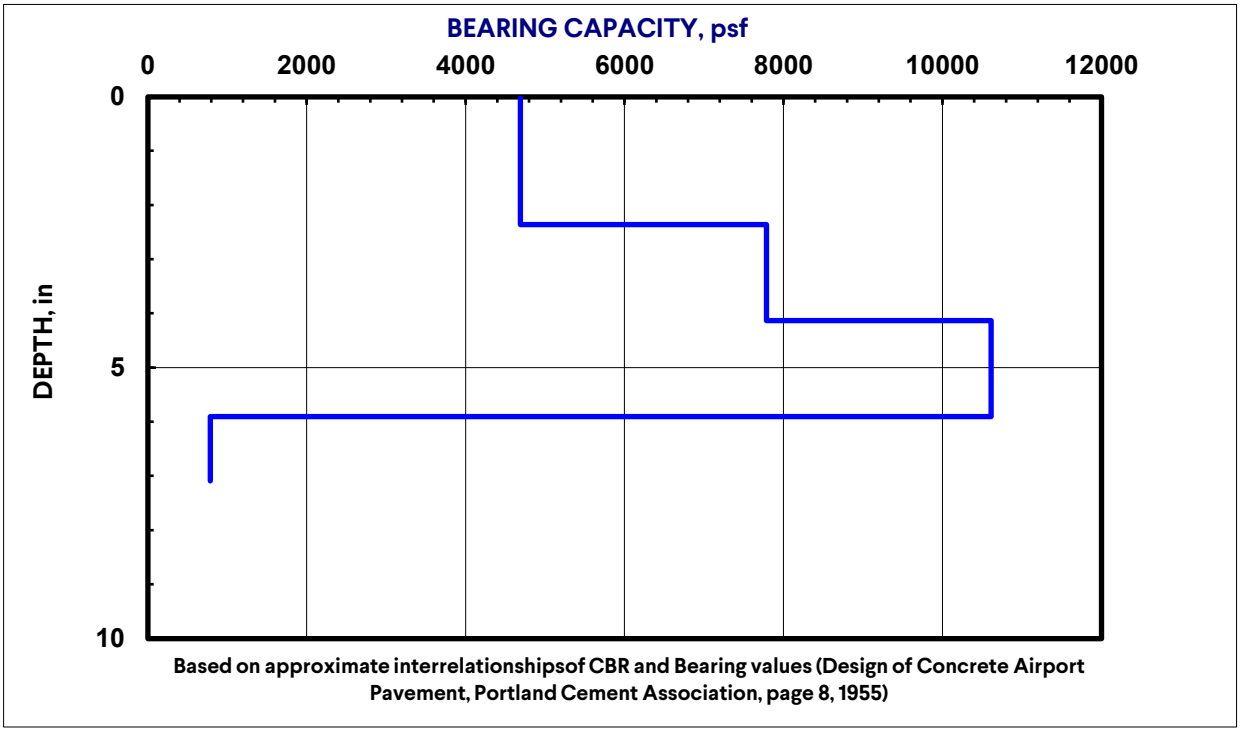


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway B3	Asphalt:	19.25 inches
Test Location No.:	C11		
Soil Type:	Clayey Sand	Total:	19.25 inches
Hammer:	17.6 lb Hammer		

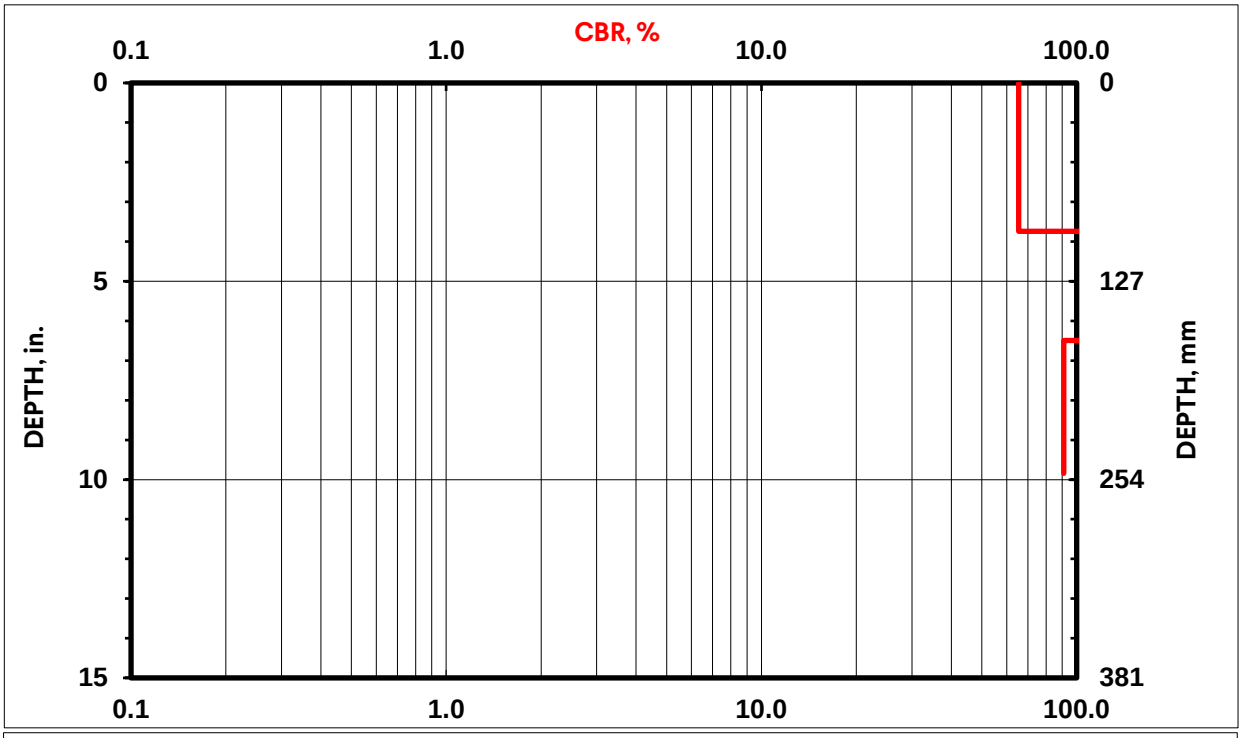


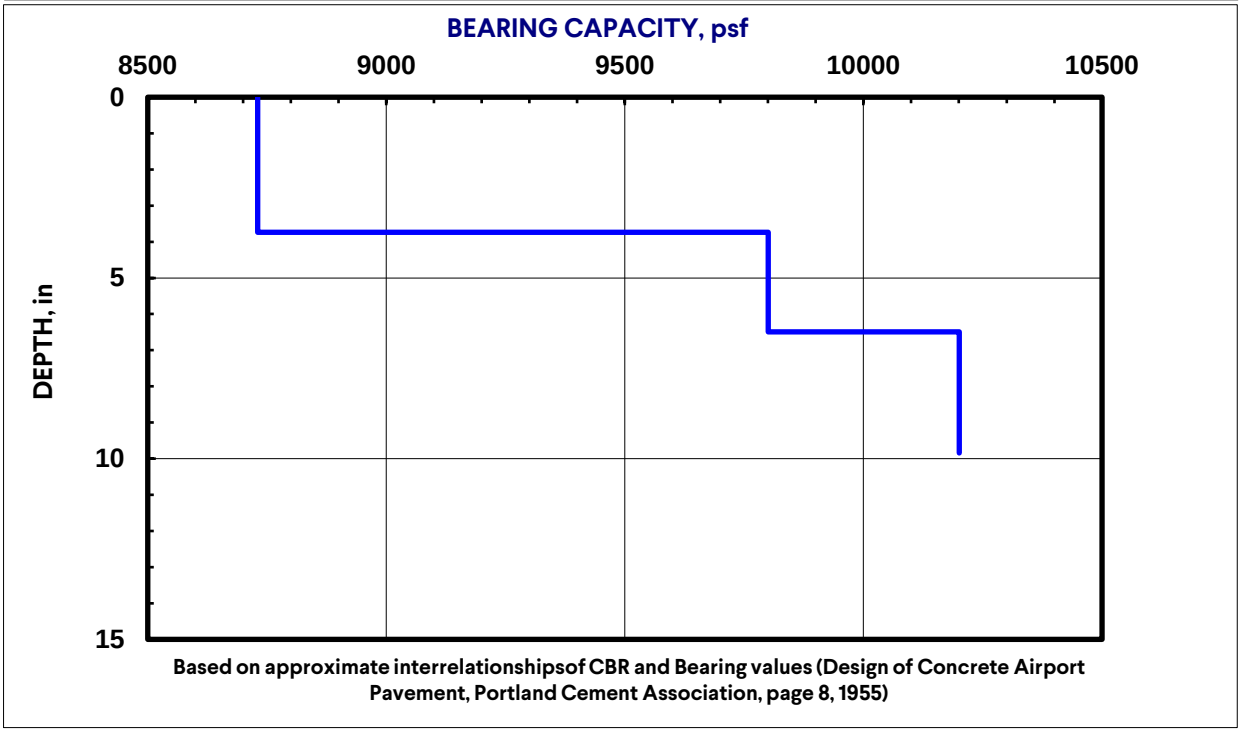


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway B	Asphalt:	18.5 inches
Test Location No.:	C12		
Soil Type:	Clayey Sand	Total:	18.5 inches
Hammer:	17.6 lb Hammer		

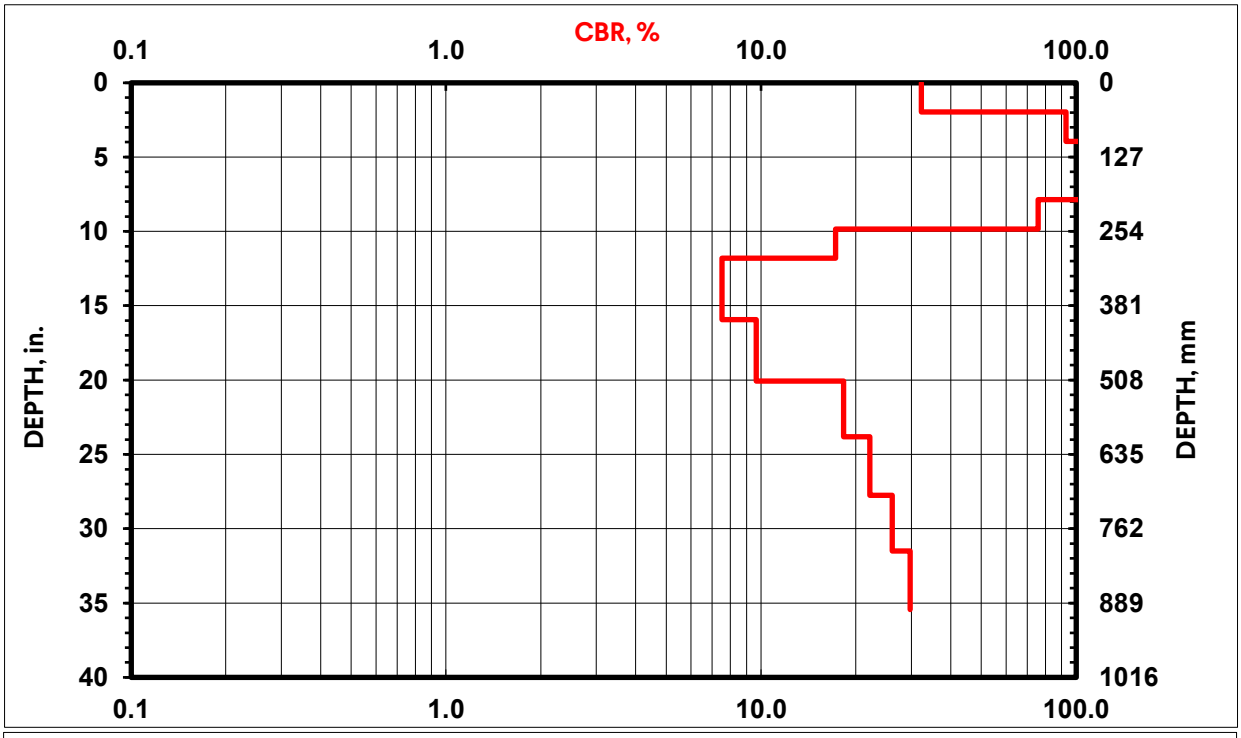


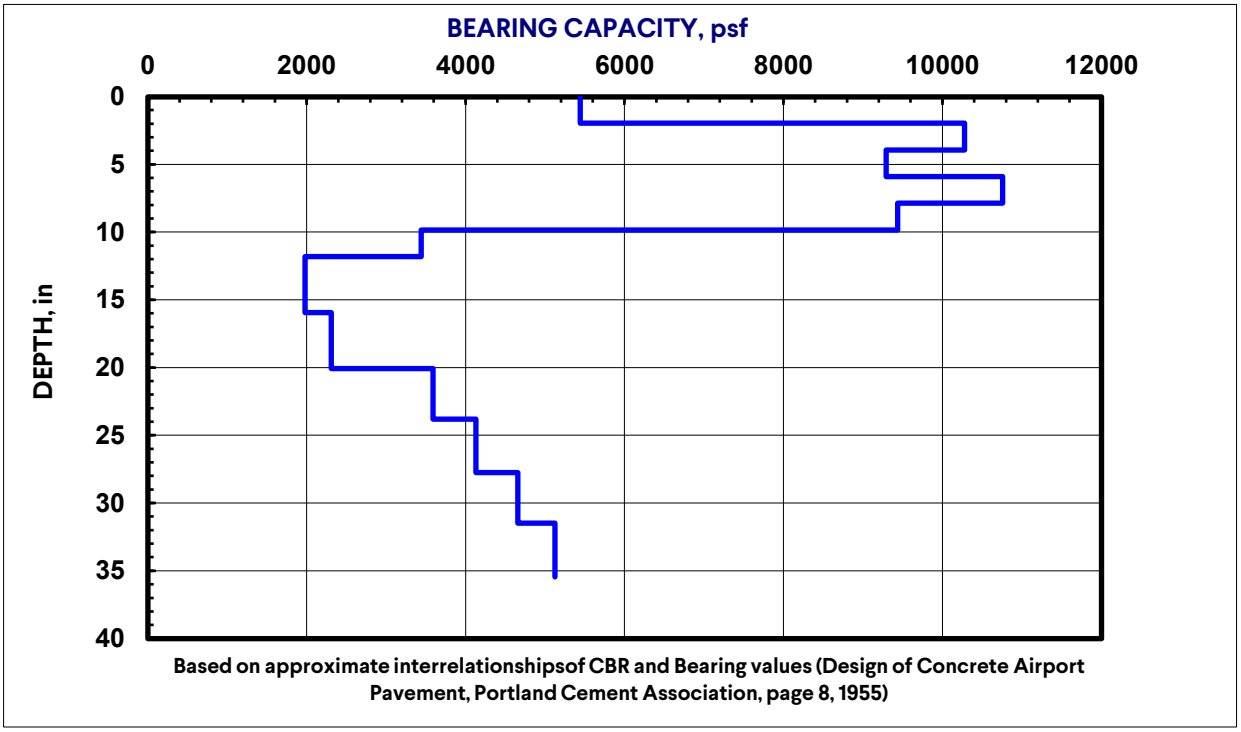


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway B1	Asphalt:	16 inches
Test Location No.:	C13		
Soil Type:	Clayey Sand	Total:	16 inches
Hammer:	17.6 lb Hammer		



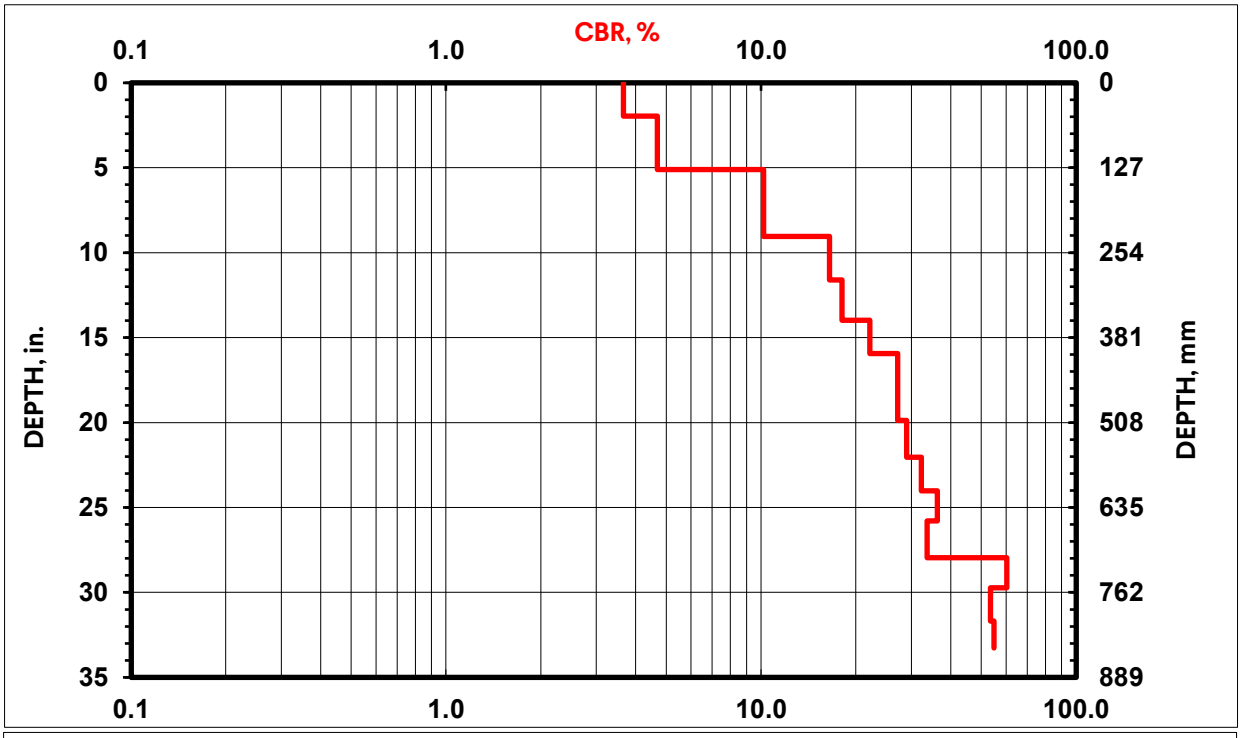


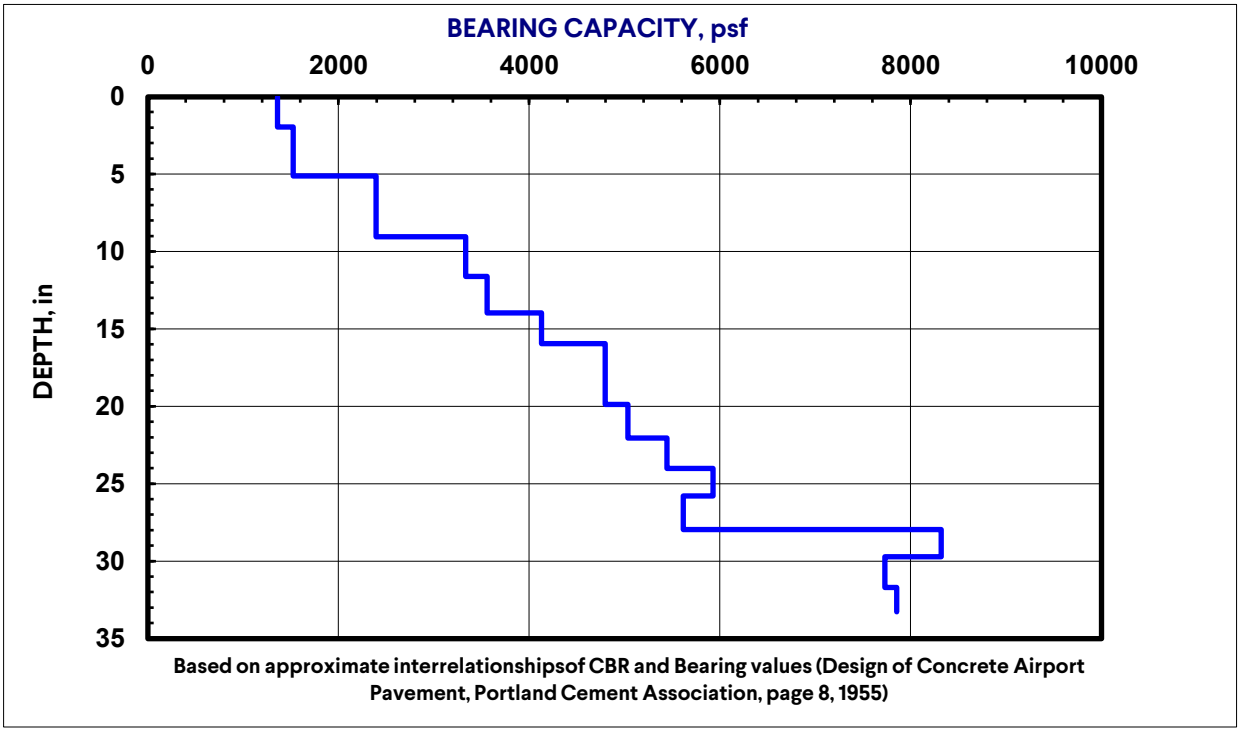
Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025
Location:	TW A7
Test Location No.:	C14
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:	
Asphalt:	10.5 inches
Concrete:	10.75 inches
Total:	21.25 inches

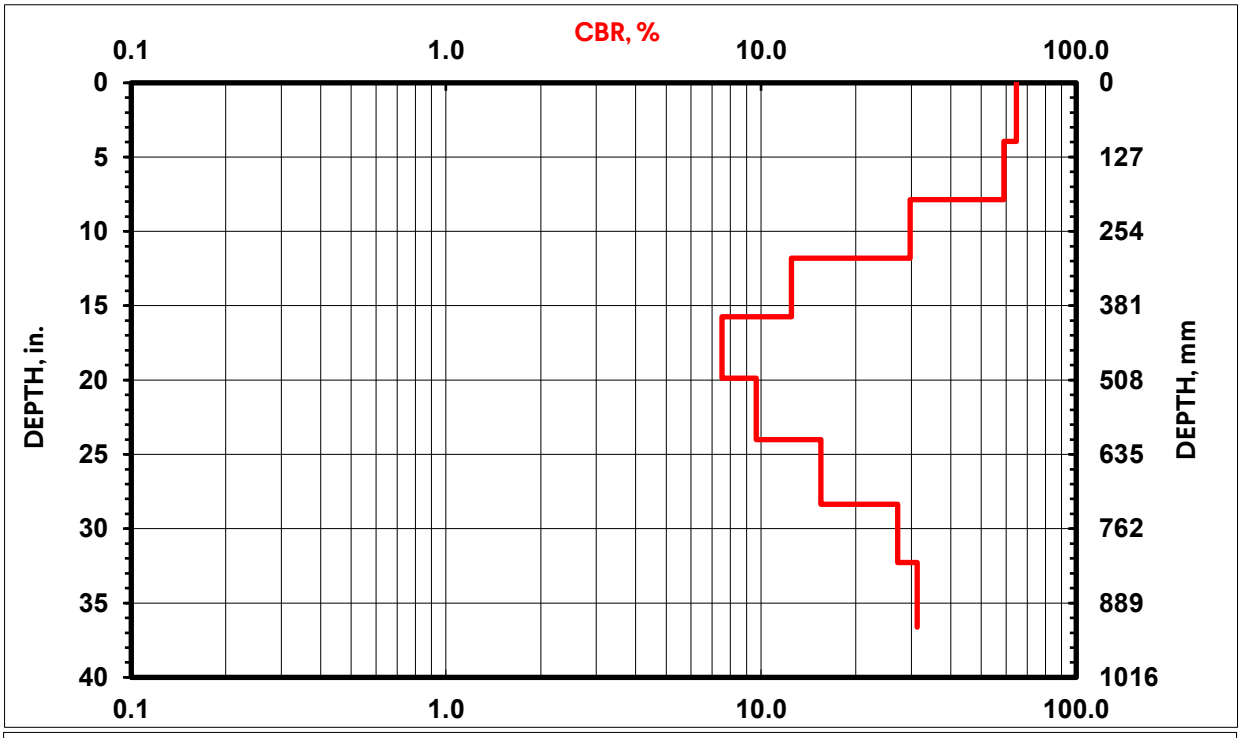


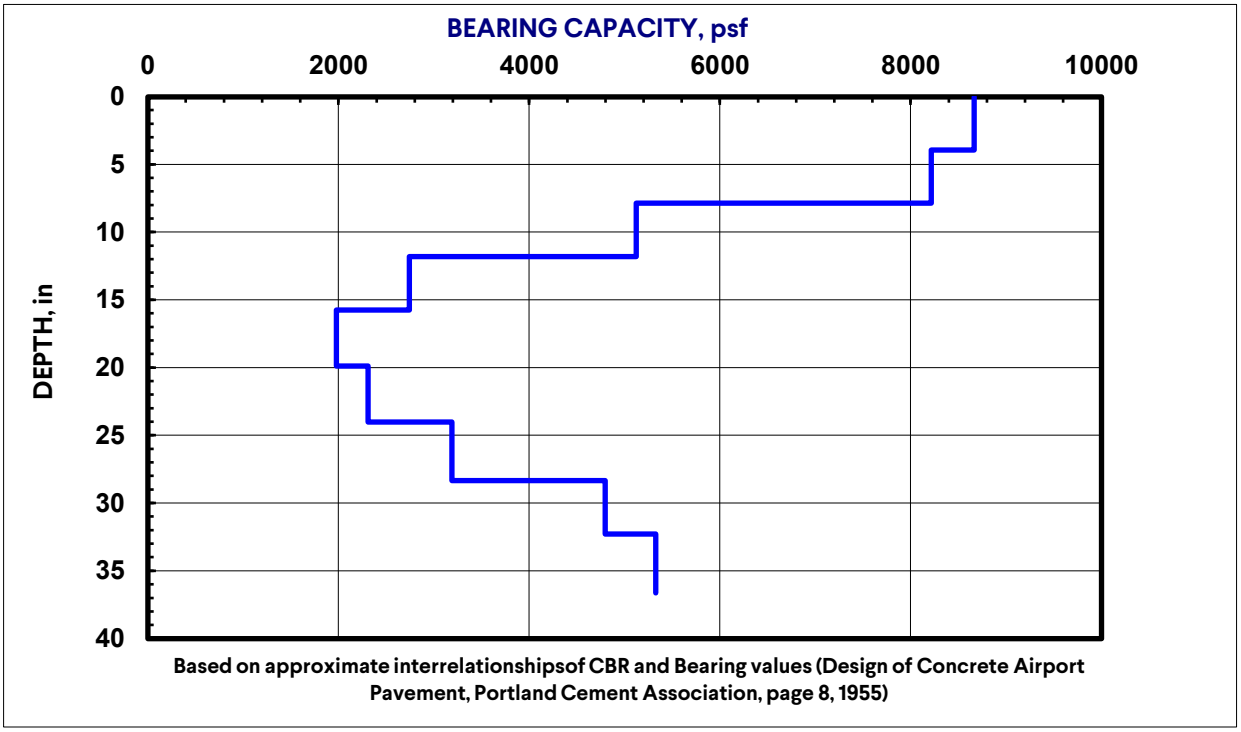


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway A	Asphalt:	16 inches
Test Location No.:	C15		
Soil Type:	Clayey Sand	Total:	16 inches
Hammer:	17.6 lb Hammer		

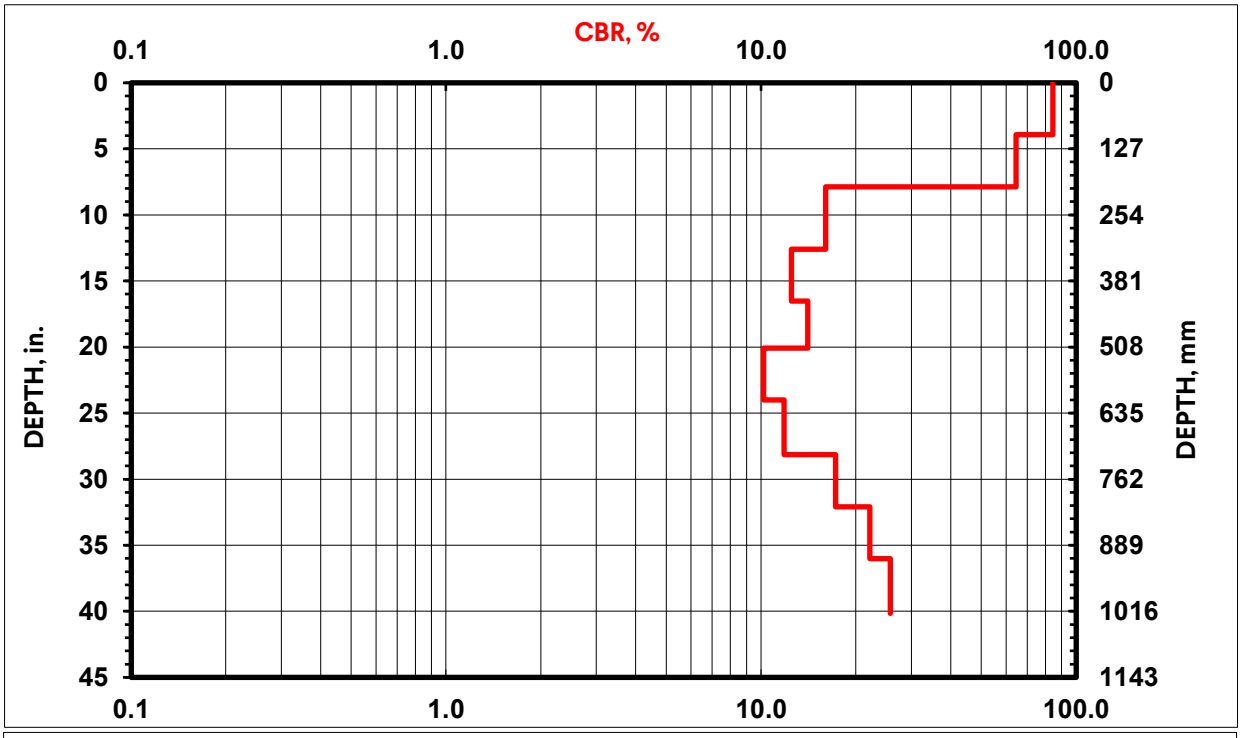


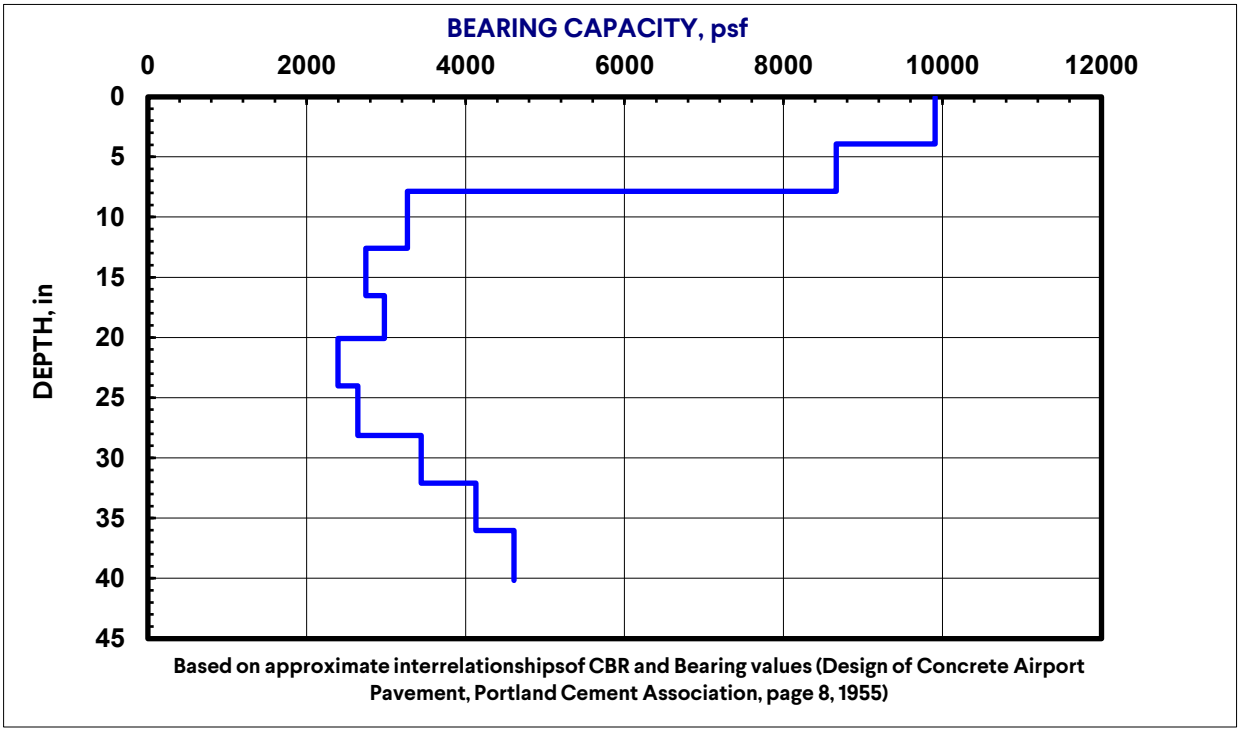


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway A	Asphalt:	14 inches
Test Location No.:	C16		
Soil Type:	Clayey Sand	Total:	14 inches
Hammer:	17.6 lb Hammer		

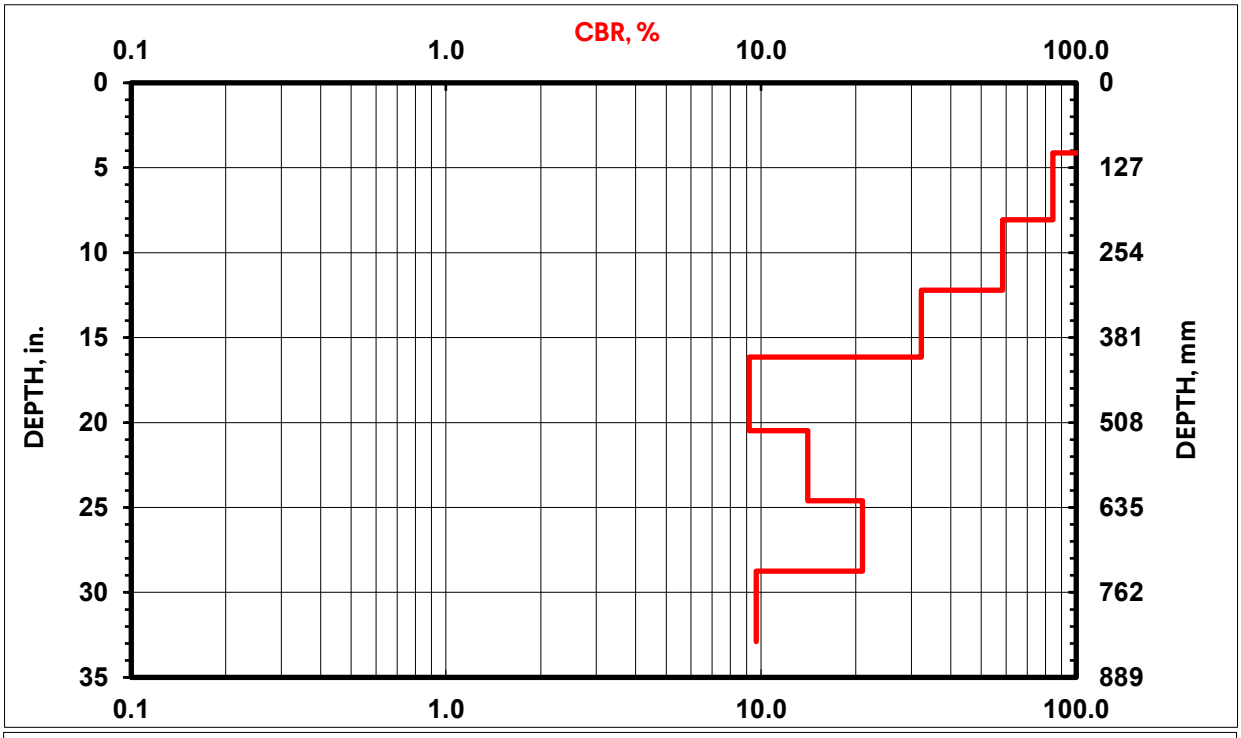


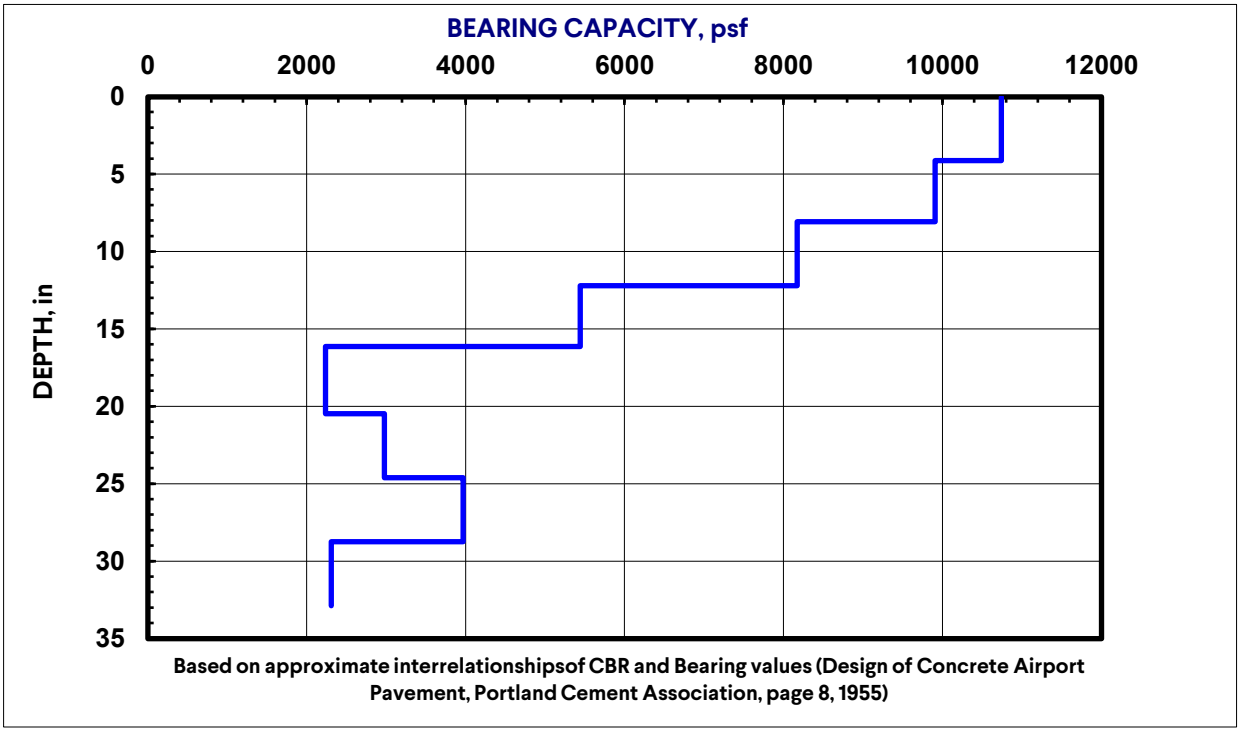


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway A	Asphalt:	23.75 inches
Test Location No.:	C17		
Soil Type:	Clayey Sand	Total:	23.75 inches
Hammer:	17.6 lb Hammer		



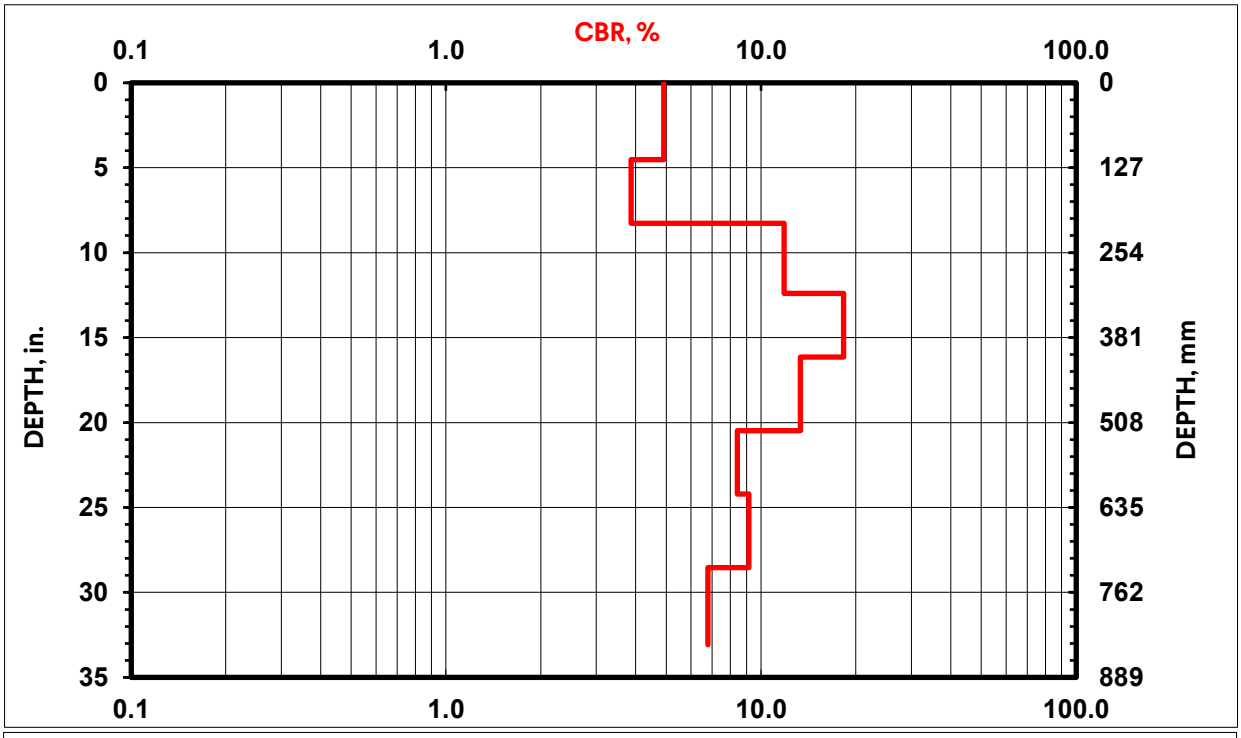


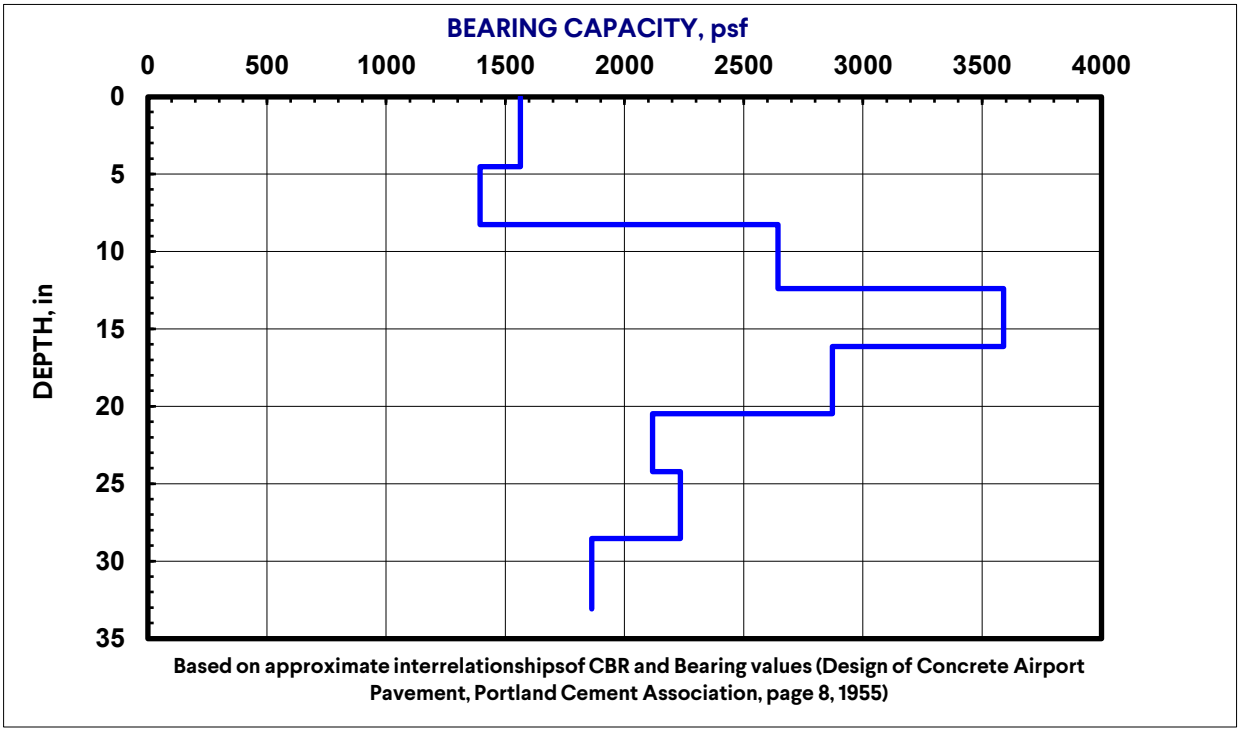
Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025
Location:	TW A1
Test Location No.:	C18
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:	
Asphalt:	9 inches
Concrete:	10.25 inches
Total:	19.25 inches

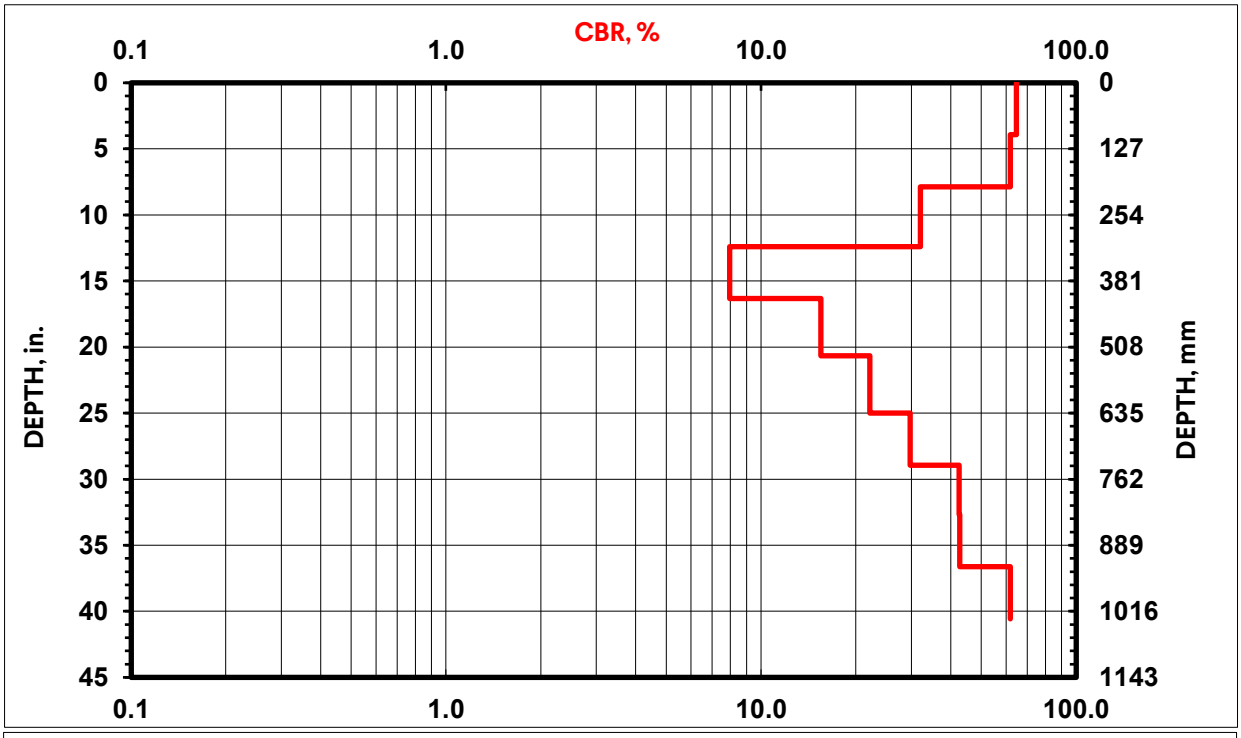


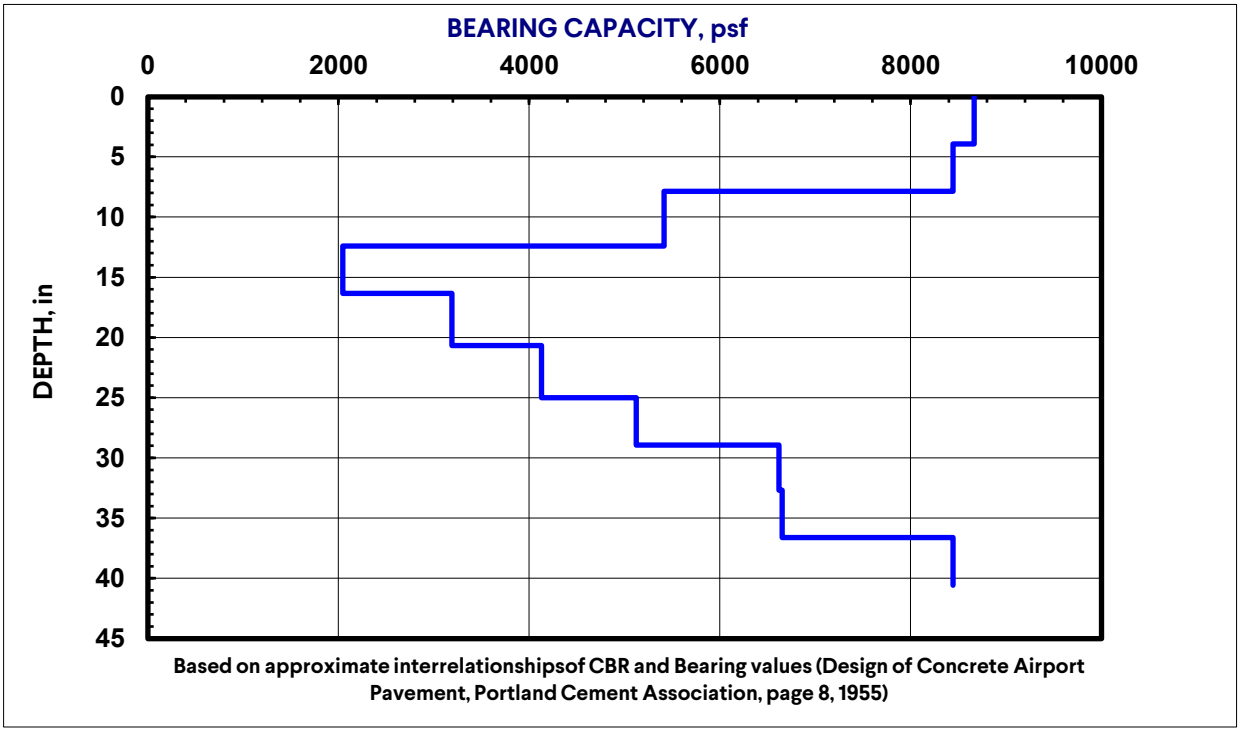


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway E	Asphalt:	16.25 inches
Test Location No.:	C19		
Soil Type:	Clayey Sand	Total:	16.25 inches
Hammer:	17.6 lb Hammer		



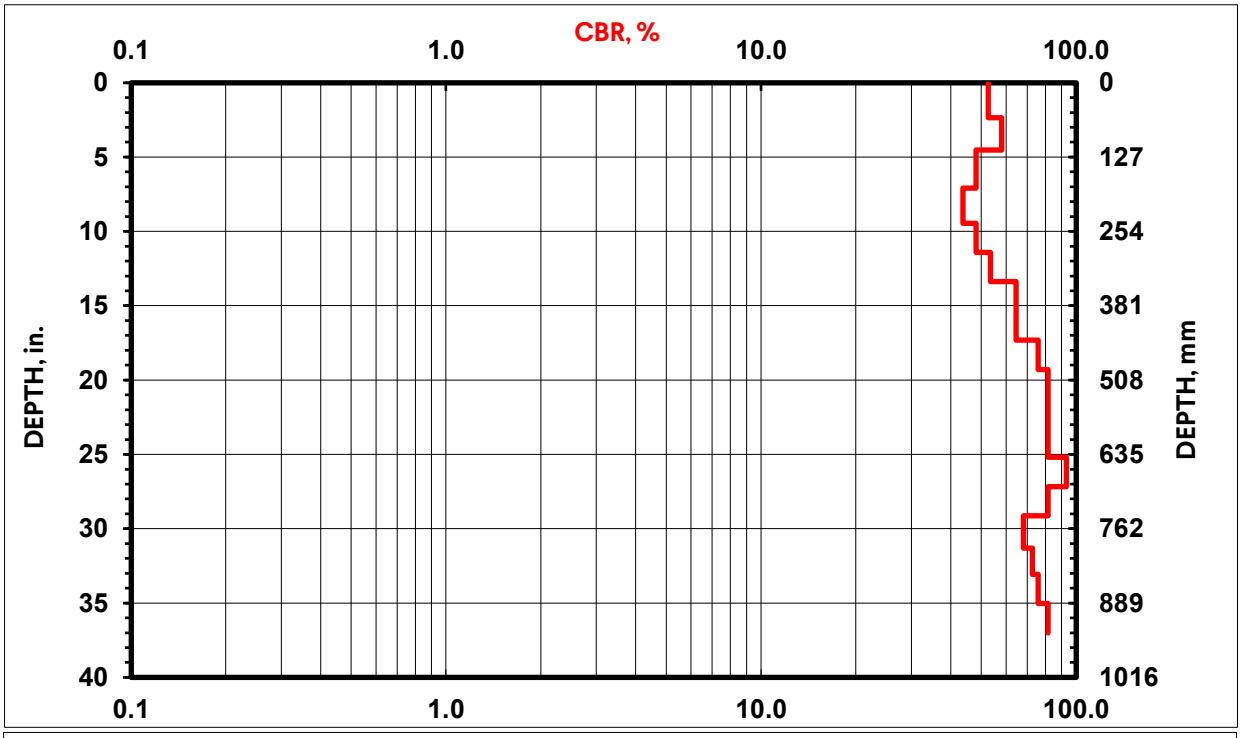


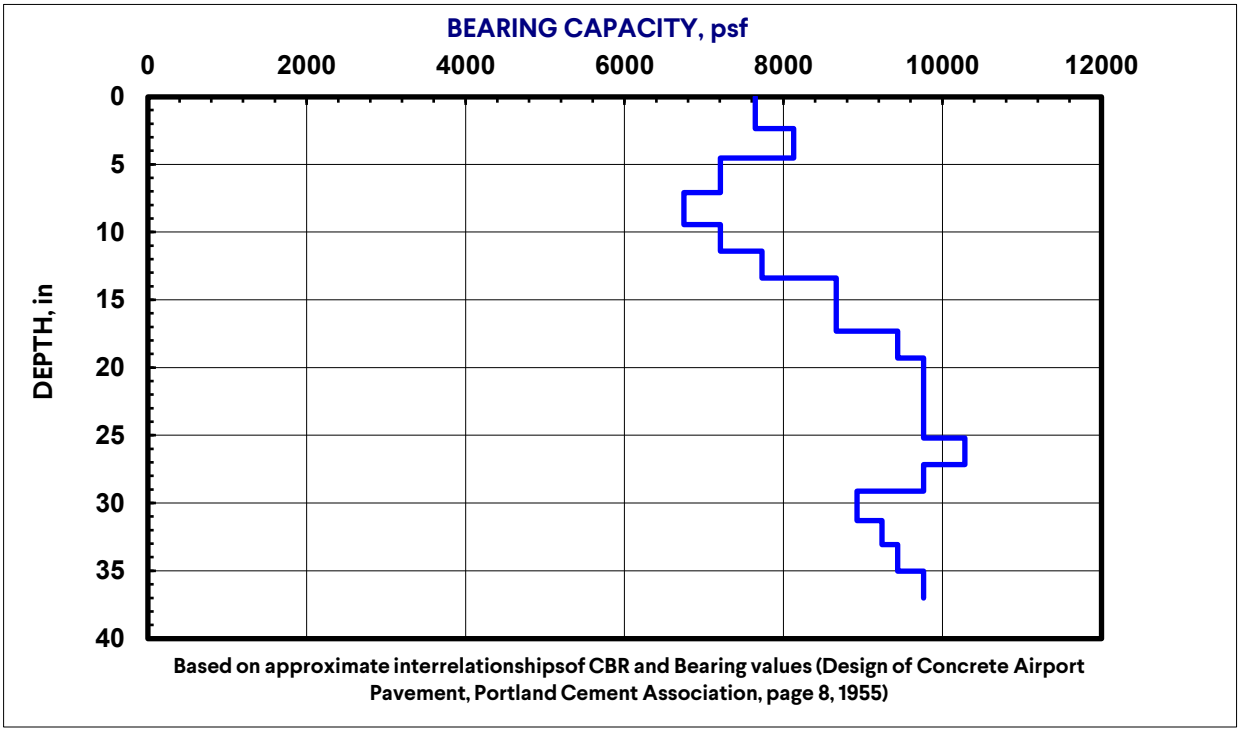
Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025
Location:	Run-up RW 10
Test Location No.:	C20
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:	
Concrete:	10.75 inches
Asphalt:	5.5 inches
Total:	16.25 inches

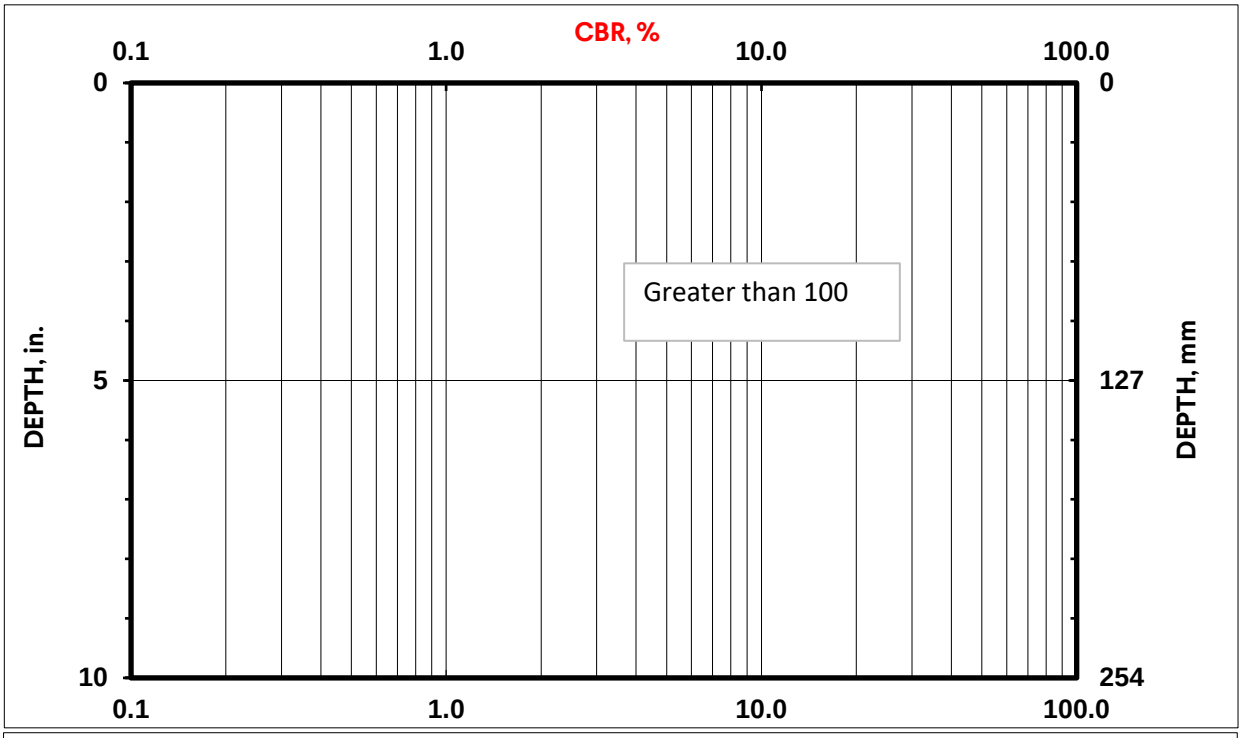


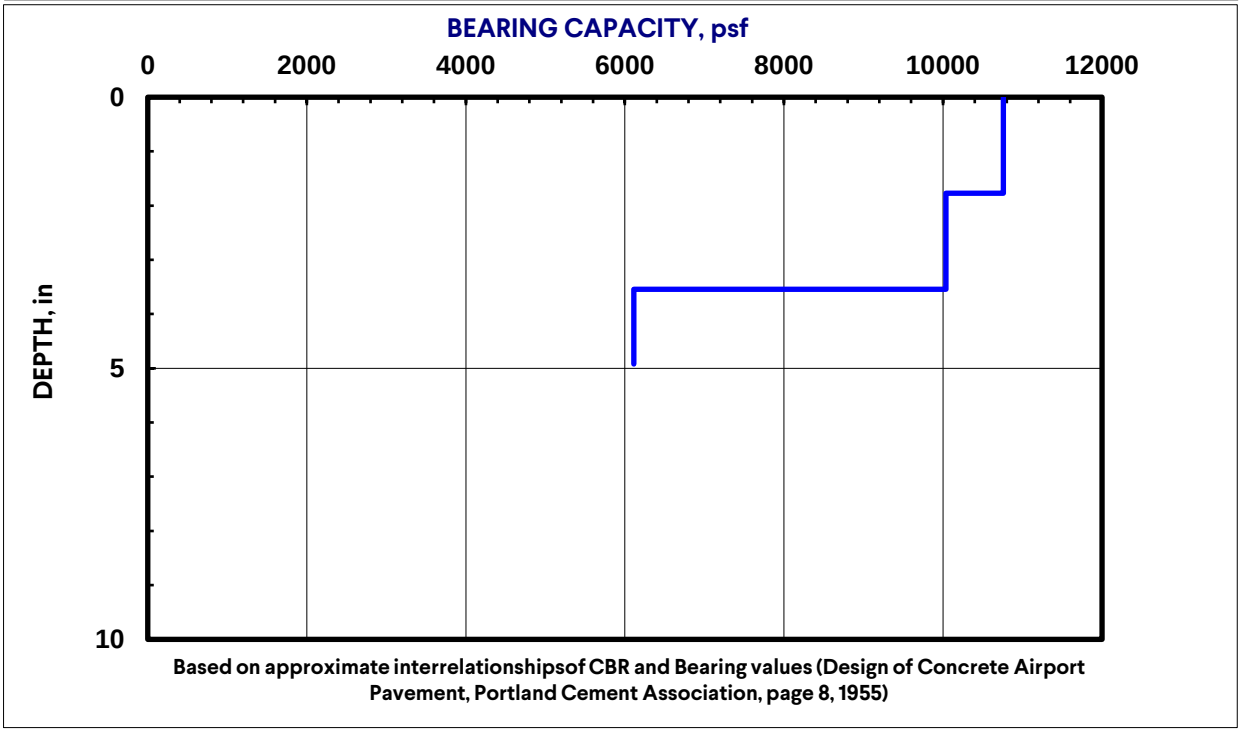


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	TW A6	Asphalt:	13 inches
Test Location No.:	C21		
Soil Type:	Clayey Sand	Total:	13 inches
Hammer:	17.6 lb Hammer		

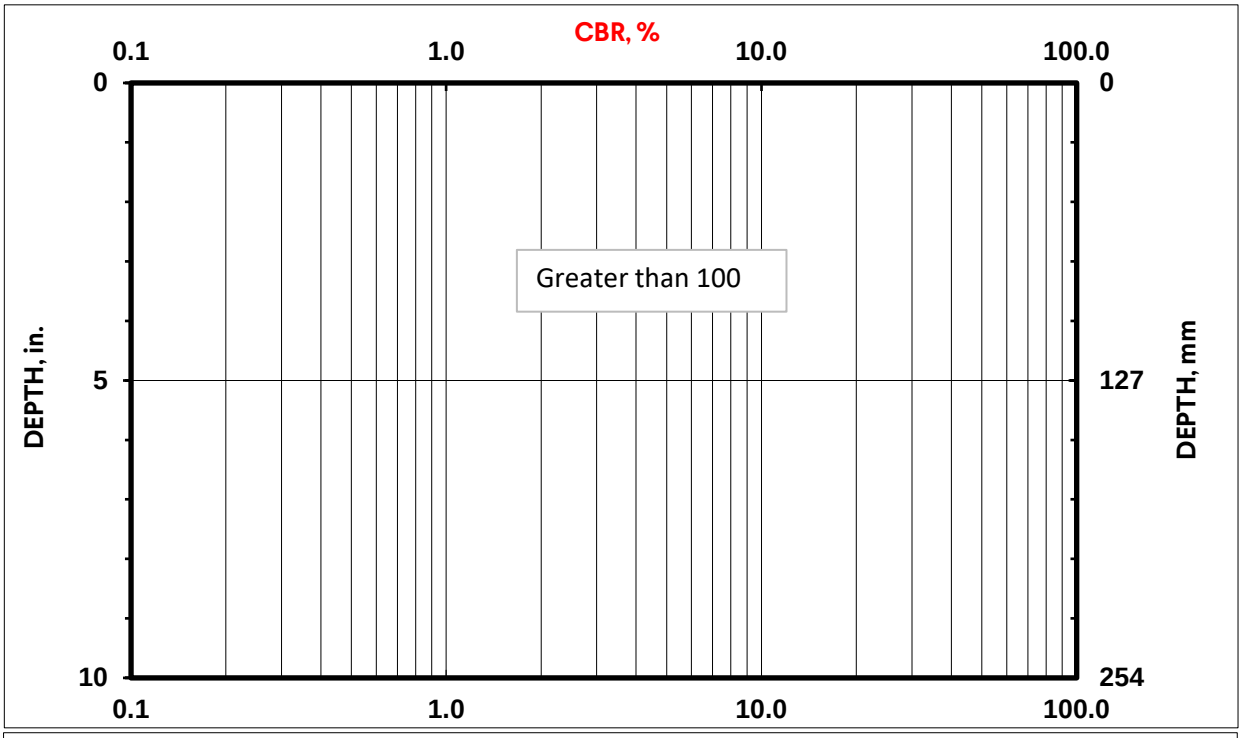


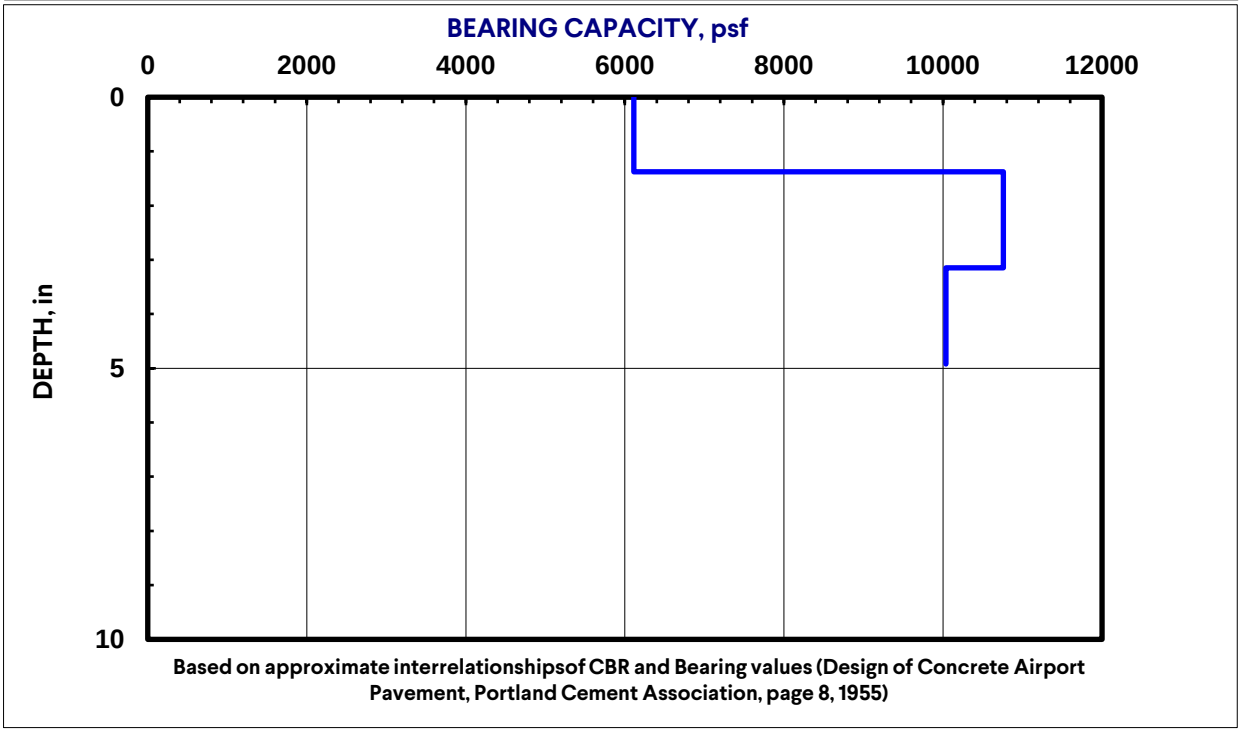


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	TW A5	Asphalt:	14.75 inches
Test Location No.:	C22		
Soil Type:	Clayey Sand	Total:	14.75 inches
Hammer:	17.6 lb Hammer		

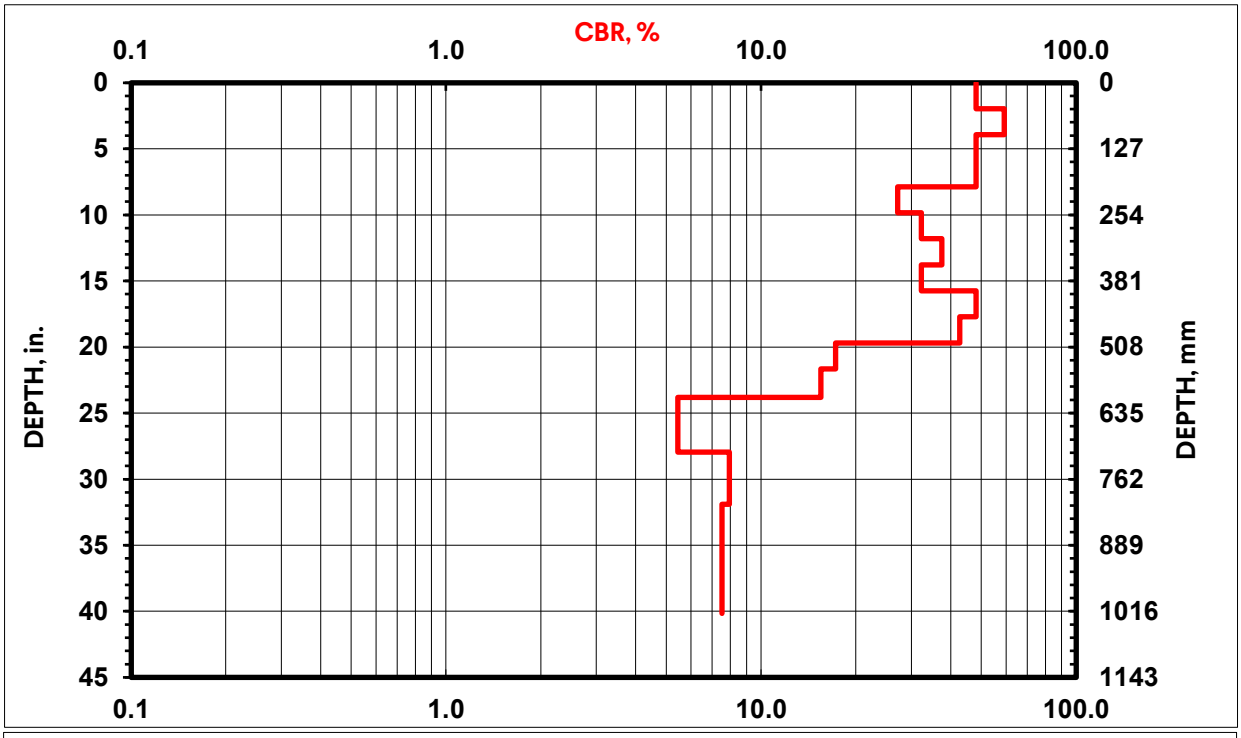


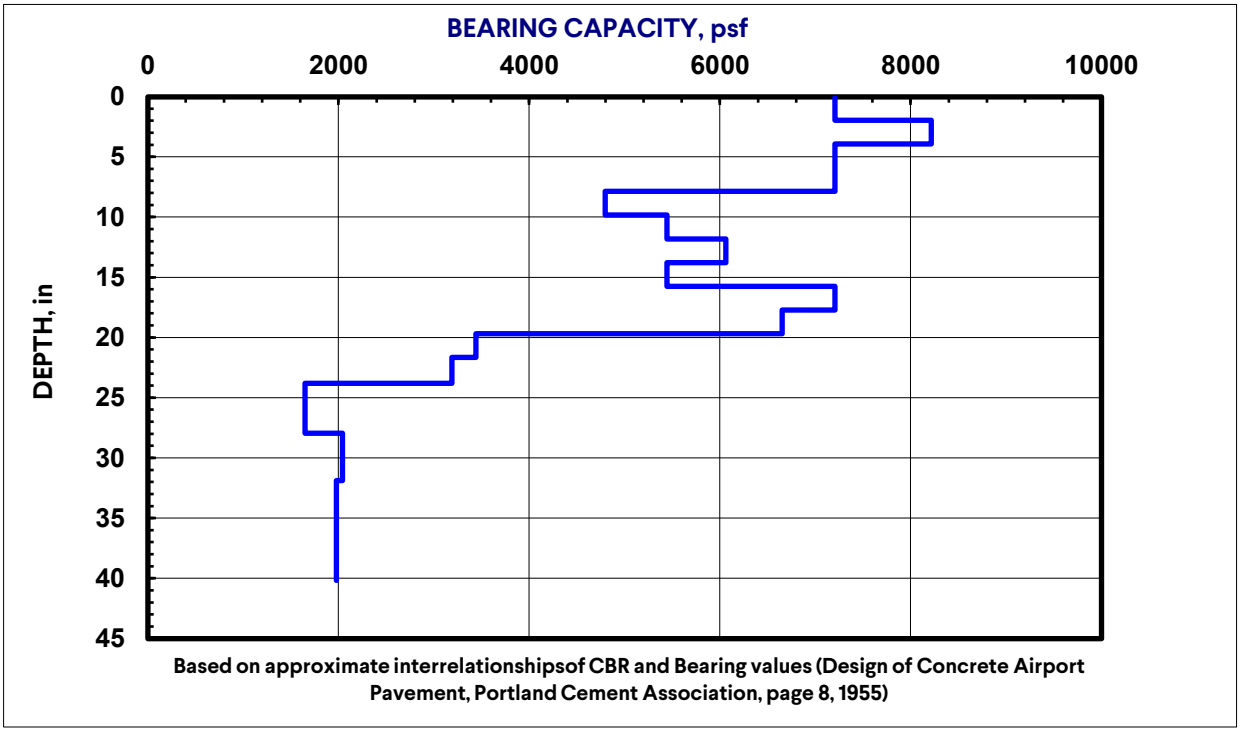


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	TW A4	Asphalt:	15 inches
Test Location No.:	C23		
Soil Type:	Clayey Sand	Total:	15 inches
Hammer:	17.6 lb Hammer		

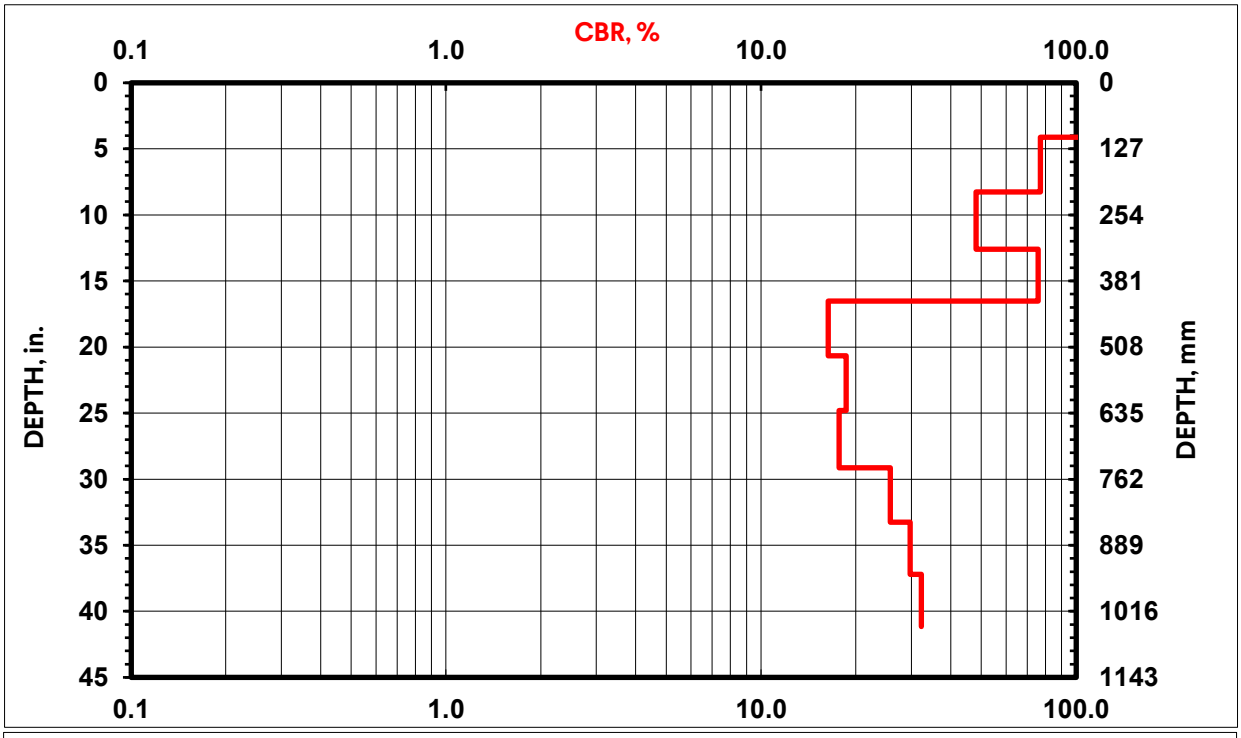


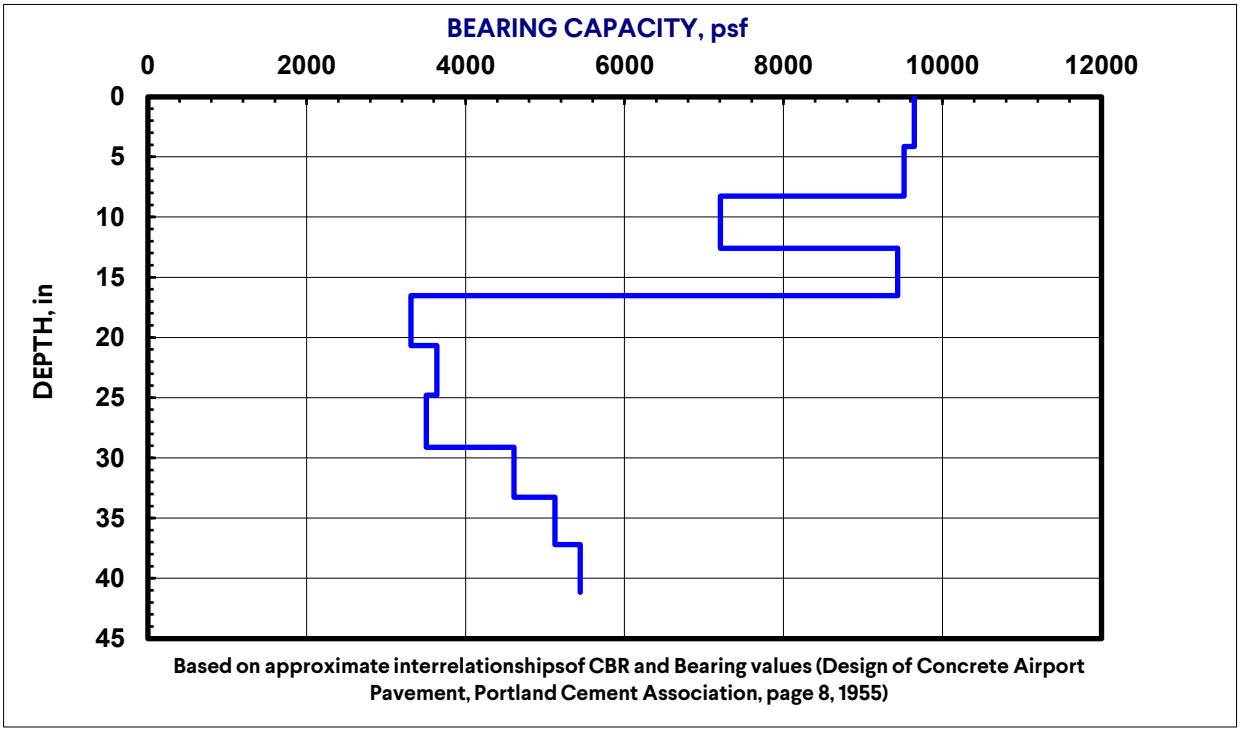


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	TW A3	Asphalt:	13.25 inches
Test Location No.:	C24		
Soil Type:	Clayey Sand	Total:	13.25 inches
Hammer:	17.6 lb Hammer		

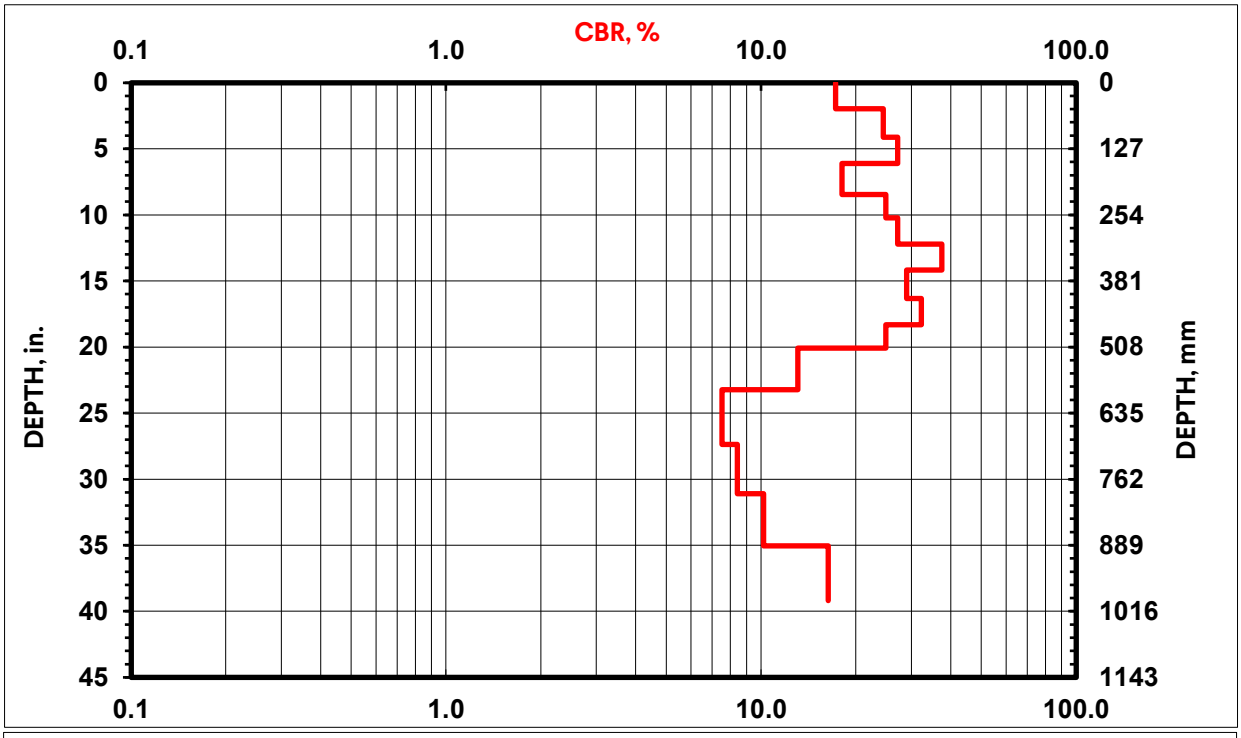


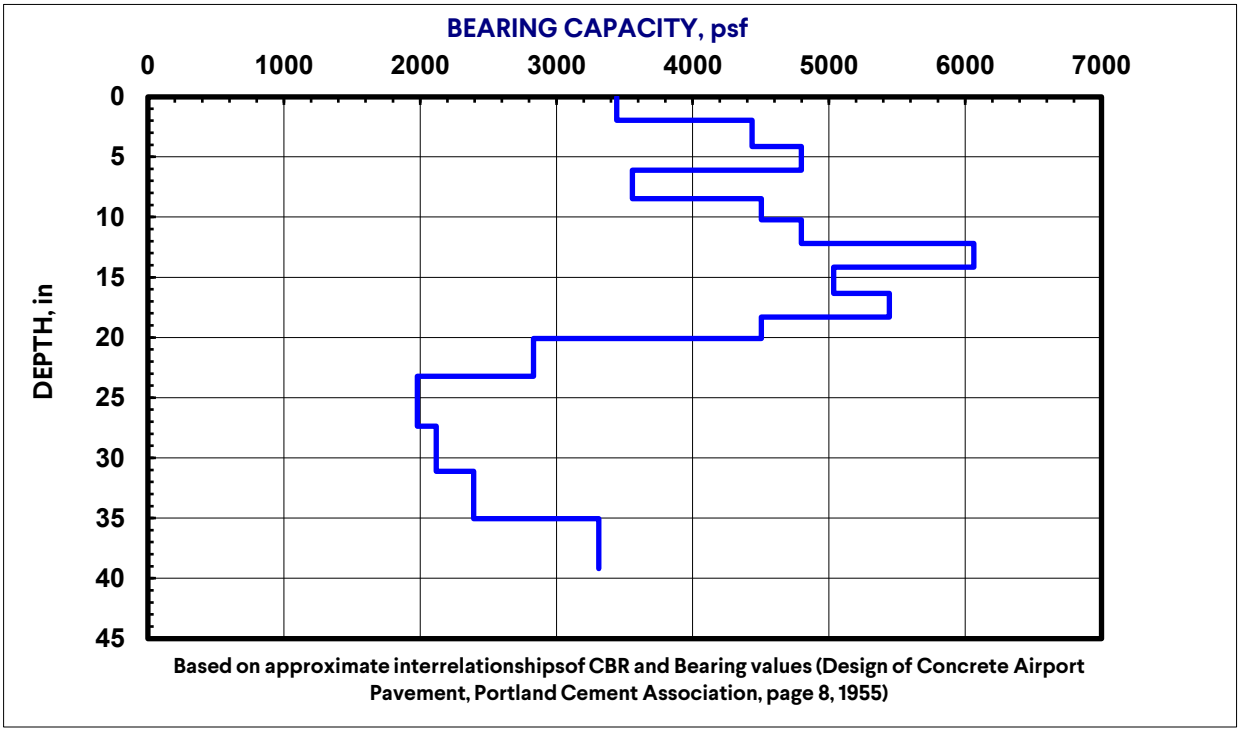


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	TW A2	Asphalt:	13 inches
Test Location No.:	C25		
Soil Type:	Clayey Sand	Total:	13 inches
Hammer:	17.6 lb Hammer		

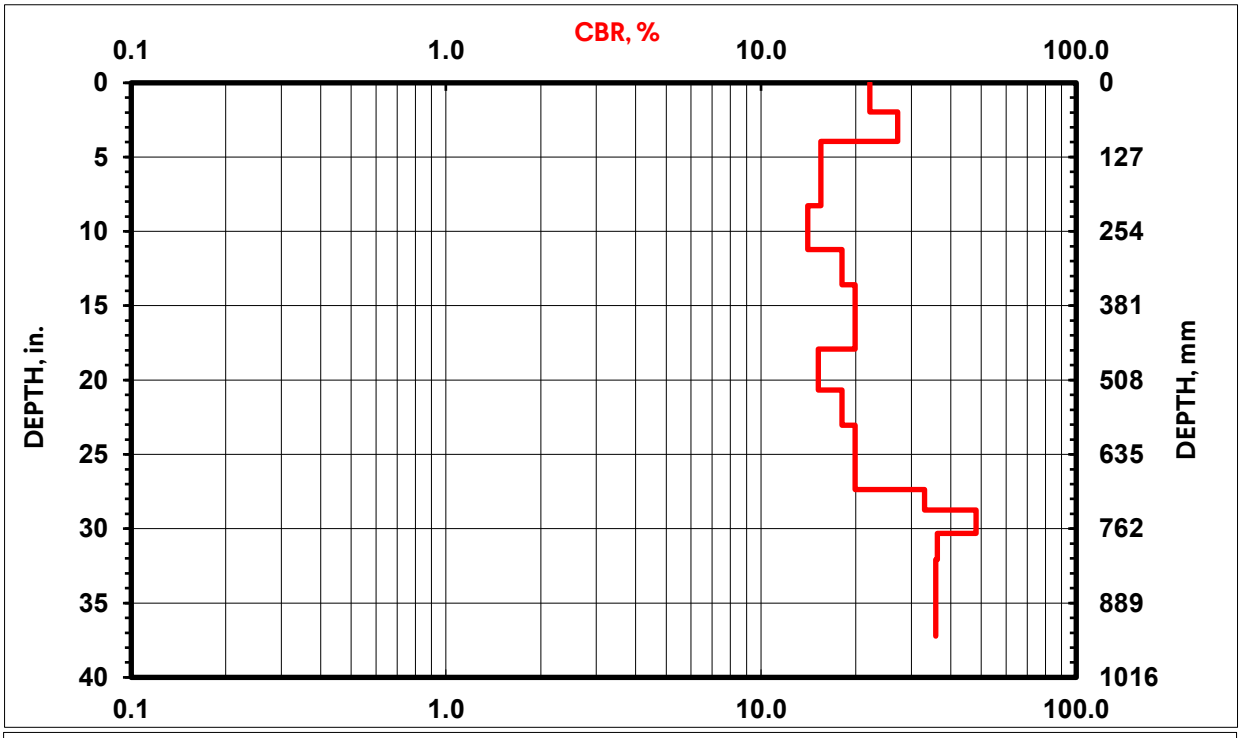


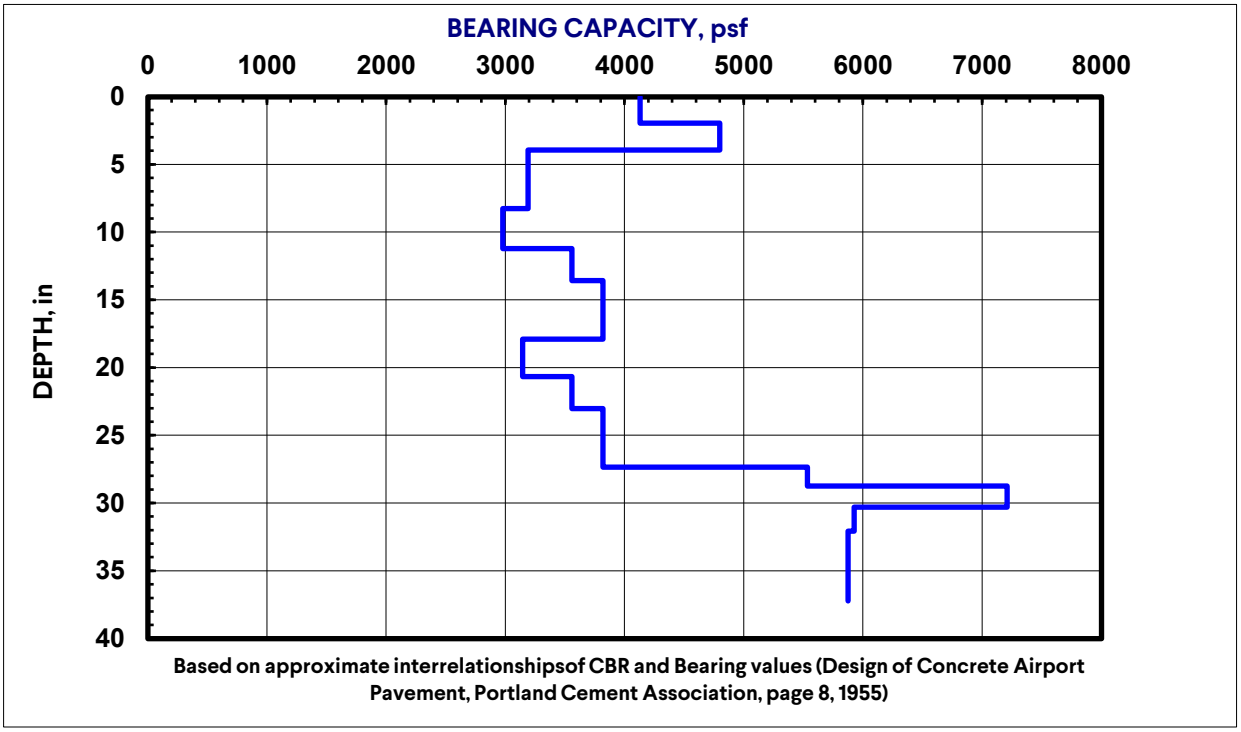


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Run-up RW 28	Concrete:	12.25 inches
Test Location No.:	C26		
Soil Type:	Clayey Sand	Total:	12.25 inches
Hammer:	17.6 lb Hammer		

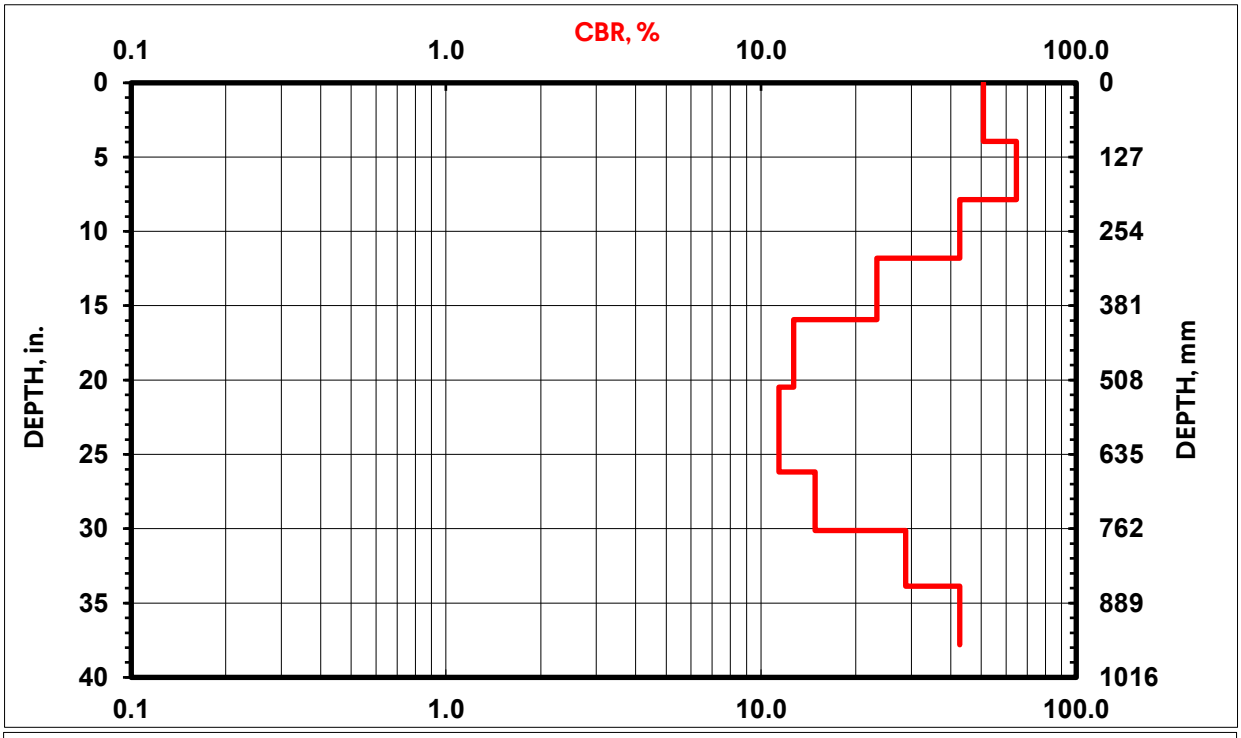


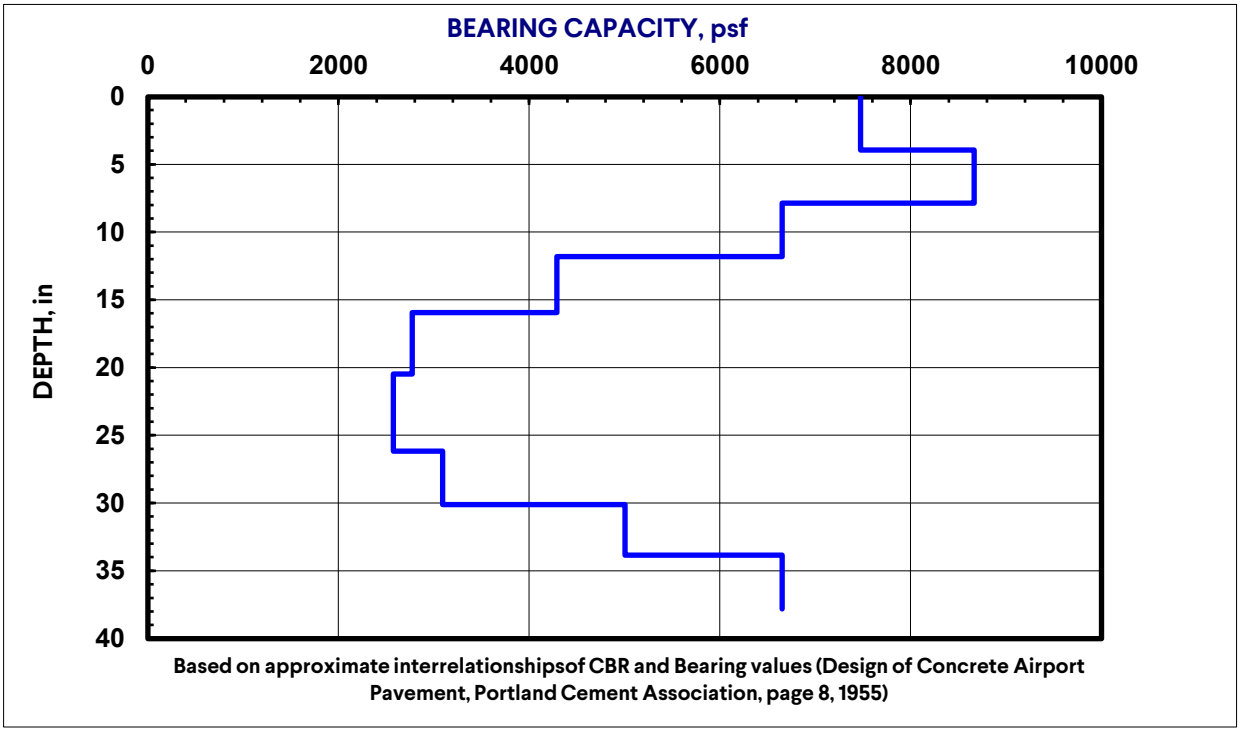


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Taxiway E1	Asphalt:	12 inches
Test Location No.:	C27		
Soil Type:	Clayey Sand	Total:	12 inches
Hammer:	17.6 lb Hammer		

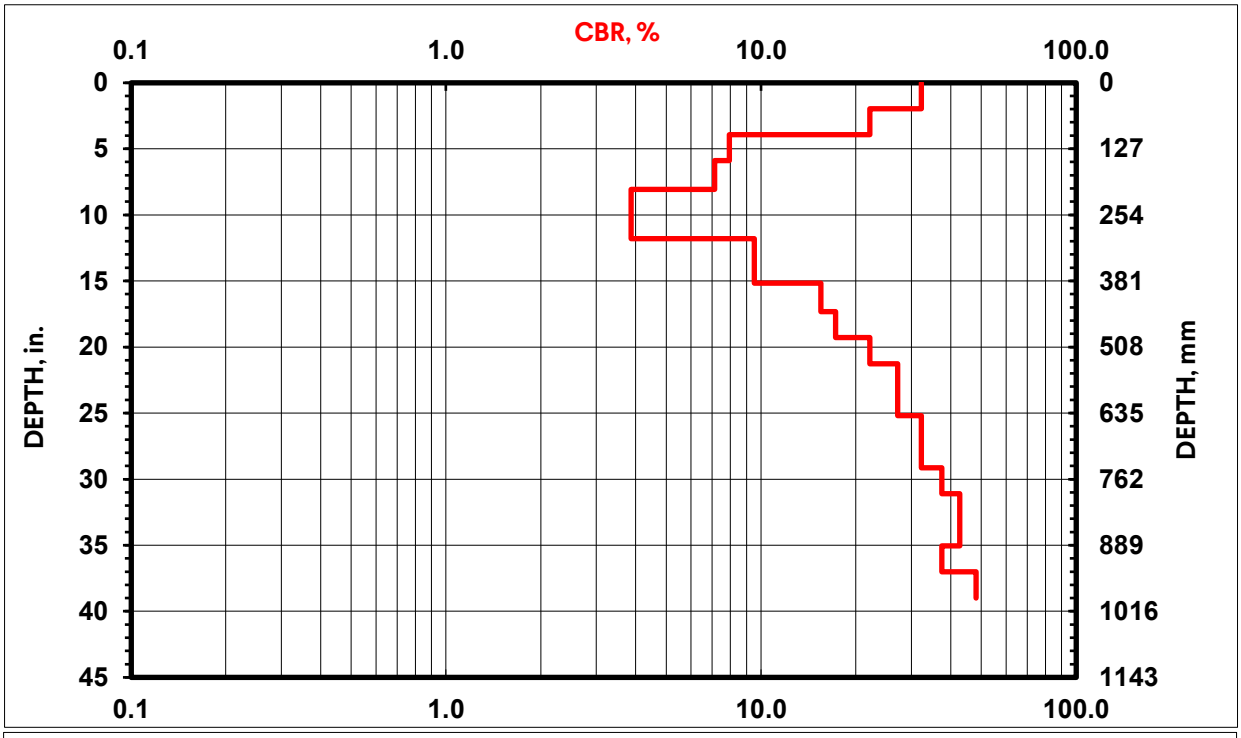


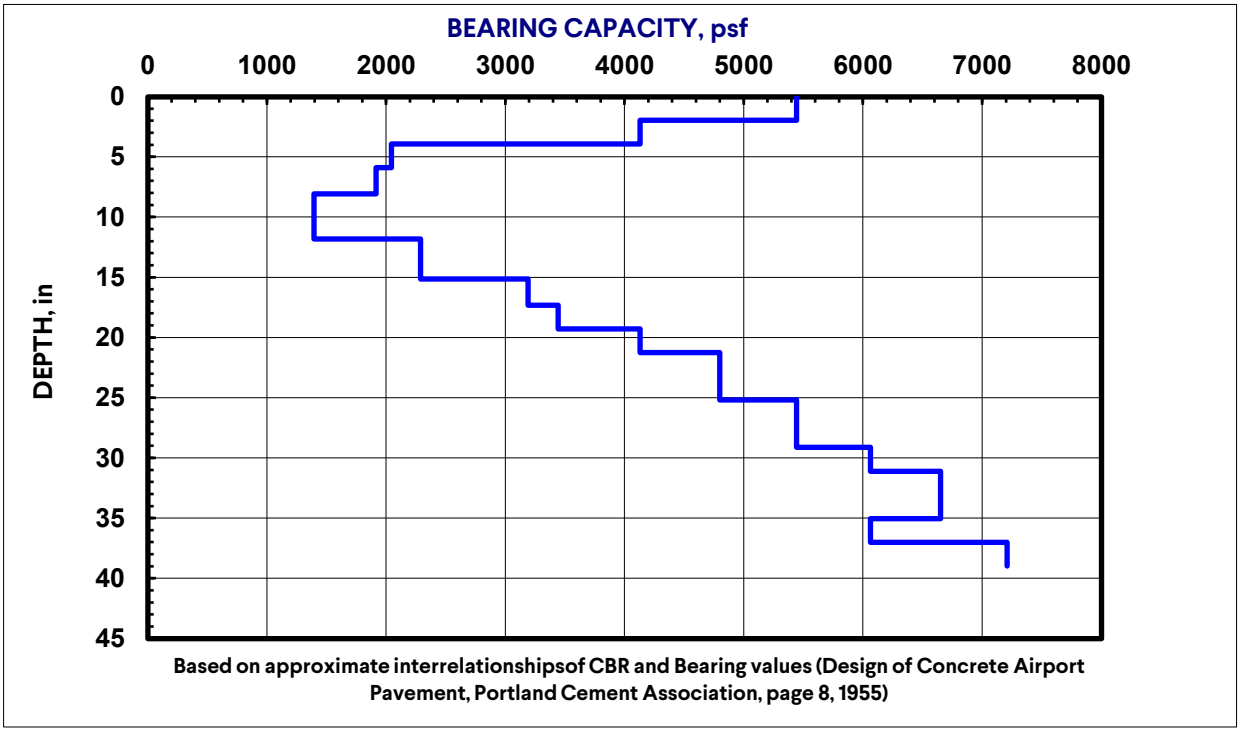


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	East Apron	Concrete:	10.5 inches
Test Location No.:	C28		
Soil Type:	Clayey Sand	Total:	10.5 inches
Hammer:	17.6 lb Hammer		

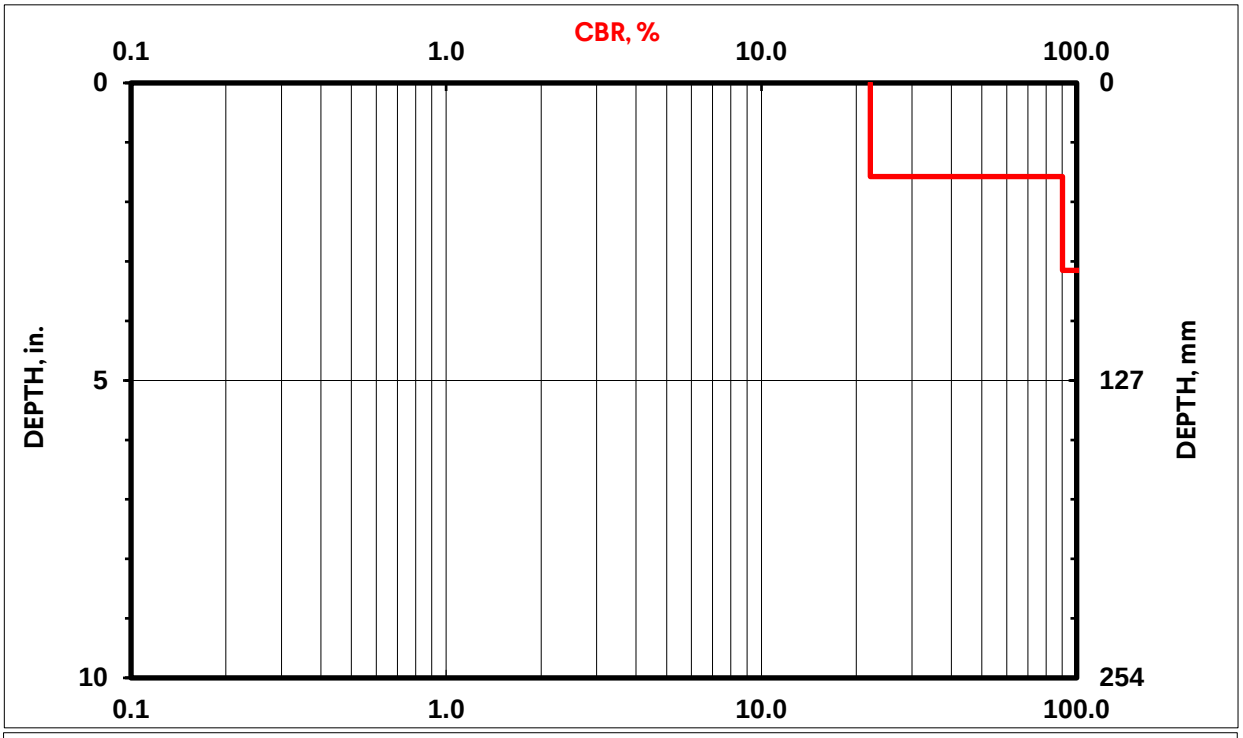


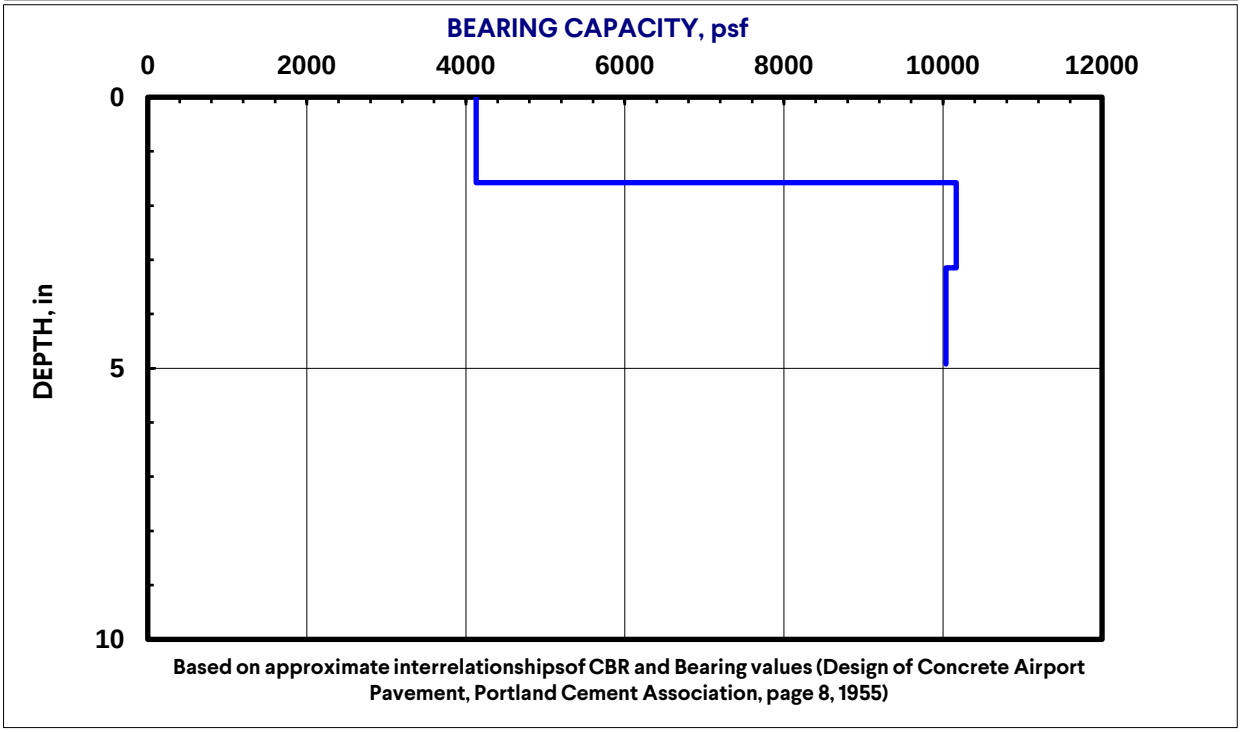


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	East Apron	Asphalt:	1.5 inches
Test Location No.:	C29		
Soil Type:	Clayey Sand	Total:	1.5 inches
Hammer:	17.6 lb Hammer		





Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

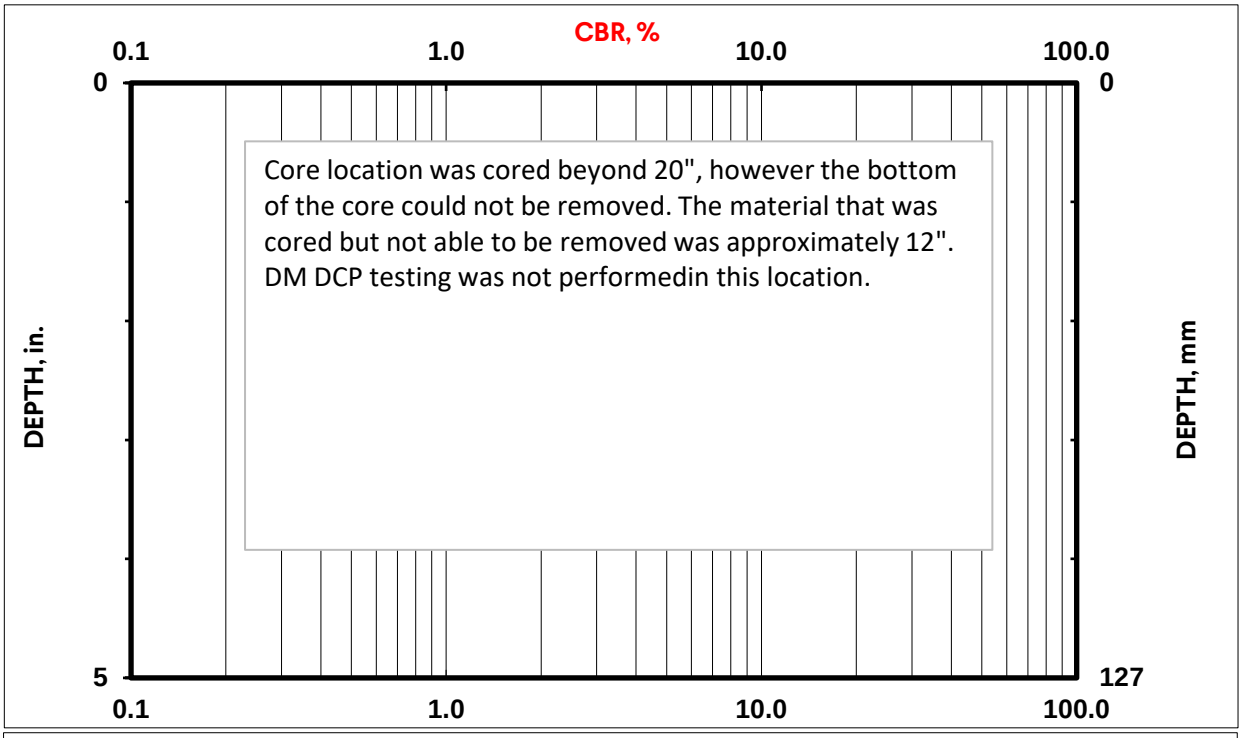
Dual-Mass Dynamic Cone Penetrometer

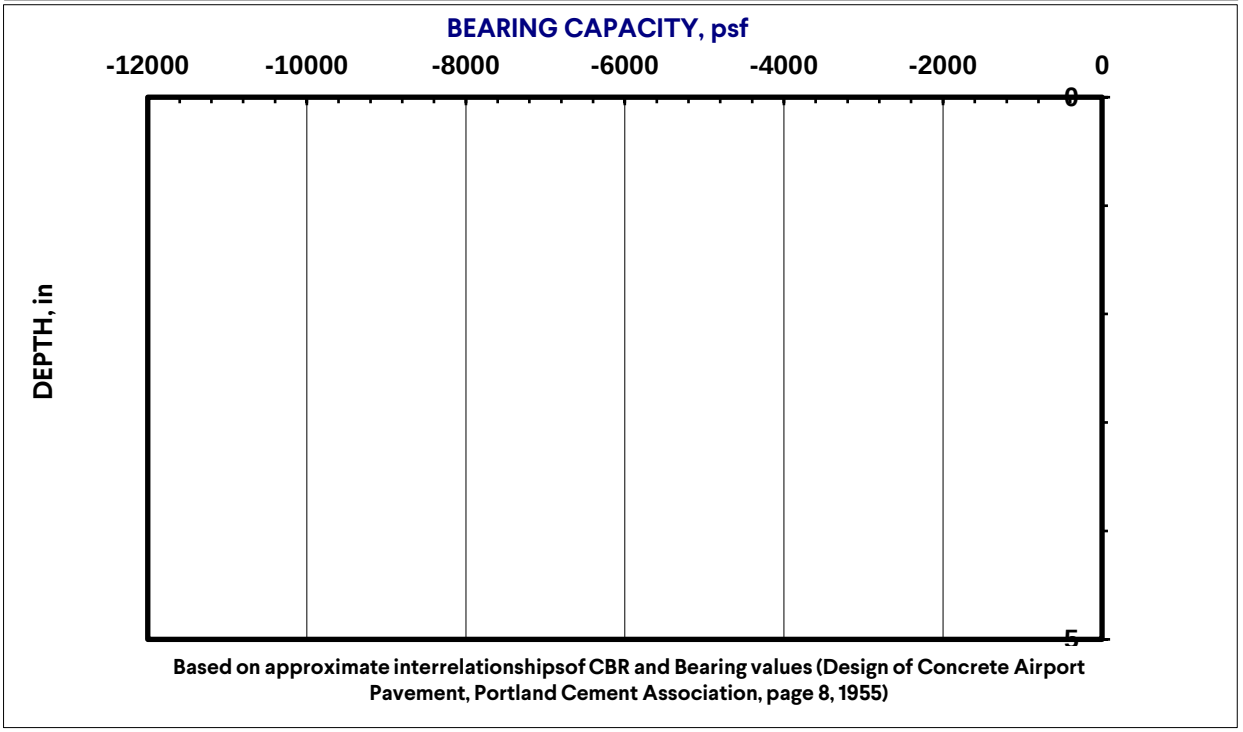
Project Number:	GMGM230025
Location:	Terminal Apron
Test Location No.:	C30
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:

Asphalt: 20* inches

*Additional Pavement was left in-place and could not be removed.

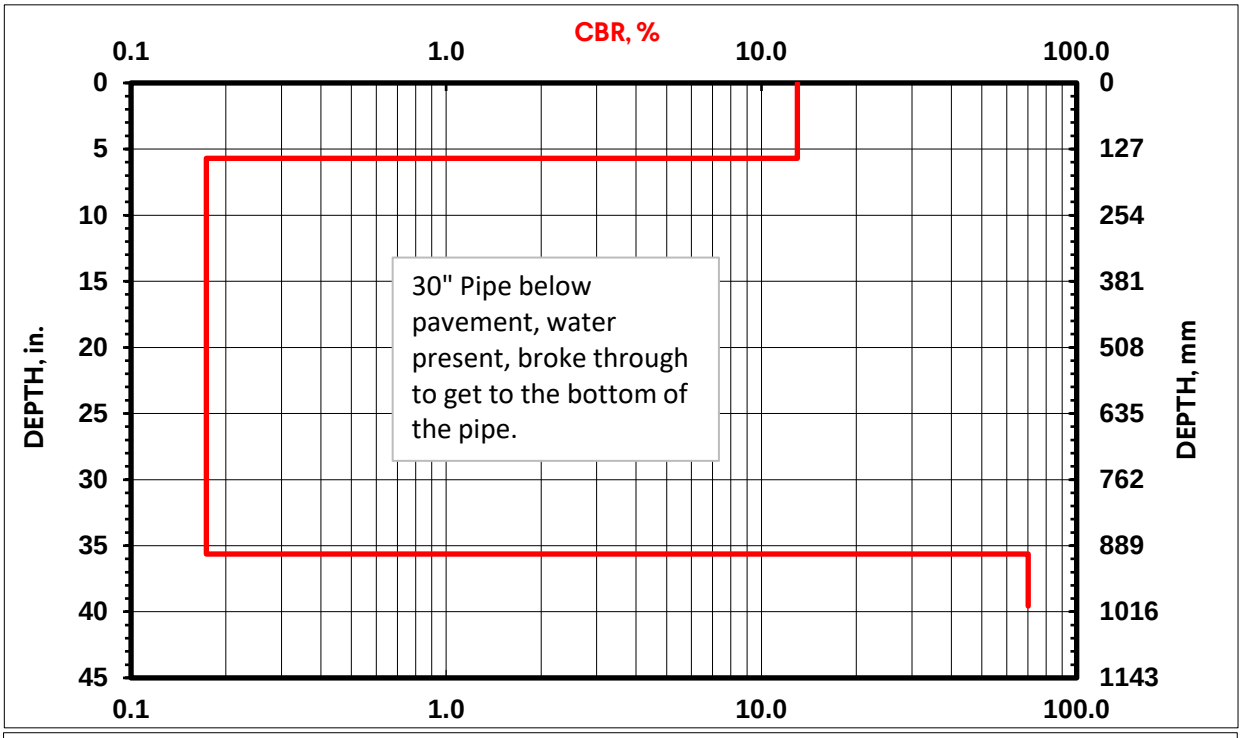


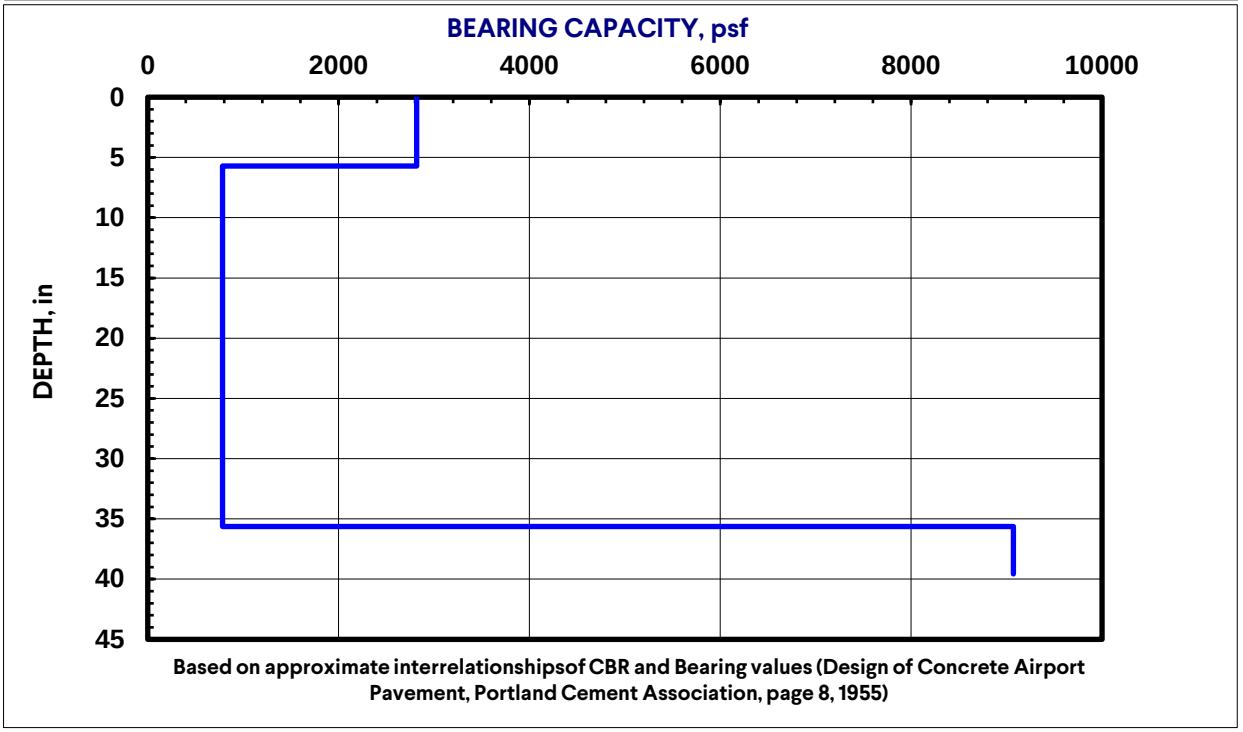


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Terminal Apron	Asphalt:	10 inches
Test Location No.:	C31	Concrete:	6 inches
Soil Type:	Clayey Sand	Total:	16 inches
Hammer:	17.6 lb Hammer		



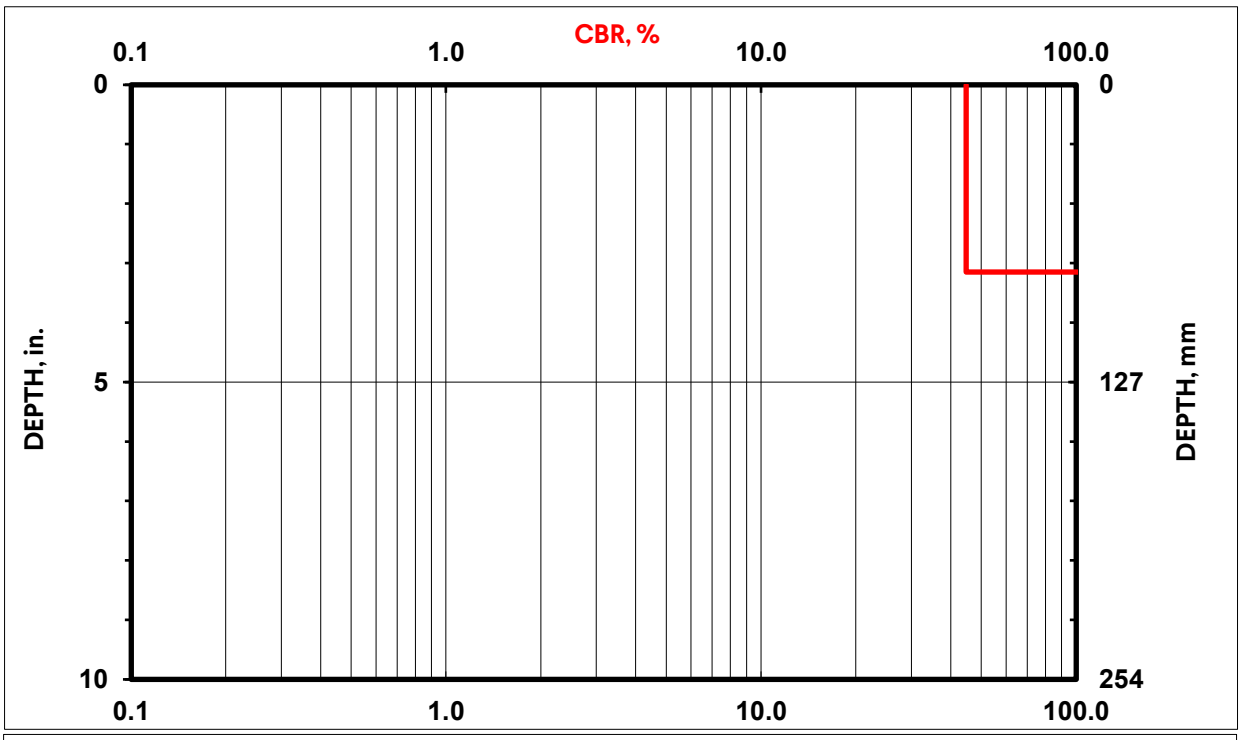


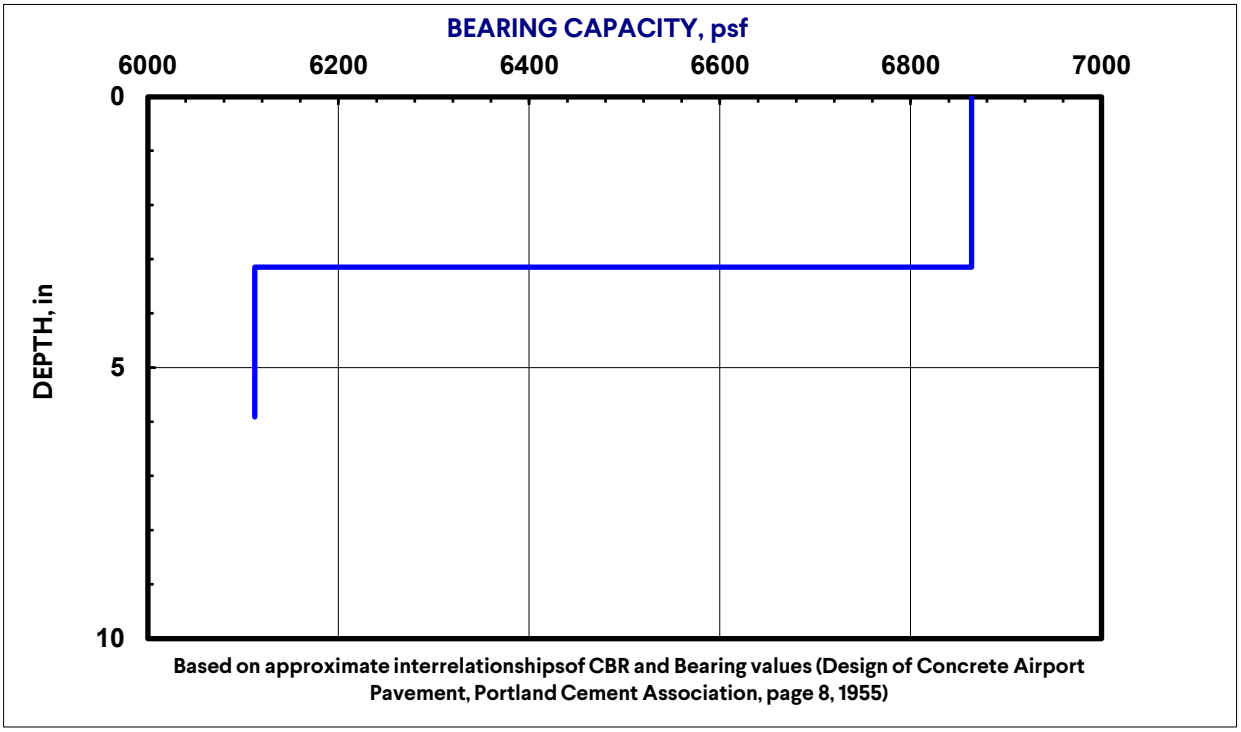
Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025
Location:	Terminal Apron
Test Location No.:	C32
Soil Type:	Clayey Sand
Hammer:	17.6 lb Hammer

Pavement Core Data:	
Concrete:	13.75 inches
Asphalt:	7 inches
Total:	20.75 inches

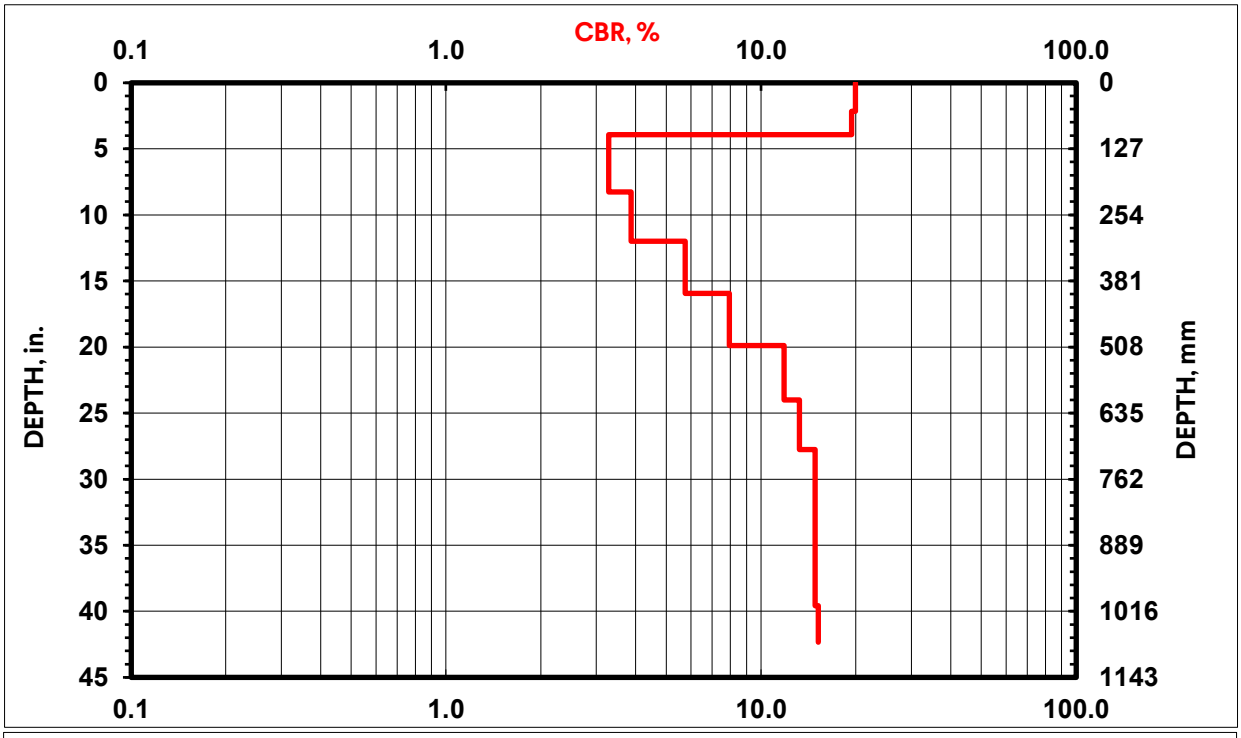


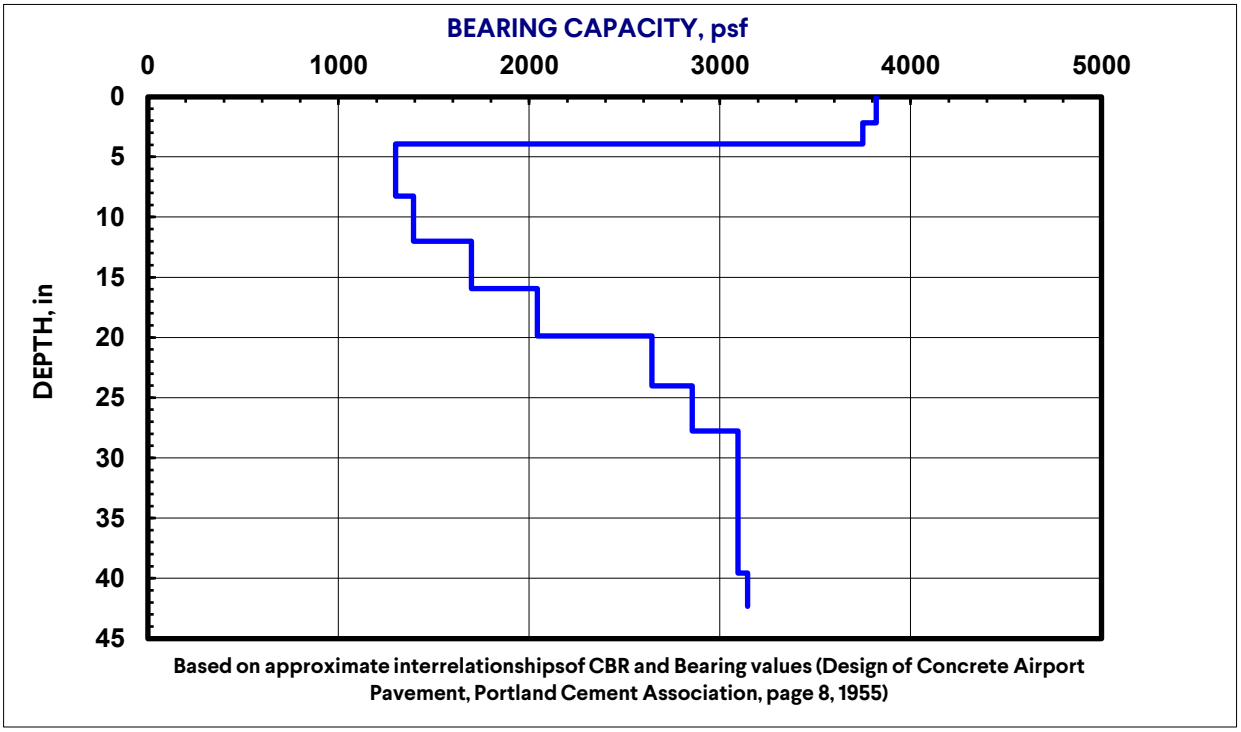


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Terminal Apron	Concrete:	14.75 inches
Test Location No.:	C33		
Soil Type:	Clayey Sand	Total:	14.75 inches
Hammer:	17.6 lb Hammer		

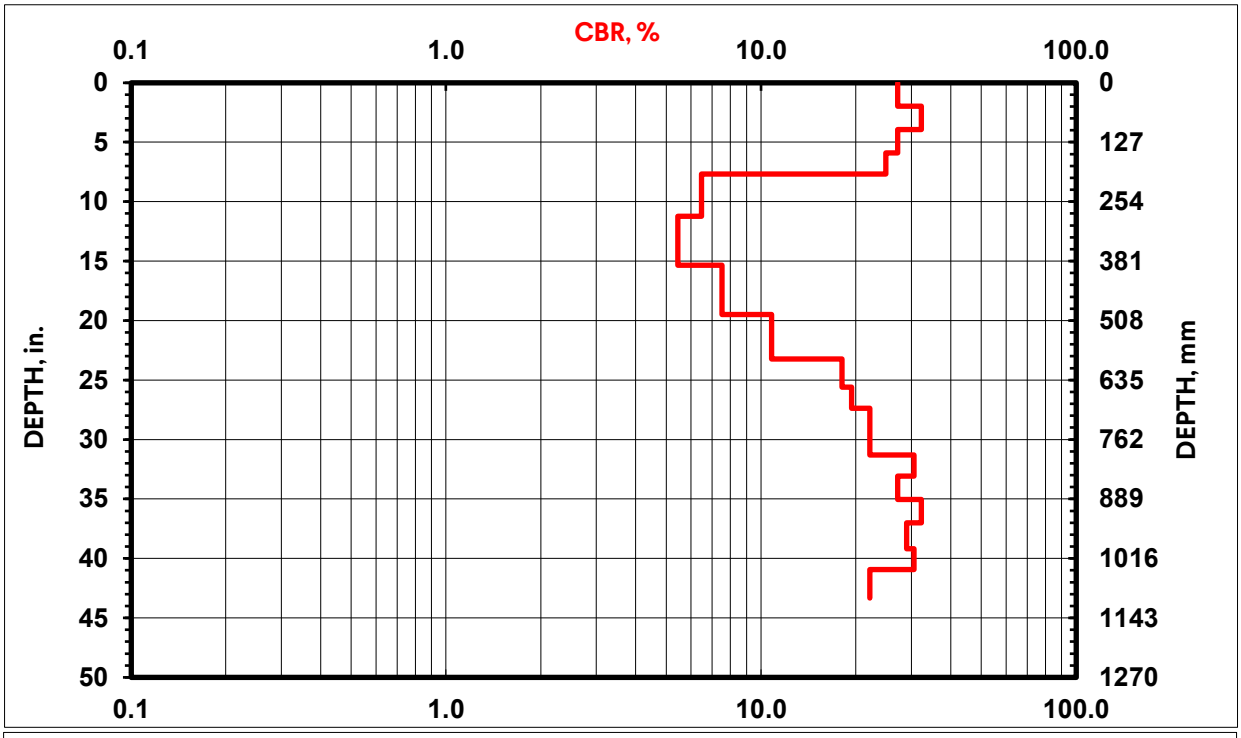


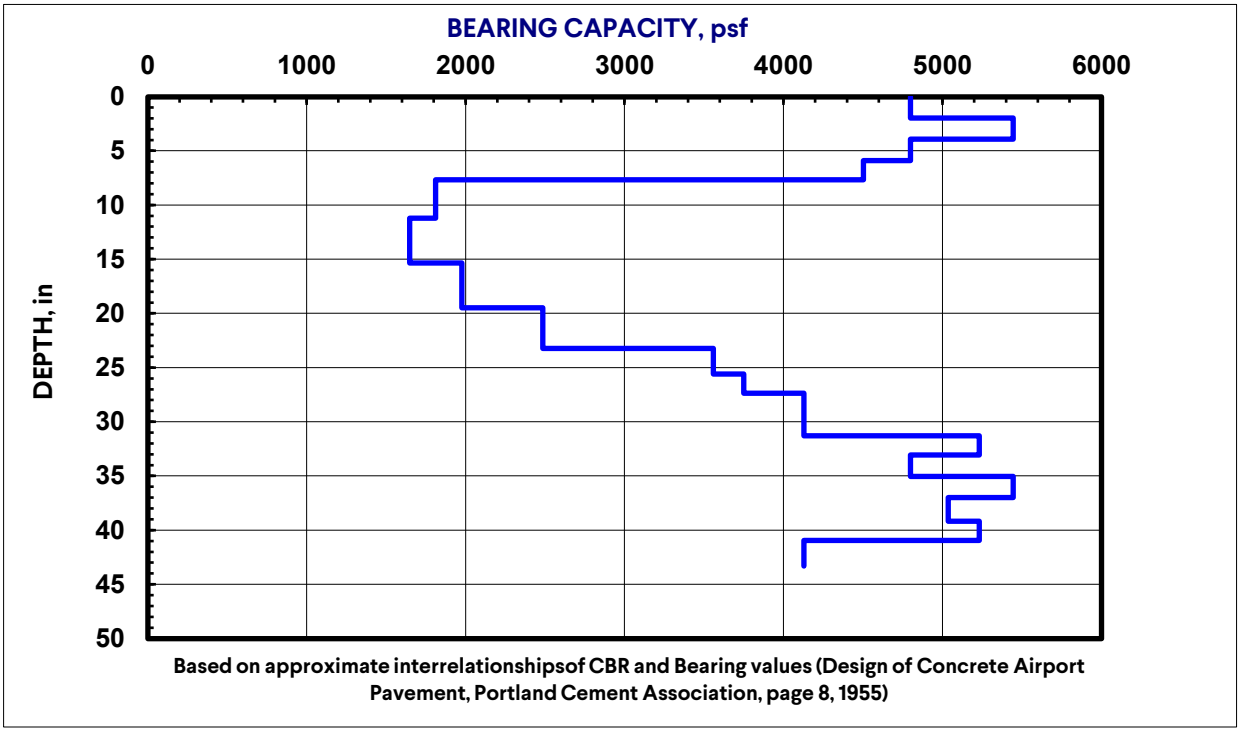


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Terminal Apron	Concrete:	14.25 inches
Test Location No.:	C34		
Soil Type:	Clayey Sand	Total:	14.25 inches
Hammer:	17.6 lb Hammer		

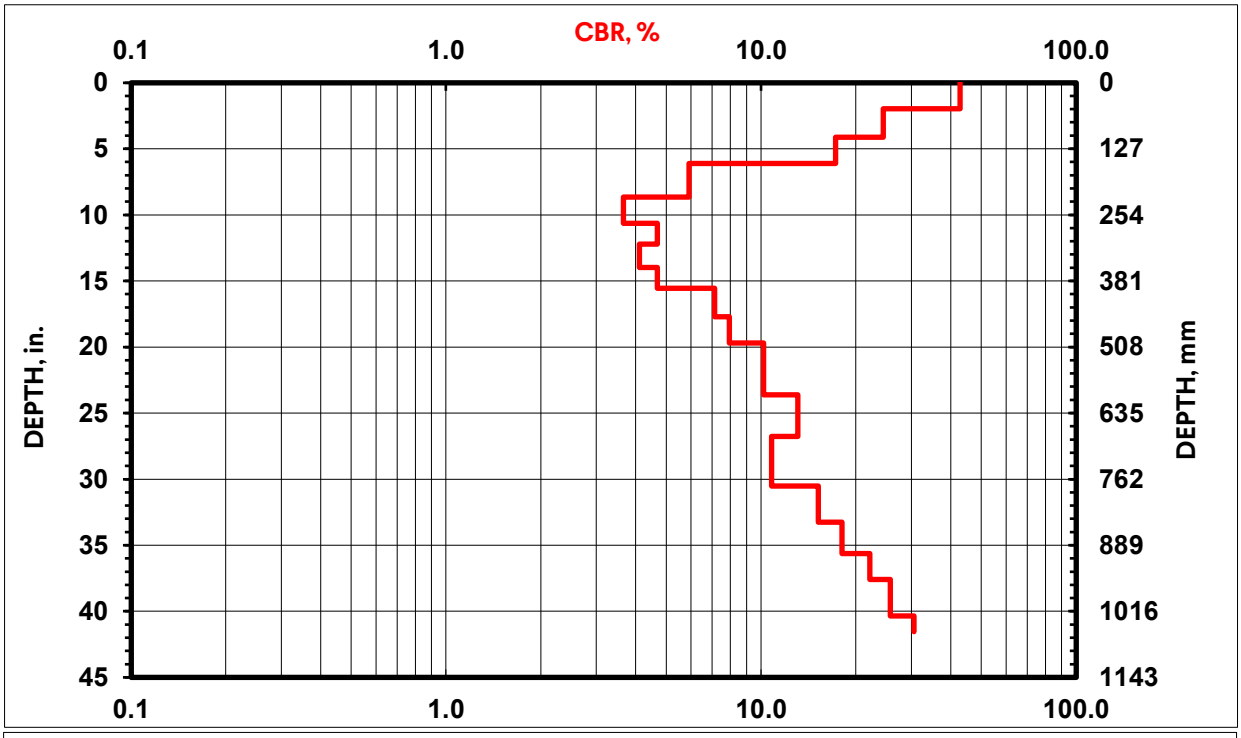


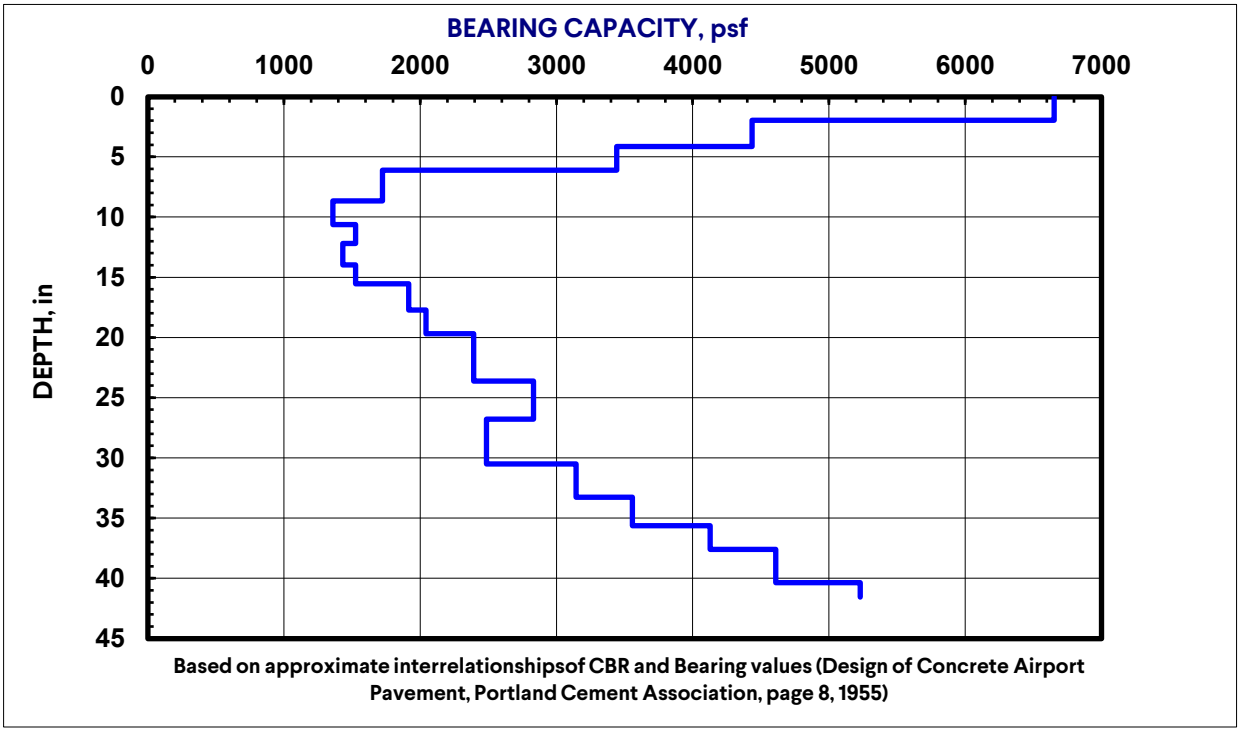


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Terminal Apron	Concrete:	15.25 inches
Test Location No.:	C35		
Soil Type:	Clayey Sand	Total:	15.25 inches
Hammer:	17.6 lb Hammer		

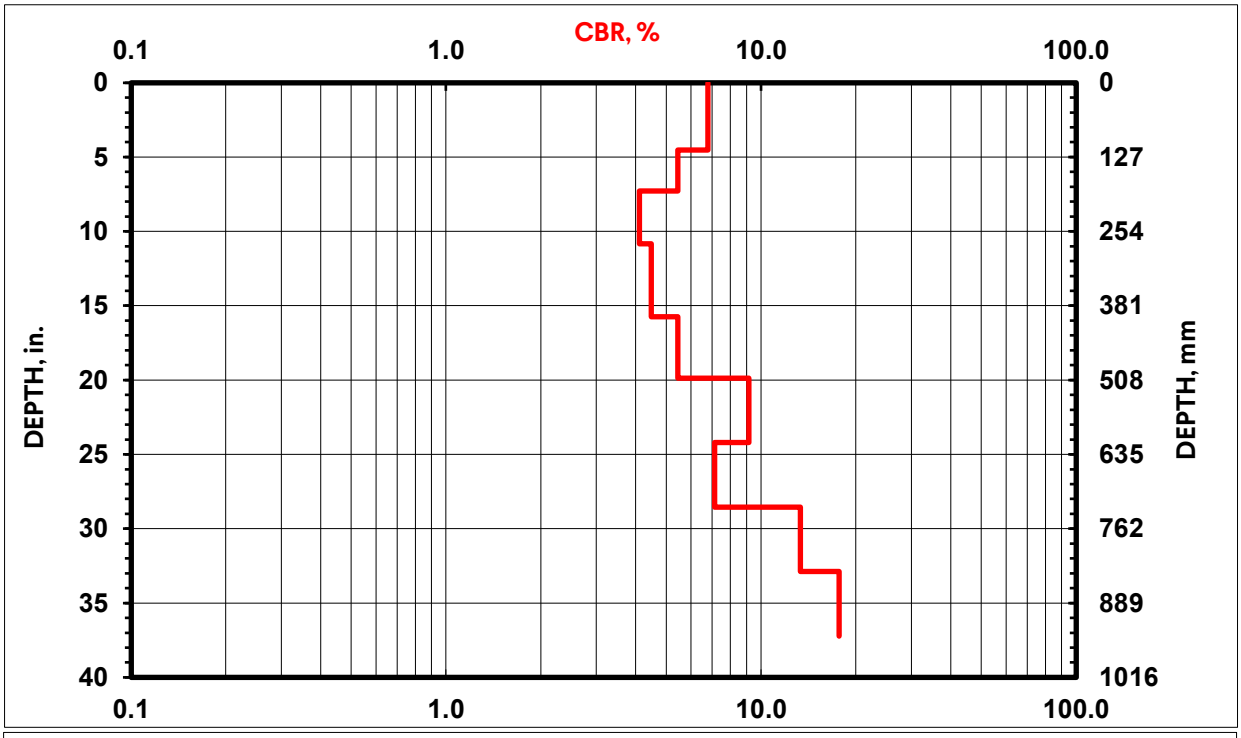


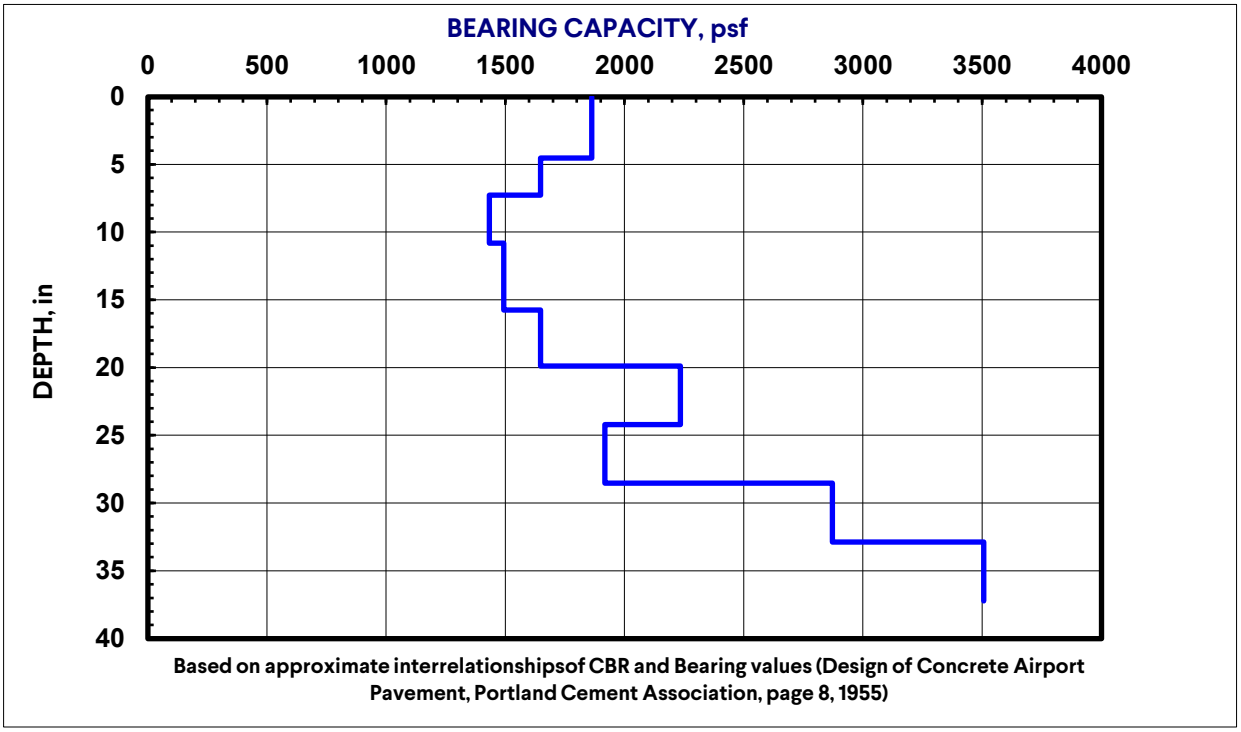


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Apron 1	Asphalt:	11 inches
Test Location No.:	C36		
Soil Type:	Clayey Sand	Total:	11 inches
Hammer:	17.6 lb Hammer		

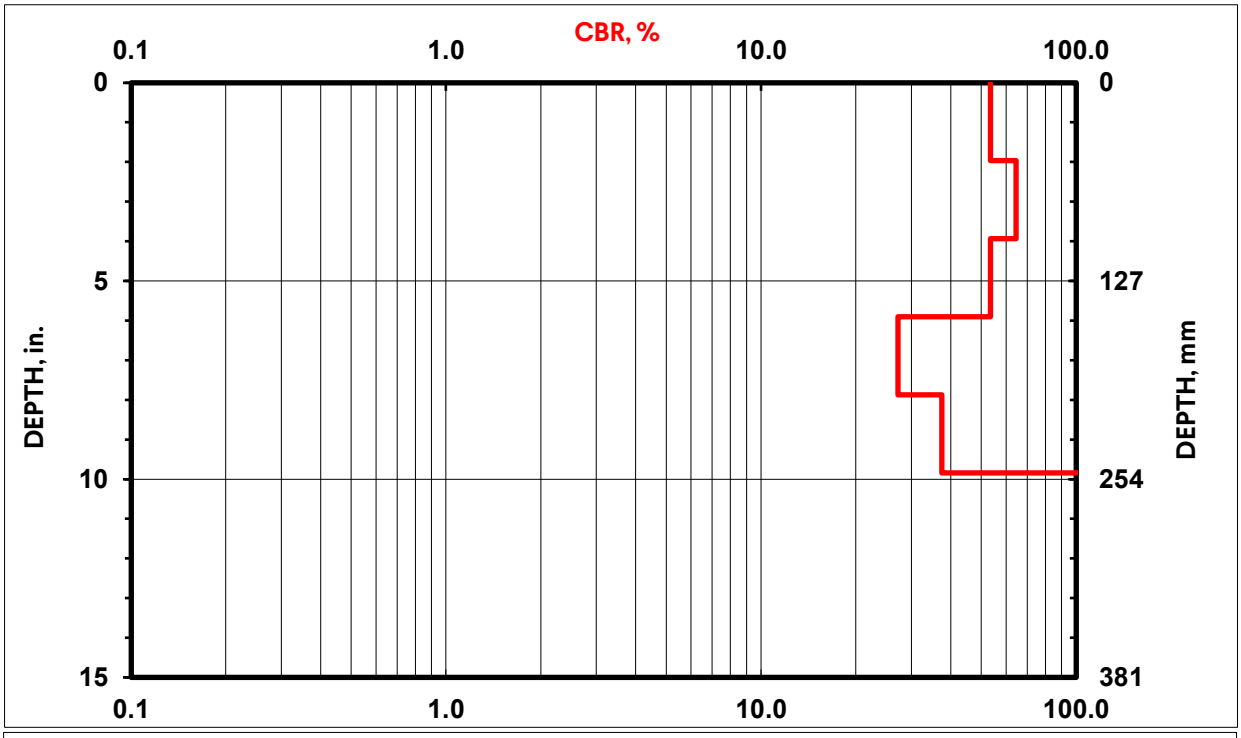


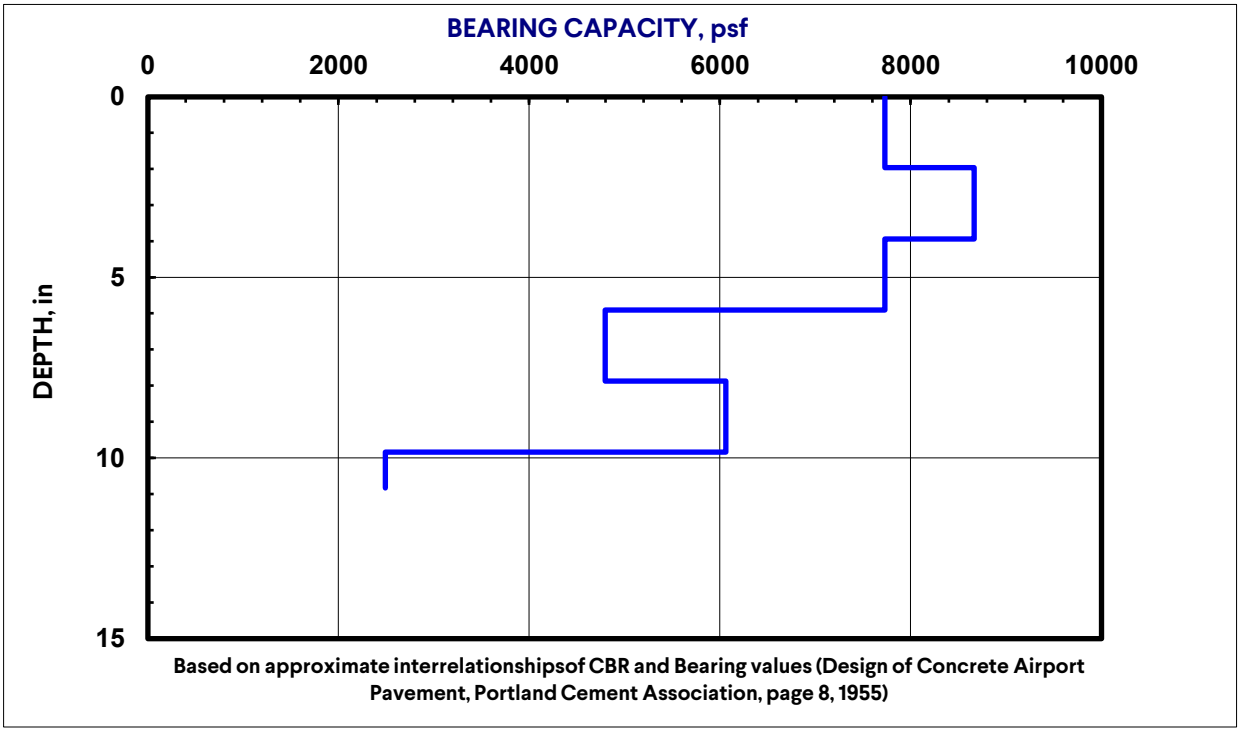


Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Dual-Mass Dynamic Cone Penetrometer

Project Number:	GMGM230025	Pavement Core Data:	
Location:	Apron 1	Asphalt:	6.75 inches
Test Location No.:	C37		
Soil Type:	Clayey Sand	Total:	6.75 inches
Hammer:	17.6 lb Hammer		





Based on approximate interrelationshipsof CBR and Bearing values (Design of Concrete Airport Pavement, Portland Cement Association, page 8, 1955)

Pavement Database: MGM2023_240617

Network: Montgomery Regional **Branch:** A01 Apron 1 **Section:** 10 **Surface:**AC
L.C.D. 1/12/2003 **Use:** APRON **Rank:** S **Length:** 746.00 (Ft) **Width:** 136.00 (Ft) **True Area:** 64435 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/12/2003	NC-IN	New Construction - Initial	0.00	7.00	☑	Backcalculated. AC thickness from co

Network: Montgomery Regional **Branch:** A01 Apron 1 **Section:** 20 **Surface:**PCC
L.C.D. 8/27/1980 **Use:** APRON **Rank:** S **Length:** 57.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 18523 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/27/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** A01 Apron 1 **Section:** 30 **Surface:**AC
L.C.D. 7/2/1985 **Use:** APRON **Rank:** T **Length:** 58.00 (Ft) **Width:** 59.00 (Ft) **True Area:** 3482 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/2/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** A10 Hold Apron RW10 **Section:** 10 **Surface:**PCC
L.C.D. 5/31/2009 **Use:** APRON **Rank:** P **Length:** 312.00 (Ft) **Width:** 301.00 (Ft) **True Area:** 88237 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/31/2009	NC-IN	New Construction - Initial	0.00	11.00	☑	Backcalculated. PCC thickness from c
5/30/2009	BA-BI	Base Course - Bituminous	0.00	6.00	☐	AC base thickness from core

Network: Montgomery Regional **Branch:** A28 Hold Apron RW28 **Section:** 10 **Surface:**APC
L.C.D. 3/1/2020 **Use:** APRON **Rank:** P **Length:** 112.00 (Ft) **Width:** 215.00 (Ft) **True Area:** 26184 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2020	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-PC	New Construction - PCC	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** A28 Hold Apron RW28 **Section:** 20 **Surface:**PCC
L.C.D. 7/4/2010 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 290.00 (Ft) **True Area:** 81404 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2010	NC-IN	New Construction - Initial	0.00	12.00	☑	Backcalculated. PCC thickness from c
7/3/2010	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 10 **Surface:**PCC
L.C.D. 9/2/2013 **Use:** APRON **Rank:** S **Length:** 736.00 (Ft) **Width:** 146.00 (Ft) **True Area:** 100248 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2013	NC-IN	New Construction - Initial	0.00	10.50	☑	Backcalculated. PCC thickness from c
9/1/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 20 **Surface:**AC
L.C.D. 1/17/1996 **Use:** APRON **Rank:** T **Length:** 306.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 54093 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/17/1996	NC-IN	New Construction - Initial	0.00	1.50	☑	Backcalculated. AC thickness from co
1/16/1996	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 30 **Surface:**PCC
L.C.D. 6/30/2007 **Use:** APRON **Rank:** T **Length:** 25.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 1413 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/30/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 40 **Surface:**AC
L.C.D. 6/12/1992 **Use:** APRON **Rank:** S **Length:** 91.00 (Ft) **Width:** 134.00 (Ft) **True Area:** 18873 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/12/1992	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 50 **Surface:**AC
L.C.D. 12/28/198 **Use:** APRON **Rank:** S **Length:** 97.00 (Ft) **Width:** 134.00 (Ft) **True Area:** 18108 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/28/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 60 **Surface:**AC
L.C.D. 8/13/1992 **Use:** APRON **Rank:** S **Length:** 140.00 (Ft) **Width:** 47.00 (Ft) **True Area:** 6803 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/13/1992	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AEAST East Apron **Section:** 70 **Surface:**PCC
L.C.D. 9/8/1989 **Use:** APRON **Rank:** S **Length:** 70.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1900 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/8/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** ATERM Terminal Apron **Section:** 10 **Surface:**APC
L.C.D. 9/1/1998 **Use:** APRON **Rank:** P **Length:** 630.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 159124 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1998	OL-AS	Overlay - AC Structural	0.00	10.00	☑	Estimated construction date from histo
1/1/1900	NC-PC	New Construction - PCC	0.00	6.00	☑	PCC thickness from core

Network: Montgomery Regional **Branch:** ATERM Terminal Apron **Section:** 20 **Surface:**PCC
L.C.D. 5/20/1996 **Use:** APRON **Rank:** P **Length:** 1,050.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 105852 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/20/1996	NC-IN	New Construction - Initial	0.00	14.00	☑	Backcalculated. PCC thickness from c
5/19/1996	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** ATERM Terminal Apron **Section:** 30 **Surface:**PCC
L.C.D. 6/1/2006 **Use:** APRON **Rank:** P **Length:** 375.00 (Ft) **Width:** 94.00 (Ft) **True Area:** 35063 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2006	NC-PC	New Construction - PCC	0.00	14.00	☑	Estimated construction date from histo
5/31/2006	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** ATERM Terminal Apron **Section:** 40 **Surface:**PCC
L.C.D. 6/1/2006 **Use:** APRON **Rank:** P **Length:** 348.00 (Ft) **Width:** 457.00 (Ft) **True Area:** 127860 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2006	NC-PC	New Construction - PCC	0.00	15.00	☑	Estimated construction date from histo
5/31/2006	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 10 **Surface:**AC
L.C.D. 12/2/2022 **Use:** APRON **Rank:** S **Length:** 133.00 (Ft) **Width:** 574.00 (Ft) **True Area:** 72332 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/2/2022	NC-AC	New Construction - AC	0.00	10.00	☑	Estimated construction date from histo
12/1/2022	SG-ST	Subgrade - Stabilized	0.00	12.00	☐	P155

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 100 **Surface:**AC
L.C.D. 7/12/1984 **Use:** APRON **Rank:** S **Length:** 303.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30631 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/12/1984	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 110 **Surface:**PCC
L.C.D. 1/9/1973 **Use:** APRON **Rank:** T **Length:** 25.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 2747 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/9/1973	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 120 **Surface:**AC
L.C.D. 10/1/1982 **Use:** APRON **Rank:** T **Length:** 1,085.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 21065 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/1982	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 130 **Surface:**AC
L.C.D. 7/19/2006 **Use:** APRON **Rank:** T **Length:** 301.00 (Ft) **Width:** 21.00 (Ft) **True Area:** 6538 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/19/2006	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 140 **Surface:**AC
L.C.D. 11/28/201 **Use:** APRON **Rank:** T **Length:** 154.00 (Ft) **Width:** 58.00 (Ft) **True Area:** 8173 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/28/2010	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 145 **Surface:**AC
L.C.D. 7/5/2001 **Use:** APRON **Rank:** T **Length:** 155.00 (Ft) **Width:** 61.00 (Ft) **True Area:** 7713 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/5/2001	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 150 **Surface:**PCC
L.C.D. 7/21/1999 **Use:** APRON **Rank:** T **Length:** 30.00 (Ft) **Width:** 62.00 (Ft) **True Area:** 1862 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/21/1999	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 160 **Surface:**PCC
L.C.D. 7/16/1981 **Use:** APRON **Rank:** T **Length:** 66.00 (Ft) **Width:** 131.00 (Ft) **True Area:** 8825 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/16/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 170 **Surface:**PCC
L.C.D. 3/10/1980 **Use:** APRON **Rank:** T **Length:** 148.00 (Ft) **Width:** 129.00 (Ft) **True Area:** 17658 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/10/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 180 **Surface:**AC
L.C.D. 8/23/1991 **Use:** APRON **Rank:** T **Length:** 201.00 (Ft) **Width:** 31.00 (Ft) **True Area:** 7573 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/23/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 190 **Surface:**AC
L.C.D. 8/18/2011 **Use:** APRON **Rank:** T **Length:** 201.00 (Ft) **Width:** 28.00 (Ft) **True Area:** 5645 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/18/2011	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 20 **Surface:**AAC
L.C.D. 1/1/2013 **Use:** APRON **Rank:** S **Length:** 647.00 (Ft) **Width:** 358.00 (Ft) **True Area:** 193206 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	NC-IN	New Construction - Initial	0.00	14.00	☑	AC thickness from core

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 200 **Surface:**AC
L.C.D. 8/17/1990 **Use:** APRON **Rank:** T **Length:** 200.00 (Ft) **Width:** 36.00 (Ft) **True Area:** 6728 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/17/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 210 **Surface:**PCC
L.C.D. 12/15/197 **Use:** APRON **Rank:** T **Length:** 46.00 (Ft) **Width:** 209.00 (Ft) **True Area:** 9446 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/15/1977	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 220 **Surface:**PCC
L.C.D. 10/9/1983 **Use:** APRON **Rank:** T **Length:** 67.00 (Ft) **Width:** 79.00 (Ft) **True Area:** 5481 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/9/1983	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 230 **Surface:**PCC
L.C.D. 11/11/198 **Use:** APRON **Rank:** T **Length:** 94.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 9393 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/11/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 30 **Surface:**AAC
L.C.D. 1/1/2013 **Use:** APRON **Rank:** S **Length:** 400.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 54470 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	NC-IN	New Construction - Initial	0.00	10.00	☑	AC thickness from core

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 40 **Surface:**AAC
L.C.D. 1/1/2013 **Use:** APRON **Rank:** S **Length:** 520.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 55352 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	NC-IN	New Construction - Initial	0.00	10.00	☑	AC thickness from core

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 50 **Surface:**PCC

L.C.D. 3/1/2023 **Use:** APRON **Rank:** S **Length:** 306.00 (Ft) **Width:** 137.00 (Ft) **True Area:** 35654 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2023	NC-PC	New Construction - PCC	0.00	15.00	☑	Estimated construction date from histo
2/28/2023	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 60 **Surface:**PCC

L.C.D. 2/7/2009 **Use:** APRON **Rank:** T **Length:** 54.00 (Ft) **Width:** 163.00 (Ft) **True Area:** 8888 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/7/2009	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 70 **Surface:**AC

L.C.D. 7/13/2005 **Use:** APRON **Rank:** T **Length:** 793.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 34236 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/13/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 80 **Surface:**PCC

L.C.D. 7/31/1993 **Use:** APRON **Rank:** S **Length:** 144.00 (Ft) **Width:** 198.00 (Ft) **True Area:** 29138 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/31/1993	NC-IN	New Construction - Initial	0.00	8.00	☑	Backcalculated. PCC thickness from c
7/30/1993	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 90 **Surface:**PCC

L.C.D. 9/22/1994 **Use:** APRON **Rank:** S **Length:** 957.00 (Ft) **Width:** 189.00 (Ft) **True Area:** 141197 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/22/1994	NC-IN	New Construction - Initial	0.00	8.00	☑	Backcalculated. PCC thickness from c
9/21/1994	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** AWEST West Apron **Section:** 95 **Surface:**AAC

L.C.D. 1/18/2017 **Use:** APRON **Rank:** S **Length:** 88.00 (Ft) **Width:** 97.00 (Ft) **True Area:** 8770 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/18/2017	MOL	Cold Mill and Overlay	0.00	0.00	☑	Backcalculated
1/1/1900	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: Montgomery Regional **Branch:** BP10 Blast Pad RW10 **Section:** 10 **Surface:**AAC

L.C.D. 12/1/2009 **Use:** OVERRUN **Rank:** P **Length:** 167.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 24978 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-1.5	Cold Mill and Overlay - 1.5 inches	0.00	1.50	☑	Mill 1.5" & 1.5" P-401 OL
1/1/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Montgomery Regional **Branch:** BP28 Blast Pad RW28 **Section:** 10 **Surface:**AAC
L.C.D. 12/1/2009 **Use:** OVERRUN **Rank:** P **Length:** 160.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 23969 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-1.5	Cold Mill and Overlay - 1.5 inches	0.00	1.50	☑	Mill 1.5" & 1.5" P-401 OL
1/1/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Montgomery Regional **Branch:** RW0321 Runway 03-21 **Section:** 10C **Surface:**AAC
L.C.D. 6/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 2,347.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 117357 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2010	OL_4	4 in overlay	0.00	4.00	☑	Estimated construction date from histo
6/1/2010	MI-CO	Cold Milling	0.00	1.00	☐	1" Milling
1/2/1900	NC-IN	New Construction - Initial	0.00	4.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW0321 Runway 03-21 **Section:** 10E **Surface:**AAC
L.C.D. 6/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 2,373.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 119557 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2010	OL_4	4 in overlay	0.00	4.00	☑	Estimated construction date from histo
6/1/2010	MI-CO	Cold Milling	0.00	1.00	☐	1" Milling
1/2/1900	NC-IN	New Construction - Initial	0.00	4.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW0321 Runway 03-21 **Section:** 10W **Surface:**AAC
L.C.D. 6/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 2,322.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 124881 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2010	OL_4	4 in overlay	0.00	4.00	☑	Estimated construction date from histo
6/1/2010	MI-CO	Cold Milling	0.00	1.00	☐	1" Milling
1/2/1900	NC-IN	New Construction - Initial	0.00	4.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW0321 Runway 03-21 **Section:** 20C **Surface:**AAC
L.C.D. 6/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 1,495.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 74752 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2010	OL_4	4 in overlay	0.00	4.00	☑	Estimated construction date from histo
6/1/2010	MI-CO	Cold Milling	0.00	1.00	☐	1" Milling
1/2/1900	NC-IN	New Construction - Initial	0.00	6.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW0321 Runway 03-21 **Section:** 20E **Surface:**AAC
L.C.D. 6/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 1,469.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 90407 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2010	OL_4	4 in overlay	0.00	4.00	☑	Estimated construction date from histo
6/1/2010	MI-CO	Cold Milling	0.00	1.00	☐	1" Milling
1/2/1900	NC-IN	New Construction - Initial	0.00	6.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW0321 Runway 03-21 **Section:** 20W **Surface:**AAC
L.C.D. 6/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 1,521.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 77533 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2010	OL_4	4 in overlay	0.00	4.00	☑	Estimated construction date from histo
6/1/2010	MI-CO	Cold Milling	0.00	1.00	☐	1" Milling
1/2/1900	NC-IN	New Construction - Initial	0.00	6.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 10C **Surface:**APC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 50000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core is 11'.
1/3/1900	OL-AS	Overlay - AC Structural	0.00	11.00	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	10.00	☑	PCC thickness from core
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 10N **Surface:**APC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 50000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core on Section 10C is
1/3/1900	OL-AS	Overlay - AC Structural	0.00	11.00	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	10.00	☑	PCC thickness from core on Section 1
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 10S **Surface:**APC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 50000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core on Section 10C is
1/3/1900	OL-AS	Overlay - AC Structural	0.00	11.00	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	10.00	☑	PCC thickness from core on Section 1
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 20C **Surface:** AAC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 7,020.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 351000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core is 15".
1/2/1900	NC-IN	New Construction - Initial	0.00	15.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 20N **Surface:** AAC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 7,020.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 351000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core on Section 20C is
1/2/1900	NC-IN	New Construction - Initial	0.00	15.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 20S **Surface:** AAC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 7,020.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 351000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core on Section 20C is
1/2/1900	NC-IN	New Construction - Initial	0.00	15.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 30C **Surface:** APC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 50000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core is 8.5".
1/3/1900	OL-AS	Overlay - AC Structural	0.00	8.50	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	11.00	☑	PCC thickness from core
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 30N **Surface:** APC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 50000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core on Section 30C is
1/3/1900	OL-AS	Overlay - AC Structural	0.00	8.50	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	11.00	☑	PCC thickness from core on Section 3
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** RW1028 Runway 10-28 **Section:** 30S **Surface:**APC
L.C.D. 12/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 50000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2009	MOL-4	Cold Mill and Overlay - 4 Inches	0.00	4.00	☑	Mill 4" & 4" P-401 OL. Total AC thickness from core on Section 30C is
1/3/1900	OL-AS	Overlay - AC Structural	0.00	8.50	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	11.00	☑	PCC thickness from core on Section 3
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA Taxiway A **Section:** 10 **Surface:**AAC
L.C.D. 12/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 3,643.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 273225 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2021	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	16.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA1 Taxiway A1 **Section:** 10 **Surface:**APC
L.C.D. 3/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 535.00 (Ft) **Width:** 87.00 (Ft) **True Area:** 48429 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2020	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/3/1900	OL-AS	Overlay - AC Structural	0.00	9.00	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	10.00	☑	PCC thickness from core
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA Taxiway A **Section:** 20 **Surface:**AAC
L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 2,346.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 178879 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	14.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA2 Taxiway A2 **Section:** 10 **Surface:**AAC
L.C.D. 3/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 466.00 (Ft) **Width:** 99.00 (Ft) **True Area:** 56020 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2020	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	13.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA Taxiway A **Section:** 30 **Surface:**AAC

L.C.D. 9/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 131.00 (Ft) **Width:** 215.00 (Ft) **True Area:** 21974 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	14.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA3 Taxiway A3 **Section:** 10 **Surface:**AAC

L.C.D. 12/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 235.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23816 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2021	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	13.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA3 Taxiway A3 **Section:** 20 **Surface:**AAC

L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 191.00 (Ft) **Width:** 61.00 (Ft) **True Area:** 15691 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness
1/1/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Montgomery Regional **Branch:** TWA Taxiway A **Section:** 40 **Surface:**AAC

L.C.D. 6/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 158.00 (Ft) **Width:** 179.00 (Ft) **True Area:** 24722 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	NC-IN	New Construction - Initial	0.00	24.00	☑	

Network: Montgomery Regional **Branch:** TWA4 Taxiway A4 **Section:** 10 **Surface:**AAC

L.C.D. 12/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 232.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23724 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2021	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	15.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA4 Taxiway A4 **Section:** 20 **Surface:**AAC

L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 193.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 16103 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA Taxiway A **Section:** 50 **Surface:**AAC
L.C.D. 3/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 2,032.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 153161 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2020	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA5 Taxiway A5 **Section:** 10 **Surface:**AAC
L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 232.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 33953 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	15.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA5 Taxiway A5 **Section:** 20 **Surface:**AAC
L.C.D. 12/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 194.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 29235 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2021	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA6 Taxiway A6 **Section:** 10 **Surface:**AAC
L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 241.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 34293 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/2/1900	NC-IN	New Construction - Initial	0.00	13.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA6 Taxiway A6 **Section:** 20 **Surface:**AAC
L.C.D. 12/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 202.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 24124 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2021	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA7 Taxiway A7 **Section:** 10 **Surface:**APC
L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 249.00 (Ft) **Width:** 128.00 (Ft) **True Area:** 34912 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery. Total AC thic
1/3/1990	OL-AS	Overlay - AC Structural	0.00	10.50	☑	
1/2/1900	NC-PC	New Construction - PCC	0.00	11.00	☑	PCC thickness from core
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWA7 Taxiway A7 **Section:** 20 **Surface:**APC
L.C.D. 12/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 87.00 (Ft) **True Area:** 29577 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2021	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	0.00	☑	Estimated construction date from historical aerial imagery
1/2/1900	NC-PC	New Construction - PCC	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB Taxiway B **Section:** 10 **Surface:**AAC
L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 2,517.00 (Ft) **Width:** 74.00 (Ft) **True Area:** 189035 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Mill 3" & 3" P-401 OL. Total AC thickness from core is 18.5".
1/2/1900	NC-IN	New Construction - Initial	0.00	18.50	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB1 Taxiway B1 **Section:** 10 **Surface:**AAC
L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 700.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 84244 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	16.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB Taxiway B **Section:** 20 **Surface:**AC
L.C.D. 11/4/2014 **Use:** TAXIWAY **Rank:** P **Length:** 2,487.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 200510 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/4/2014	NC-AC	New Construction - AC	0.00	4.00	☑	P-401
11/3/2014	BA-BI	Base Course - Bituminous	0.00	7.50	☐	P-401
11/2/2014	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-209
11/1/2014	SG-ST	Subgrade - Stabilized	0.00	12.00	☐	P-155
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB Taxiway B **Section:** 30 **Surface:** AAC
L.C.D. 6/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 196.00 (Ft) **Width:** 119.00 (Ft) **True Area:** 21279 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2001	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB3 Taxiway B3 **Section:** 10 **Surface:** AAC
L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 36644 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Mill 3" & 3" P-401 OL. Total AC thickness from core is 19".
1/2/1900	NC-IN	New Construction - Initial	0.00	19.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB3 Taxiway B3 **Section:** 20 **Surface:** AAC
L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 389.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 37557 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Mill 3" & 3" P-401 OL
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB Taxiway B **Section:** 40 **Surface:** AAC
L.C.D. 6/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 131.00 (Ft) **True Area:** 16743 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	18.50	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB4 Taxiway B4 **Section:** 10 **Surface:** AAC
L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 148.00 (Ft) **True Area:** 35789 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Mill 3" & 3" P-401 OL. Total AC thickness from core is 17".
1/2/1900	NC-IN	New Construction - Initial	0.00	17.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB4 Taxiway B4 **Section:** 20 **Surface:**AAC

L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 429.00 (Ft) **Width:** 103.00 (Ft) **True Area:** 42905 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Mill 3" & 3" P-401 OL
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB Taxiway B **Section:** 50 **Surface:**AAC

L.C.D. 6/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 187.00 (Ft) **Width:** 103.00 (Ft) **True Area:** 21947 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	18.50	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWB Taxiway B **Section:** 60 **Surface:**AAC

L.C.D. 6/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 2,424.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 181800 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2012	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness
1/1/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Montgomery Regional **Branch:** TWC1 Taxiway C1 **Section:** 10 **Surface:**AAC

L.C.D. 9/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 109.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 15544 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1998	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	10.00	☑	Assumed same AC thickness as new a
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWC1 Taxiway C1 **Section:** 20 **Surface:**AAC

L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 109.00 (Ft) **Width:** 51.00 (Ft) **True Area:** 8402 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery
1/2/1900	NC-IN	New Construction - Initial	0.00	10.00	☑	Assumed same AC thickness as new a
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWC2 Taxiway C2 **Section:** 10 **Surface:**AAC

L.C.D. 12/1/2022 **Use:** TAXIWAY **Rank:** S **Length:** 110.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 24345 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2022	MOL-3	Cold Mill and Overlay - 3 Inches	0.00	3.00	☑	Estimated construction date from historical aerial imagery
1/2/1900	NC-IN	New Construction - Initial	0.00	10.00	☑	Assumed same AC thickness as new a
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWC3 Taxiway C3 **Section:** 10 **Surface:**AC
L.C.D. 12/2/2022 **Use:** TAXIWAY **Rank:** S **Length:** 109.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 23241 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/2/2022	NC-AC	New Construction - AC	0.00	10.00	☑	Estimated construction date from histo
12/1/2022	SG-ST	Subgrade - Stabilized	0.00	12.00	☐	P155

Network: Montgomery Regional **Branch:** TWE Taxiway E **Section:** 10 **Surface:**AC
L.C.D. 6/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 1,732.00 (Ft) **Width:** 36.00 (Ft) **True Area:** 71385 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2001	NC-AC	New Construction - AC	0.00	16.00	☑	Estimated construction date from histo
5/31/2001	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWE1 Taxiway E1 **Section:** 10 **Surface:**AAC
L.C.D. 6/1/2010 **Use:** TAXIWAY **Rank:** S **Length:** 150.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 17349 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
1/2/1900	NC-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWE1 Taxiway E1 **Section:** 20 **Surface:**AC
L.C.D. 6/17/2004 **Use:** TAXIWAY **Rank:** S **Length:** 360.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 28070 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/17/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWE1 Taxiway E1 **Section:** 30 **Surface:**AC
L.C.D. 4/16/2008 **Use:** TAXIWAY **Rank:** S **Length:** 87.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 12484 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/16/2008	NC-IN	New Construction - Initial	0.00	0.00	☑	Backcalculated
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWE Taxiway E **Section:** 20 **Surface:**AAC
L.C.D. 6/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 260.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 22770 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2001	NC-IN	New Construction - Initial	0.00	16.00	☑	Estimated construction date from histo
5/31/2001	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWE2 Taxiway E2 **Section:** 10 **Surface:**AAC
L.C.D. 6/1/2010 **Use:** TAXIWAY **Rank:** S **Length:** 138.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 8404 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	Estimated construction date from histo
6/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Network: Montgomery Regional **Branch:** TWE2 Taxiway E2 **Section:** 20 **Surface:**AC
L.C.D. 6/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 254.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8979 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	Estimated construction date from histo
1/1/1900	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Estimated thickness

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
4 in overlay	6	604,487.00	4.00	0.00
Base Course - Aggregate	63	4,977,991.00	5.90	0.75
Base Course - Bituminous	2	288,747.00	6.75	0.75
Cold Mill and Overlay	15	751,988.00	0.00	0.00
Cold Mill and Overlay - 1.5 inches	2	48,947.00	1.50	0.00
Cold Mill and Overlay - 3 Inches	22	1,349,819.00	2.86	0.62
Cold Mill and Overlay - 4 Inches	9	1,353,000.00	4.00	0.00
Cold Milling	6	604,487.00	1.00	0.00
New Construction - AC	7	393,621.00	5.71	5.90
New Construction - Initial	77	4,641,597.00	6.12	6.99
New Construction - PCC	14	796,803.00	9.57	4.50
Overlay - AC Structural	9	542,465.00	9.78	1.08
Subgrade - Stabilized	3	296,083.00	12.00	0.00

APPENDIX B

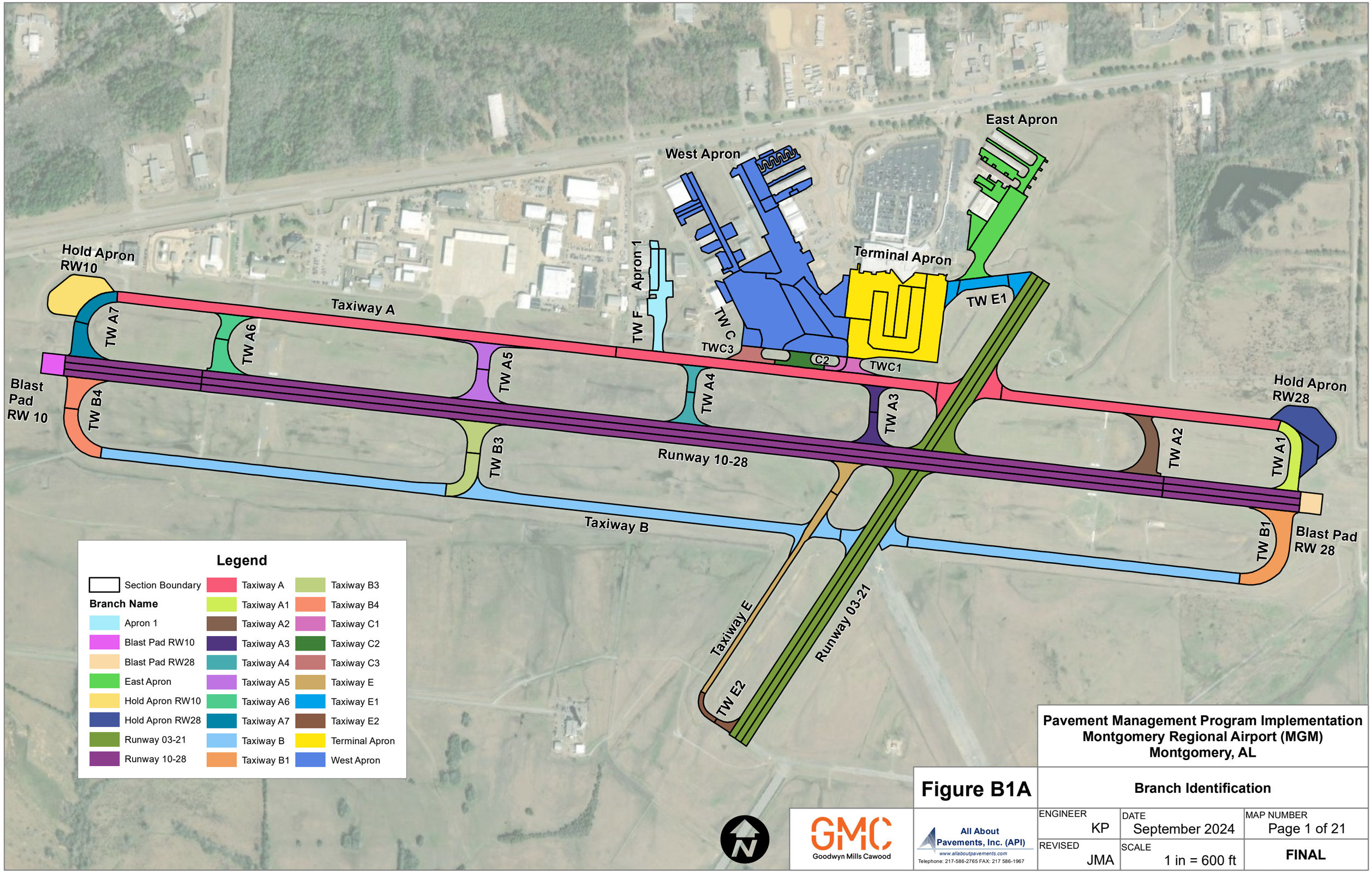
PMP MAPS

B1: Inventory Maps
- B1A: Branch Identification
- B1B: Section Identification
- B1C: Sample Unit Layout
- B1D: Pavement Type
- B1E: Branch Use
- B1F: Pavement Age

B2: Surface Condition Maps
- B2A: 7-Color PCI
- B2B: 3-Color PCI
- B2C: Foreign Object Damage (FOD) Rating
- B2D: Structural Condition Index (SCI) Rating
- B2E: Survey Photo Locations

B3: Structural Condition Maps
- B3A: Impulse Stiffness Modulus, D0
- B3B: Impulse Stiffness Modulus, D72
- B3C: Subgrade Modulus of Elasticity
- B3D: Critical Aircraft
- B3E: Section PCR
- B3F: Facility PCR
- B3G: ACR/PCR Ratio

B4A: Capital Improvement Plan (CIP) Map
- B4A: 7-Year Pavement Repair Activities
- B4B: 7-Year Preservation Plan
- B4C: 7-Year Rehabilitation and Reconstruction Plan



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Montgomery, AL

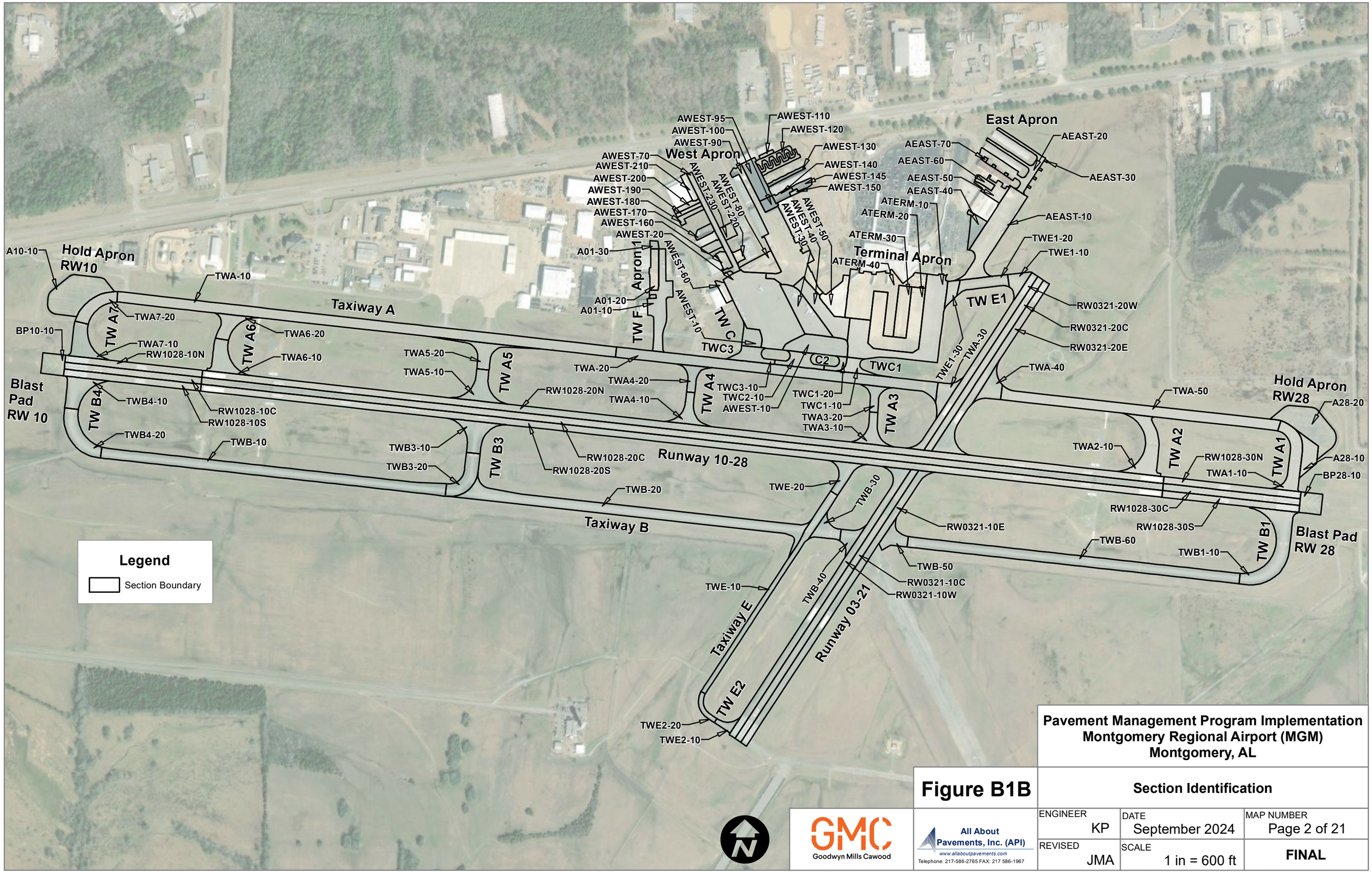
Figure B1A

Branch Identification

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KP	September 2024	Page 1 of 21
REVISED	SCALE	
JMA	1 in = 600 ft	FINAL



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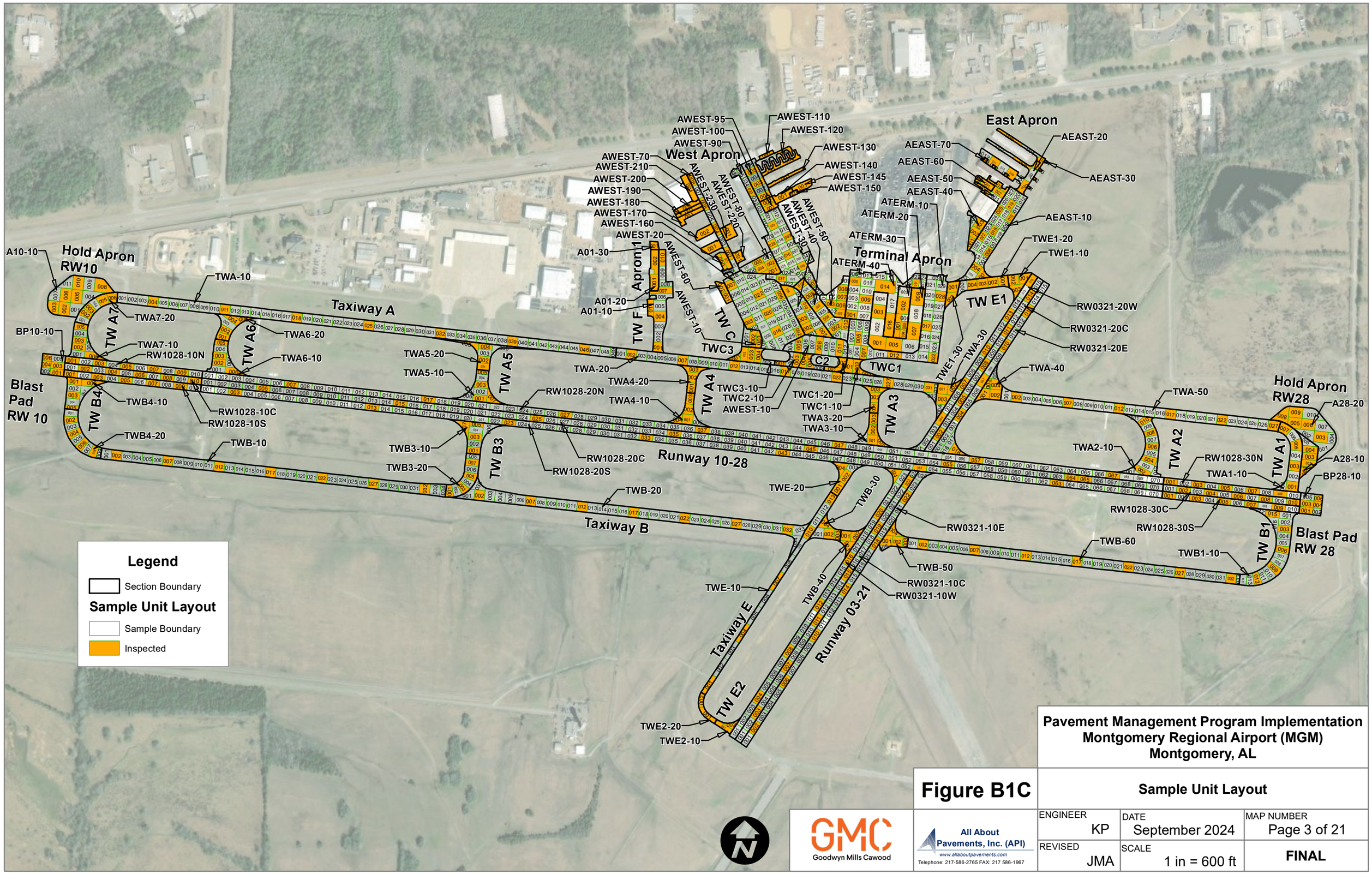
Figure B1B

Section Identification

ENGINEER KP	DATE September 2024	MAP NUMBER Page 2 of 21
REVISED JMA	SCALE 1 in = 600 ft	**FINAL**

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Legend

- Section Boundary

Sample Unit Layout

- Sample Boundary
- Inspected

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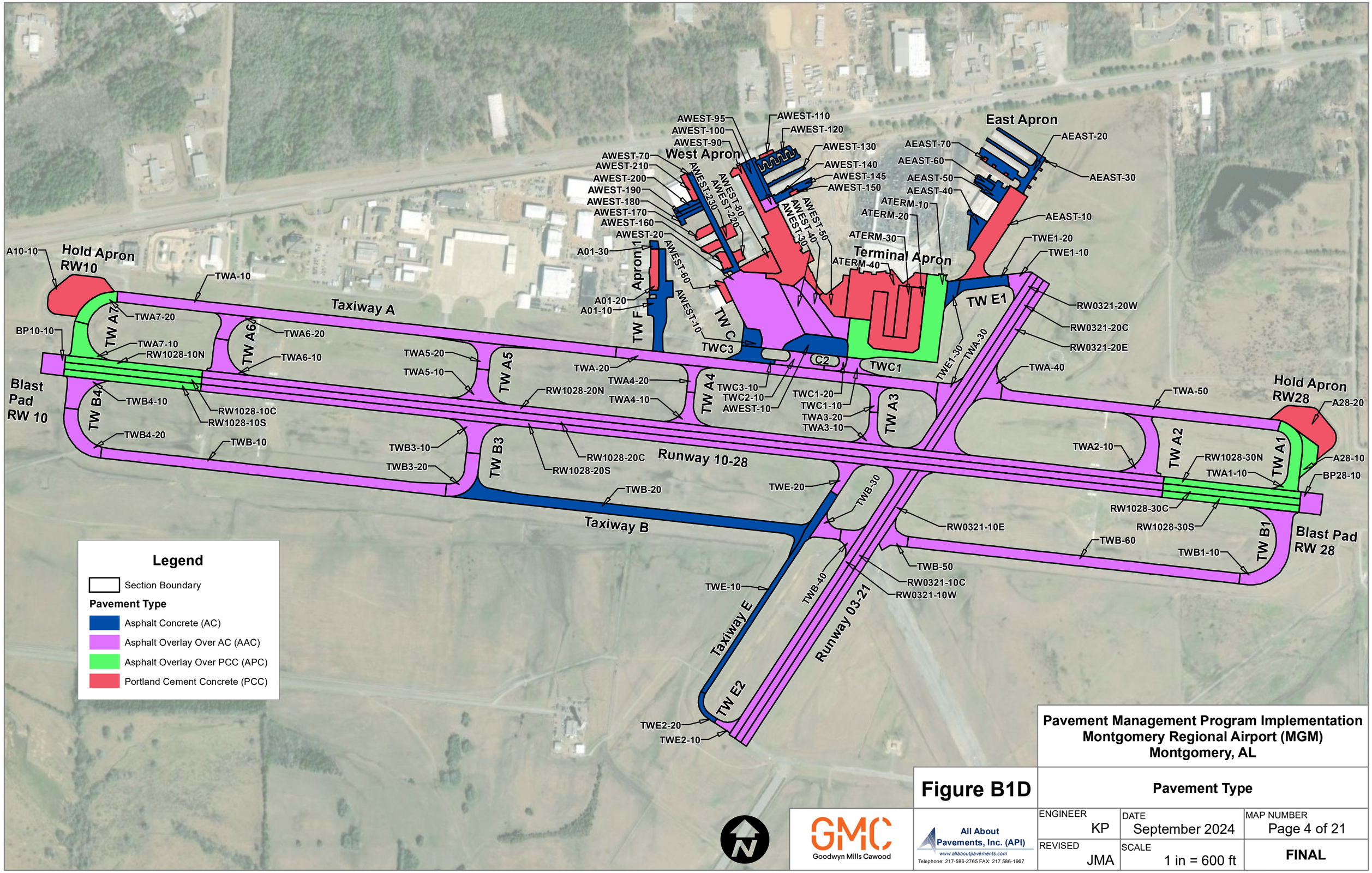
Figure B1C

Sample Unit Layout

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JMA	1 in = 600 ft	FINAL



Legend

- Section Boundary

Pavement Type

- Asphalt Concrete (AC)
- Asphalt Overlay Over AC (AAC)
- Asphalt Overlay Over PCC (APC)
- Portland Cement Concrete (PCC)

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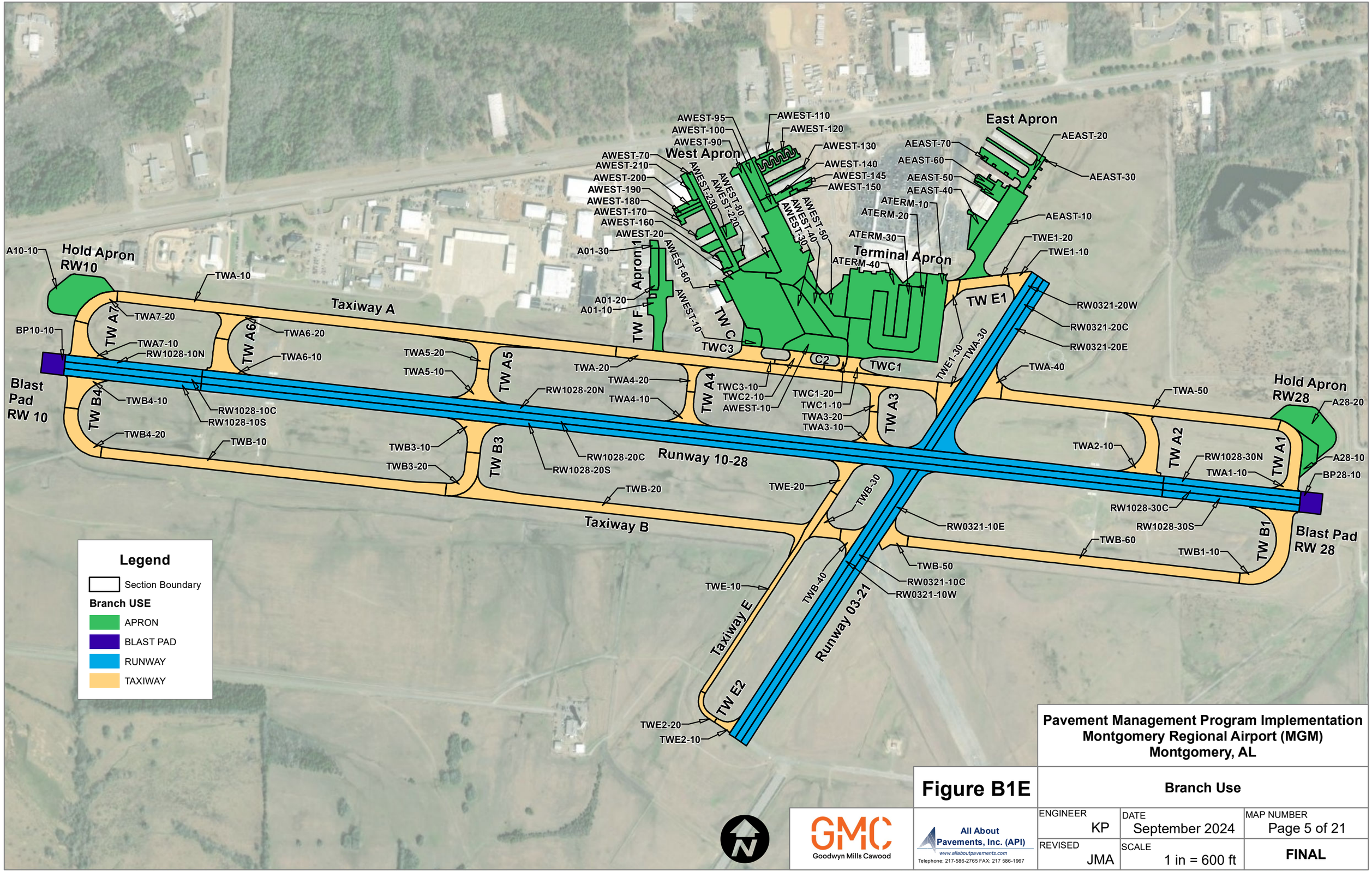
Figure B1D

Pavement Type

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JMA	1 in = 600 ft	FINAL



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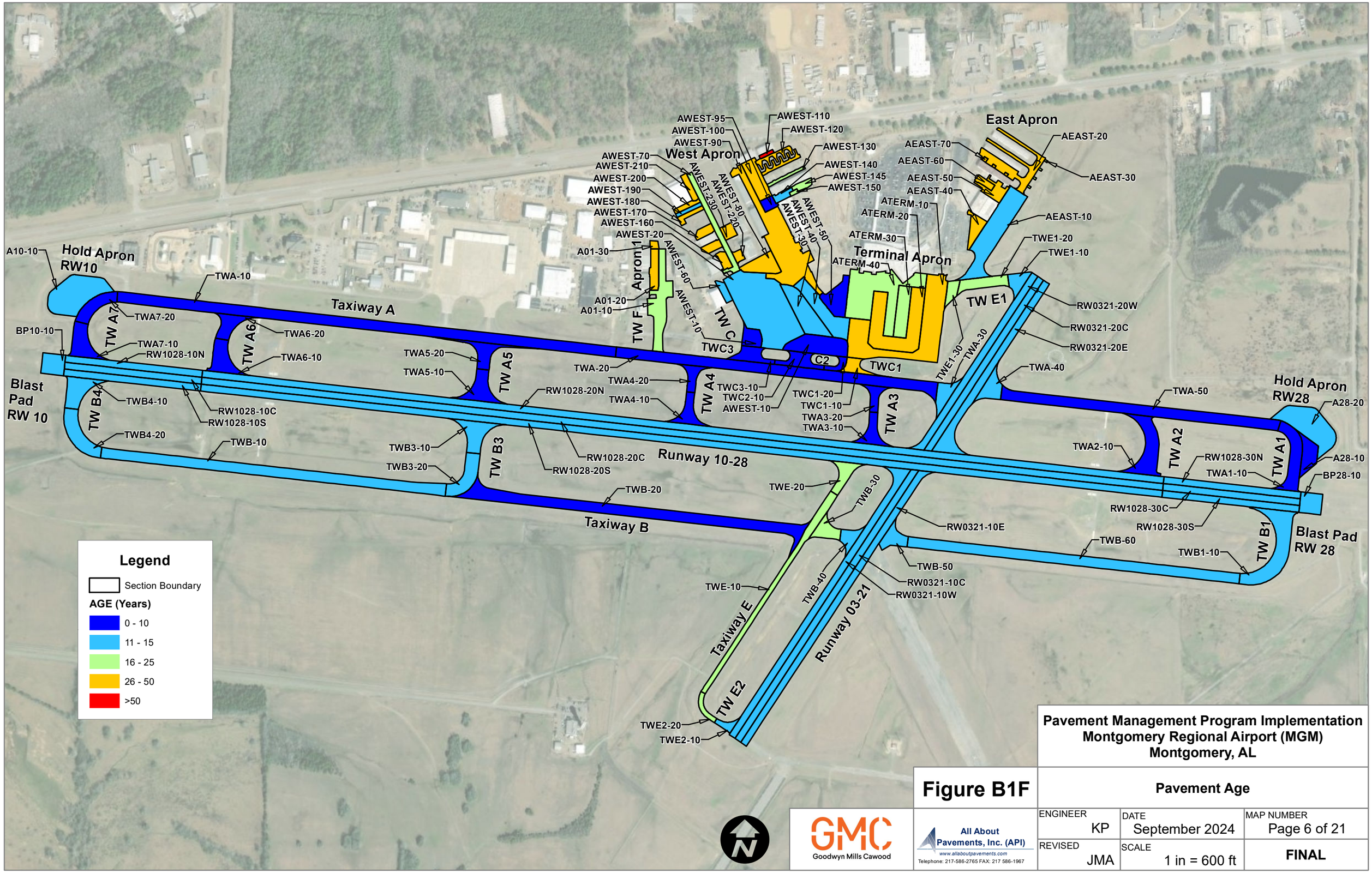
Figure B1E

Branch Use

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JMA	1 in = 600 ft	**FINAL**



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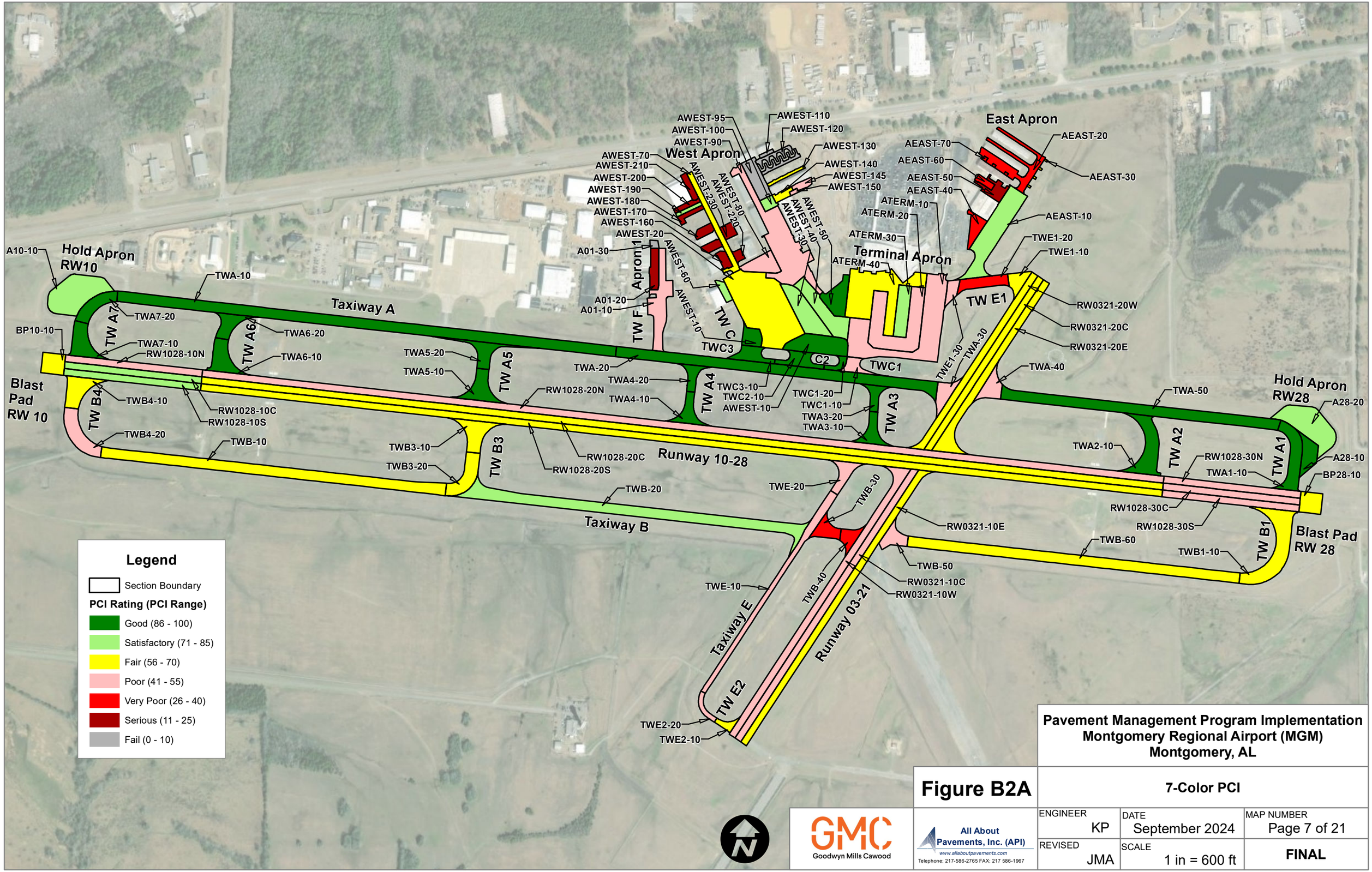
Figure B1F

Pavement Age

ENGINEER	DATE	MAP NUMBER
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REVISED	SCALE	
JMA	1 in = 600 ft	**FINAL**

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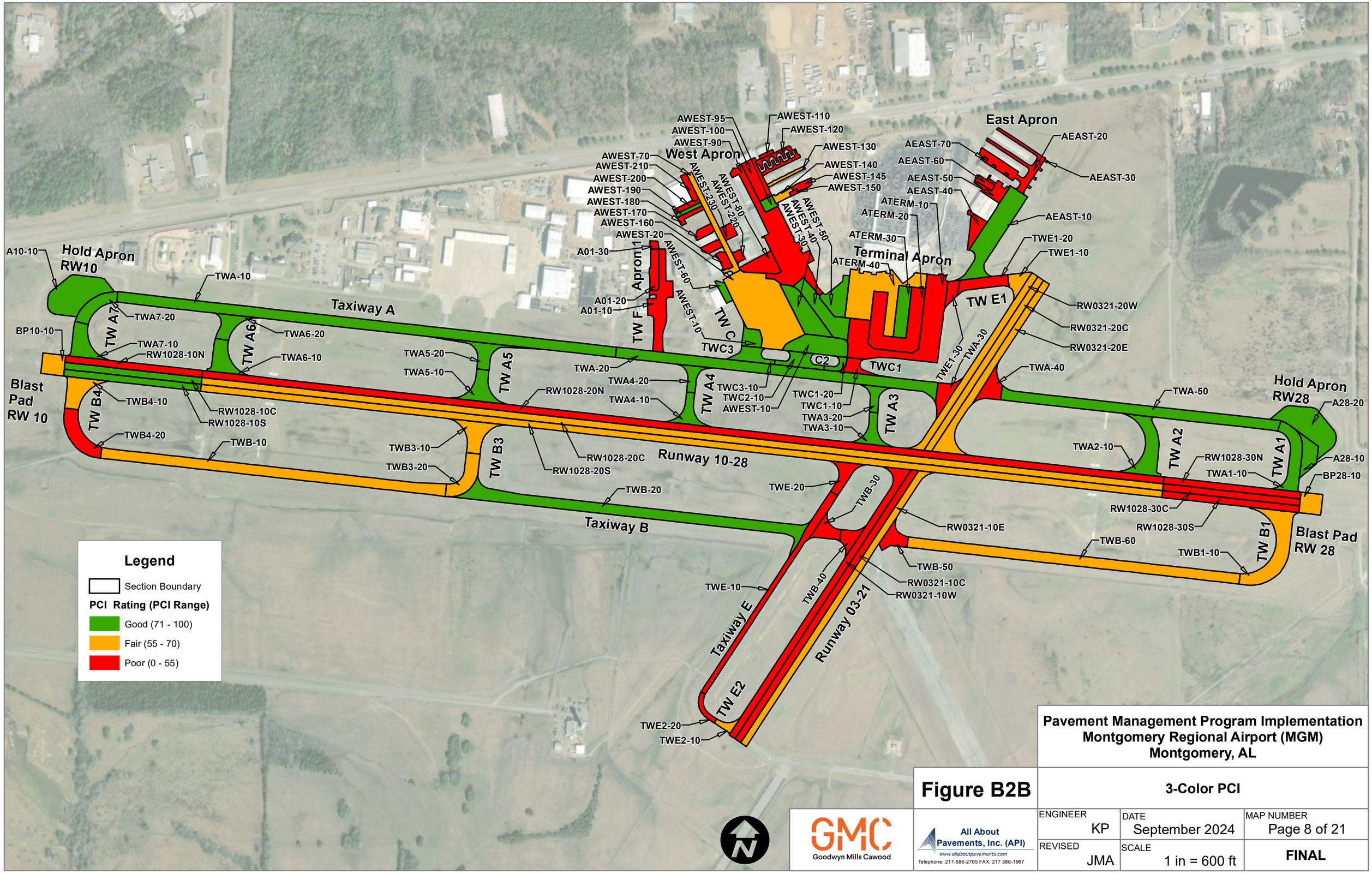
Figure B2A

7-Color PCI

ENGINEER	DATE	MAP NUMBER
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JMA	1 in = 600 ft	**FINAL**

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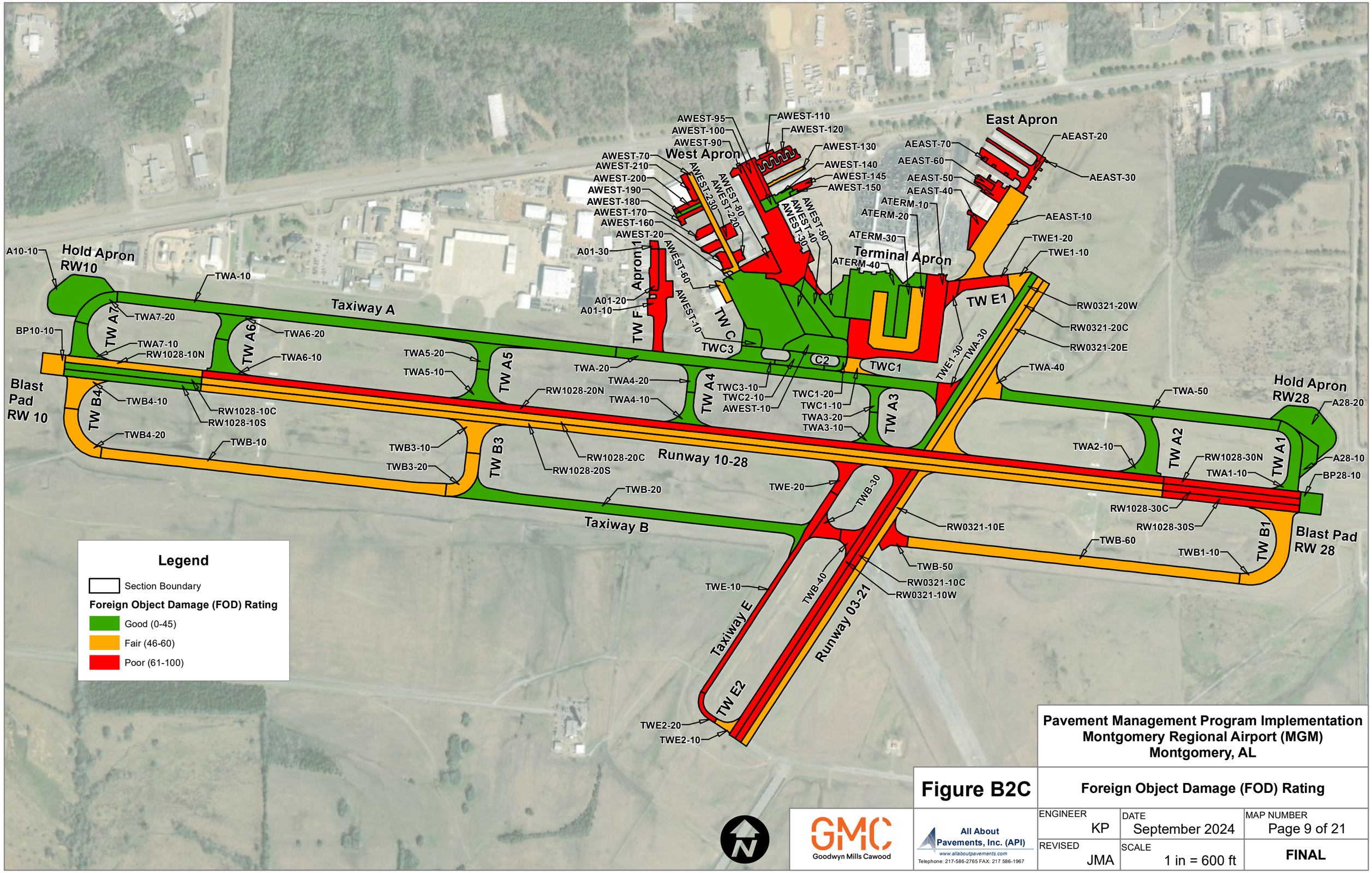
Figure B2B

3-Color PCI

ENGINEER KP	DATE September 2024	MAP NUMBER Page 8 of 21
REVISED JMA	SCALE 1 in = 600 ft	**FINAL**

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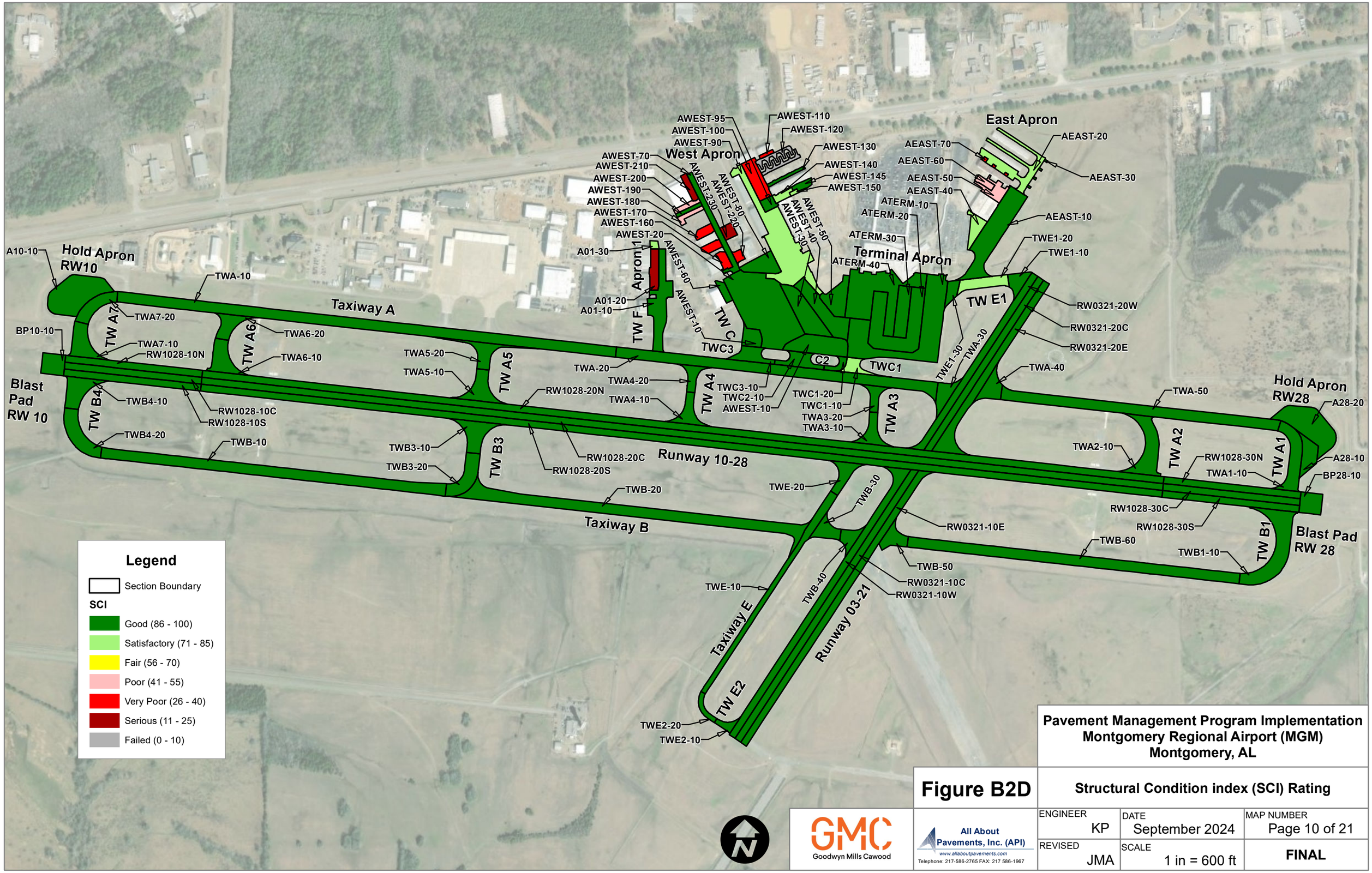
Figure B2C

Foreign Object Damage (FOD) Rating

ENGINEER	DATE	MAP NUMBER
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JMA	1 in = 600 ft	**FINAL**

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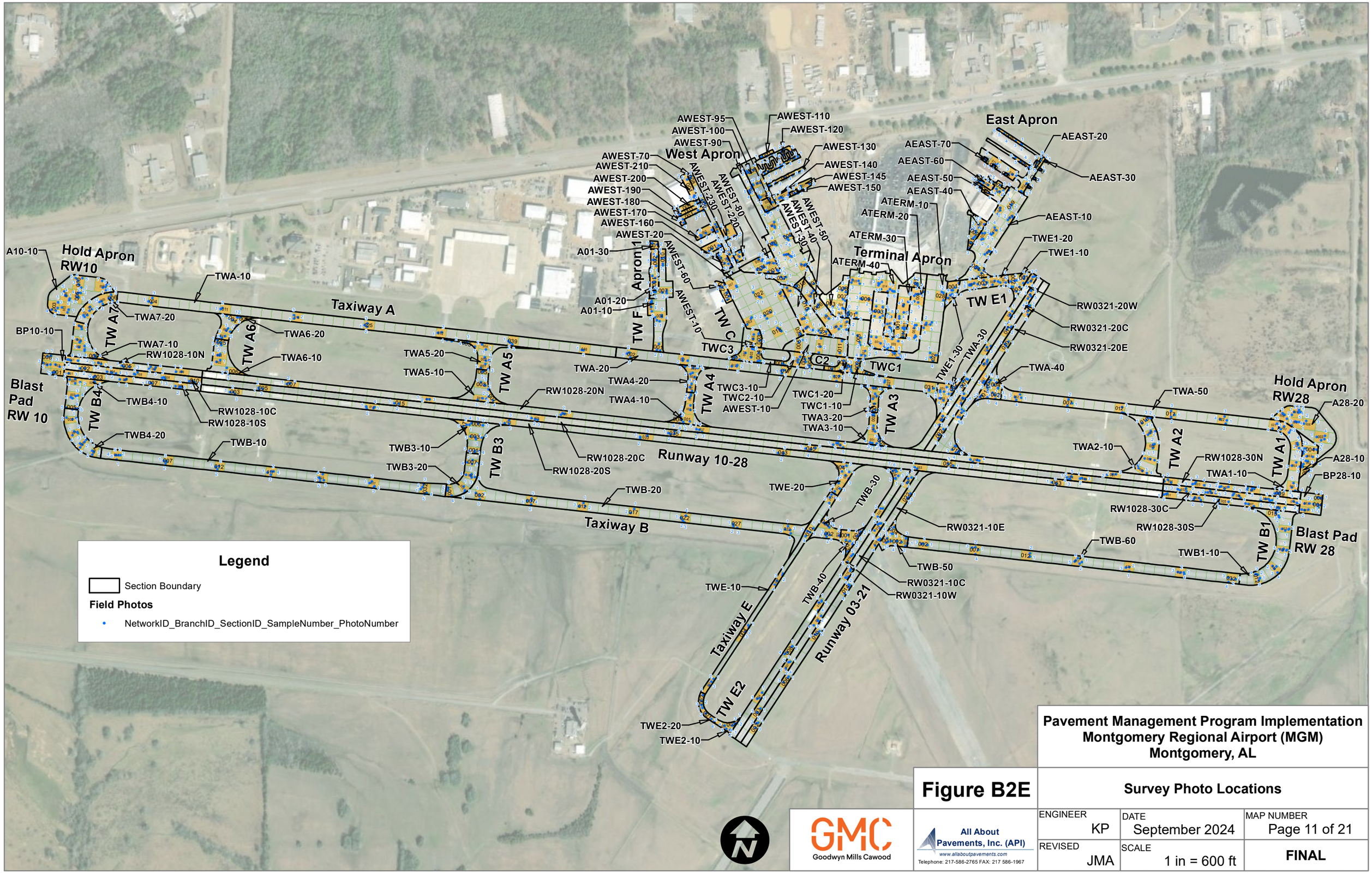
Figure B2D

Structural Condition index (SCI) Rating

ENGINEER	DATE	MAP NUMBER
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JMA	1 in = 600 ft	**FINAL**

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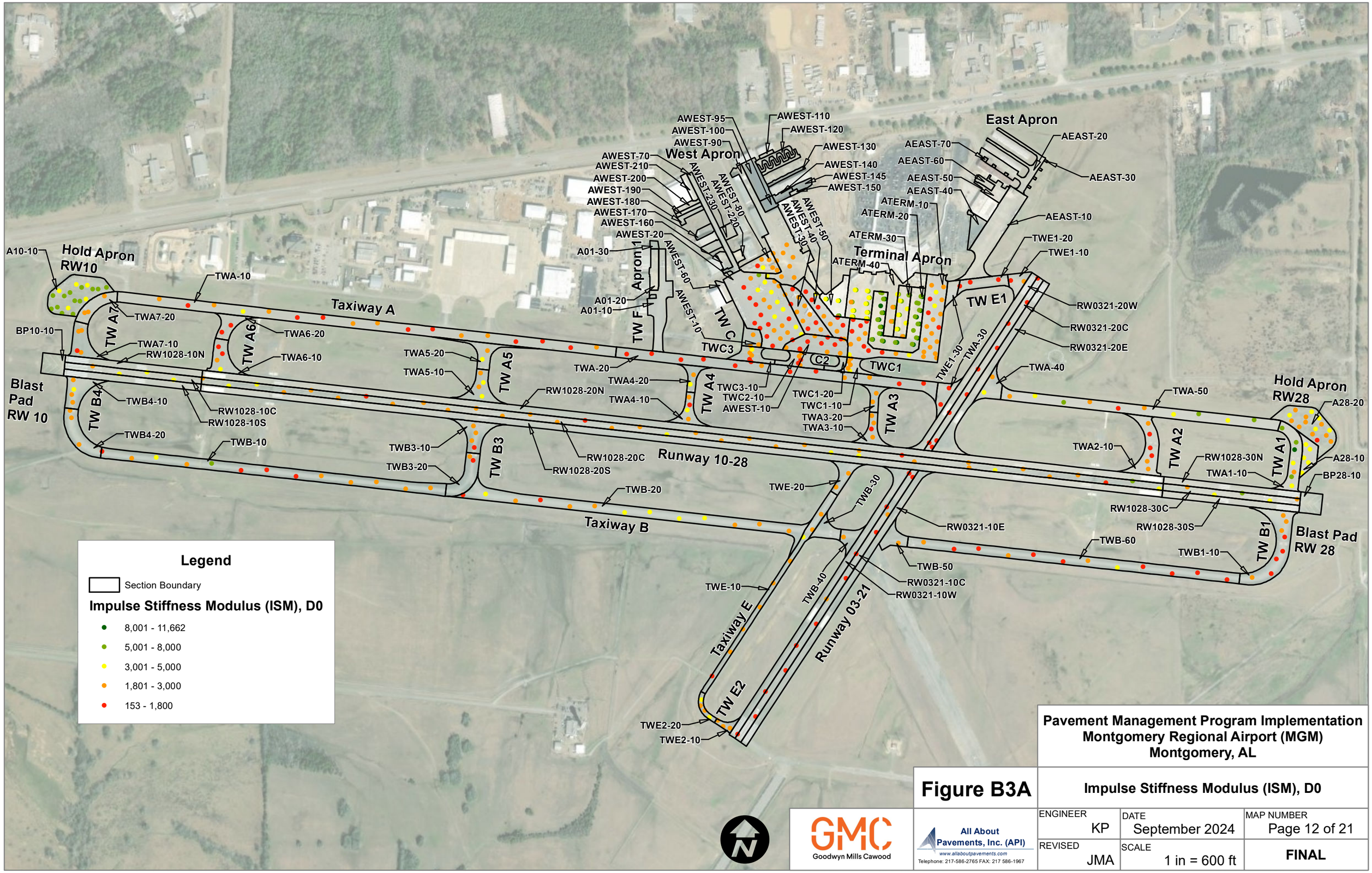
Figure B2E

Survey Photo Locations

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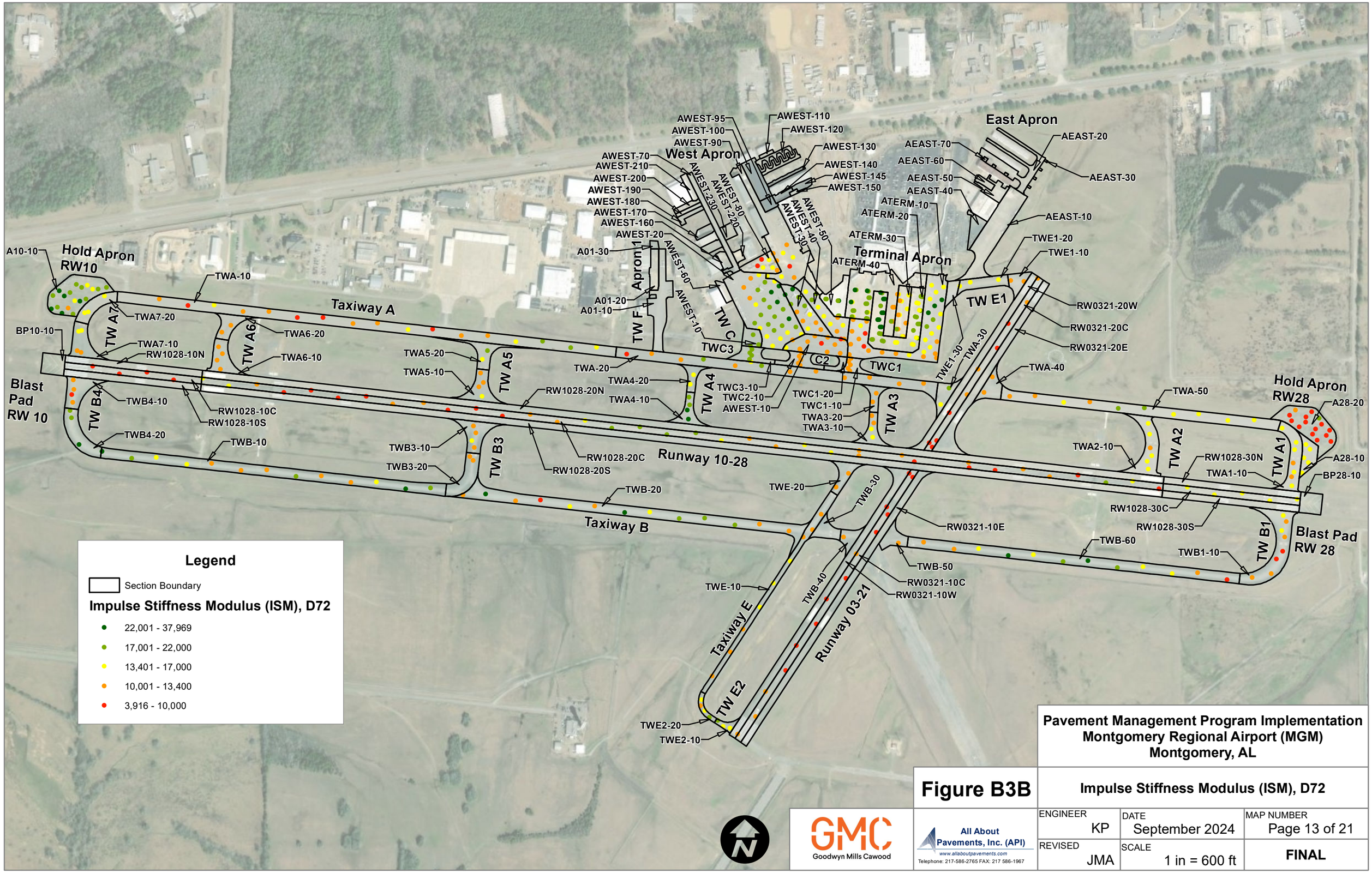
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Figure B3A — **Impulse Stiffness Modulus (ISM), D0**

ENGINEER KP	DATE September 2024	MAP NUMBER Page 12 of 21
REVISED JMA	SCALE 1 in = 600 ft	**FINAL**

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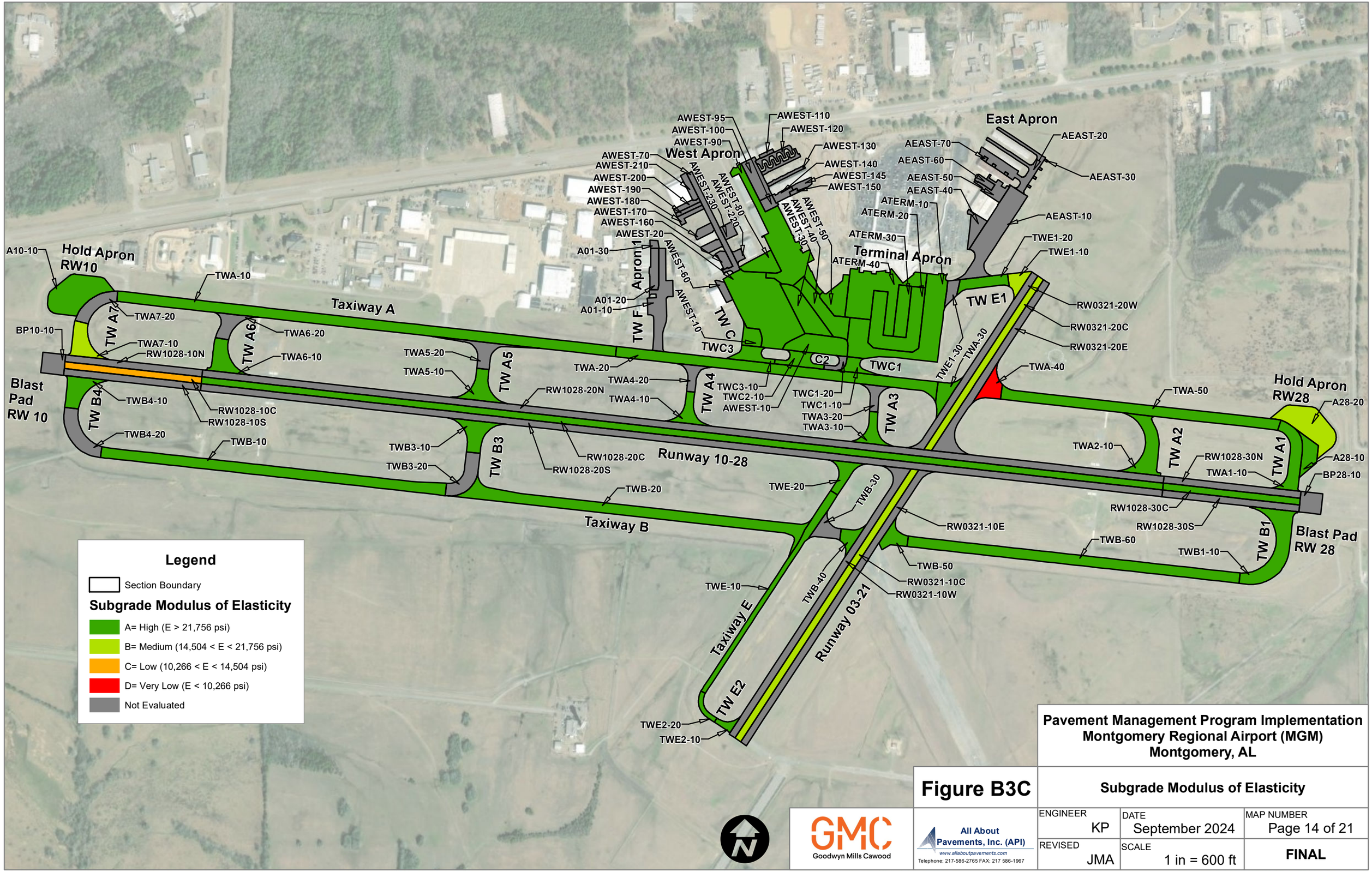
Figure B3B

Impulse Stiffness Modulus (ISM), D72

ENGINEER	DATE	MAP NUMBER
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JMA	1 in = 600 ft	**FINAL**

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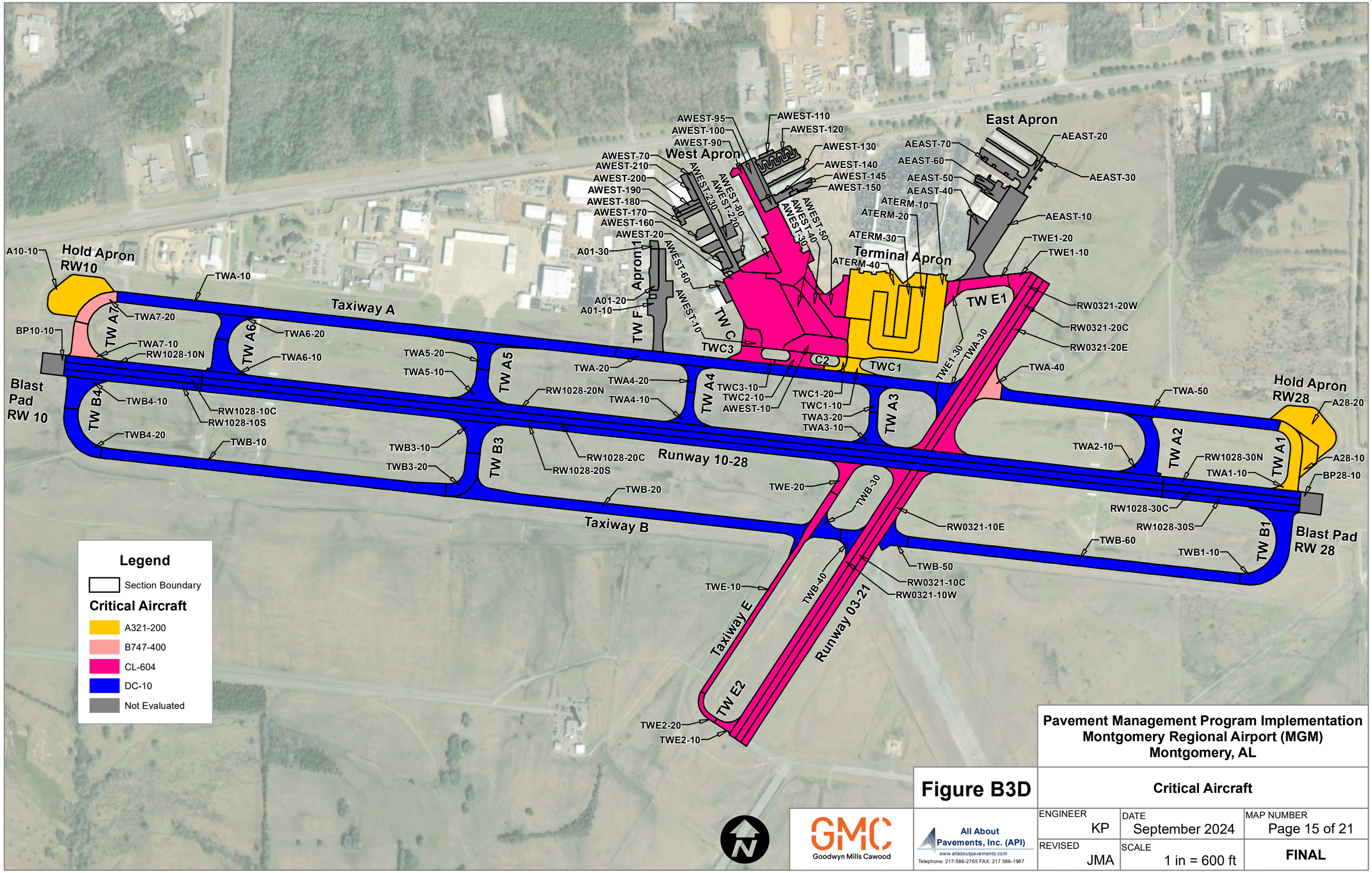
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Figure B3C — **Subgrade Modulus of Elasticity**

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JMA	1 in = 600 ft	**FINAL**



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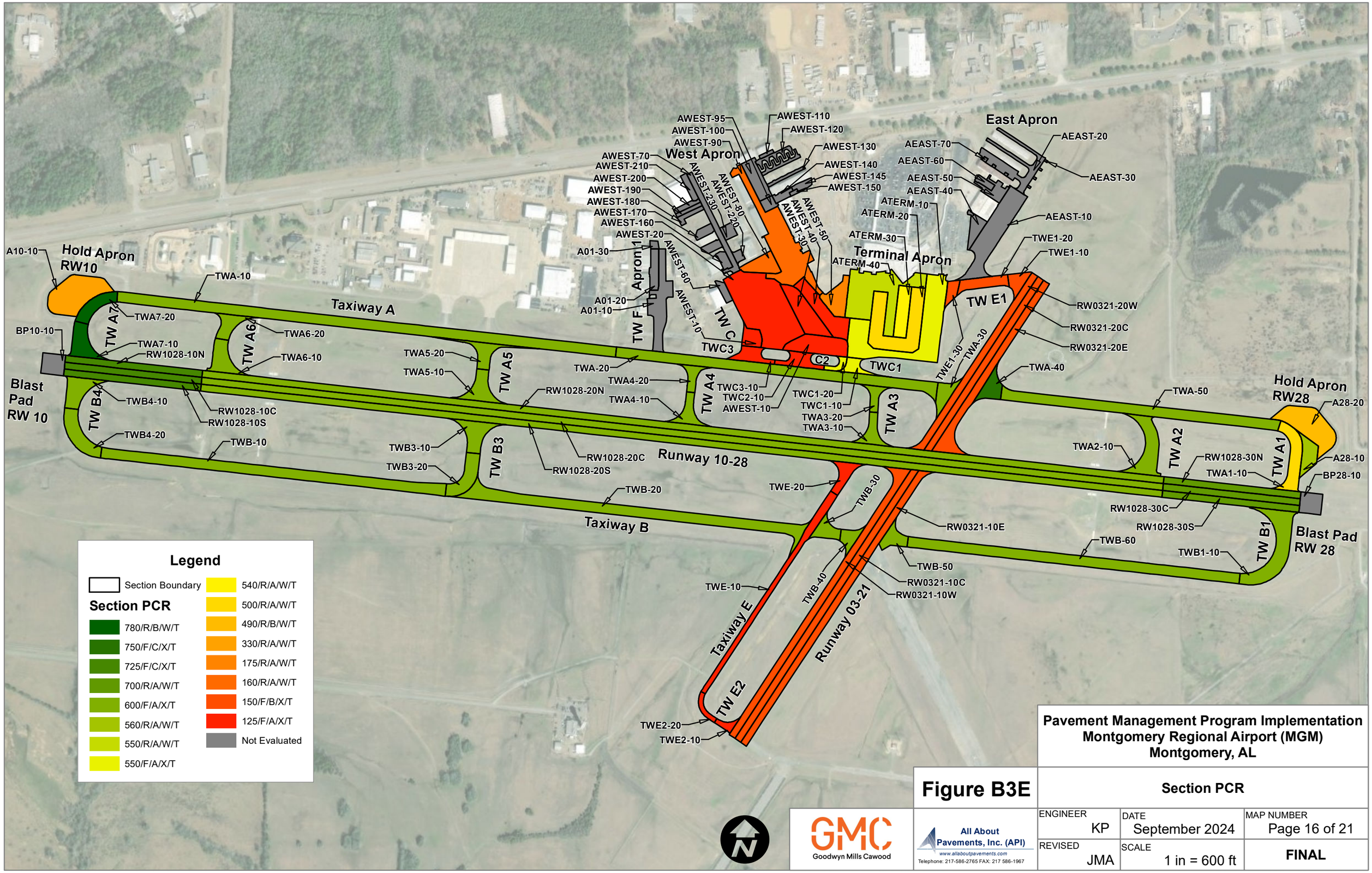
Figure B3D

Critical Aircraft

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JMA	1 in = 600 ft	**FINAL**



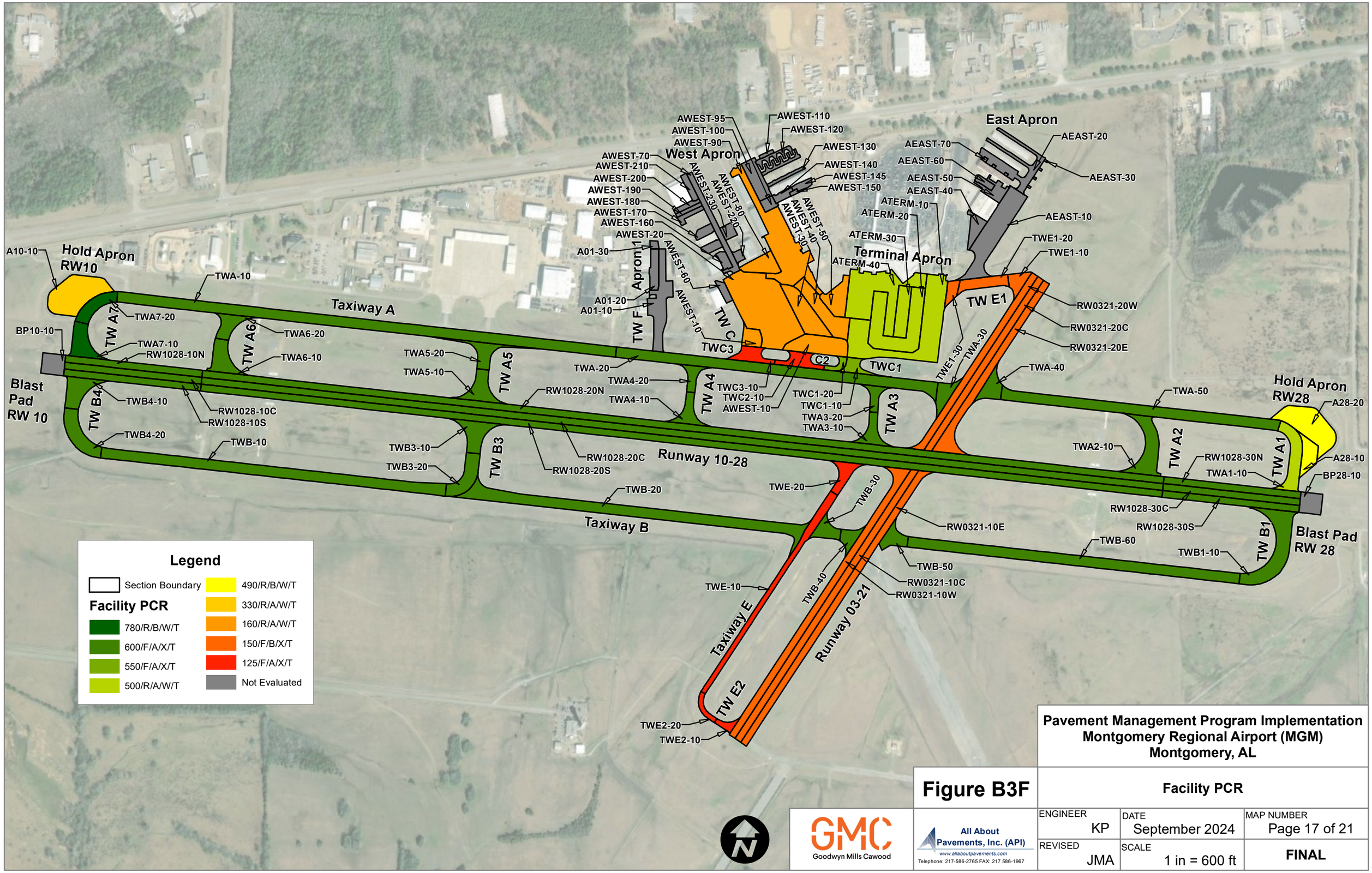
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Figure B3E — **Section PCR**

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JMA	1 in = 600 ft	**FINAL**



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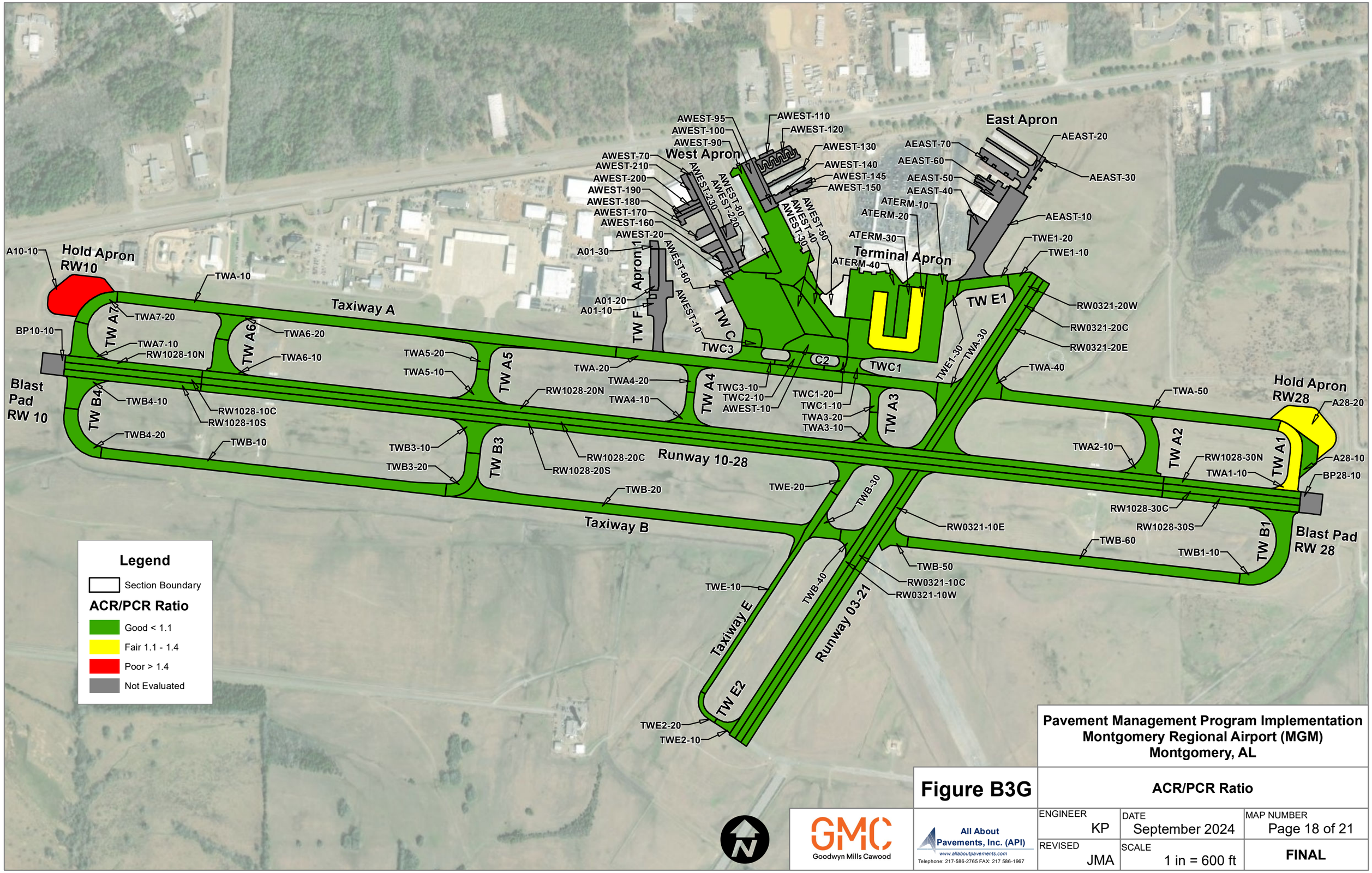
Figure B3F

Facility PCR

ENGINEER: KP	DATE: September 2024	MAP NUMBER: Page 17 of 21
REVISED: JMA	SCALE: 1 in = 600 ft	**FINAL**

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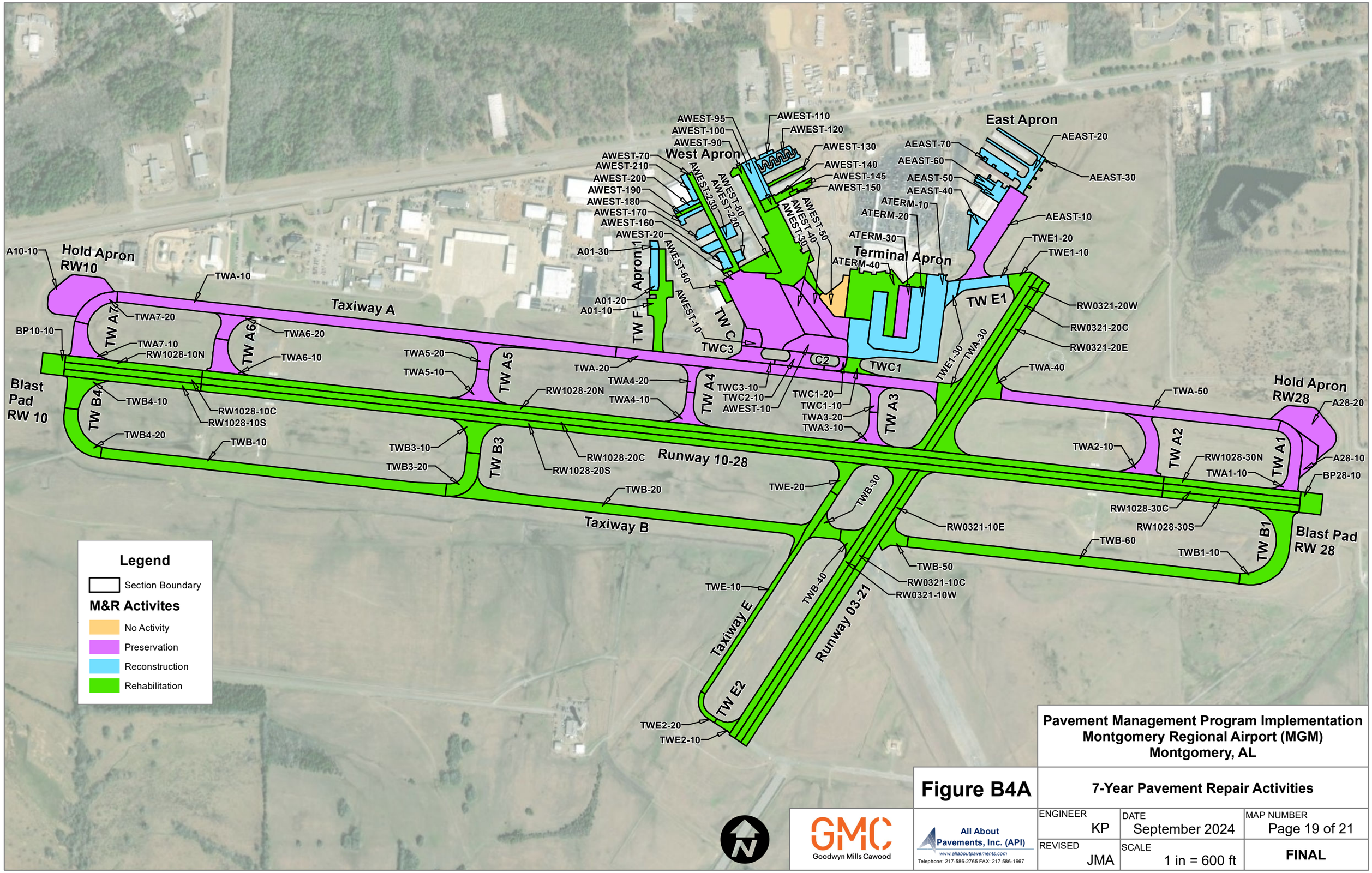
Figure B3G

ACR/PCR Ratio

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REVISED	SCALE	
JMA	1 in = 600 ft	**FINAL**



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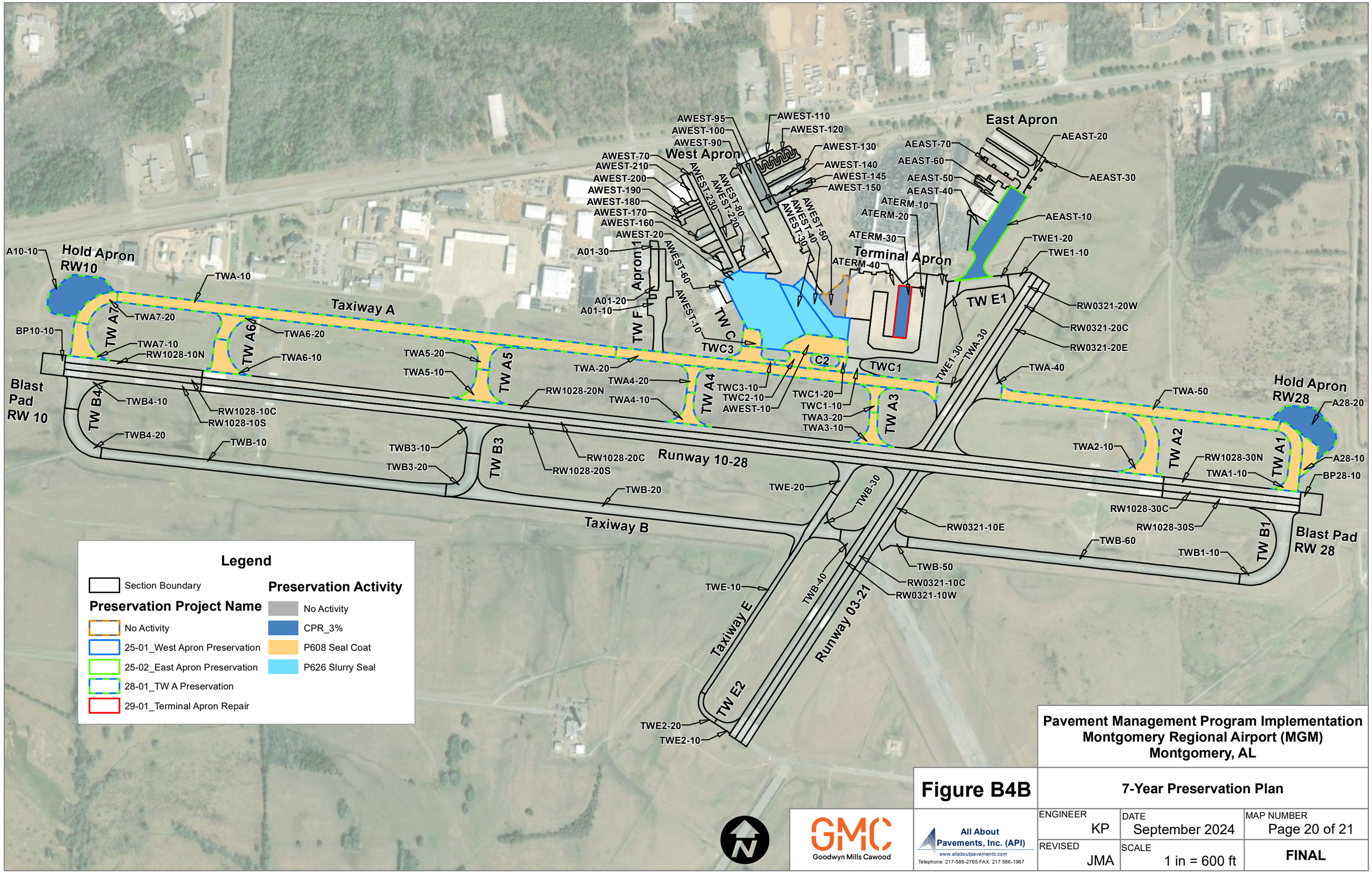
Figure B4A

7-Year Pavement Repair Activities

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REVISED	SCALE	
JMA	1 in = 600 ft	**FINAL**



Legend

Section Boundary

Preservation Project Name

- No Activity
- 25-01_West Apron Preservation
- 25-02_East Apron Preservation
- 28-01_TW A Preservation
- 29-01_Terminal Apron Repair

Preservation Activity

- No Activity
- CPR_3%
- P608 Seal Coat
- P626 Slurry Seal

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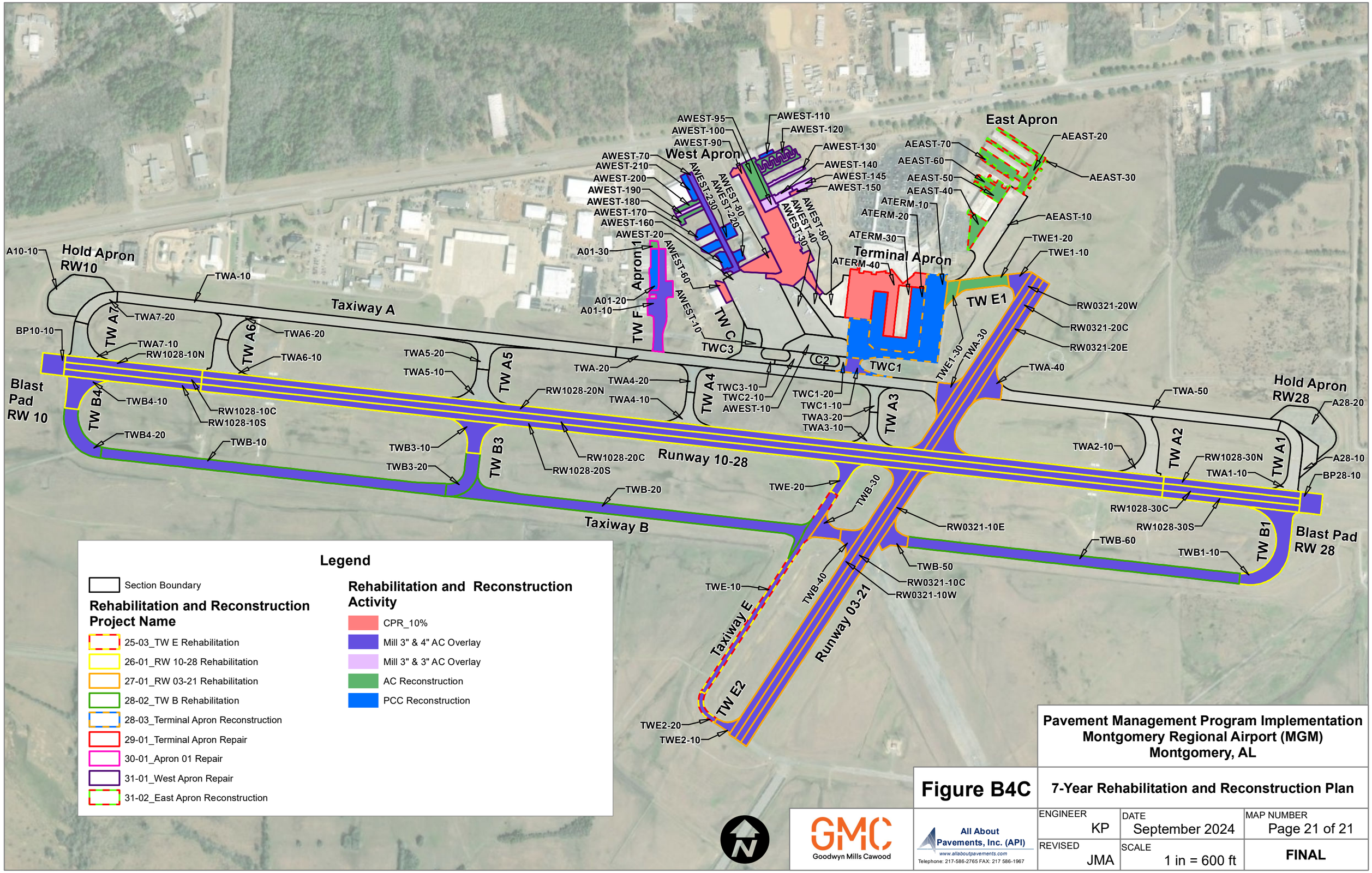
Figure B4B

7-Year Preservation Plan

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REVISED	SCALE	
JMA	1 in = 600 ft	FINAL



Legend

- Section Boundary

Rehabilitation and Reconstruction Project Name

- 25-03_TW E Rehabilitation
- 26-01_RW 10-28 Rehabilitation
- 27-01_RW 03-21 Rehabilitation
- 28-02_TW B Rehabilitation
- 28-03_Terminal Apron Reconstruction
- 29-01_Terminal Apron Repair
- 30-01_Apron 01 Repair
- 31-01_West Apron Repair
- 31-02_East Apron Reconstruction

Rehabilitation and Reconstruction Activity

- CPR_10%
- Mill 3" & 4" AC Overlay
- Mill 3" & 3" AC Overlay
- AC Reconstruction
- PCC Reconstruction

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Figure B4C

7-Year Rehabilitation and Reconstruction Plan

Goodwyn Mills Cawood

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REVISED	SCALE	
JMA	1 in = 600 ft	FINAL

APPENDIX C

OVERVIEW OF PAVEMENT DISTRESSES

1. Alligator Cracking (AC)

Alligator cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface where tensile stress and strain is highest under wheel loads. The cracks propagate to the surface initially as a series of parallel cracks. After repeated traffic loading the cracks connect, forming many sided, sharp angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are less than 2 feet long on the longest side. Alligator cracking occurs only in areas that are subjected to repeated traffic loading, such as wheel paths, and is considered a major structural distress.

Severities:

- Low - made up of fine, hair-like cracks running parallel to each other with none or only a few inter-connecting cracks. The cracks are not spalled;
- Medium - Further development of light alligator cracking into a pattern or network of cracks that may be lightly spalled. Medium-severity alligator cracking is defined by a well-defined pattern of interconnecting cracks, where all pieces are securely held in place (good aggregate interlock between pieces);
- High - has progressed so that the pieces are well defined and spalled at the edges. Some of the pieces may rock under traffic and may cause FOD potential.

Repair options:

- Low - No action, surface seal or overlay for low severity distress;
- Medium - partial or full depth patch, overlay or reconstruct;
- High - partial or full depth patch, overlay or reconstruct.



2. Bleeding (AC)

Bleeding is a film of bituminous material on the pavement surface that creates a shiny, glass-like, reflecting surface that usually becomes quite sticky. Bleeding is caused by excessive amounts of asphaltic cement or tars in the mix or low-air void content, or both. It occurs when asphalt fills the voids of the mix during hot weather and then expands out onto the surface of the pavement. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface.

Severities: No degrees of severity are defined. Bleeding should be noted when it is extensive enough to reduce skid resistance.

Repair Policies: Do nothing; sand blot the distressed area by applying heat and roll sand into the areas affected with bleeding, remove the excess material; patch.



3. Block Cracking (AC)

Block cracks are interconnected cracks that divide the pavement into rectangular shaped pieces. The blocks may range in size from 1 by 1 foot to 10 by 10 feet. Block cracking is caused mainly by shrinkage of the asphalt concrete and is not load associated. The occurrence of block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large proportion of the pavement area, but will sometimes occur only in the non-traffic areas.

Severities:

- Low - defined by cracks that are at most lightly spalled, causing no foreign object damage (FOD) potential. Un-filled cracks have 1/4 inch or less mean width, and filled cracks have filler in satisfactory condition;
- Medium - defined by cracks that are moderately spalled (some FOD potential), un-filled cracks that are at most lightly spalled, but have a mean width greater than 1/4 inch or filled cracks that are at most lightly spalled but have filler in unsatisfactory condition;
- High - defined by cracks that are severely spalled, causing a definite FOD potential.

Repair Policies:

- Low - No action;
- Medium - seal cracks, apply rejuvenator, recycle surface or heat scarify and overlay;
- High - recycle surface or heat scarify and overlay.



4. Corrugation (AC)

Description

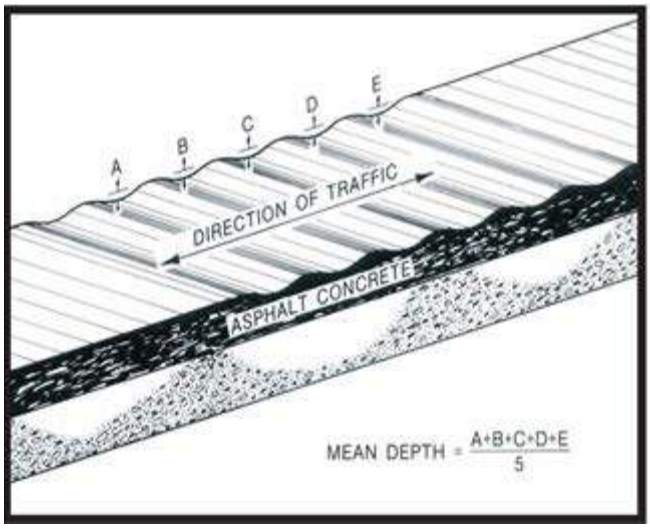
Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals, usually less than 5 feet (1.5 meters) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes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

Severity Levels

L Corrugations are minor and do not significantly affect ride quality (see measurement criteria below).

M Corrugations are noticeable and significantly affect ride quality (see measurement criteria below).

H Corrugations are easily noticed and severely affect ride quality (see measurement criteria below).



5. Depression (AC)

Depressions are localized pavement surface areas having elevations slightly lower than those of the surrounding pavement. In many instances, light depressions are not noticeable until after a rain, when ponding water creates “birdbath” areas; but the depressions can also be located without rain because of stains created by ponding of water. Depressions can be caused by settlement of the foundation soil or can be built during construction. Depressions cause roughness and, when filled with water of sufficient depth, could cause hydroplaning of aircraft.

Severities:

- Low - Depression can be observed or located by stained areas, only slightly affects pavement riding quality, and may cause hydroplaning potential on runways. Maximum depth 1/8 to 1/2 inch for runways, 1/2 to 1 inch for taxiways and aprons;
- Medium - The depression can be observed, moderately affects pavement riding quality, and causes hydroplaning potential on runways. Maximum depth 1/2 to 1 inch for runways, 1 to 2 inches for taxiways and aprons;
- High - The depression can be readily observed, severely affects pavement riding quality, and causes definite hydroplaning potential; Depth greater than 1 inch for runways, greater than 2 inches for taxiways and aprons;.

Repair Policies:

- Low - No action;
- Medium - Shallow, partial or full depth patch;
- High - Shallow, partial or full depth patch.



6. Jet Blast (AC)

Description

Jet blast erosion causes darkened areas on the pavement surface when bituminous binder has been burned or carbonized; localized burned areas may vary in depth up to approximately 1/2 inch (13 millimeters).

Severity Levels

No degrees of severity are defined. It is sufficient to indicate that jet blast erosion exists.



7. Joint Reflection Cracking (AC)

Description

This distress occurs only on pavements having an asphalt or tar surface over a PCC slab. This category does not include reflection cracking from any other type of base (i. e., cement stabilized, lime stabilized); such cracks are listed as longitudinal and transverse cracks. Joint-reflection cracking is caused mainly by movement of the PCC slab beneath the AC surface because of thermal and moisture changes; it is not load related. However, traffic loading may cause a breakdown of the AC near the crack, resulting in spalling and FOD potential. If the pavement is fragmented along a crack, the crack is said to be spalled. A knowledge of slab dimensions beneath the AC surface will help to identify these cracks.

Severity Levels

L Cracks have only light spalling (little or no FOD potential) or no spalling and can be filled or non-filled. If non-filled, the cracks have a mean width of 1/4 inch (6 millimeters) or less. Filled cracks are of any width, but their filler material is in satisfactory condition.

M One of the following conditions exists: (1) cracks are moderately spalled (some FOD potential) and can be either filled or non-filled of any width; (2) filled cracks are not spalled or are only lightly spalled, but the filler is in unsatisfactory condition; (3) non-filled cracks are not spalled or are only lightly spalled, but the mean crack width is greater than 1/4 inch (6 millimeters); or (4) light random cracking exists near the crack or at the corner of intersecting cracks.

H Cracks are severely spalled (definite FOD potential) and can be either filled or non-filled of any width.



8. Longitudinal and Transverse Cracking (AC)

Longitudinal and transverse (L&T) cracks are parallel to the pavement's centerline or laydown direction. They may be caused by: 1) a poorly constructed paving lane joint, 2) shrinkage of the AC surface due to hardening of the asphalt, or 3) a reflective crack caused by cracks beneath the surface course. Transverse cracks extend across the pavement perpendicularly to the pavement centerline or laydown direction, and may be caused by items 2) or 3) as stated above. These types of cracks are not usually load related.

Severities:

- Low - have either minor spalling or no spalling. The cracks can be filled or un-filled. Un-filled cracks have a mean width of 1/4 inch or less. Filled cracks are any width but their filler is in satisfactory condition;
- Medium - one of the following conditions exists: 1) cracks are moderately spalled and can be either filled or un-filled of any width; 2) filled cracks are not spalled or only lightly spalled, but the filler is in unsatisfactory condition; 3) un-filled cracks are not spalled or only lightly spalled, but the crack width exceeds 1/4 inch; or 4) light random cracking exists near the crack or at the corner of the intersecting cracks;
- High - severely spalled with a definite FOC potential. They can be either filled or un-filled.

Repair Policies:

- Low - No action;
- Medium - seal cracks;
- High - seal cracks or perform a full depth patch.



9. Oil Spillage (AC)

Oil spillage is the deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.

Severities: No degrees of severity are defined. It is sufficient to indicate that oil spillage exists.

Repair Policies:

- Do nothing;
- Partial or full depth patch.



10. Patching

Repair patching and utility cut patching is considered a defect, regardless of how well it performs or was constructed.

Severities:

- Low - in good condition and is performing satisfactorily;
- Medium - is somewhat deteriorated and affects riding quality to some extent;
- High - is badly deteriorated and affects riding quality significantly or has high FOD potential.

Repair options:

- Low - No action;
- Medium - seal cracks, repair the distresses in the patch or replace the patch;
- High - replace the patch.



Figure C.7: Asphalt Patching.

11. Polished Aggregate (AC)

Description

Aggregate polishing is caused by repeated traffic applications. Polished aggregate is present when close examination of a pavement reveals that the portion of aggregate extending above the asphalt is either very small or there are no rough or angular aggregate particles to provide good skid resistance. Existence of this type of distress is also indicated when the number on a skid resistance rating test is low or has dropped significantly from previous ratings.

Severity Levels

No degrees of severity are defined. However, the degree of polishing should be significant before it is included in the condition survey and rated as a defect.



12. Raveling (AC)

Definition
Raveling is the dislodging of coarse aggregate particles from the pavement surface .

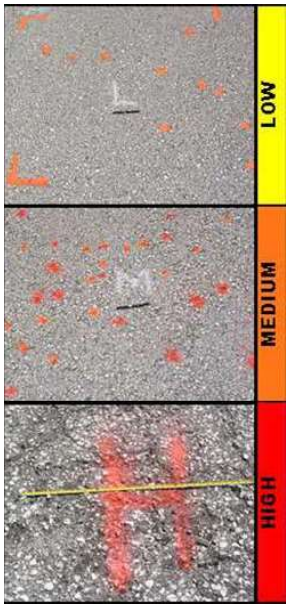
Dense Mix Severity Levels.
As used herein, coarse aggregate refers to predominant coarse aggregate sizes of the asphalt mix. Aggregate clusters refer to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of 1 square yard (1 square meter) each should be examined and the number of missing coarse aggregate particles counted.

L Low severity occurs if any one of these conditions exist: (1) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is between 5 and 20. (2) Missing aggregate clusters is less than 2 percent of the examined square yard (square meter) area. In low severity raveling, there is little or no FOD potential.

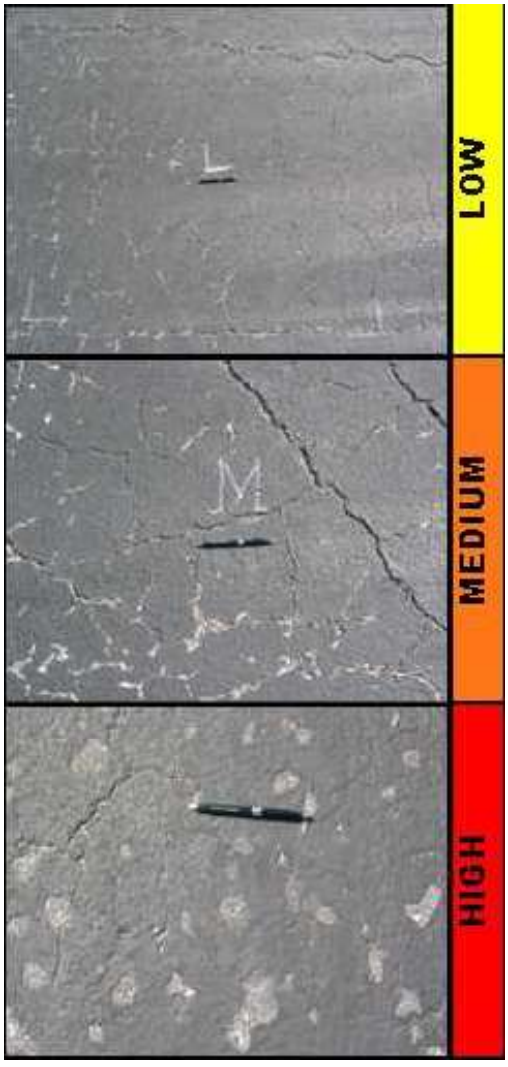
M Medium severity occurs if any one of these conditions exist: (1) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is between 21 and 40. (2) Missing aggregate clusters is between 2 and 10 percent of the examined square yard (square meter) area. In medium severity raveling, there is some FOD potential.

H High severity occurs if any one of these conditions exist: (1) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is over 40. (2) Missing aggregate clusters is more than 10 percent of the examined square yard (square meter) area. In high severity raveling, there is significant FOD potential.

Note- this is a new distress since the 2007 survey



Slurry Seal/ Coal Tar Over Dense Mix Severity Levels



L (1) The scaled area is less than 1 percent. (2) In the case of coal tar where pattern cracking has developed, the surface cracks are less than 1/4 inch (6 mm) wide.

M (1) The scaled area is between 1 and 10 percent. (2) In the case of coal tar where pattern cracking has developed, the cracks are 1/4 inch (6 mm) wide or greater.

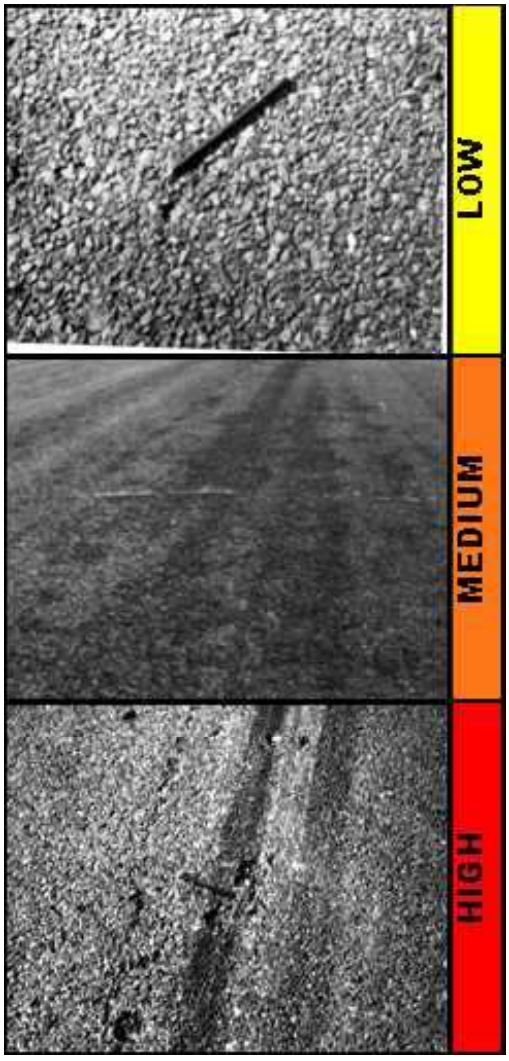
H (1) The scaled area is over 10 percent. (2) In the case of coal tar the surface is peeling off.

Porous Friction Course Severity Levels

L In a 1 square foot (1/10 square meter) representative sample, the number of aggregate pieces missing is between 5 and 20 and/ or the number of missing aggregate clusters does not exceed 1.

M In a 1 square foot (1/10 square meter) representative sample, the number of aggregate pieces missing is between 21 and 40 and/ or the number of missing aggregate clusters is greater than 1 but does not exceed 25 percent of the area.

H In a 1 square foot (1/10 square meter) representative sample, the number of aggregate pieces missing is over 40 and/ or the number of missing aggregate clusters is greater than 25 percent of the area.



13. Rutting (AC)

A rut is a surface depression in the wheel path; however, in many instances ruts are noticeable only after a rainfall, when the wheel paths are filled with water. Pavement uplift may occur along the sides of the rut. Rutting stems from a permanent deformation in any of the pavement layers or sub-grade, usually caused by consolidation or lateral movement of the materials due to traffic loads. Significant rutting can lead to major structural failure of the pavement.

Severities (based on rut depth):

- Low - less than ½ inch in depth;
- Medium - between ½ and 1 inch in depth;
- High - exceeds 1 inch in depth.

Repair options:

- Low - No action;
- Medium - patch and/or overlay;
- High - patch and/or overlay.



Figure C.9: AC Rutting.

14. Slippage Cracking (AC)

Slippage cracks are crescent- or half-moon shaped cracks having two ends pointed away from the direction of traffic. They are produced when braking or turning wheels cause the pavement surface to slide and deform. This usually occurs when there is a low-strength surface mix or poor bond between the surface and next layer of pavement structure.

Severities: No degrees of severity are defined. It is sufficient to indicate that a slippage crack exists.

Repair Policies:

- Do nothing;
- Partial or full depth patch.



Figure C.10: Slippage Cracking.

15. Swelling (AC)

Description

A swell is characterized by an upward bulge in the pavement's surface. A swell may occur sharply over a small area or as a longer, gradual wave. Either type of swell can be accompanied by surface cracking. A swell is usually caused by frost action in the subgrade or by swelling soil, but a small swell can also occur on the surface of an asphalt overlay (over PCC) as a result of a blow- up in the PCC slab.

Severity Levels

L Swell is barely visible and has a minor effect on the pavement's ride quality as determined at the normal aircraft speed for the pavement section under consideration. (Low-severity swells may not always be observable, but their existence can be confirmed by driving a vehicle over the section at the normal aircraft speed. An upward acceleration will occur if the swell is present).

M Swell can be observed without difficulty and has a significant effect on the pavement's ride quality as determined at the normal aircraft speed for the pavement section under consideration.

H Swell can be readily observed and severely affects the pavement's ride quality at the normal aircraft speed for the pavement section under consideration.



16. Weathering (AC)

Description

The wearing away of the asphalt binder and fine aggregate matrix from the pavement surface.

Severity Levels

L Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions. Loss is the fine aggregate matrix is noticeable and may be accompanied by fading of the asphalt color. Edges of the coarse aggregates are beginning to be exposed (less than 0.05 inches or 1 mm). Pavement may be relatively new (as new as 6 months old).

M Loss of fine aggregate matrix is noticeable and edges of coarse aggregate have been exposed up to 1/4 width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix.

H Edges of coarse aggregate have been exposed greater than 1/4 width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate.



17. Blow-Up (PCC)

Description

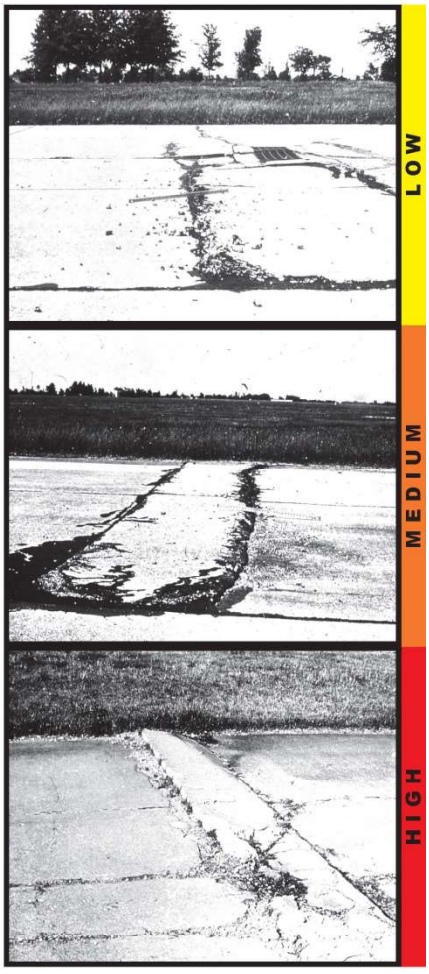
Blowups occur in hot weather, usually at a transverse crack or joint that is not wide enough to permit expansion by the concrete slabs. The insufficient width is usually caused by infiltration of incompressible materials into the joint space. When expansion cannot relieve enough pressure, a localized upward movement of the slab edges (buckling) or shattering will occur in the vicinity of the joint. Blowups can also occur at utility cuts and drainage inlets. This type of distress is almost always repaired immediately because of severe damage potential to aircraft. Blowups are included for reference when closed sections are being evaluated for reopening.

Severity Levels

L Buckling or shattering has not rendered the pavement inoperative, and only a slight amount of roughness exists.

M Buckling or shattering has not rendered the pavement inoperative, but a significant amount of roughness exists.

H Buckling or shattering has rendered the pavement inoperative.



18. Corner Breaks (PCC)

A corner break is a crack that intersects the joints at a distance less than or equal to one-half the slab length on both sides, measured from the corner of the slab. For example, a slab with dimensions of 25 by 25 feet that has a crack intersecting the joint 5 feet from the corner on one side and 17 feet on the other side is not considered a corner break; it is a diagonal crack. However, a crack that intersects 7 feet on one side and 10 feet on the other is considered a corner break. A corner break differs from a corner spall in that the crack extends vertically through the entire slab thickness, while a corner spall intersects the joint at an angle. Load repetition combined with loss of support and curling stresses usually causes corner breaks.

Severities:

- Low - Crack has either no spalling or minor spalling (no foreign object damage (FOD) potential). If non-filled, it has a mean width less than approximately 1/8 inch (3 millimeters); a filled crack can be of any width, but the filler material must be in satisfactory condition. The area between the corner break and the joints is not cracked;
- Medium - One of the following conditions exists: (1) filled or non-filled crack is moderately spalled (some FOD potential); (2) a non-filled crack has a mean width between 1/8 inch (3 millimeters) and 1 inch (25 millimeters); (3) a filled crack is not spalled or only lightly spalled, but the filler is in unsatisfactory condition; (4) the area between the corner break and the joints is lightly cracked with loose or missing particles;
- High - One of the following conditions exists: (1) filled or non-filled crack is severely spalled, causing definite FOD potential; (2) a non-filled crack has a mean width greater than approximately 1 inch (35 millimeters), creating a tire damage potential; or (3) the area between the corner break and the joints is severely cracked.

Repair options:

- Low - No action or seal cracks;
- Medium - seal cracks;
- High - seal cracks, apply a full depth patch or replace the slab.



Figure C.11: PCC Corner Break.

19. Cracks: Longitudinal, Transverse and Diagonal (PCC)

These cracks divide the slab into two or three pieces, and are usually caused by a combination of load repetition, curling stresses, and shrinkage stresses. Low severity cracks are not considered major structural distresses. Medium or high severity cracks are usually working cracks and are considered major structural distresses.

Severities:

- Low - 1) unfilled cracks 1/4 inch to 1/2 inch wide with no faulting or spalling; 2) cracks less than 1/2 inch wide with low severity spalling; or 3) filled cracks of any width, with filter performing in a satisfactory manner and no faulting or spalling;
- Medium - 1) un-filled cracks between 1/2 to 1 inch wide with no faulting or spalling or 2) filled cracks of any width faulting less than 1/8 inch or medium severity spalling;
- High - 1) un-filled cracks with a width greater than 1 inch; 2) un-filled cracks of any width with faulting greater than 1/2 inch or medium severity faulting; or 3) filled cracks of any width faulting greater than 1/2 inch or high severity faulting.

Repair options:

- Low - No action or seal cracks;
- Medium - seal cracks;
- High - seal cracks, apply a full depth patch or replace the slab.



Figure C.12: PCC Transverse Cracks.

20. Durability Cracks (PCC)

Description

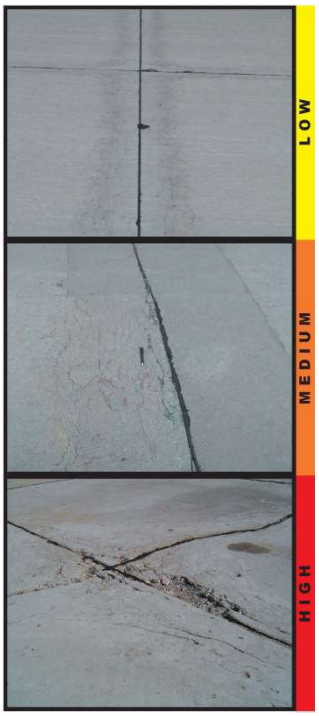
Durability cracking is caused by the inability of the concrete to withstand environmental factors such as freeze-thaw cycles. It usually appears as a pattern of cracks running parallel to a joint or linear crack. A dark coloring can usually be seen around the fine durability cracks. This type of cracking may eventually lead to disintegration of the concrete within 1 to 2 feet (300 to 600 millimeters) of the joint or crack.

Severity Levels

L "D" cracking is defined by hairline cracks occurring in a limited area of the slab, such as one or two corners or along one joint. Little or no disintegration has occurred. No FOD potential.

M (1) "D" cracking has developed over a considerable amount of slab area with little or no disintegration or FOD potential; or (2) "D" cracking has occurred in a limited area of the slab, such as in one or two corners or along one joint, but pieces are missing and disintegration has occurred. Some FOD potential.

H "D" cracking has developed over a considerable amount of slab area with disintegration of FOD potential.



21. Joint Seal Damage (PCC)

Joint seal damage is any condition, which enables soil or rocks to accumulate in the joints or allow significant infiltration of water. Accumulation of incompressible materials in the joint prevents the slab from expanding and may result in buckling, shattering, or spalling. Pliable joint filler bonded to the edges of the slabs protects joints from the accumulation of materials and also prevents water from seeping down and softening the foundation supporting the slab. Typical types of joint seal damage are: 1) stripping the joint sealant; 2) extrusion of joint sealant; 3) weed growth; 4) hardening of the filler; 5) loss of bond to the slab edges; and 6) lack or absence of sealant in the joint.

Severities:

- Low - in generally good condition throughout the section. Sealant is performing well with only a minor amount of any of the above types of damage present;
- Medium - in generally fair condition throughout the section, with one or more of any of the above types of damage present occurring to a moderate degree. Sealant needs immediate replacement within 2 years;
- High - in generally poor condition throughout the section, with one or more of any of the above types of damages present, occurring to a severe degree. Sealant needs immediate replacement.

Repair options:

- Low - No action;
- Medium - seal joints;
- High - seal joints.

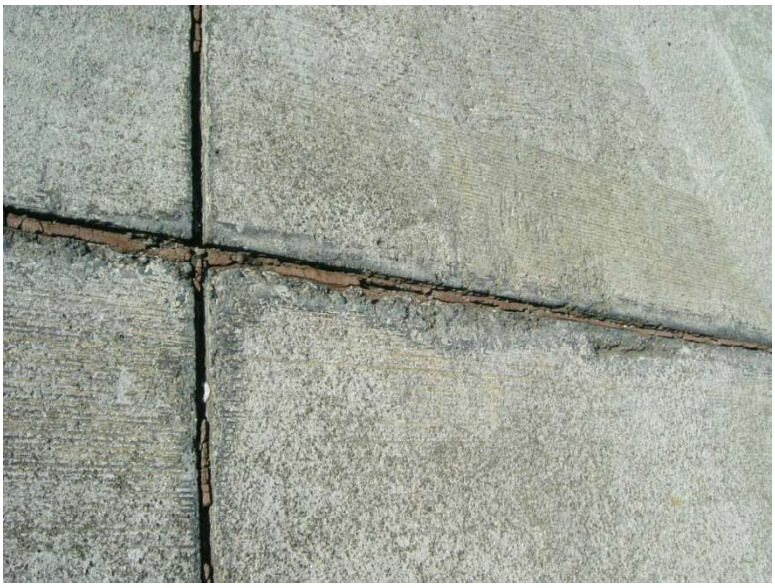


Figure C.13: PCC Joint Seal Damage.

22. Small Patch (PCC)

A patch is an area where the original pavement has been removed and replaced by a filler material. For condition evaluation, patching is divided into two types: small (less than 5 square feet) and large (over 5 square feet). Large patches are described in the next section.

Severities:

- Low - Patch is functioning well, with little or no deterioration;
- Medium - Patch has deteriorated, and/or moderate spalling can be seen around the edges. Patch material can be dislodged, with considerable effort (minor FOD potential);
- High - Patch has deteriorated, either by spalling around the patch or cracking within the patch, to a state which warrants replacement.

Repair options:

- Low – Do Nothing;
- Medium - Replace patch or replace the slab;
- High – Replace patch or replace the slab.

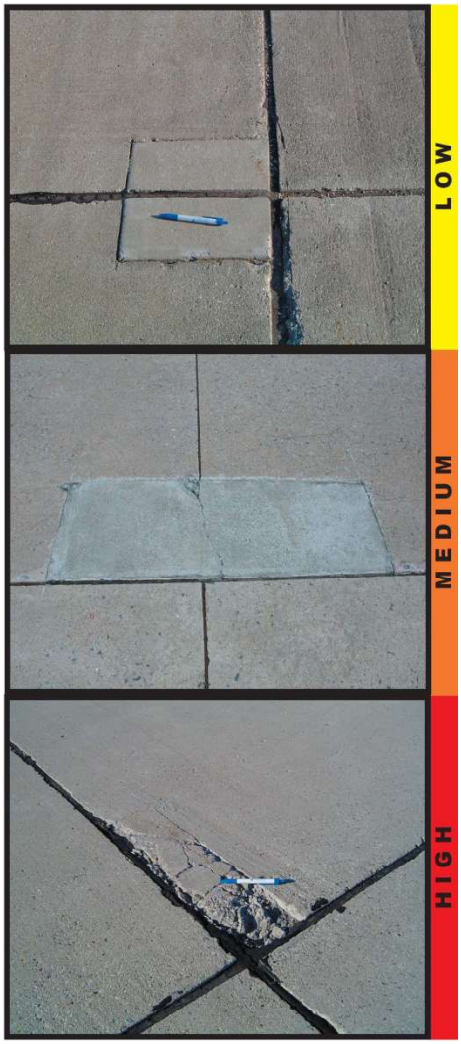


Figure C.14: PCC Small Patch.

23. Large Patch (PCC)

Patching is the same as defined for a small patch; however, the area of the patch is more than 5 square feet. A utility cut is a patch that has replaced the original pavement because of placement of underground utilities. The severity levels of a utility cut are the same as those for regular patching..

Severities:

- Low - Patch is functioning well, with little or no deterioration;
- Medium - Patch has deteriorated, and/or moderate spalling can be seen around the edges. Patch material can be dislodged, with considerable effort (minor FOD potential);
- High - Patch has deteriorated, either by spalling around the patch or cracking within the patch, to a state which warrants replacement.

Repair options:

- Low – Do Nothing;
- Medium - Replace patch or replace the slab;
- High – Replace patch or replace the slab.



Figure C.15: PCC Large Patch.

24. Popouts (PCC)

A popout is a small piece of pavement that breaks loose from the surface due to freeze-thaw action in combination with expansive aggregates. Popouts usually range from approximately 1 inch to 4 inches in diameter and from 1/2 inch to 2 inches deep..

Severities:

No degrees of severity are defined for popouts. However, popouts must be extensive before they are counted as a distress; i.e., average popout density must exceed approximately three popouts per square yard over the entire slab area.



Figure C.16: Popouts.

25. Pumping (PCC)

Description

Pumping is the ejection of material by water through joints or cracks caused by deflection of the slab under passing loads. As the water is ejected, it carries particles of gravel, sand, clay, or silt and results in a progressive loss of pavement support. Surface staining and base or subgrade material on the pavement close to joints or cracks are evidence of pumping. Pumping near joints indicates poor joint sealer and loss of support which will lead to cracking under repeated loads.

Severity Levels

No degrees of severity are defined. It is sufficient to indicate that pumping exists.



26. Scaling (PCC)

Map cracking or crazing refers to a network of shallow, fine, or hairline cracks that extend only through the upper surface of the concrete. The cracks tend to intersect at angles of 120 degrees. Map cracking or crazing is usually caused by over finishing the concrete and may lead to scaling of the surface, which is the breakdown of the slab surface to a depth of approximately 1⁄4 to 1⁄2 inch. Scaling may also be caused by improper construction and poor aggregate. Another recognized source of distress is the reaction between the alkalis (Na2O and K2O) in some cements and certain minerals in some aggregates. Products formed by the reaction between the alkalis and aggregate result in expansions that cause a breakdown in the concrete.

Severities:

- Low - Crazing or map cracking exists over significant slab area. The surface is in good condition with no scaling. The crack pattern must be well defined and easily recognized;
- Medium - Slab is scaled over approximately 5% or less of the surface with some FOD potential;
- High - Slab is severely scaled causing a high FOD potential. Usually, more than 5% of the surface is affected.



27. Faulting (PCC)

Settlement or faulting is a difference of elevation at a joint or crack caused by upheaval or consolidation.

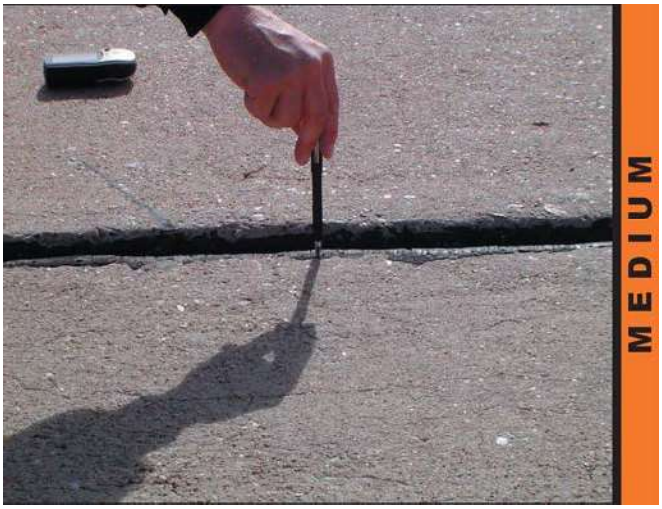
Severities:

Severity levels are defined by the difference in elevation across the fault and the associated decrease in ride quality and safety as severity increases.

	Runways/Taxiways	Aprons
L	< 1/4 inch	1/8 – 1/2 inch
M	1/4 – 1/2 inch	1/2 - 1 inch
H	> 1/2 inch	> 1 inch

Repair Options:

- Low - No action;
- Medium – Grinding along the joint;
- High – Grinding or joint load transfer restoration.



28. Shattered Slab (PCC)

Intersecting cracks are cracks that break into four or more pieces because of overloading and/or inadequate support. The high-severity level of this distress type, as defined below, is referred to as a shattered slab. If all pieces or cracks are contained within a corner break, the distress is categorized as a severe corner break.

Severities:

- Low - Slab is broken into four or five pieces with the vast majority of the cracks (over 85 percent) of low-severity;
- Medium - (1) Slab is broken into four or five pieces with over 15 percent of the cracks of medium severity (no high-severity cracks); or (2) slab is broken into six or more pieces with over 85 percent of the cracks of low-;
- High - At this level of severity, the slab is called shattered: (1) slab is broken into four or five pieces with some or all of the cracks of high severity; (2) slab is broken into six or more pieces with over 15 percent of the cracks of medium- or high-severity.

Repair options:

- Low – Seal Cracks;
- Medium - Full depth patch or replace the slab;
- High - Full depth patch or replace the slab.



29. Shrinkage Crack (PCC)

Shrinkage cracks are hairline cracks that are usually only a few feet long and do not extend across the entire slab. They are formed during the setting and curing of the concrete and usually do not extend through the depth of the slab.

Severities:

No degrees of severity are defined. It is sufficient to indicate that shrinkage cracks exist.

Repair options:

- Do Nothing



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30. Joint Spalls (PCC)

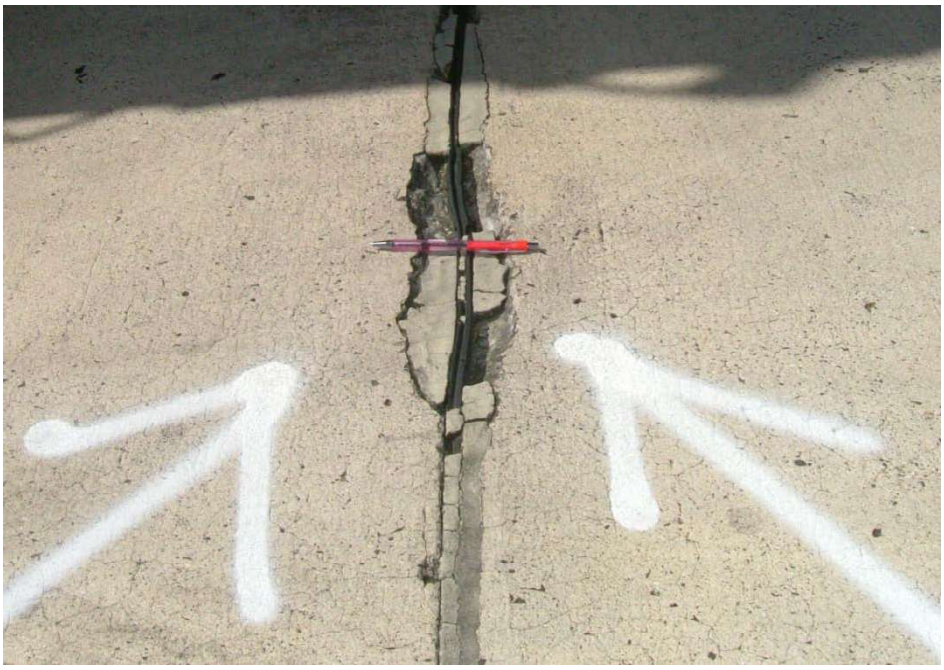
Joint spalling is the disintegration of the slab edges within 2 feet of the side of the joint. A joint spall usually does not extend vertically through the slab, but intersects the joint at an angle. Spalling results from excessive stresses at the joint crack caused by infiltration of incompressible materials or traffic loads. Weak concrete at the joint (caused by overworking) combined with traffic loads is another cause of spalling.

Severities:

- Low - over 2 feet long and is broken into no more than three pieces defined by low or medium severity cracks, with little or no FOD potential, or is 2) less than 2 feet long and is broken into more than three pieces, with little FOD or tire damage potential;
- Medium - over 2 feet long and is broken into more than 3 pieces defined by light or medium cracks or some FOD potential existing, or is 2) less than 2 feet long and is broken into pieces or fragmented, with some of the pieces loose or absent, causing considerable FOD or tire damage potential;
- High - over 2 feet long and is broken into more than three pieces defined by one or more high severity cracks with high FOD potential.

Repair Options:

- Low - No action;
- Medium - perform a partial depth patch;
- High - perform a partial depth patch.



31. Corner Spalls (PCC)

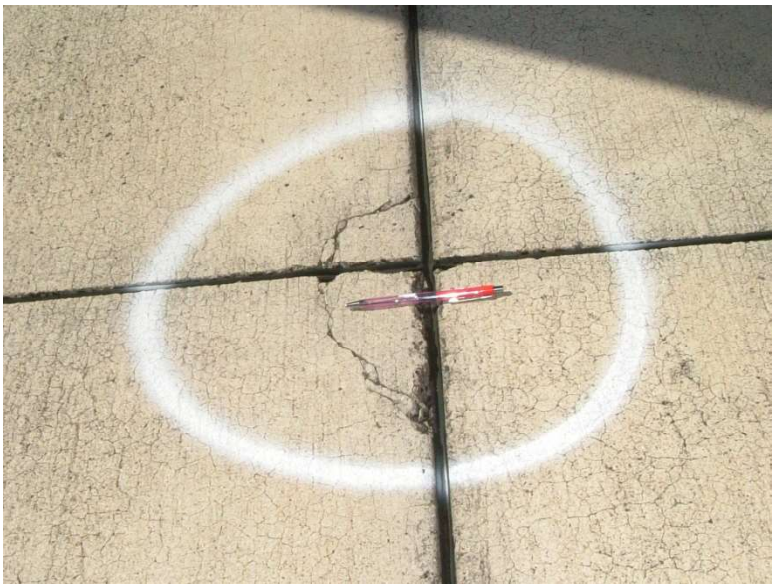
Corner spalling is the raveling or breakdown of the slab within approximately 2 feet of the corner. A corner spall differs from a corner break in that the spall angles downward to intersect the joint while the break extends vertically through the slab.

Severities:

- Low - either 1) the spall is broken into one or two pieces defined by low severity cracks with little or no FOD potential; or 2) the spall is defined by one medium severity crack with little or no FOD potential;
- Medium – 1) the spall is broken into two or more pieces defined by medium severity cracks, and a few small fragments may be absent or loose; 2) the spall is defined by one severe, fragmented crack that may be accompanied by a few hairline cracks or 3) the spall has deteriorated to the point where loose material is causing FOD potential;
- High – 1) the spall has broken into two or more pieces defined by high severity fragmented cracks, with loose or absent fragments; 2) pieces of the spall have been displaced to the extent that tire damage hazard exists, or 3) the spall has deteriorated to the point where loose material is causing high FOD potential.

Repair Options:

- Low - No action;
- Medium - partial depth patch;
- High - partial depth patch.



32. ASR (PCC)

ASR is caused by chemical reaction between alkalis and certain reactive silica minerals which form a gel. The gel absorbs water, causing expansion which may damage the concrete and adjacent structures. Alkalis are most often introduced by the portland cement within the pavement. ASR cracking may be accelerated by chemical pavement deicers.

Visual indicators that ASR may be present include:

1. Cracking of the concrete pavement (often in a map pattern)
2. White, brown, gray or other colored gel or staining may be present at the crack surface
3. Aggregate popouts
4. Increase in concrete volume (expansion) that may result in distortion of adjacent or integral structures or physical elements. Examples of expansion include shoving of asphalt pavements, light can tilting, slab faulting, joint misalignment, and extrusion of joint seals or expansion joint fillers.

Because ASR is material-dependent, ASR is generally present throughout the pavement section. Coring and concrete petrographic analysis is the only definitive method to confirm the presence of ASR. The following should be kept in mind when identifying the presence of ASR through visual inspection:

1. Generally ASR distresses are not observed in the first few years after construction. In contrast, plastic shrinkage cracking can occur the day of construction and is apparent within the first year.
2. ASR is differentiated from D-Cracking by the presence of cracking perpendicular to the joint face. D-Cracking predominantly develops as a series of parallel cracks to joint faces and linear cracking within the slab.
3. ASR is differentiated from Map Cracking/ Scaling by the presence of visual signs of expansion.

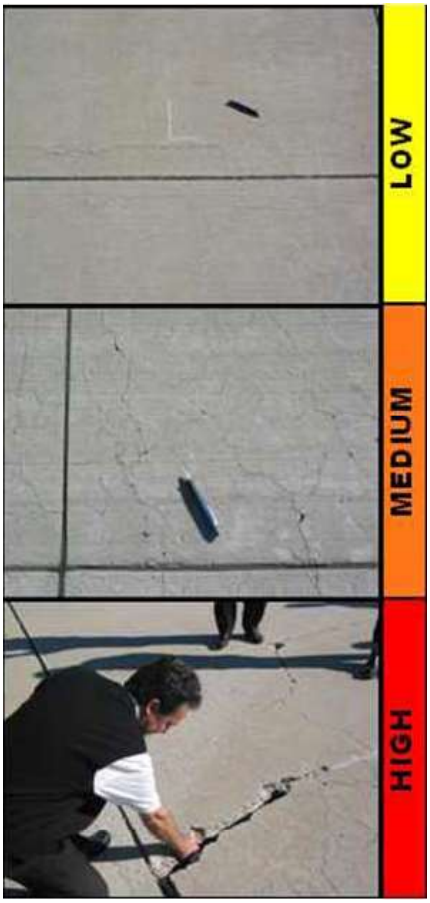
Severity Levels

L Minimal to no Foreign Object Damage (FOD) potential from cracks, joints or ASR related popouts; cracks at the surface are tight (predominantly 1 mm or less). Little to no evidence of movement in pavement or surrounding structures or elements.

Some FOD potential; increased sweeping or other FOD removal methods may be required. May be evidence of slab movement and/ or some damage to adjacent structures or elements.

M Medium ASR distress is differentiated from low by having one or more of the following: increased FOD potential, increased cracking of the slab, some fragments along cracks or at crack intersections present, surface popouts of concrete may occur, pattern of wider cracks (predominantly 1 mm or wider) that may be subdivided by tighter cracks.

H One or both of the following exist: 1) Loose or missing concrete fragments which pose high FOD potential, 2) Slab surface integrity and function significantly degraded and pavement requires immediate repair; may also require repairs to adjacent structures or elements.



APPENDIX D

DETAILED PAVEMENT CONDITION SURVEY REPORT

Inspection Report

MGM2023_240912
Generated Date 9/30/2024

Network: MGM **Name:** Montgomery Regional Airport

Branch: A01 **Name:** Apron 1 **Use:** APRON **Area:** 86,440 SqFt

Section: 10 of 3 **From:** Taxiway A **To:** End of pavement **Last Const.:** 1/12/2003

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 64,435 SqFt **Length:** 746 Ft **Width:** 136 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/12/2003 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5352.00 SqFt **PCI:** 43

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1800.00	SqFt	33.6	25.1	
43	BLOCK CR	M	1800.00	SqFt	33.6	35.4	
48	L & T CR	L	75.00	Ft	1.4	5.9	
48	L & T CR	M	75.00	Ft	1.4	13.1	
57	WEATHERING	M	5352.00	SqFt	100.0	20.3	

Sample Number: 004 **Type:** R **Area:** 7096.00 SqFt **PCI:** 54

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	210.00	Ft	3.0	9.9	
48	L & T CR	M	720.00	Ft	10.1	36.8	
57	WEATHERING	M	7096.00	SqFt	100.0	20.3	

Sample Number: 007 **Type:** R **Area:** 6636.00 SqFt **PCI:** 48

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	260.00	SqFt	3.9	17.6	
48	L & T CR	L	50.00	Ft	0.8	4.5	
48	L & T CR	M	648.00	Ft	9.8	36.1	
52	RAVELING	M	38.00	SqFt	0.6	6.4	
57	WEATHERING	M	6598.00	SqFt	99.4	20.3	

Sample Number: 010 **Type:** R **Area:** 6172.00 SqFt **PCI:** 52

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	250.00	SqFt	4.1	12.7	
43	BLOCK CR	M	1200.00	SqFt	19.4	29.2	
48	L & T CR	M	284.00	Ft	4.6	24.6	
52	RAVELING	L	9.00	SqFt	0.1	1.1	

57	WEATHERING	L	1543.00	SqFt	25.0	3.3
57	WEATHERING	M	4620.00	SqFt	74.9	18.4

Sample Number: 011 **Type:** R **Area:** 5400.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	45.00	Ft	0.8	4.6	
48	L & T CR	M	550.00	Ft	10.2	36.8	
57	WEATHERING	M	5400.00	SqFt	100.0	20.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: A01 **Name:** Apron 1 **Use:** APRON **Area:** 86,440 SqFt

Section: 20 of 3 **From:** Section 10 **To:** Section 30 **Last Const.:** 8/27/1980

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** S

Area: 18,523 SqFt **Length:** 57 Ft **Width:** 300 Ft

Slabs: 30 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 1,500 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/27/1980 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 17

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 18.00 Slabs **PCI:** 11

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	M	2.00	Slabs	11.1	19.9	
65	JT SEAL DMG	H	18.00	Slabs	100.0	12.0	
72	SHAT. SLAB	M	16.00	Slabs	88.9	79.2	
74	JOINT SPALL	H	2.00	Slabs	11.1	22.2	

Sample Number: 002 **Type:** R **Area:** 12.00 Slabs **PCI:** 25

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	8.3	6.8	
63	LINEAR CR	L	1.00	Slabs	8.3	7.4	
65	JT SEAL DMG	H	12.00	Slabs	100.0	12.0	
70	SCALING	L	7.00	Slabs	58.3	4.0	
71	FAULTING	L	1.00	Slabs	8.3	7.3	
72	SHAT. SLAB	L	5.00	Slabs	41.7	38.0	
72	SHAT. SLAB	M	1.00	Slabs	8.3	24.4	
73	SHRINKAGE CR	N	4.00	Slabs	33.3	4.6	
74	JOINT SPALL	L	1.00	Slabs	8.3	2.7	
74	JOINT SPALL	M	1.00	Slabs	8.3	6.2	
76	ASR	L	1.00	Slabs	8.3	7.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: A01 **Name:** Apron 1 **Use:** APRON **Area:** 86,440 SqFt

Section: 30 of 3 **From:** Section 20 **To:** End of pavement **Last Const.:** 7/2/1985

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 3,482 SqFt **Length:** 58 Ft **Width:** 59 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/2/1985 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 9

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3482.00 SqFt **PCI:** 9

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	H	3382.00	SqFt	97.1	77.8	
50	PATCHING	M	100.00	SqFt	2.9	14.7	
57	WEATHERING	H	3382.00	SqFt	97.1	56.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: A10 **Name:** Hold Apron RW10 **Use:** APRON **Area:** 88,237 SqFt

Section: 10 of 1 **From:** Taxiway A7 **To:** End of pavement **Last Const.:** 5/31/2009

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** P

Area: 88,237 SqFt **Length:** 312 Ft **Width:** 301 Ft

Slabs: 221 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 8,840 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/30/2009 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 5/31/2009 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 11 **Surveyed:** 6

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 76

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
66	SMALL PATCH	L	1.00	Slabs	5.0	1.0	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
76	ASR	L	20.00	Slabs	100.0	21.8	

Sample Number: 003 **Type:** R **Area:** 19.00 Slabs **PCI:** 70

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	M	1.00	Slabs	5.3	11.4	
66	SMALL PATCH	L	1.00	Slabs	5.3	1.1	
74	JOINT SPALL	L	1.00	Slabs	5.3	1.7	
76	ASR	L	19.00	Slabs	100.0	21.8	

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 76

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
66	SMALL PATCH	L	3.00	Slabs	15.0	2.3	
76	ASR	L	20.00	Slabs	100.0	21.8	

Sample Number: 006 **Type:** R **Area:** 20.00 Slabs **PCI:** 76

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
66	SMALL PATCH	L	2.00	Slabs	10.0	1.7	
76	ASR	L	20.00	Slabs	100.0	21.8	

Sample Number: 008 **Type:** R **Area:** 25.00 Slabs **PCI:** 61

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	4.0	3.2	
63	LINEAR CR	L	2.00	Slabs	8.0	7.1	
63	LINEAR CR	M	1.00	Slabs	4.0	9.1	
73	SHRINKAGE CR	N	1.00	Slabs	4.0	0.9	

74	JOINT SPALL	L	2.00	Slabs	8.0	2.6
76	ASR	L	25.00	Slabs	100.0	21.8

Sample Number: 010 **Type:** R **Area:** 20.00 Slabs **PCI:** 75

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
66	SMALL PATCH	L	3.00	Slabs	15.0	2.3	
70	SCALING	L	1.00	Slabs	5.0	1.3	
76	ASR	L	19.00	Slabs	95.0	21.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: A28 **Name:** Hold Apron RW28 **Use:** APRON **Area:** 107,588 SqFt

Section: 10 of 2 **From:** Taxiway A1 **To:** Section 20 **Last Const.:** 3/1/2020

Surface: APC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** P

Area: 26,184 SqFt **Length:** 112 Ft **Width:** 215 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 3/1/2020 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4320.00 SqFt **PCI:** 99

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	100.00	SqFt	2.3	0.7	

Sample Number: 002 **Type:** R **Area:** 5374.00 SqFt **PCI:** 95

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	3.8	
57	WEATHERING	L	300.00	SqFt	5.6	1.2	

Sample Number: 003 **Type:** R **Area:** 5606.00 SqFt **PCI:** 94

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	66.00	Ft	1.2	5.3	
57	WEATHERING	L	300.00	SqFt	5.4	1.1	

Sample Number: 004 **Type:** R **Area:** 5718.00 SqFt **PCI:** 95

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	45.00	Ft	0.8	4.5	
57	WEATHERING	L	200.00	SqFt	3.5	0.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: A28 **Name:** Hold Apron RW28 **Use:** APRON **Area:** 107,588 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway A **Last Const.:** 7/4/2010

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** P

Area: 81,404 SqFt **Length:** 300 Ft **Width:** 290 Ft

Slabs: 204 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 8,160 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/3/2010 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 7/4/2010 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 75

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
67	LARGE PATCH	L	1.00 Slabs	5.0	3.4	
76	ASR	L	20.00 Slabs	100.0	21.8	

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 71

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
66	SMALL PATCH	L	1.00 Slabs	5.0	1.0	
66	SMALL PATCH	M	1.00 Slabs	5.0	3.1	
67	LARGE PATCH	L	1.00 Slabs	5.0	3.4	
76	ASR	L	20.00 Slabs	100.0	21.8	

Sample Number: 006 **Type:** R **Area:** 20.00 Slabs **PCI:** 78

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
76	ASR	L	20.00 Slabs	100.0	21.8	

Sample Number: 008 **Type:** R **Area:** 29.00 Slabs **PCI:** 75

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
63	LINEAR CR	L	1.00 Slabs	3.4	3.5	
76	ASR	L	29.00 Slabs	100.0	21.8	

Sample Number: 009 **Type:** R **Area:** 20.00 Slabs **PCI:** 72

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
66	SMALL PATCH	L	1.00 Slabs	5.0	1.0	
67	LARGE PATCH	L	1.00 Slabs	5.0	3.4	
75	CORNER SPALL	L	1.00 Slabs	5.0	2.1	
76	ASR	L	20.00 Slabs	100.0	21.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 10 of 7 **From:** Taxiway E1 **To:** Section 20 **Last Const.:** 9/2/2013

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** S

Area: 100,248 SqFt **Length:** 736 Ft **Width:** 146 Ft

Slabs: 557 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 15,039 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2013 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2013 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 27 **Surveyed:** 8

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 27.00 Slabs **PCI:** 87

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	M	1.00	Slabs	3.7	8.5	
65	JT SEAL DMG	M	27.00	Slabs	100.0	7.0	

Sample Number: 004 **Type:** R **Area:** 24.00 Slabs **PCI:** 82

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	M	24.00	Slabs	100.0	7.0	
70	SCALING	L	6.00	Slabs	25.0	2.5	
74	JOINT SPALL	M	1.00	Slabs	4.2	3.2	
75	CORNER SPALL	L	1.00	Slabs	4.2	1.8	
75	CORNER SPALL	M	1.00	Slabs	4.2	3.4	

Sample Number: 006 **Type:** R **Area:** 20.00 Slabs **PCI:** 80

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0	
70	SCALING	L	18.00	Slabs	90.0	6.6	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
75	CORNER SPALL	M	1.00	Slabs	5.0	4.0	

Sample Number: 010 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	20.00	Slabs	100.0	12.0	
70	SCALING	L	12.00	Slabs	60.0	4.1	
73	SHRINKAGE CR	N	1.00	Slabs	5.0	1.1	

Sample Number: 016 **Type:** R **Area:** 20.00 Slabs **PCI:** 76

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments

65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0
67	LARGE PATCH	L	4.00	Slabs	20.0	10.5
70	SCALING	L	20.00	Slabs	100.0	7.0
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1

Sample Number: 019 **Type:** R **Area:** 20.00 Slabs **PCI:** 77

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	20.00	Slabs	100.0	12.0	
70	SCALING	L	15.00	Slabs	75.0	5.5	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	

Sample Number: 022 **Type:** R **Area:** 20.00 Slabs **PCI:** 79

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0	
70	SCALING	L	15.00	Slabs	75.0	5.5	
74	JOINT SPALL	L	2.00	Slabs	10.0	3.2	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	

Sample Number: 025 **Type:** A **Area:** 20.00 Slabs **PCI:** 66

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	H	1.00	Slabs	5.0	13.1	
65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0	
70	SCALING	L	18.00	Slabs	90.0	6.6	
70	SCALING	M	2.00	Slabs	10.0	9.0	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 20 of 7 **From:** Section 10 **To:** East T-Hangars **Last Const.:** 1/17/1996

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 54,093 SqFt **Length:** 306 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/16/1996 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/17/1996 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 12 **Surveyed:** 6

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5302.00 SqFt **PCI:** 17

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	H	72.00	SqFt	1.4	39.7	
48	L & T CR	M	600.00	Ft	11.3	38.7	
50	PATCHING	L	255.00	SqFt	4.8	9.7	
50	PATCHING	M	4.00	SqFt	0.1	6.2	
50	PATCHING	H	8.00	SqFt	0.2	15.8	
52	RAVELING	M	109.00	SqFt	2.1	10.5	
52	RAVELING	H	104.00	SqFt	2.0	25.9	
54	SHOVING	L	40.00	SqFt	0.8	5.6	
57	WEATHERING	M	2171.00	SqFt	40.9	13.7	
57	WEATHERING	H	2651.00	SqFt	50.0	42.6	

Sample Number: 003 **Type:** R **Area:** 5346.00 SqFt **PCI:** 22

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	H	56.00	SqFt	1.0	36.7	
48	L & T CR	M	891.00	Ft	16.7	45.6	
52	RAVELING	M	250.00	SqFt	4.7	14.8	
52	RAVELING	H	116.00	SqFt	2.2	27.5	
57	WEATHERING	M	3643.00	SqFt	68.1	17.7	
57	WEATHERING	H	1336.00	SqFt	25.0	32.0	

Sample Number: 005 **Type:** R **Area:** 4207.00 SqFt **PCI:** 61

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	56.00	Ft	1.3	5.7	
48	L & T CR	M	188.00	Ft	4.5	24.2	
52	RAVELING	M	250.00	SqFt	5.9	16.4	
57	WEATHERING	M	3957.00	SqFt	94.1	20.0	

Sample Number: 006 **Type:** R **Area:** 3382.00 SqFt **PCI:** 38

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	15.00	SqFt	0.4	21.8	
43	BLOCK CR	M	124.00	SqFt	3.7	17.3	
48	L & T CR	M	449.00	Ft	13.3	41.5	
52	RAVELING	M	280.00	SqFt	8.3	19.0	
57	WEATHERING	M	3102.00	SqFt	91.7	19.8	

Sample Number: 009 **Type:** R **Area:** 5283.00 SqFt **PCI:** 50

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	2000.00	SqFt	37.9	26.1	
57	WEATHERING	M	3125.00	SqFt	59.2	16.6	
57	WEATHERING	H	2000.00	SqFt	37.9	38.0	

Sample Number: 011 **Type:** R **Area:** 5151.00 SqFt **PCI:** 23

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	250.00	SqFt	4.9	46.8	
43	BLOCK CR	M	2000.00	SqFt	38.8	37.3	
57	WEATHERING	M	3125.00	SqFt	60.7	16.8	
57	WEATHERING	H	2000.00	SqFt	38.8	38.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 30 of 7 **From:** Section 20 **To:** End of pavement **Last Const.:** 6/30/2007

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 1,413 SqFt **Length:** 25 Ft **Width:** 60 Ft

Slabs: 8 **Slab Length:** 12 Ft **Slab Width:** 15 Ft **Joint Length:** 220 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/30/2007 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 2.00 Slabs **PCI:** 52

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
63	LINEAR CR	L	1.00 Slabs	50.0	20.5	
65	JT SEAL DMG	H	2.00 Slabs	100.0	12.0	
70	SCALING	L	2.00 Slabs	100.0	7.0	
74	JOINT SPALL	M	1.00 Slabs	50.0	26.5	

Sample Number: 002 **Type:** R **Area:** 2.00 Slabs **PCI:** 69

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
63	LINEAR CR	L	1.00 Slabs	50.0	20.5	
65	JT SEAL DMG	H	2.00 Slabs	100.0	12.0	
70	SCALING	L	2.00 Slabs	100.0	7.0	

Sample Number: 003 **Type:** R **Area:** 2.00 Slabs **PCI:** 83

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
65	JT SEAL DMG	H	2.00 Slabs	100.0	12.0	
70	SCALING	L	2.00 Slabs	100.0	7.0	

Sample Number: 004 **Type:** R **Area:** 2.00 Slabs **PCI:** 70

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
63	LINEAR CR	L	1.00 Slabs	50.0	20.5	
65	JT SEAL DMG	M	2.00 Slabs	100.0	7.0	
70	SCALING	L	2.00 Slabs	100.0	7.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 40 of 7 **From:** Section 10 **To:** Parking **Last Const.:** 6/12/1992

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 18,873 SqFt **Length:** 91 Ft **Width:** 134 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/12/1992 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3430.00 SqFt **PCI:** 29

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1372.00	SqFt	40.0	26.5	
43	BLOCK CR	M	1372.00	SqFt	40.0	37.7	
43	BLOCK CR	H	200.00	SqFt	5.8	35.2	
52	RAVELING	L	3400.00	SqFt	99.1	26.3	
52	RAVELING	M	30.00	SqFt	0.9	7.5	

Sample Number: 002 **Type:** R **Area:** 5394.00 SqFt **PCI:** 26

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	900.00	SqFt	16.7	20.0	
43	BLOCK CR	M	900.00	SqFt	16.7	27.7	
43	BLOCK CR	H	400.00	SqFt	7.4	37.9	
50	PATCHING	M	2.00	SqFt	0.0	6.2	
52	RAVELING	L	3292.00	SqFt	61.0	21.9	
57	WEATHERING	H	2100.00	SqFt	38.9	38.4	

Sample Number: 003 **Type:** R **Area:** 5625.00 SqFt **PCI:** 23

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	60.00	SqFt	1.1	29.8	
43	BLOCK CR	L	250.00	SqFt	4.4	13.1	
43	BLOCK CR	M	200.00	SqFt	3.6	17.1	
48	L & T CR	L	30.00	Ft	0.5	4.1	
48	L & T CR	M	120.00	Ft	2.1	16.2	
50	PATCHING	M	8.00	SqFt	0.1	6.8	
50	PATCHING	H	100.00	SqFt	1.8	22.1	
52	RAVELING	L	2397.00	SqFt	42.6	19.0	
52	RAVELING	M	20.00	SqFt	0.4	5.5	
52	RAVELING	H	100.00	SqFt	1.8	24.5	
57	WEATHERING	H	3000.00	SqFt	53.3	43.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 50 of 7 **From:** Section 10 **To:** Section 60 **Last Const.:** 12/28/1989

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 18,108 SqFt **Length:** 97 Ft **Width:** 134 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/28/1989 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 20

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 4591.00 SqFt **PCI:** 22

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
50	PATCHING	H	20.00	SqFt	0.4	16.6	
52	RAVELING	M	1147.00	SqFt	25.0	31.1	
52	RAVELING	H	1127.00	SqFt	24.5	62.2	
57	WEATHERING	H	2295.00	SqFt	50.0	42.6	

Sample Number: 003 **Type:** R **Area:** 5253.00 SqFt **PCI:** 17

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	150.00	SqFt	2.9	40.4	
41	ALLIGATOR CR	H	175.00	SqFt	3.3	51.9	
48	L & T CR	M	50.00	Ft	1.0	11.0	
57	WEATHERING	H	5253.00	SqFt	100.0	56.6	

Sample Number: 004 **Type:** R **Area:** 4044.00 SqFt **PCI:** 20

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	150.00	SqFt	3.7	43.5	
41	ALLIGATOR CR	H	75.00	SqFt	1.9	43.6	
50	PATCHING	M	20.00	SqFt	0.5	8.0	
57	WEATHERING	L	1824.00	SqFt	45.1	4.6	
57	WEATHERING	M	800.00	SqFt	19.8	8.7	
57	WEATHERING	H	1400.00	SqFt	34.6	36.6	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 60 of 7 **From:** Section 50 **To:** Fence **Last Const.:** 8/13/1992

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 6,803 SqFt **Length:** 140 Ft **Width:** 47 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/13/1992 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4725.00 SqFt **PCI:** 28

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	250.00	SqFt	5.3	47.9	
43	BLOCK CR	L	150.00	SqFt	3.2	11.7	
48	L & T CR	M	80.00	Ft	1.7	14.4	
57	WEATHERING	M	2362.00	SqFt	50.0	15.3	
57	WEATHERING	H	2362.00	SqFt	50.0	42.6	

Sample Number: 002 **Type:** R **Area:** 2078.00 SqFt **PCI:** 22

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	40.00	SqFt	1.9	26.7	
41	ALLIGATOR CR	M	40.00	SqFt	1.9	35.9	
41	ALLIGATOR CR	H	60.00	SqFt	2.9	49.8	
43	BLOCK CR	L	300.00	SqFt	14.4	19.1	
48	L & T CR	M	20.00	Ft	1.0	11.0	
52	RAVELING	H	10.00	SqFt	0.5	10.7	
53	RUTTING	L	20.00	SqFt	1.0	15.2	
57	WEATHERING	L	519.00	SqFt	25.0	3.3	
57	WEATHERING	M	1039.00	SqFt	50.0	15.3	
57	WEATHERING	H	509.00	SqFt	24.5	31.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AEAST **Name:** East Apron **Use:** APRON **Area:** 201,438 SqFt

Section: 70 of 7 **From:** Section 20 **To:** Hangar buildings **Last Const.:** 9/8/1989

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** S

Area: 1,900 SqFt **Length:** 70 Ft **Width:** 20 Ft

Slabs: 3 **Slab Length:** 25 Ft **Slab Width:** 20 Ft **Joint Length:** 180 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/8/1989 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 1.00 Slabs **PCI:** 43

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
72	SHAT. SLAB	L	1.00 Slabs	100.0	57.5	

Sample Number: 002 **Type:** R **Area:** 1.00 Slabs **PCI:** 43

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
72	SHAT. SLAB	L	1.00 Slabs	100.0	57.5	

Sample Number: 003 **Type:** R **Area:** 1.00 Slabs **PCI:** 17

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
72	SHAT. SLAB	M	1.00 Slabs	100.0	83.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: ATERM **Name:** Terminal Apron **Use:** APRON **Area:** 427,899 SqFt

Section: 10 of 4 **From:** Taxiway C1 **To:** Taxiway E1 **Last Const.:** 9/1/1998

Surface: APC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** P

Area: 159,124 SqFt **Length:** 630 Ft **Width:** 150 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 9/1/1998 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 30 **Surveyed:** 6

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
42	BLEEDING	N	180.00	SqFt	3.6	18.7	
48	L & T CR	L	36.00	Ft	0.7	4.4	
48	L & T CR	M	574.00	Ft	11.5	38.9	
52	RAVELING	L	240.00	SqFt	4.8	6.7	
57	WEATHERING	L	3330.00	SqFt	66.6	5.4	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 007 **Type:** R **Area:** 4981.00 SqFt **PCI:** 40

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
42	BLEEDING	N	300.00	SqFt	6.0	27.8	
48	L & T CR	L	61.00	Ft	1.2	5.4	
48	L & T CR	M	651.00	Ft	13.1	41.2	
52	RAVELING	L	148.00	SqFt	3.0	5.1	
57	WEATHERING	M	4532.00	SqFt	91.0	19.7	

Sample Number: 012 **Type:** R **Area:** 5239.00 SqFt **PCI:** 32

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
42	BLEEDING	N	200.00	SqFt	3.8	19.7	
48	L & T CR	L	100.00	Ft	1.9	7.2	
48	L & T CR	M	775.00	Ft	14.8	43.5	
48	L & T CR	H	31.00	Ft	0.6	15.5	
52	RAVELING	M	30.00	SqFt	0.6	6.4	
57	WEATHERING	L	3699.00	SqFt	70.6	5.5	
57	WEATHERING	M	1309.00	SqFt	25.0	10.1	

Sample Number: 017 **Type:** R **Area:** 5625.00 SqFt **PCI:** 43

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments

48	L & T CR	L	129.00	Ft	2.3	8.2
48	L & T CR	M	618.00	Ft	11.0	38.1
48	L & T CR	H	17.00	Ft	0.3	11.9
57	WEATHERING	L	4218.00	SqFt	75.0	5.6
57	WEATHERING	M	1406.00	SqFt	25.0	10.2

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 38

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	720.00	SqFt	12.8	25.4	
48	L & T CR	L	110.00	Ft	2.0	7.3	
48	L & T CR	M	912.00	Ft	16.2	45.1	
57	WEATHERING	L	4218.00	SqFt	75.0	5.6	
57	WEATHERING	M	1406.00	SqFt	25.0	10.2	

Sample Number: 028 **Type:** R **Area:** 5971.00 SqFt **PCI:** 50

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	1950.00	SqFt	32.7	35.0	
48	L & T CR	M	254.00	Ft	4.3	23.6	
57	WEATHERING	L	4478.00	SqFt	75.0	5.6	
57	WEATHERING	M	1492.00	SqFt	25.0	10.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: ATERM **Name:** Terminal Apron **Use:** APRON **Area:** 427,899 SqFt

Section: 20 of 4 **From:** Section 10 **To:** Section 30 and 40 **Last Const.:** 5/20/1996

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** P

Area: 105,852 SqFt **Length:** 1,050 Ft **Width:** 100 Ft

Slabs: 169 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 8,450 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/19/1996 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 5/20/1996 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 9 **Surveyed:** 5

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 33

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	5.0	4.1	
63	LINEAR CR	L	1.00	Slabs	5.0	4.8	
63	LINEAR CR	M	2.00	Slabs	10.0	18.6	
65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0	
66	SMALL PATCH	L	1.00	Slabs	5.0	1.0	
67	LARGE PATCH	L	2.00	Slabs	10.0	6.2	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
75	CORNER SPALL	M	1.00	Slabs	5.0	4.0	
75	CORNER SPALL	H	1.00	Slabs	5.0	4.9	
76	ASR	L	16.00	Slabs	80.0	21.2	
76	ASR	M	1.00	Slabs	5.0	14.0	
76	ASR	H	1.00	Slabs	5.0	23.1	

Sample Number: 003 **Type:** R **Area:** 16.00 Slabs **PCI:** 34

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	M	1.00	Slabs	6.3	13.1	
65	JT SEAL DMG	M	16.00	Slabs	100.0	7.0	
67	LARGE PATCH	L	5.00	Slabs	31.3	14.0	
73	SHRINKAGE CR	N	2.00	Slabs	12.5	2.2	
74	JOINT SPALL	L	1.00	Slabs	6.3	2.0	
74	JOINT SPALL	M	2.00	Slabs	12.5	9.0	
74	JOINT SPALL	H	1.00	Slabs	6.3	15.1	
75	CORNER SPALL	L	3.00	Slabs	18.8	6.9	
75	CORNER SPALL	M	2.00	Slabs	12.5	8.7	
75	CORNER SPALL	H	1.00	Slabs	6.3	6.0	

76	ASR	L	14.00	Slabs	87.5	21.5
76	ASR	M	1.00	Slabs	6.3	16.7

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 52

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	L	2.00	Slabs	10.0	8.5	
65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0	
66	SMALL PATCH	L	3.00	Slabs	15.0	2.3	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
74	JOINT SPALL	H	1.00	Slabs	5.0	12.7	
75	CORNER SPALL	H	1.00	Slabs	5.0	4.9	
76	ASR	L	18.00	Slabs	90.0	21.5	

Sample Number: 007 **Type:** R **Area:** 20.00 Slabs **PCI:** 65

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	M	20.00	Slabs	100.0	7.0	
66	SMALL PATCH	L	1.00	Slabs	5.0	1.0	
73	SHRINKAGE CR	N	2.00	Slabs	10.0	1.9	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
76	ASR	L	20.00	Slabs	100.0	21.8	

Sample Number: 009 **Type:** R **Area:** 20.00 Slabs **PCI:** 48

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	M	1.00	Slabs	5.0	10.9	
65	JT SEAL DMG	L	20.00	Slabs	100.0	2.0	
67	LARGE PATCH	L	3.00	Slabs	15.0	8.5	
70	SCALING	L	3.00	Slabs	15.0	2.3	
72	SHAT. SLAB	M	1.00	Slabs	5.0	18.6	
74	JOINT SPALL	M	2.00	Slabs	10.0	7.4	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
76	ASR	L	16.00	Slabs	80.0	21.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: ATERM **Name:** Terminal Apron **Use:** APRON **Area:** 427,899 SqFt

Section: 30 of 4 **From:** Section 20 **To:** Section 40 **Last Const.:** 6/1/2006

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** P

Area: 35,063 SqFt **Length:** 375 Ft **Width:** 94 Ft

Slabs: 122 **Slab Length:** 25 Ft **Slab Width:** 24 Ft **Joint Length:** 2,842 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/31/2006 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/2006 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 78

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
76	ASR	L	14.00	Slabs	100.0	21.8	

Sample Number: 002 **Type:** R **Area:** 25.00 Slabs **PCI:** 72

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
74	JOINT SPALL	L	1.00	Slabs	4.0	1.3	
74	JOINT SPALL	H	1.00	Slabs	4.0	10.6	
76	ASR	L	25.00	Slabs	100.0	21.8	

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 74

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
75	CORNER SPALL	M	1.00	Slabs	5.0	4.0	
76	ASR	L	20.00	Slabs	100.0	21.8	

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 74

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
75	CORNER SPALL	M	1.00	Slabs	5.0	4.0	
76	ASR	L	20.00	Slabs	100.0	21.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: ATERM **Name:** Terminal Apron **Use:** APRON **Area:** 427,899 SqFt

Section: 40 of 4 **From:** Section 10 **To:** Section 10 and 20 **Last Const.:** 6/1/2006

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** P

Area: 127,860 SqFt **Length:** 348 Ft **Width:** 457 Ft

Slabs: 494 **Slab Length:** 15 Ft **Slab Width:** 17 Ft **Joint Length:** 15,931 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/31/2006 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/2006 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 45

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
66	SMALL PATCH	L	2.00	Slabs	10.0	1.7	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
74	JOINT SPALL	M	4.00	Slabs	20.0	13.4	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
76	ASR	L	16.00	Slabs	80.0	21.2	
76	ASR	M	4.00	Slabs	20.0	32.2	

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 70

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
74	JOINT SPALL	M	4.00	Slabs	20.0	13.4	
76	ASR	L	20.00	Slabs	100.0	21.8	

Sample Number: 009 **Type:** R **Area:** 24.00 Slabs **PCI:** 77

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
74	JOINT SPALL	L	1.00	Slabs	4.2	1.4	
76	ASR	L	24.00	Slabs	100.0	21.8	

Sample Number: 014 **Type:** A **Area:** 21.00 Slabs **PCI:** 15

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	L	2.00	Slabs	9.5	8.2	
63	LINEAR CR	M	4.00	Slabs	19.0	27.6	
63	LINEAR CR	H	7.00	Slabs	33.3	52.8	
65	JT SEAL DMG	M	21.00	Slabs	100.0	7.0	
71	FAULTING	L	1.00	Slabs	4.8	4.4	
71	FAULTING	M	1.00	Slabs	4.8	7.7	
74	JOINT SPALL	M	2.00	Slabs	9.5	7.0	

76	ASR	L	21.00	Slabs	100.0	21.8

Sample Number: 016 **Type:** R **Area:** 21.00 Slabs **PCI:** 40

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	4.8	3.9	
62	CORNER BREAK	H	1.00	Slabs	4.8	12.6	
63	LINEAR CR	M	1.00	Slabs	4.8	10.5	
63	LINEAR CR	H	1.00	Slabs	4.8	14.1	
65	JT SEAL DMG	H	21.00	Slabs	100.0	12.0	
71	FAULTING	L	2.00	Slabs	9.5	8.1	
73	SHRINKAGE CR	N	1.00	Slabs	4.8	1.1	
74	JOINT SPALL	L	3.00	Slabs	14.3	4.4	
75	CORNER SPALL	L	3.00	Slabs	14.3	5.5	
75	CORNER SPALL	M	2.00	Slabs	9.5	7.0	
76	ASR	L	21.00	Slabs	100.0	21.8	

Sample Number: 021 **Type:** R **Area:** 20.00 Slabs **PCI:** 67

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	L	1.00	Slabs	5.0	4.8	
73	SHRINKAGE CR	N	1.00	Slabs	5.0	1.1	
74	JOINT SPALL	L	2.00	Slabs	10.0	3.2	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
76	ASR	L	20.00	Slabs	100.0	21.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 10 of 25 **From:** Taxiway C3 **To:** Taxiway C1 **Last Const.:** 12/2/2022

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 72,332 SqFt **Length:** 133 Ft **Width:** 574 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/1/2022 **Work Type:** Subgrade - Stabilized **Code:** SG-ST **Is Major M&R:** False

Work Date: 12/2/2022 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 6410.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	200.00 SqFt	3.1	0.8	

Sample Number: 003 **Type:** R **Area:** 4615.00 SqFt **PCI:** 98

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	150.00 SqFt	3.3	0.9	
57	WEATHERING	M	30.00 SqFt	0.7	1.6	

Sample Number: 005 **Type:** R **Area:** 5338.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	160.00 SqFt	3.0	0.8	

Sample Number: 008 **Type:** R **Area:** 6677.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	200.00 SqFt	3.0	0.8	

Sample Number: 011 **Type:** R **Area:** 6555.00 SqFt **PCI:** 98

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
52	RAVELING	L	12.00 SqFt	0.2	1.2	
57	WEATHERING	L	150.00 SqFt	2.3	0.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 100 of 25 **From:** Section 100 **To:** End of pavement **Last Const.:** 7/12/1984

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 30,631 SqFt **Length:** 303 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/12/1984 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 7

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5139.00 SqFt **PCI:** 8

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	H	250.00 SqFt	4.9	58.0	
43	BLOCK CR	M	1250.00 SqFt	24.3	31.6	
43	BLOCK CR	H	3000.00 SqFt	58.4	68.1	
50	PATCHING	L	500.00 SqFt	9.7	14.3	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 9

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	H	200.00 SqFt	4.0	54.8	
43	BLOCK CR	M	1000.00 SqFt	20.0	29.5	
43	BLOCK CR	H	3300.00 SqFt	66.0	70.4	
50	PATCHING	L	500.00 SqFt	10.0	14.6	

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 4

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	H	500.00 SqFt	10.0	70.6	
43	BLOCK CR	M	1500.00 SqFt	30.0	34.0	
43	BLOCK CR	H	2500.00 SqFt	50.0	65.4	
50	PATCHING	L	450.00 SqFt	9.0	13.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 110 of 25 **From:** Section 120 **To:** Hangar building **Last Const.:** 1/9/1973

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 2,747 SqFt **Length:** 25 Ft **Width:** 110 Ft

Slabs: 12 **Slab Length:** 17 Ft **Slab Width:** 17 Ft **Joint Length:** 408 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments: Imaginary slab joints

Work Date: 1/9/1973 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 2

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 12.00 Slabs **PCI:** 2

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	2.00	Slabs	16.7	21.5	
62	CORNER BREAK	H	2.00	Slabs	16.7	32.2	
63	LINEAR CR	M	4.00	Slabs	33.3	36.7	
65	JT SEAL DMG	H	12.00	Slabs	100.0	12.0	
76	ASR	L	4.00	Slabs	33.3	14.5	
76	ASR	M	2.00	Slabs	16.7	30.0	
76	ASR	H	6.00	Slabs	50.0	71.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 120 of 25 **From:** Section 100 **To:** End of pavement **Last Const.:** 10/1/1982

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 21,065 SqFt **Length:** 1,085 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 10/1/1982 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 3

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4925.00 SqFt **PCI:** 3

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	H	1848.00	SqFt	37.5	92.4	
43	BLOCK CR	M	1380.00	SqFt	28.0	33.2	
45	DEPRESSION	H	70.00	SqFt	1.4	29.1	
52	RAVELING	M	900.00	SqFt	18.3	27.1	
53	RUTTING	M	300.00	SqFt	6.1	38.2	
53	RUTTING	H	740.00	SqFt	15.0	67.5	
57	WEATHERING	M	2462.00	SqFt	50.0	15.3	
57	WEATHERING	H	1562.00	SqFt	31.7	35.3	

Sample Number: 002 **Type:** R **Area:** 5727.00 SqFt **PCI:** 1

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	1515.00	SqFt	26.5	69.1	
41	ALLIGATOR CR	H	875.00	SqFt	15.3	78.2	
43	BLOCK CR	M	800.00	SqFt	14.0	26.1	
45	DEPRESSION	M	200.00	SqFt	3.5	27.5	
45	DEPRESSION	H	40.00	SqFt	0.7	23.3	
53	RUTTING	H	510.00	SqFt	8.9	59.1	
57	WEATHERING	M	2863.00	SqFt	50.0	15.3	
57	WEATHERING	H	2863.00	SqFt	50.0	42.6	

Sample Number: 004 **Type:** R **Area:** 4263.00 SqFt **PCI:** 5

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	H	1360.00	SqFt	31.9	90.2	
43	BLOCK CR	M	488.00	SqFt	11.4	24.5	
45	DEPRESSION	M	360.00	SqFt	8.4	38.0	
53	RUTTING	H	210.00	SqFt	4.9	50.8	
57	WEATHERING	M	900.00	SqFt	21.1	9.1	
57	WEATHERING	H	1800.00	SqFt	42.2	39.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 130 of 25 **From:** Section 100 **To:** End of pavement **Last Const.:** 7/19/2006

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 6,538 SqFt **Length:** 301 Ft **Width:** 21 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/19/2006 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6538.00 SqFt **PCI:** 59

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	847.00	Ft	13.0	26.8	
48	L & T CR	M	430.00	Ft	6.6	29.7	
52	RAVELING	M	60.00	SqFt	0.9	7.6	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 140 of 25 **From:** Section 95 **To:** Section 145 **Last Const.:** 11/28/2010

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 8,173 SqFt **Length:** 154 Ft **Width:** 58 Ft

Slabs: 2 **Slab Length:** 10 Ft **Slab Width:** 12 Ft **Joint Length:** 45 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 11/28/2010 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 8173.00 SqFt **PCI:** 69

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	12.00	SqFt	0.1	7.5	
45	DEPRESSION	L	4.00	SqFt	0.0	0.3	
45	DEPRESSION	M	4.00	SqFt	0.0	5.2	
48	L & T CR	L	25.00	Ft	0.3	3.6	
48	L & T CR	M	50.00	Ft	0.6	9.1	
48	L & T CR	H	10.00	Ft	0.1	8.4	
55	SLIPPAGE CR	N	25.00	SqFt	0.3	6.5	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 145 of 25 **From:** Section 140 **To:** End of pavement **Last Const.:** 7/5/2001

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 7,713 SqFt **Length:** 155 Ft **Width:** 61 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/5/2001 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 7713.00 SqFt **PCI:** 47

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	7713.00 SqFt	100.0	53.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 150 of 25 **From:** Section 140 **To:** Section 145 **Last Const.:** 7/21/1999

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 1,862 SqFt **Length:** 30 Ft **Width:** 62 Ft

Slabs: 8 **Slab Length:** 15 Ft **Slab Width:** 15 Ft **Joint Length:** 244 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments: Imaginary slab joints

Work Date: 7/21/1999 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 8.00 Slabs **PCI:** 53

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	H	1.00	Slabs	12.5	26.7	
73	SHRINKAGE CR	N	8.00	Slabs	100.0	14.0	
76	ASR	L	8.00	Slabs	100.0	21.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 160 of 25 **From:** Section 70 **To:** Hangar building **Last Const.:** 7/16/1981

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 8,825 SqFt **Length:** 66 Ft **Width:** 131 Ft

Slabs: 36 **Slab Length:** 17 Ft **Slab Width:** 17 Ft **Joint Length:** 1,260 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments: Imaginary joint spacing

Work Date: 7/16/1981 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 18

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 18.00 Slabs **PCI:** 13

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	L	1.00	Slabs	5.6	5.3	
63	LINEAR CR	M	4.00	Slabs	22.2	29.9	
65	JT SEAL DMG	M	18.00	Slabs	100.0	7.0	
67	LARGE PATCH	L	4.00	Slabs	22.2	11.3	
67	LARGE PATCH	M	3.00	Slabs	16.7	22.3	
72	SHAT. SLAB	L	8.00	Slabs	44.4	39.2	
72	SHAT. SLAB	M	2.00	Slabs	11.1	28.8	

Sample Number: 002 **Type:** R **Area:** 18.00 Slabs **PCI:** 23

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	1.00	Slabs	5.6	9.2	
63	LINEAR CR	M	17.00	Slabs	94.4	57.3	
65	JT SEAL DMG	M	18.00	Slabs	100.0	7.0	
66	SMALL PATCH	M	1.00	Slabs	5.6	3.4	
72	SHAT. SLAB	L	1.00	Slabs	5.6	10.9	
74	JOINT SPALL	M	1.00	Slabs	5.6	4.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 170 of 25 **From:** Section 70 **To:** Hangar building north and south **Last Const.:** 3/10/1980

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 17,658 SqFt **Length:** 148 Ft **Width:** 129 Ft

Slabs: 42 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 1,760 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/10/1980 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 16

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 19

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	4.8	3.9	
62	CORNER BREAK	M	1.00	Slabs	4.8	8.1	
63	LINEAR CR	L	10.00	Slabs	47.6	20.2	
63	LINEAR CR	M	2.00	Slabs	9.5	17.9	
65	JT SEAL DMG	H	21.00	Slabs	100.0	12.0	
66	SMALL PATCH	L	1.00	Slabs	4.8	1.0	
70	SCALING	L	9.00	Slabs	42.9	2.9	
72	SHAT. SLAB	L	4.00	Slabs	19.0	25.8	
73	SHRINKAGE CR	N	14.00	Slabs	66.7	10.3	
74	JOINT SPALL	L	2.00	Slabs	9.5	3.0	
74	JOINT SPALL	M	3.00	Slabs	14.3	10.1	
74	JOINT SPALL	H	5.00	Slabs	23.8	31.5	
75	CORNER SPALL	M	1.00	Slabs	4.8	3.8	

Sample Number: 002 **Type:** R **Area:** 21.00 Slabs **PCI:** 12

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	1.00	Slabs	4.8	8.1	
63	LINEAR CR	L	5.00	Slabs	23.8	14.9	
63	LINEAR CR	M	5.00	Slabs	23.8	31.0	
65	JT SEAL DMG	H	21.00	Slabs	100.0	12.0	
66	SMALL PATCH	H	1.00	Slabs	4.8	6.2	
67	LARGE PATCH	L	3.00	Slabs	14.3	8.2	
70	SCALING	L	10.00	Slabs	47.6	3.2	
72	SHAT. SLAB	L	4.00	Slabs	19.0	25.8	
72	SHAT. SLAB	M	5.00	Slabs	23.8	41.9	
73	SHRINKAGE CR	N	2.00	Slabs	9.5	1.8	
74	JOINT SPALL	H	2.00	Slabs	9.5	20.2	

75	CORNER SPALL	M	1.00	Slabs	4.8	3.8
75	CORNER SPALL	H	1.00	Slabs	4.8	4.7

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 180 of 25 **From:** Section 70 **To:** Section 190 **Last Const.:** 8/23/1991

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 7,573 SqFt **Length:** 201 Ft **Width:** 31 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/23/1991 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 24

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 7573.00 SqFt **PCI:** 24

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	H	85.00	SqFt	1.1	37.5	
43	BLOCK CR	L	3000.00	SqFt	39.6	26.4	
43	BLOCK CR	M	1000.00	SqFt	13.2	25.7	
45	DEPRESSION	L	15.00	SqFt	0.2	0.8	
45	DEPRESSION	M	50.00	SqFt	0.7	12.5	
48	L & T CR	M	35.00	Ft	0.5	8.0	
50	PATCHING	M	25.00	SqFt	0.3	7.6	
52	RAVELING	M	400.00	SqFt	5.3	15.6	
57	WEATHERING	M	3574.00	SqFt	47.2	14.8	
57	WEATHERING	H	3574.00	SqFt	47.2	41.6	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 190 of 25 **From:** Section 180 **To:** Section 200 **Last Const.:** 8/18/2011

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 5,645 SqFt **Length:** 201 Ft **Width:** 28 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/18/2011 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5645.00 SqFt **PCI:** 71

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
45	DEPRESSION	L	100.00	SqFt	1.8	10.4	
48	L & T CR	L	26.00	Ft	0.5	4.0	
57	WEATHERING	L	2822.00	SqFt	50.0	4.8	
57	WEATHERING	M	2822.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 20 of 25 **From:** Section 10 **To:** Section 80 **Last Const.:** 1/1/2013

Surface: AAC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 193,206 SqFt **Length:** 647 Ft **Width:** 358 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 1/1/2013 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 37 **Surveyed:** 7

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 003 **Type:** R **Area:** 5643.00 SqFt **PCI:** 69

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	154.00	Ft	2.7	9.3	
48	L & T CR	M	150.00	Ft	2.7	18.3	
57	WEATHERING	L	5418.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 007 **Type:** R **Area:** 5688.00 SqFt **PCI:** 69

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	75.00	Ft	1.3	5.7	
48	L & T CR	M	75.00	Ft	1.3	12.8	
52	RAVELING	L	150.00	SqFt	2.6	4.7	
57	WEATHERING	L	5313.00	SqFt	93.4	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.0	

Sample Number: 018 **Type:** R **Area:** 5625.00 SqFt **PCI:** 69

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	225.00	Ft	4.0	12.5	
48	L & T CR	M	150.00	Ft	2.7	18.3	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 020 **Type:** R **Area:** 5625.00 SqFt **PCI:** 69

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	150.00	Ft	2.7	9.2	
48	L & T CR	M	150.00	Ft	2.7	18.3	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 65

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	75.00	Ft	1.3	5.7	
48	L & T CR	M	225.00	Ft	4.0	22.8	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 032 **Type:** R **Area:** 4494.00 SqFt **PCI:** 70

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	85.00	Ft	1.9	7.1	
48	L & T CR	M	10.00	Ft	0.2	5.5	
57	WEATHERING	L	2247.00	SqFt	50.0	4.8	
57	WEATHERING	M	2247.00	SqFt	50.0	15.3	

Sample Number: 036 **Type:** R **Area:** 4296.00 SqFt **PCI:** 71

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	35.00	Ft	0.8	4.6	
49	OIL SPILLAGE	N	70.00	SqFt	1.6	4.7	
57	WEATHERING	L	2148.00	SqFt	50.0	4.8	
57	WEATHERING	M	2148.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 200 of 25 **From:** Section 190 **To:** End of pavement **Last Const.:** 8/17/1990

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 6,728 SqFt **Length:** 200 Ft **Width:** 36 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/17/1990 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 21

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6728.00 SqFt **PCI:** 21

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	H	135.00	SqFt	2.0	44.6	
43	BLOCK CR	L	3364.00	SqFt	50.0	28.5	
43	BLOCK CR	M	3229.00	SqFt	48.0	40.3	
52	RAVELING	H	220.00	SqFt	3.3	34.1	
57	WEATHERING	M	6508.00	SqFt	96.7	20.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 210 of 25 **From:** Section 200 **To:** Fence **Last Const.:** 12/15/1977

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 9,446 SqFt **Length:** 46 Ft **Width:** 209 Ft

Slabs: 18 **Slab Length:** 23 Ft **Slab Width:** 25 Ft **Joint Length:** 768 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/15/1977 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 11

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 18.00 Slabs **PCI:** 11

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	5.6	4.5	
62	CORNER BREAK	M	1.00	Slabs	5.6	9.2	
63	LINEAR CR	L	1.00	Slabs	5.6	5.3	
63	LINEAR CR	M	1.00	Slabs	5.6	11.9	
65	JT SEAL DMG	H	18.00	Slabs	100.0	12.0	
72	SHAT. SLAB	L	8.00	Slabs	44.4	39.2	
72	SHAT. SLAB	M	7.00	Slabs	38.9	53.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 220 of 25 **From:** Section 70 **To:** Hangar building **Last Const.:** 10/9/1983

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 5,481 SqFt **Length:** 67 Ft **Width:** 79 Ft

Slabs: 18 **Slab Length:** 16 Ft **Slab Width:** 20 Ft **Joint Length:** 620 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 10/9/1983 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 18.00 Slabs **PCI:** 23

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	1.00	Slabs	5.6	9.2	
63	LINEAR CR	L	1.00	Slabs	5.6	5.3	
63	LINEAR CR	M	11.00	Slabs	61.1	49.0	
65	JT SEAL DMG	M	18.00	Slabs	100.0	7.0	
70	SCALING	L	14.00	Slabs	77.8	5.7	
72	SHAT. SLAB	L	1.00	Slabs	5.6	10.9	
72	SHAT. SLAB	M	1.00	Slabs	5.6	19.7	
74	JOINT SPALL	L	4.00	Slabs	22.2	6.3	
74	JOINT SPALL	M	3.00	Slabs	16.7	11.5	
75	CORNER SPALL	L	1.00	Slabs	5.6	2.4	
75	CORNER SPALL	M	3.00	Slabs	16.7	10.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 230 of 25 **From:** Section 70 **To:** Hangar building **Last Const.:** 11/11/1980

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 9,393 SqFt **Length:** 94 Ft **Width:** 100 Ft

Slabs: 25 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 1,000 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 11/11/1980 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 17

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 25.00 Slabs **PCI:** 17

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	H	1.00	Slabs	4.0	10.8	
63	LINEAR CR	L	5.00	Slabs	20.0	13.5	
63	LINEAR CR	M	10.00	Slabs	40.0	40.2	
65	JT SEAL DMG	H	25.00	Slabs	100.0	12.0	
70	SCALING	L	21.00	Slabs	84.0	6.2	
72	SHAT. SLAB	L	4.00	Slabs	16.0	23.3	
72	SHAT. SLAB	M	1.00	Slabs	4.0	16.3	
72	SHAT. SLAB	H	1.00	Slabs	4.0	26.9	
73	SHRINKAGE CR	N	3.00	Slabs	12.0	2.2	
74	JOINT SPALL	M	2.00	Slabs	8.0	6.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 30 of 25 **From:** Section 10 **To:** Section 90 **Last Const.:** 1/1/2013

Surface: AAC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 54,470 SqFt **Length:** 400 Ft **Width:** 130 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 1/1/2013 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 82

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
45	DEPRESSION	M	8.00	SqFt	0.1	5.4	
48	L & T CR	M	8.00	Ft	0.1	4.3	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 003 **Type:** R **Area:** 5625.00 SqFt **PCI:** 84

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	27.00	Ft	0.5	4.0	
49	OIL SPILLAGE	N	18.00	SqFt	0.3	2.9	
57	WEATHERING	L	5382.00	SqFt	95.7	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 006 **Type:** R **Area:** 6122.00 SqFt **PCI:** 82

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	12.00	Ft	0.2	3.1	
57	WEATHERING	L	4591.00	SqFt	75.0	5.6	
57	WEATHERING	M	1530.00	SqFt	25.0	10.2	

Sample Number: 007 **Type:** R **Area:** 6803.00 SqFt **PCI:** 74

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	1.5	6.0	
48	L & T CR	M	60.00	Ft	0.9	10.6	
57	WEATHERING	L	6103.00	SqFt	89.7	5.9	
57	WEATHERING	M	700.00	SqFt	10.3	5.5	

Sample Number: 010 **Type:** R **Area:** 3652.00 SqFt **PCI:** 75

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments

48	L & T CR	L	40.00	Ft	1.1	5.1
48	L & T CR	M	50.00	Ft	1.4	13.0
57	WEATHERING	L	913.00	SqFt	25.0	3.3
57	WEATHERING	M	2739.00	SqFt	75.0	18.4

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 40 of 25 **From:** Terminal Apron **To:** Section 90 **Last Const.:** 1/1/2013

Surface: AAC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 55,352 SqFt **Length:** 520 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 1/1/2013 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 12 **Surveyed:** 6

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5639.00 SqFt **PCI:** 76

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	8.00	Ft	0.1	2.7	
48	L & T CR	M	100.00	Ft	1.8	14.8	
57	WEATHERING	L	5289.00	SqFt	93.8	5.9	
57	WEATHERING	M	350.00	SqFt	6.2	4.0	

Sample Number: 004 **Type:** R **Area:** 4657.00 SqFt **PCI:** 72

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	1.1	5.1	
48	L & T CR	M	50.00	Ft	1.1	11.6	
50	PATCHING	L	12.00	SqFt	0.3	2.1	
57	WEATHERING	L	4145.00	SqFt	89.0	5.9	
57	WEATHERING	M	500.00	SqFt	10.7	5.7	

Sample Number: 006 **Type:** R **Area:** 4444.00 SqFt **PCI:** 73

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	1.1	5.2	
48	L & T CR	M	50.00	Ft	1.1	11.9	
57	WEATHERING	L	3944.00	SqFt	88.7	5.8	
57	WEATHERING	M	500.00	SqFt	11.3	5.9	

Sample Number: 008 **Type:** R **Area:** 4675.00 SqFt **PCI:** 74

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	1.1	5.1	
48	L & T CR	M	50.00	Ft	1.1	11.6	
57	WEATHERING	L	4275.00	SqFt	91.4	5.9	
57	WEATHERING	M	400.00	SqFt	8.6	4.9	

Sample Number: 010 **Type:** R **Area:** 4721.00 SqFt **PCI:** 69

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	160.00	Ft	3.4	20.8	
57	WEATHERING	L	3540.00	SqFt	75.0	5.6	
57	WEATHERING	M	1180.00	SqFt	25.0	10.2	

Sample Number: 012 **Type:** R **Area:** 4648.00 SqFt **PCI:** 62

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	38.00	Ft	0.8	4.6	
48	L & T CR	M	200.00	Ft	4.3	23.7	
50	PATCHING	L	2.00	SqFt	0.0	2.0	
57	WEATHERING	L	4246.00	SqFt	91.4	5.9	
57	WEATHERING	M	400.00	SqFt	8.6	4.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 50 of 25 **From:** Terminal Apron **To:** Section 40 **Last Const.:** 3/1/2023

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** S

Area: 35,654 SqFt **Length:** 306 Ft **Width:** 137 Ft

Slabs: 158 **Slab Length:** 15 Ft **Slab Width:** 15 Ft **Joint Length:** 4,740 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/28/2023 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 3/1/2023 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 9 **Surveyed:** 5

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
<No Distress>						

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
66	SMALL PATCH	L	1.00 Slabs	5.0	1.0	

Sample Number: 006 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
<No Distress>						

Sample Number: 007 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
<No Distress>						

Sample Number: 008 **Type:** R **Area:** 20.00 Slabs **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
66	SMALL PATCH	L	1.00 Slabs	5.0	1.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 60 of 25 **From:** Section 20 **To:** Hangar building **Last Const.:** 2/7/2009

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** T

Area: 8,888 SqFt **Length:** 54 Ft **Width:** 163 Ft

Slabs: 49 **Slab Length:** 14 Ft **Slab Width:** 14 Ft **Joint Length:** 1,260 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/7/2009 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 24.00 Slabs **PCI:** 69

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	4.2	3.4	
63	LINEAR CR	L	1.00	Slabs	4.2	4.1	
65	JT SEAL DMG	M	24.00	Slabs	100.0	7.0	
73	SHRINKAGE CR	N	1.00	Slabs	4.2	1.0	
74	JOINT SPALL	L	1.00	Slabs	4.2	1.4	
75	CORNER SPALL	L	4.00	Slabs	16.7	6.2	
75	CORNER SPALL	M	4.00	Slabs	16.7	10.8	

Sample Number: 002 **Type:** R **Area:** 25.00 Slabs **PCI:** 73

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	25.00	Slabs	100.0	12.0	
67	LARGE PATCH	L	2.00	Slabs	8.0	5.1	
71	FAULTING	L	4.00	Slabs	16.0	12.4	
75	CORNER SPALL	M	1.00	Slabs	4.0	3.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 70 of 25 **From:** Section 20 **To:** End of pavement **Last Const.:** 7/13/2005

Surface: AC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** T

Area: 34,236 SqFt **Length:** 793 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/13/2005 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 4000.00 SqFt **PCI:** 35

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	100.00	SqFt	2.5	29.3	
42	BLEEDING	N	500.00	SqFt	12.5	42.0	
48	L & T CR	L	47.00	Ft	1.2	5.3	
48	L & T CR	M	184.00	Ft	4.6	24.6	
57	WEATHERING	L	1000.00	SqFt	25.0	3.3	
57	WEATHERING	M	2500.00	SqFt	62.5	17.0	

Sample Number: 004 **Type:** R **Area:** 4000.00 SqFt **PCI:** 61

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	175.00	Ft	4.4	13.4	
48	L & T CR	M	180.00	Ft	4.5	24.3	
57	WEATHERING	L	3600.00	SqFt	90.0	5.9	
57	WEATHERING	M	400.00	SqFt	10.0	5.4	

Sample Number: 006 **Type:** R **Area:** 4000.00 SqFt **PCI:** 66

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	2.5	8.7	
48	L & T CR	M	120.00	Ft	3.0	19.5	
57	WEATHERING	L	3000.00	SqFt	75.0	5.6	
57	WEATHERING	M	1000.00	SqFt	25.0	10.2	

Sample Number: 008 **Type:** R **Area:** 3738.00 SqFt **PCI:** 65

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	150.00	Ft	4.0	12.5	
48	L & T CR	M	178.00	Ft	4.8	25.0	
57	WEATHERING	L	3738.00	SqFt	100.0	6.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 80 of 25 **From:** Section 90 **To:** Section 20 **Last Const.:** 7/31/1993

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** S

Area: 29,138 SqFt **Length:** 144 Ft **Width:** 198 Ft

Slabs: 121 **Slab Length:** 15 Ft **Slab Width:** 16 Ft **Joint Length:** 3,751 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/30/1993 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 7/31/1993 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 24.00 Slabs **PCI:** 56

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	24.00	Slabs	100.0	12.0	
66	SMALL PATCH	M	1.00	Slabs	4.2	2.6	
74	JOINT SPALL	L	2.00	Slabs	8.3	2.7	
74	JOINT SPALL	M	1.00	Slabs	4.2	3.2	
74	JOINT SPALL	H	1.00	Slabs	4.2	11.0	
75	CORNER SPALL	L	3.00	Slabs	12.5	4.9	
76	ASR	L	24.00	Slabs	100.0	21.8	

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 45

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	20.00	Slabs	100.0	12.0	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
75	CORNER SPALL	M	1.00	Slabs	5.0	4.0	
76	ASR	L	17.00	Slabs	85.0	21.4	
76	ASR	M	3.00	Slabs	15.0	28.6	

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 30

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	5.0	4.1	
62	CORNER BREAK	M	1.00	Slabs	5.0	8.4	
65	JT SEAL DMG	H	20.00	Slabs	100.0	12.0	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
74	JOINT SPALL	M	2.00	Slabs	10.0	7.4	
74	JOINT SPALL	H	1.00	Slabs	5.0	12.7	
75	CORNER SPALL	M	3.00	Slabs	15.0	10.0	
75	CORNER SPALL	H	3.00	Slabs	15.0	13.1	

76	ASR	L	15.00	Slabs	75.0	21.0
76	ASR	M	5.00	Slabs	25.0	34.7

Sample Number: 005 **Type:** R **Area:** 15.00 Slabs **PCI:** 30

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	H	1.00	Slabs	6.7	18.6	
65	JT SEAL DMG	H	15.00	Slabs	100.0	12.0	
71	FAULTING	M	2.00	Slabs	13.3	17.8	
74	JOINT SPALL	L	1.00	Slabs	6.7	2.2	
74	JOINT SPALL	M	1.00	Slabs	6.7	5.1	
74	JOINT SPALL	H	2.00	Slabs	13.3	24.5	
75	CORNER SPALL	H	1.00	Slabs	6.7	6.4	
76	ASR	L	15.00	Slabs	100.0	21.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 90 of 25 **From:** Section 40 **To:** End of pavement **Last Const.:** 9/22/1994

Surface: PCC **Family:** MGM_PCC **Zone:** **Category:** **Rank:** S

Area: 141,197 SqFt **Length:** 957 Ft **Width:** 189 Ft

Slabs: 753 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 20,707 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/21/1994 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/22/1994 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 41 **Surveyed:** 8

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 16.00 Slabs **PCI:** 74

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	16.00	Slabs	100.0	12.0	
70	SCALING	L	4.00	Slabs	25.0	2.5	
74	JOINT SPALL	L	1.00	Slabs	6.3	2.0	
74	JOINT SPALL	M	1.00	Slabs	6.3	4.8	
76	ASR	L	1.00	Slabs	6.3	6.0	

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 35

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	1.00	Slabs	5.0	8.4	
63	LINEAR CR	M	1.00	Slabs	5.0	10.9	
65	JT SEAL DMG	H	20.00	Slabs	100.0	12.0	
70	SCALING	L	1.00	Slabs	5.0	1.3	
72	SHAT. SLAB	M	1.00	Slabs	5.0	18.6	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
76	ASR	L	15.00	Slabs	75.0	21.0	
76	ASR	M	3.00	Slabs	15.0	28.6	

Sample Number: 009 **Type:** R **Area:** 20.00 Slabs **PCI:** 42

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	L	2.00	Slabs	10.0	8.5	
70	SCALING	L	3.00	Slabs	15.0	2.3	
73	SHRINKAGE CR	N	1.00	Slabs	5.0	1.1	
74	JOINT SPALL	L	2.00	Slabs	10.0	3.2	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
76	ASR	L	12.00	Slabs	60.0	19.3	
76	ASR	M	5.00	Slabs	25.0	34.7	

Sample Number: 016 **Type:** R **Area:** 16.00 Slabs **PCI:** 26

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	1.00	Slabs	6.3	10.2	
63	LINEAR CR	L	3.00	Slabs	18.8	13.0	
63	LINEAR CR	M	1.00	Slabs	6.3	13.1	
63	LINEAR CR	H	1.00	Slabs	6.3	17.7	
65	JT SEAL DMG	L	16.00	Slabs	100.0	2.0	
66	SMALL PATCH	L	1.00	Slabs	6.3	1.2	
66	SMALL PATCH	M	1.00	Slabs	6.3	3.8	
67	LARGE PATCH	L	3.00	Slabs	18.8	10.0	
67	LARGE PATCH	M	1.00	Slabs	6.3	12.3	
70	SCALING	L	1.00	Slabs	6.3	1.5	
74	JOINT SPALL	M	1.00	Slabs	6.3	4.8	
75	CORNER SPALL	M	1.00	Slabs	6.3	4.9	
76	ASR	L	11.00	Slabs	68.8	20.5	
76	ASR	M	4.00	Slabs	25.0	34.7	

Sample Number: 020 **Type:** R **Area:** 20.00 Slabs **PCI:** 24

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
63	LINEAR CR	L	2.00	Slabs	10.0	8.5	
63	LINEAR CR	M	1.00	Slabs	5.0	10.9	
65	JT SEAL DMG	L	20.00	Slabs	100.0	2.0	
67	LARGE PATCH	L	1.00	Slabs	5.0	3.4	
72	SHAT. SLAB	M	5.00	Slabs	25.0	42.9	
72	SHAT. SLAB	H	1.00	Slabs	5.0	29.8	
73	SHRINKAGE CR	N	1.00	Slabs	5.0	1.1	
74	JOINT SPALL	M	1.00	Slabs	5.0	3.9	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	

Sample Number: 028 **Type:** R **Area:** 20.00 Slabs **PCI:** 36

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	L	1.00	Slabs	5.0	4.1	
62	CORNER BREAK	M	1.00	Slabs	5.0	8.4	
63	LINEAR CR	L	4.00	Slabs	20.0	13.5	
63	LINEAR CR	M	1.00	Slabs	5.0	10.9	
65	JT SEAL DMG	L	20.00	Slabs	100.0	2.0	
74	JOINT SPALL	L	2.00	Slabs	10.0	3.2	
75	CORNER SPALL	L	3.00	Slabs	15.0	5.7	
76	ASR	L	5.00	Slabs	25.0	13.0	

76	ASR	M	5.00	Slabs	25.0	34.7

Sample Number: 033 **Type:** R **Area:** 15.00 Slabs **PCI:** 42

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
62	CORNER BREAK	M	1.00	Slabs	6.7	10.7	
63	LINEAR CR	M	3.00	Slabs	20.0	28.3	
65	JT SEAL DMG	H	15.00	Slabs	100.0	12.0	
70	SCALING	L	15.00	Slabs	100.0	7.0	
74	JOINT SPALL	L	1.00	Slabs	6.7	2.2	
74	JOINT SPALL	M	2.00	Slabs	13.3	9.5	
75	CORNER SPALL	L	2.00	Slabs	13.3	5.2	
75	CORNER SPALL	M	2.00	Slabs	13.3	9.1	

Sample Number: 037 **Type:** R **Area:** 20.00 Slabs **PCI:** 74

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
65	JT SEAL DMG	H	20.00	Slabs	100.0	12.0	
70	SCALING	L	16.00	Slabs	80.0	5.9	
74	JOINT SPALL	L	1.00	Slabs	5.0	1.6	
75	CORNER SPALL	L	1.00	Slabs	5.0	2.1	
76	ASR	L	1.00	Slabs	5.0	5.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: AWEST **Name:** West Apron **Use:** APRON **Area:** 782,721 SqFt

Section: 95 of 25 **From:** Section 90 **To:** Section 100 **Last Const.:** 1/18/2017

Surface: AAC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** S

Area: 8,770 SqFt **Length:** 88 Ft **Width:** 97 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/18/2017 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4218.00 SqFt **PCI:** 80

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
45	DEPRESSION	L	20.00	SqFt	0.5	3.1	
48	L & T CR	L	44.00	Ft	1.0	5.0	
48	L & T CR	H	12.00	Ft	0.3	11.6	

Sample Number: 002 **Type:** R **Area:** 4552.00 SqFt **PCI:** 87

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	13.00	Ft	0.3	3.6	
48	L & T CR	M	50.00	Ft	1.1	11.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: BP10 **Name:** Blast Pad RW10 **Use:** OVERRUN **Area:** 24,978 SqFt

Section: 10 of 1 **From:** Runway 10 Approach **To:** End of pavement west **Last Const.:** 12/1/2009

Surface: AAC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** P

Area: 24,978 SqFt **Length:** 167 Ft **Width:** 150 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 1.5 inches **Code:** MOL-1.5 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	25.00	Ft	0.5	4.1	
48	L & T CR	M	174.00	Ft	3.5	21.1	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	55.00	Ft	1.1	5.2	
48	L & T CR	M	365.00	Ft	7.3	31.3	
52	RAVELING	M	30.00	SqFt	0.6	6.5	
57	WEATHERING	L	4470.00	SqFt	89.4	5.9	
57	WEATHERING	M	500.00	SqFt	10.0	5.4	

Sample Number: 004 **Type:** R **Area:** 3300.00 SqFt **PCI:** 61

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	33.00	Ft	1.0	4.9	
48	L & T CR	M	255.00	Ft	7.7	32.2	
57	WEATHERING	L	3300.00	SqFt	100.0	6.0	

Sample Number: 006 **Type:** R **Area:** 3300.00 SqFt **PCI:** 74

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	73.00	Ft	2.2	8.0	
48	L & T CR	M	65.00	Ft	2.0	15.6	
57	WEATHERING	L	3300.00	SqFt	100.0	6.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: BP28 **Name:** Blast Pad RW28 **Use:** OVERRUN **Area:** 23,969 SqFt

Section: 10 of 1 **From:** Runway 28 Approach **To:** End of pavement east **Last Const.:** 12/1/2009

Surface: AAC **Family:** MGM_AC Apron **Zone:** **Category:** **Rank:** P

Area: 23,969 SqFt **Length:** 160 Ft **Width:** 150 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 1.5 inches **Code:** MOL-1.5 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	80.00	Ft	1.6	6.4	
48	L & T CR	M	150.00	Ft	3.0	19.5	
57	WEATHERING	L	4750.00	SqFt	95.0	5.9	
57	WEATHERING	M	250.00	SqFt	5.0	3.5	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	200.00	Ft	4.0	12.5	
48	L & T CR	M	140.00	Ft	2.8	18.8	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 004 **Type:** R **Area:** 3000.00 SqFt **PCI:** 76

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	140.00	Ft	4.7	14.0	
48	L & T CR	M	45.00	Ft	1.5	13.6	
57	WEATHERING	L	3000.00	SqFt	100.0	6.0	

Sample Number: 006 **Type:** R **Area:** 3000.00 SqFt **PCI:** 67

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	1.7	6.5	
48	L & T CR	M	123.00	Ft	4.1	23.1	
57	WEATHERING	L	3000.00	SqFt	100.0	6.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW0321 **Name:** Runway 03-21 **Use:** RUNWAY **Area:** 604,487 SqFt

Section: 10C of 6 **From:** 0+00 Runway 03 keel **To:** 23+47 Runway 10-28 **Last Const.:** 6/2/2010

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** S

Area: 117,357 SqFt **Length:** 2,347 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/2010	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2010	**Work Type:** 4 in overlay	**Code:** OL_4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	370.00	Ft	7.4	31.5	
48	L & T CR	H	50.00	Ft	1.0	19.6	
57	WEATHERING	L	3800.00	SqFt	76.0	5.6	
57	WEATHERING	M	1200.00	SqFt	24.0	9.9	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	58.00	Ft	1.2	5.3	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 011 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	140.00	Ft	2.8	9.5	
48	L & T CR	M	351.00	Ft	7.0	30.7	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 015 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	57.00	Ft	1.1	5.2	
48	L & T CR	M	436.00	Ft	8.7	34.2	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	

57	WEATHERING	M	1250.00	SqFt	25.0	10.2

Sample Number: 019 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	112.00	Ft	2.2	8.0	
48	L & T CR	M	484.00	Ft	9.7	36.0	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 023 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	3500.00	SqFt	70.0	31.7	
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	200.00	Ft	4.0	22.8	
57	WEATHERING	L	3950.00	SqFt	79.0	5.7	
57	WEATHERING	M	1000.00	SqFt	20.0	8.8	
57	WEATHERING	H	50.00	SqFt	1.0	8.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW0321 **Name:** Runway 03-21 **Use:** RUNWAY **Area:** 604,487 SqFt

Section: 10E of 6 **From:** 0+00 Runway 03 east side **To:** 23+73 Runway 10-28 **Last Const.:** 6/2/2010

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** S

Area: 119,557 SqFt **Length:** 2,373 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/2010	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2010	**Work Type:** 4 in overlay	**Code:** OL_4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	232.00	Ft	4.6	14.0	
48	L & T CR	M	224.00	Ft	4.5	24.2	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	49.00	Ft	1.0	4.9	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	L	4800.00	SqFt	96.0	5.9	
57	WEATHERING	M	200.00	SqFt	4.0	3.1	

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	3.9	
48	L & T CR	M	300.00	Ft	6.0	28.3	
57	WEATHERING	L	4800.00	SqFt	96.0	5.9	
57	WEATHERING	M	200.00	SqFt	4.0	3.1	

Sample Number: 014 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	60.00	Ft	1.2	5.4	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	L	4800.00	SqFt	96.0	5.9	
57	WEATHERING	M	200.00	SqFt	4.0	3.1	

Sample Number: 018 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	570.00	SqFt	11.4	24.5	
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	472.00	Ft	9.4	35.5	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 022 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1250.00	SqFt	25.0	22.8	
48	L & T CR	M	145.00	Ft	2.9	19.1	
48	L & T CR	H	35.00	Ft	0.7	16.7	
57	WEATHERING	L	4700.00	SqFt	94.0	5.9	
57	WEATHERING	M	300.00	SqFt	6.0	3.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW0321 **Name:** Runway 03-21 **Use:** RUNWAY **Area:** 604,487 SqFt

Section: 10W of 6 **From:** 0+00 Runway 03 west side **To:** 23+22 Runway 10-28 **Last Const.:** 6/2/2010

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** S

Area: 124,881 SqFt **Length:** 2,322 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/2010	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2010	**Work Type:** 4 in overlay	**Code:** OL_4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	145.00	Ft	2.9	9.8	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	169.00	Ft	3.4	11.0	
48	L & T CR	M	225.00	Ft	4.5	24.3	
57	WEATHERING	L	4400.00	SqFt	88.0	5.8	
57	WEATHERING	M	600.00	SqFt	12.0	6.2	

Sample Number: 012 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	500.00	SqFt	10.0	17.0	
48	L & T CR	L	40.00	Ft	0.8	4.6	
48	L & T CR	M	392.00	Ft	7.8	32.4	
57	WEATHERING	L	4100.00	SqFt	82.0	5.7	
57	WEATHERING	M	900.00	SqFt	18.0	8.2	

Sample Number: 016 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	46.00	Ft	0.9	4.8	
48	L & T CR	M	300.00	Ft	6.0	28.3	
57	WEATHERING	L	4400.00	SqFt	88.0	5.8	

57	WEATHERING	M	600.00	SqFt	12.0	6.2

Sample Number: 020 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	89.00	Ft	1.8	6.8	
48	L & T CR	M	338.00	Ft	6.8	30.1	
50	PATCHING	L	1188.00	SqFt	23.8	22.0	
52	RAVELING	L	10.00	SqFt	0.2	1.2	
57	WEATHERING	L	3402.00	SqFt	68.0	5.4	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 024 **Type:** R **Area:** 6089.00 SqFt **PCI:** 42

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	485.00	SqFt	8.0	15.8	
43	BLOCK CR	M	480.00	SqFt	7.9	21.8	
48	L & T CR	M	678.00	Ft	11.1	38.4	
57	WEATHERING	L	3044.00	SqFt	50.0	4.8	
57	WEATHERING	M	3044.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW0321 **Name:** Runway 03-21 **Use:** RUNWAY **Area:** 604,487 SqFt

Section: 20C of 6 **From:** 23+47 Runway 10-28 **To:** 38+42 Runway 21 keel **Last Const.:** 6/2/2010

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** S

Area: 74,752 SqFt **Length:** 1,495 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/2010	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2010	**Work Type:** 4 in overlay	**Code:** OL_4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 15 **Surveyed:** 5

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1200.00	SqFt	24.0	22.5	
48	L & T CR	L	280.00	Ft	5.6	16.0	
48	L & T CR	M	340.00	Ft	6.8	30.2	
57	WEATHERING	L	2500.00	SqFt	50.0	4.8	
57	WEATHERING	M	2500.00	SqFt	50.0	15.3	

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1250.00	SqFt	25.0	22.8	
43	BLOCK CR	M	1250.00	SqFt	25.0	31.9	
48	L & T CR	L	281.00	Ft	5.6	16.1	
48	L & T CR	M	130.00	Ft	2.6	18.0	
57	WEATHERING	L	4200.00	SqFt	84.0	5.8	
57	WEATHERING	M	800.00	SqFt	16.0	7.5	

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	282.00	Ft	5.6	16.1	
48	L & T CR	M	110.00	Ft	2.2	16.5	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 011 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	146.00	Ft	2.9	9.8	

57	WEATHERING	L	4600.00	SqFt	92.0	5.9
57	WEATHERING	M	400.00	SqFt	8.0	4.7

Sample Number: 014 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	256.00	Ft	5.1	15.0	
48	L & T CR	M	20.00	Ft	0.4	7.5	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW0321 **Name:** Runway 03-21 **Use:** RUNWAY **Area:** 604,487 SqFt

Section: 20E of 6 **From:** 23+73 Runway 10-28 **To:** 38+42 Runway 21 east side **Last Const.:** 6/2/2010

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** S

Area: 90,407 SqFt **Length:** 1,469 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/2010	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2010	**Work Type:** 4 in overlay	**Code:** OL_4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 18 **Surveyed:** 5

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	159.00	Ft	3.2	10.5	
48	L & T CR	M	343.00	Ft	6.9	30.3	
57	WEATHERING	L	4400.00	SqFt	88.0	5.8	
57	WEATHERING	M	600.00	SqFt	12.0	6.2	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	500.00	SqFt	10.0	17.0	
48	L & T CR	L	277.00	Ft	5.5	15.9	
48	L & T CR	M	70.00	Ft	1.4	13.1	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	190.00	Ft	3.8	12.0	
48	L & T CR	M	20.00	Ft	0.4	7.5	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 013 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	140.00	Ft	2.8	9.5	
48	L & T CR	M	30.00	Ft	0.6	9.0	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	

57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 018 **Type:** R **Area:** 5812.00 SqFt **PCI:** 44

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1130.00	SqFt	19.4	21.0	
43	BLOCK CR	M	2100.00	SqFt	36.1	36.3	
48	L & T CR	L	36.00	Ft	0.6	4.3	
48	L & T CR	M	116.00	Ft	2.0	15.7	
57	WEATHERING	L	2906.00	SqFt	50.0	4.8	
57	WEATHERING	M	2906.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW0321 **Name:** Runway 03-21 **Use:** RUNWAY **Area:** 604,487 SqFt

Section: 20W of 6 **From:** 23+22 Runway 10-28 **To:** 38+42 Runway 21 west side **Last Const.:** 6/2/2010

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** S

Area: 77,533 SqFt **Length:** 1,521 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/2010	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2010	**Work Type:** 4 in overlay	**Code:** OL_4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	639.00	Ft	12.8	40.8	
57	WEATHERING	L	2500.00	SqFt	50.0	4.8	
57	WEATHERING	M	2500.00	SqFt	50.0	15.3	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	57.00	Ft	1.1	5.2	
48	L & T CR	M	70.00	Ft	1.4	13.1	
57	WEATHERING	L	4000.00	SqFt	80.0	5.7	
57	WEATHERING	M	1000.00	SqFt	20.0	8.8	

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	160.00	Ft	3.2	10.6	
48	L & T CR	M	69.00	Ft	1.4	13.0	
57	WEATHERING	L	4400.00	SqFt	88.0	5.8	
57	WEATHERING	M	600.00	SqFt	12.0	6.2	

Sample Number: 013 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	168.00	Ft	3.4	11.0	
57	WEATHERING	L	4400.00	SqFt	88.0	5.8	
57	WEATHERING	M	600.00	SqFt	12.0	6.2	

Sample Number: 016 **Type:** R **Area:** 4750.00 SqFt **PCI:** 74

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	259.00	Ft	5.5	15.7	
57	WEATHERING	L	4180.00	SqFt	88.0	5.8	
57	WEATHERING	M	570.00	SqFt	12.0	6.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 10C of 9 **From:** 0+00 Runway 10 keel **To:** 10+00 Section 20C **Last Const.:** 12/1/2009

Surface: APC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 1/3/1900	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 12/1/2009	**Work Type:** Cold Mill and Overlay - 4 Inches	**Code:** MOL-4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	260.00	Ft	5.2	15.2	
48	L & T CR	M	87.00	Ft	1.7	14.6	
57	WEATHERING	L	2000.00	SqFt	40.0	4.3	
57	WEATHERING	M	3000.00	SqFt	60.0	16.7	

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	350.00	Ft	7.0	18.7	
52	RAVELING	L	25.00	SqFt	0.5	1.8	
57	WEATHERING	M	4975.00	SqFt	99.5	20.3	

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	410.00	Ft	8.2	20.6	
52	RAVELING	L	10.00	SqFt	0.2	1.2	
57	WEATHERING	M	4990.00	SqFt	99.8	20.3	

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	340.00	Ft	6.8	18.3	
52	RAVELING	L	15.00	SqFt	0.3	1.4	
57	WEATHERING	M	4985.00	SqFt	99.7	20.3	

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments

48	L & T CR	L	350.00	Ft	7.0	18.7
48	L & T CR	M	50.00	Ft	1.0	11.2
57	WEATHERING	L	4800.00	SqFt	96.0	5.9
57	WEATHERING	M	200.00	SqFt	4.0	3.1

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 10N of 9 **From:** 0+00 Runway 10 north side **To:** 10+00 Section 20N **Last Const.:** 12/1/2009

Surface: APC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 1/3/1900	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 12/1/2009	**Work Type:** Cold Mill and Overlay - 4 Inches	**Code:** MOL-4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	160.00	Ft	3.2	10.6	
48	L & T CR	M	281.00	Ft	5.6	27.3	
52	RAVELING	M	20.00	SqFt	0.4	5.7	
52	RAVELING	H	1.00	SqFt	0.0	6.0	
57	WEATHERING	L	900.00	SqFt	18.0	2.6	
57	WEATHERING	M	4079.00	SqFt	81.6	19.0	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	110.00	Ft	2.2	7.9	
48	L & T CR	M	370.00	Ft	7.4	31.5	
57	WEATHERING	L	4550.00	SqFt	91.0	5.9	
57	WEATHERING	M	450.00	SqFt	9.0	5.0	

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	104.00	Ft	2.1	7.6	
48	L & T CR	M	376.00	Ft	7.5	31.8	
57	WEATHERING	L	4550.00	SqFt	91.0	5.9	
57	WEATHERING	M	450.00	SqFt	9.0	5.0	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	145.00	Ft	2.9	9.8	
48	L & T CR	M	401.00	Ft	8.0	32.8	

57	WEATHERING	L	4300.00	SqFt	86.0	5.8
57	WEATHERING	M	700.00	SqFt	14.0	6.9

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	135.00	Ft	2.7	9.3	
48	L & T CR	M	323.00	Ft	6.5	29.4	
57	WEATHERING	L	4300.00	SqFt	86.0	5.8	
57	WEATHERING	M	700.00	SqFt	14.0	6.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 10S of 9 **From:** 0+00 Runway 10 south side **To:** 10+00 Section 20S **Last Const.:** 12/1/2009

Surface: APC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/3/1900 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 4 Inches **Code:** MOL-4 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	225.00	Ft	4.5	13.7	
48	L & T CR	M	155.00	Ft	3.1	19.8	
57	WEATHERING	L	600.00	SqFt	12.0	2.0	
57	WEATHERING	M	4400.00	SqFt	88.0	19.5	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	300.00	Ft	6.0	16.8	
57	WEATHERING	L	4200.00	SqFt	84.0	5.8	
57	WEATHERING	M	800.00	SqFt	16.0	7.5	

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	250.00	Ft	5.0	14.8	
48	L & T CR	M	65.00	Ft	1.3	12.7	
57	WEATHERING	L	4200.00	SqFt	84.0	5.8	
57	WEATHERING	M	800.00	SqFt	16.0	7.5	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	360.00	Ft	7.2	19.0	
48	L & T CR	M	85.00	Ft	1.7	14.5	
57	WEATHERING	L	4200.00	SqFt	84.0	5.8	
57	WEATHERING	M	800.00	SqFt	16.0	7.5	

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	250.00	Ft	5.0	14.8	
57	WEATHERING	L	4200.00	SqFt	84.0	5.8	
57	WEATHERING	M	800.00	SqFt	16.0	7.5	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 20C of 9 **From:** 10+00 Section 10C **To:** 80+20 Section 30C **Last Const.:** 12/1/2009

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 351,000 SqFt **Length:** 7,020 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 4 Inches **Code:** MOL-4 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 70 **Surveyed:** 8

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	310.00	Ft	6.2	17.2	
48	L & T CR	M	10.00	Ft	0.2	5.1	
57	WEATHERING	M	5000.00	SqFt	100.0	20.3	

Sample Number: 015 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	536.00	Ft	10.7	37.7	
57	WEATHERING	M	4820.00	SqFt	96.4	20.1	

Sample Number: 025 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	330.00	Ft	6.6	17.9	
48	L & T CR	M	100.00	Ft	2.0	15.7	
57	WEATHERING	M	5000.00	SqFt	100.0	20.3	

Sample Number: 035 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	200.00	Ft	4.0	12.5	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	M	5000.00	SqFt	100.0	20.3	

Sample Number: 045 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	220.00	Ft	4.4	13.4	
48	L & T CR	M	260.00	Ft	5.2	26.2	
48	L & T CR	H	40.00	Ft	0.8	17.7	

57	WEATHERING	M	5000.00	SqFt	100.0	20.3

Sample Number: 055 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	380.00	Ft	7.6	19.7	
48	L & T CR	M	100.00	Ft	2.0	15.7	
52	RAVELING	L	100.00	SqFt	2.0	4.0	
57	WEATHERING	M	4900.00	SqFt	98.0	20.2	

Sample Number: 064 **Type:** A **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	452.00	Ft	9.0	34.8	
48	L & T CR	H	35.00	Ft	0.7	16.7	
52	RAVELING	L	300.00	SqFt	6.0	7.5	
52	RAVELING	M	50.00	SqFt	1.0	7.9	
57	WEATHERING	M	4250.00	SqFt	85.0	19.3	
57	WEATHERING	H	400.00	SqFt	8.0	19.9	

Sample Number: 065 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	400.00	Ft	8.0	32.8	
52	RAVELING	L	80.00	SqFt	1.6	3.5	
57	WEATHERING	M	4600.00	SqFt	92.0	19.8	
57	WEATHERING	H	400.00	SqFt	8.0	19.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 20N of 9 **From:** 10+00 Section 10N **To:** 80+20 Section 30N **Last Const.:** 12/1/2009

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 351,000 SqFt **Length:** 7,020 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 4 Inches **Code:** MOL-4 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 70 **Surveyed:** 7

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	31.00	Ft	0.6	4.3	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 017 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	400.00	Ft	8.0	32.8	
48	L & T CR	H	12.00	Ft	0.2	10.9	
52	RAVELING	L	195.00	SqFt	3.9	5.9	
57	WEATHERING	L	3555.00	SqFt	71.1	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 027 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	400.00	Ft	8.0	32.8	
57	WEATHERING	L	4200.00	SqFt	84.0	5.8	
57	WEATHERING	M	800.00	SqFt	16.0	7.5	

Sample Number: 037 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	412.00	Ft	8.2	33.3	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 047 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	200.00	Ft	4.0	12.5	
48	L & T CR	M	412.00	Ft	8.2	33.3	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 057 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	12.00	Ft	0.2	3.3	
48	L & T CR	M	484.00	Ft	9.7	36.0	
52	RAVELING	L	150.00	SqFt	3.0	5.1	
52	RAVELING	M	30.00	SqFt	0.6	6.5	
57	WEATHERING	L	3570.00	SqFt	71.4	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 067 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	27.00	Ft	0.5	4.1	
48	L & T CR	M	508.00	Ft	10.2	36.8	
52	RAVELING	L	168.00	SqFt	3.4	5.4	
52	RAVELING	M	6.00	SqFt	0.1	4.1	
57	WEATHERING	L	3576.00	SqFt	71.5	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 20S of 9 **From:** 10+00 Section 10S **To:** 80+20 Section 30S **Last Const.:** 12/1/2009

Surface: AAC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 351,000 SqFt **Length:** 7,020 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 4 Inches **Code:** MOL-4 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 70 **Surveyed:** 7

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	300.00	Ft	6.0	16.8	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 013 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	300.00	Ft	6.0	28.3	
52	RAVELING	L	360.00	SqFt	7.2	8.3	
57	WEATHERING	L	3390.00	SqFt	67.8	5.4	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 023 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	110.00	Ft	2.2	7.9	
48	L & T CR	M	300.00	Ft	6.0	28.3	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 033 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	300.00	Ft	6.0	28.3	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 043 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments

48	L & T CR	L	329.00	Ft	6.6	17.9	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 053 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	94.00	Ft	1.9	7.1	
48	L & T CR	M	300.00	Ft	6.0	28.3	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 063 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	200.00	Ft	4.0	22.8	
48	L & T CR	H	100.00	Ft	2.0	27.2	
57	WEATHERING	L	3750.00	SqFt	75.0	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 30C of 9 **From:** 80+20 Section 20C **To:** 90+20 Runway 28 keel **Last Const.:** 12/1/2009

Surface: APC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1900	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 1/3/1900	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 12/1/2009	**Work Type:** Cold Mill and Overlay - 4 Inches	**Code:** MOL-4	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 48

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	520.00	Ft	10.4	37.2	
57	WEATHERING	L	2500.00	SqFt	50.0	4.8	
57	WEATHERING	M	2500.00	SqFt	50.0	15.3	

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	216.00	Ft	4.3	13.3	
48	L & T CR	M	608.00	Ft	12.2	39.9	
52	RAVELING	L	76.00	SqFt	1.5	3.4	
52	RAVELING	M	38.00	SqFt	0.8	7.1	
57	WEATHERING	M	4886.00	SqFt	97.7	20.2	

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	164.00	Ft	3.3	10.8	
48	L & T CR	M	572.00	Ft	11.4	38.9	
52	RAVELING	L	140.00	SqFt	2.8	4.9	
52	RAVELING	M	70.00	SqFt	1.4	9.0	
57	WEATHERING	L	2290.00	SqFt	45.8	4.6	
57	WEATHERING	M	2500.00	SqFt	50.0	15.3	

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	225.00	Ft	4.5	13.7	
48	L & T CR	M	200.00	Ft	4.0	22.8	

48	L & T CR	H	50.00	Ft	1.0	19.6
52	RAVELING	L	200.00	SqFt	4.0	6.0
57	WEATHERING	L	800.00	SqFt	16.0	2.4
57	WEATHERING	M	3750.00	SqFt	75.0	18.4
57	WEATHERING	H	250.00	SqFt	5.0	16.3

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	145.00	Ft	2.9	9.8	
48	L & T CR	M	250.00	Ft	5.0	25.7	
57	WEATHERING	L	2500.00	SqFt	50.0	4.8	
57	WEATHERING	M	2500.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 30N of 9 **From:** 80+20 Section 20N **To:** 90+20 Runway 28 north side **Last Const.:** 12/1/2009

Surface: APC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/3/1900 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 4 Inches **Code:** MOL-4 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	448.00	Ft	9.0	34.6	
52	RAVELING	M	96.00	SqFt	1.9	10.2	
57	WEATHERING	L	3654.00	SqFt	73.1	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	65.00	Ft	1.3	5.6	
48	L & T CR	M	472.00	Ft	9.4	35.5	
50	PATCHING	L	186.00	SqFt	3.7	8.3	
52	RAVELING	L	123.00	SqFt	2.5	4.5	
57	WEATHERING	L	3441.00	SqFt	68.8	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	12.00	Ft	0.2	3.3	
48	L & T CR	M	460.00	Ft	9.2	35.1	
52	RAVELING	L	170.00	SqFt	3.4	5.5	
57	WEATHERING	L	3580.00	SqFt	71.6	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	1.0	4.9	

48	L & T CR	M	496.00	Ft	9.9	36.4
52	RAVELING	L	170.00	SqFt	3.4	5.5
52	RAVELING	H	22.00	SqFt	0.4	10.3
57	WEATHERING	L	3558.00	SqFt	71.2	5.5
57	WEATHERING	M	1250.00	SqFt	25.0	10.2

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	55.00	Ft	1.1	5.2	
48	L & T CR	M	300.00	Ft	6.0	28.3	
48	L & T CR	H	100.00	Ft	2.0	27.2	
50	PATCHING	M	100.00	SqFt	2.0	12.4	
52	RAVELING	L	10.00	SqFt	0.2	1.2	
52	RAVELING	M	20.00	SqFt	0.4	5.7	
52	RAVELING	H	5.00	SqFt	0.1	6.0	
57	WEATHERING	L	2365.00	SqFt	47.3	4.7	
57	WEATHERING	M	2500.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: RW1028 **Name:** Runway 10-28 **Use:** RUNWAY **Area:** 1,353,000 SqFt

Section: 30S of 9 **From:** 80+20 Section 20S **To:** 90+20 Runway 28 south side **Last Const.:** 12/1/2009

Surface: APC **Family:** MGM_AC RW **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/3/1900 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 12/1/2009 **Work Type:** Cold Mill and Overlay - 4 Inches **Code:** MOL-4 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	48.00	Ft	1.0	4.9	
48	L & T CR	M	374.00	Ft	7.5	31.7	
52	RAVELING	L	135.00	SqFt	2.7	4.8	
57	WEATHERING	L	3615.00	SqFt	72.3	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	22.00	Ft	0.4	4.0	
48	L & T CR	M	396.00	Ft	7.9	32.6	
52	RAVELING	L	135.00	SqFt	2.7	4.8	
56	SWELLING	L	24.00	SqFt	0.5	1.9	
57	WEATHERING	L	3615.00	SqFt	72.3	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	173.00	Ft	3.5	11.2	
48	L & T CR	M	407.00	Ft	8.1	33.1	
52	RAVELING	L	170.00	SqFt	3.4	5.5	
56	SWELLING	L	36.00	SqFt	0.7	2.3	
57	WEATHERING	L	3580.00	SqFt	71.6	5.5	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	218.00	Ft	4.4	13.4	
48	L & T CR	M	384.00	Ft	7.7	32.1	
52	RAVELING	L	126.00	SqFt	2.5	4.6	
57	WEATHERING	L	3624.00	SqFt	72.5	5.6	
57	WEATHERING	M	1250.00	SqFt	25.0	10.2	

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	135.00	Ft	2.7	18.4	
48	L & T CR	H	250.00	Ft	5.0	41.1	
52	RAVELING	L	75.00	SqFt	1.5	3.3	
52	RAVELING	M	15.00	SqFt	0.3	5.2	
52	RAVELING	H	10.00	SqFt	0.2	7.9	
57	WEATHERING	L	2200.00	SqFt	44.0	4.5	
57	WEATHERING	M	2700.00	SqFt	54.0	15.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA **Name:** Taxiway A **Use:** TAXIWAY **Area:** 651,961 SqFt

Section: 10 of 5 **From:** Taxiway A7 **To:** Section 20 **Last Const.:** 12/1/2021

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 273,225 SqFt **Length:** 3,643 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2021 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 49 **Surveyed:** 7

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 004 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	225.00 SqFt	4.0	1.0	

Sample Number: 011 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	225.00 SqFt	4.0	1.0	

Sample Number: 018 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	400.00 SqFt	7.1	1.4	

Sample Number: 025 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	300.00 SqFt	5.3	1.1	

Sample Number: 032 **Type:** R **Area:** 5625.00 SqFt **PCI:** 96

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00 Ft	0.2	2.9	
57	WEATHERING	L	400.00 SqFt	7.1	1.4	

Sample Number: 039 **Type:** R **Area:** 5625.00 SqFt **PCI:** 96

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	4.00 Ft	0.1	2.5	
57	WEATHERING	L	300.00 SqFt	5.3	1.1	

Sample Number: 046 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	5.00 Ft	0.1	2.5	

57	WEATHERING	L	200.00	SqFt	3.6	0.9

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA **Name:** Taxiway A **Use:** TAXIWAY **Area:** 651,961 SqFt

Section: 20 of 5 **From:** Section 10 **To:** Section 30 **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 178,879 SqFt **Length:** 2,346 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 33 **Surveyed:** 7

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	150.00 SqFt	2.7	0.8	

Sample Number: 007 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	400.00 SqFt	7.1	1.4	
57	WEATHERING	M	40.00 SqFt	0.7	1.6	

Sample Number: 012 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	500.00 SqFt	8.9	1.6	
57	WEATHERING	M	50.00 SqFt	0.9	1.7	

Sample Number: 017 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	260.00 SqFt	4.6	1.0	

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	400.00 SqFt	7.1	1.4	

Sample Number: 027 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	150.00 SqFt	2.7	0.8	

Sample Number: 031 **Type:** R **Area:** 5625.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	200.00 SqFt	3.6	0.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA **Name:** Taxiway A **Use:** TAXIWAY **Area:** 651,961 SqFt

Section: 30 of 5 **From:** Section 20 **To:** Runway 03-21 **Last Const.:** 9/1/2010

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 21,974 SqFt **Length:** 131 Ft **Width:** 215 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 9/1/2010 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5670.00 SqFt **PCI:** 52

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	200.00	SqFt	3.5	12.1	
48	L & T CR	L	16.00	Ft	0.3	3.5	
48	L & T CR	M	447.00	Ft	7.9	32.5	
57	WEATHERING	L	4252.00	SqFt	75.0	5.6	
57	WEATHERING	M	1417.00	SqFt	25.0	10.1	

Sample Number: 002 **Type:** R **Area:** 5538.00 SqFt **PCI:** 46

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	20.00	SqFt	0.4	20.1	
42	BLEEDING	N	40.00	SqFt	0.7	4.1	
43	BLOCK CR	M	300.00	SqFt	5.4	19.4	
48	L & T CR	L	85.00	Ft	1.5	6.2	
48	L & T CR	M	287.00	Ft	5.2	26.2	
57	WEATHERING	L	4798.00	SqFt	86.6	5.8	
57	WEATHERING	M	700.00	SqFt	12.6	6.4	

Sample Number: 003 **Type:** A **Area:** 7012.00 SqFt **PCI:** 32

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	5259.00	SqFt	75.0	47.5	
45	DEPRESSION	L	140.00	SqFt	2.0	11.2	
45	DEPRESSION	M	20.00	SqFt	0.3	7.5	
48	L & T CR	L	25.00	Ft	0.4	3.8	
48	L & T CR	M	90.00	Ft	1.3	12.6	
57	WEATHERING	L	6562.00	SqFt	93.6	5.9	
57	WEATHERING	M	450.00	SqFt	6.4	4.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA **Name:** Taxiway A **Use:** TAXIWAY **Area:** 651,961 SqFt

Section: 40 of 5 **From:** Runway 03-21 **To:** Section 50 **Last Const.:** 6/1/2010

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 24,722 SqFt **Length:** 158 Ft **Width:** 179 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2010 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6695.00 SqFt **PCI:** 59

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1200.00	SqFt	17.9	20.5	
48	L & T CR	L	170.00	Ft	2.5	8.8	
48	L & T CR	M	200.00	Ft	3.0	19.4	
57	WEATHERING	L	5021.00	SqFt	75.0	5.6	
57	WEATHERING	M	1673.00	SqFt	25.0	10.1	

Sample Number: 002 **Type:** R **Area:** 6223.00 SqFt **PCI:** 62

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	165.00	Ft	2.7	9.1	
48	L & T CR	M	250.00	Ft	4.0	22.8	
57	WEATHERING	L	4667.00	SqFt	75.0	5.6	
57	WEATHERING	M	1555.00	SqFt	25.0	10.1	

Sample Number: 003 **Type:** R **Area:** 2940.00 SqFt **PCI:** 56

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1500.00	SqFt	51.0	28.7	
48	L & T CR	L	20.00	Ft	0.7	4.4	
48	L & T CR	M	125.00	Ft	4.3	23.5	
57	WEATHERING	L	2205.00	SqFt	75.0	5.6	
57	WEATHERING	M	735.00	SqFt	25.0	10.2	

Sample Number: 004 **Type:** R **Area:** 5521.00 SqFt **PCI:** 42

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	2000.00	SqFt	36.2	25.7	
43	BLOCK CR	M	1500.00	SqFt	27.2	32.8	
48	L & T CR	L	80.00	Ft	1.4	6.0	
48	L & T CR	M	60.00	Ft	1.1	11.7	

57	WEATHERING	L	4140.00	SqFt	75.0	5.6
57	WEATHERING	M	1380.00	SqFt	25.0	10.2

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA **Name:** Taxiway A **Use:** TAXIWAY **Area:** 651,961 SqFt

Section: 50 of 5 **From:** Section 40 **To:** Taxiway A1 **Last Const.:** 3/1/2020

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 153,161 SqFt **Length:** 2,032 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 3/1/2020 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 27 **Surveyed:** 6

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5512.00 SqFt **PCI:** 99

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	300.00	SqFt	5.4	1.1	

Sample Number: 007 **Type:** R **Area:** 5625.00 SqFt **PCI:** 95

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	30.00	Ft	0.5	4.1	
57	WEATHERING	L	400.00	SqFt	7.1	1.4	

Sample Number: 012 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	40.00	Ft	0.7	4.4	
57	WEATHERING	L	300.00	SqFt	5.3	1.1	

Sample Number: 017 **Type:** R **Area:** 5625.00 SqFt **PCI:** 93

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	75.00	Ft	1.3	5.7	
57	WEATHERING	L	500.00	SqFt	8.9	1.6	

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 95

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	3.8	
57	WEATHERING	L	225.00	SqFt	4.0	1.0	

Sample Number: 027 **Type:** R **Area:** 6257.00 SqFt **PCI:** 94

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	0.8	4.6	
57	WEATHERING	L	250.00	SqFt	4.0	1.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA1 **Name:** Taxiway A1 **Use:** TAXIWAY **Area:** 48,429 SqFt

Section: 10 of 1 **From:** Runway 10-28 **To:** Taxiway A **Last Const.:** 3/1/2020

Surface: APC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 48,429 SqFt **Length:** 535 Ft **Width:** 87 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/3/1900 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 3/1/2020 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6590.00 SqFt **PCI:** 94

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	71.00	Ft	1.1	5.1	
57	WEATHERING	L	400.00	SqFt	6.1	1.2	

Sample Number: 003 **Type:** R **Area:** 6525.00 SqFt **PCI:** 88

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	225.00	Ft	3.4	11.2	
57	WEATHERING	L	300.00	SqFt	4.6	1.0	

Sample Number: 005 **Type:** R **Area:** 6460.00 SqFt **PCI:** 93

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	85.00	Ft	1.3	5.7	
57	WEATHERING	L	300.00	SqFt	4.6	1.0	

Sample Number: 007 **Type:** R **Area:** 6385.00 SqFt **PCI:** 92

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	105.00	Ft	1.6	6.5	
57	WEATHERING	L	300.00	SqFt	4.7	1.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA2 **Name:** Taxiway A2 **Use:** TAXIWAY **Area:** 56,020 SqFt

Section: 10 of 1 **From:** Runway 10-28 **To:** Taxiway A **Last Const.:** 3/1/2020

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 56,020 SqFt **Length:** 466 Ft **Width:** 99 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 3/1/2020 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5594.00 SqFt **PCI:** 88

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	18.00	Ft	0.3	3.7	
48	L & T CR	M	28.00	Ft	0.5	8.3	
57	WEATHERING	L	450.00	SqFt	8.0	1.5	

Sample Number: 004 **Type:** R **Area:** 5480.00 SqFt **PCI:** 89

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	66.00	Ft	1.2	5.4	
57	WEATHERING	L	1200.00	SqFt	21.9	3.0	
57	WEATHERING	M	100.00	SqFt	1.8	2.2	

Sample Number: 006 **Type:** R **Area:** 4938.00 SqFt **PCI:** 88

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	140.00	Ft	2.8	9.6	
57	WEATHERING	L	1000.00	SqFt	20.3	2.8	

Sample Number: 008 **Type:** R **Area:** 4579.00 SqFt **PCI:** 92

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	41.00	Ft	0.9	4.7	
57	WEATHERING	L	1000.00	SqFt	21.8	3.0	

Sample Number: 010 **Type:** R **Area:** 4501.00 SqFt **PCI:** 84

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	91.00	Ft	2.0	7.5	
48	L & T CR	M	20.00	Ft	0.4	7.9	
52	RAVELING	L	20.00	SqFt	0.4	1.7	
57	WEATHERING	L	350.00	SqFt	7.8	1.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA3 **Name:** Taxiway A3 **Use:** TAXIWAY **Area:** 39,507 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 12/1/2021

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 23,816 SqFt **Length:** 235 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2021 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5627.00 SqFt **PCI:** 92

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	75.00	Ft	1.3	5.7	
52	RAVELING	L	15.00	SqFt	0.3	1.3	
57	WEATHERING	L	225.00	SqFt	4.0	1.0	

Sample Number: 002 **Type:** R **Area:** 5189.00 SqFt **PCI:** 95

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	800.00	SqFt	15.4	2.3	
57	WEATHERING	M	160.00	SqFt	3.1	2.7	

Sample Number: 003 **Type:** R **Area:** 5123.00 SqFt **PCI:** 96

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	600.00	SqFt	11.7	1.9	
57	WEATHERING	M	140.00	SqFt	2.7	2.6	

Sample Number: 005 **Type:** R **Area:** 3420.00 SqFt **PCI:** 77

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	75.00	Ft	2.2	7.9	
48	L & T CR	M	75.00	Ft	2.2	16.5	
57	WEATHERING	L	370.00	SqFt	10.8	1.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA3 **Name:** Taxiway A3 **Use:** TAXIWAY **Area:** 39,507 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway A **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 15,691 SqFt **Length:** 191 Ft **Width:** 61 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4563.00 SqFt **PCI:** 98

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	600.00 SqFt	13.1	2.1	

Sample Number: 002 **Type:** R **Area:** 5177.00 SqFt **PCI:** 98

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	600.00 SqFt	11.6	1.9	

Sample Number: 003 **Type:** R **Area:** 5950.00 SqFt **PCI:** 98

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
52	RAVELING	L	10.00 SqFt	0.2	1.1	
57	WEATHERING	L	420.00 SqFt	7.1	1.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA4 **Name:** Taxiway A4 **Use:** TAXIWAY **Area:** 39,827 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 12/1/2021

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 23,724 SqFt **Length:** 232 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2021 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5625.00 SqFt **PCI:** 86

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	75.00 Ft	1.3	12.8	
57	WEATHERING	L	225.00 SqFt	4.0	1.0	

Sample Number: 002 **Type:** R **Area:** 5151.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	500.00 SqFt	9.7	1.7	
57	WEATHERING	M	50.00 SqFt	1.0	1.8	

Sample Number: 003 **Type:** R **Area:** 4878.00 SqFt **PCI:** 98

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	600.00 SqFt	12.3	2.0	

Sample Number: 004 **Type:** R **Area:** 3938.00 SqFt **PCI:** 79

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	125.00 Ft	3.2	20.1	
57	WEATHERING	L	205.00 SqFt	5.2	1.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA4 **Name:** Taxiway A4 **Use:** TAXIWAY **Area:** 39,827 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway A **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 16,103 SqFt **Length:** 193 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4519.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	300.00	SqFt	6.6	1.3	
57	WEATHERING	M	80.00	SqFt	1.8	2.2	

Sample Number: 002 **Type:** R **Area:** 5249.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	160.00	SqFt	3.0	0.8	

Sample Number: 003 **Type:** R **Area:** 6334.00 SqFt **PCI:** 98

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
52	RAVELING	L	20.00	SqFt	0.3	1.4	
57	WEATHERING	L	165.00	SqFt	2.6	0.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA5 **Name:** Taxiway A5 **Use:** TAXIWAY **Area:** 63,188 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 33,953 SqFt **Length:** 232 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	1.0	4.9	
52	RAVELING	L	15.00	SqFt	0.3	1.4	
57	WEATHERING	L	250.00	SqFt	5.0	1.1	

Sample Number: 003 **Type:** R **Area:** 4929.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	1000.00	SqFt	20.3	2.8	

Sample Number: 005 **Type:** R **Area:** 2844.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	200.00	SqFt	7.0	1.3	

Sample Number: 007 **Type:** R **Area:** 5723.00 SqFt **PCI:** 89

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	150.00	Ft	2.6	9.1	
52	RAVELING	L	8.00	SqFt	0.1	1.1	
57	WEATHERING	L	180.00	SqFt	3.1	0.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA5 **Name:** Taxiway A5 **Use:** TAXIWAY **Area:** 63,188 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway A **Last Const.:** 12/1/2021

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 29,235 SqFt **Length:** 194 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2021 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4525.00 SqFt **PCI:** 96

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	500.00 SqFt	11.0	1.8	
57	WEATHERING	M	75.00 SqFt	1.7	2.1	

Sample Number: 002 **Type:** R **Area:** 4590.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	300.00 SqFt	6.5	1.3	

Sample Number: 004 **Type:** R **Area:** 4351.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	320.00 SqFt	7.4	1.4	

Sample Number: 005 **Type:** R **Area:** 5492.00 SqFt **PCI:** 97

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
52	RAVELING	L	40.00 SqFt	0.7	2.2	
57	WEATHERING	L	150.00 SqFt	2.7	0.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA6 **Name:** Taxiway A6 **Use:** TAXIWAY **Area:** 58,417 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 34,293 SqFt **Length:** 241 Ft **Width:** 120 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 97

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	300.00 SqFt	6.0	1.2	
57	WEATHERING	M	50.00 SqFt	1.0	1.8	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	200.00 SqFt	4.0	1.0	

Sample Number: 005 **Type:** R **Area:** 4052.00 SqFt **PCI:** 96

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	300.00 SqFt	7.4	1.4	
57	WEATHERING	M	100.00 SqFt	2.5	2.4	

Sample Number: 006 **Type:** R **Area:** 5811.00 SqFt **PCI:** 78

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	200.00 Ft	3.4	21.0	
57	WEATHERING	L	300.00 SqFt	5.2	1.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA6 **Name:** Taxiway A6 **Use:** TAXIWAY **Area:** 58,417 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway A **Last Const.:** 12/1/2021

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 24,124 SqFt **Length:** 202 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2021 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4689.00 SqFt **PCI:** 98

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	400.00 SqFt	8.5	1.5	

Sample Number: 002 **Type:** R **Area:** 4551.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	200.00 SqFt	4.4	1.0	

Sample Number: 004 **Type:** R **Area:** 4922.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	280.00 SqFt	5.7	1.2	

Sample Number: 005 **Type:** R **Area:** 3137.00 SqFt **PCI:** 90

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00 Ft	0.3	3.7	
48	L & T CR	M	6.00 Ft	0.2	5.0	
57	WEATHERING	L	180.00 SqFt	5.7	1.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA7 **Name:** Taxiway A7 **Use:** TAXIWAY **Area:** 64,489 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 12/1/2022

Surface: APC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 34,912 SqFt **Length:** 249 Ft **Width:** 128 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/3/1990 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 97

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	7.00	Ft	0.1	2.6	
57	WEATHERING	L	125.00	SqFt	2.5	0.8	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	200.00	SqFt	4.0	1.0	

Sample Number: 005 **Type:** R **Area:** 4844.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	175.00	SqFt	3.6	0.9	

Sample Number: 006 **Type:** R **Area:** 5900.00 SqFt **PCI:** 79

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	115.00	Ft	1.9	7.3	
48	L & T CR	M	19.00	Ft	0.3	6.7	
52	RAVELING	L	75.00	SqFt	1.3	3.0	
52	RAVELING	M	12.00	SqFt	0.2	4.7	
57	WEATHERING	L	115.00	SqFt	1.9	0.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWA7 **Name:** Taxiway A7 **Use:** TAXIWAY **Area:** 64,489 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway A **Last Const.:** 12/1/2021

Surface: APC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 29,577 SqFt **Length:** 350 Ft **Width:** 87 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 12/1/2021 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 4695.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	190.00 SqFt	4.0	1.0	

Sample Number: 003 **Type:** R **Area:** 4451.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	280.00 SqFt	6.3	1.3	

Sample Number: 005 **Type:** R **Area:** 6111.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	450.00 SqFt	7.4	1.4	

Sample Number: 006 **Type:** R **Area:** 5220.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	420.00 SqFt	8.0	1.5	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB **Name:** Taxiway B **Use:** TAXIWAY **Area:** 631,314 SqFt

Section: 10 of 6 **From:** Taxway B4 **To:** Taxiway B3 **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 189,035 SqFt **Length:** 2,517 Ft **Width:** 74 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 34 **Surveyed:** 7

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 60

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	50.00	Ft	0.9	4.7	
48	L & T CR	M	350.00	Ft	6.2	28.8	
57	WEATHERING	L	5225.00	SqFt	92.9	5.9	
57	WEATHERING	M	400.00	SqFt	7.1	4.3	

Sample Number: 007 **Type:** R **Area:** 5625.00 SqFt **PCI:** 61

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	38.00	Ft	0.7	4.3	
48	L & T CR	M	375.00	Ft	6.7	29.9	
57	WEATHERING	L	5475.00	SqFt	97.3	5.9	
57	WEATHERING	M	150.00	SqFt	2.7	2.5	

Sample Number: 012 **Type:** R **Area:** 5625.00 SqFt **PCI:** 56

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	10.00	SqFt	0.2	8.1	
48	L & T CR	L	20.00	Ft	0.4	3.8	
48	L & T CR	M	375.00	Ft	6.7	29.9	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 017 **Type:** R **Area:** 5625.00 SqFt **PCI:** 58

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	1.8	6.8	
48	L & T CR	M	387.00	Ft	6.9	30.4	
57	WEATHERING	L	5425.00	SqFt	96.4	5.9	
57	WEATHERING	M	200.00	SqFt	3.6	2.9	

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 57

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	150.00	SqFt	2.7	15.7	
48	L & T CR	M	375.00	Ft	6.7	29.9	
57	WEATHERING	L	5375.00	SqFt	95.6	5.9	
57	WEATHERING	M	250.00	SqFt	4.4	3.2	

Sample Number: 027 **Type:** R **Area:** 5625.00 SqFt **PCI:** 58

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	146.00	Ft	2.6	9.0	
48	L & T CR	M	350.00	Ft	6.2	28.8	
57	WEATHERING	L	5375.00	SqFt	95.6	5.9	
57	WEATHERING	M	250.00	SqFt	4.4	3.2	

Sample Number: 032 **Type:** R **Area:** 5995.00 SqFt **PCI:** 59

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	25.00	Ft	0.4	3.9	
48	L & T CR	M	466.00	Ft	7.8	32.3	
57	WEATHERING	L	5770.00	SqFt	96.2	5.9	
57	WEATHERING	M	225.00	SqFt	3.8	3.0	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB **Name:** Taxiway B **Use:** TAXIWAY **Area:** 631,314 SqFt

Section: 20 of 6 **From:** Taxiway B3 **To:** Taxiway E **Last Const.:** 11/4/2014

Surface: AC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 200,510 SqFt **Length:** 2,487 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 11/1/2014	**Work Type:** Subgrade - Stabilized	**Code:** SG-ST	**Is Major M&R:** False
Work Date: 11/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 11/3/2014	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 11/4/2014	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 35 **Surveyed:** 7

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 72

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	28.00	Ft	0.5	4.1	
48	L & T CR	M	150.00	Ft	2.7	18.3	
57	WEATHERING	L	5475.00	SqFt	97.3	5.9	
57	WEATHERING	M	150.00	SqFt	2.7	2.5	

Sample Number: 007 **Type:** R **Area:** 5625.00 SqFt **PCI:** 72

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	107.00	Ft	1.9	7.2	
48	L & T CR	M	102.00	Ft	1.8	14.9	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 012 **Type:** R **Area:** 5625.00 SqFt **PCI:** 72

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	155.00	Ft	2.8	9.4	
48	L & T CR	M	100.00	Ft	1.8	14.8	
57	WEATHERING	L	5425.00	SqFt	96.4	5.9	
57	WEATHERING	M	200.00	SqFt	3.6	2.9	

Sample Number: 017 **Type:** R **Area:** 5625.00 SqFt **PCI:** 74

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	190.00	Ft	3.4	11.0	
48	L & T CR	M	75.00	Ft	1.3	12.8	
57	WEATHERING	L	5425.00	SqFt	96.4	5.9	

57	WEATHERING	M	200.00	SqFt	3.6	2.9

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 74

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	133.00	Ft	2.4	8.4	
48	L & T CR	M	75.00	Ft	1.3	12.8	
57	WEATHERING	L	5325.00	SqFt	94.7	5.9	
57	WEATHERING	M	300.00	SqFt	5.3	3.6	

Sample Number: 027 **Type:** R **Area:** 5625.00 SqFt **PCI:** 74

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	190.00	Ft	3.4	11.0	
48	L & T CR	M	75.00	Ft	1.3	12.8	
57	WEATHERING	L	5325.00	SqFt	94.7	5.9	
57	WEATHERING	M	300.00	SqFt	5.3	3.6	

Sample Number: 032 **Type:** R **Area:** 5625.00 SqFt **PCI:** 74

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	85.00	Ft	1.5	6.1	
48	L & T CR	M	75.00	Ft	1.3	12.8	
57	WEATHERING	L	5425.00	SqFt	96.4	5.9	
57	WEATHERING	M	200.00	SqFt	3.6	2.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB **Name:** Taxiway B **Use:** TAXIWAY **Area:** 631,314 SqFt

Section: 30 of 6 **From:** Taxiway E **To:** Section 40 **Last Const.:** 6/1/2001

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 21,279 SqFt **Length:** 196 Ft **Width:** 119 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2001 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 37

Sample Comments: API06

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	5625.00 SqFt	100.0	53.0	
57	WEATHERING	M	5425.00 SqFt	96.4	20.1	
57	WEATHERING	H	200.00 SqFt	3.6	14.1	

Sample Number: 003 **Type:** R **Area:** 3658.00 SqFt **PCI:** 42

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	3658.00 SqFt	100.0	53.0	
57	WEATHERING	M	3658.00 SqFt	100.0	20.3	

Sample Number: 004 **Type:** R **Area:** 5881.00 SqFt **PCI:** 37

Sample Comments: API06

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	5881.00 SqFt	100.0	53.0	
57	WEATHERING	M	5581.00 SqFt	94.9	20.0	
57	WEATHERING	H	300.00 SqFt	5.1	16.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB **Name:** Taxiway B **Use:** TAXIWAY **Area:** 631,314 SqFt

Section: 40 of 6 **From:** Section 30 **To:** Runway 03-21 **Last Const.:** 6/1/2010

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 16,743 SqFt **Length:** 135 Ft **Width:** 131 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2010 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5621.00 SqFt **PCI:** 39

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1725.00	SqFt	30.7	24.4	
43	BLOCK CR	M	750.00	SqFt	13.3	25.8	
48	L & T CR	L	75.00	Ft	1.3	5.7	
48	L & T CR	M	525.00	Ft	9.3	35.3	
57	WEATHERING	L	4216.00	SqFt	75.0	5.6	
57	WEATHERING	M	1405.00	SqFt	25.0	10.2	

Sample Number: 002 **Type:** R **Area:** 5468.00 SqFt **PCI:** 43

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	2250.00	SqFt	41.1	38.1	
48	L & T CR	M	460.00	Ft	8.4	33.6	
57	WEATHERING	L	4101.00	SqFt	75.0	5.6	
57	WEATHERING	M	1367.00	SqFt	25.0	10.2	

Sample Number: 003 **Type:** R **Area:** 5654.00 SqFt **PCI:** 35

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1080.00	SqFt	19.1	20.9	
43	BLOCK CR	M	3750.00	SqFt	66.3	45.4	
48	L & T CR	M	390.00	Ft	6.9	30.4	
57	WEATHERING	L	4240.00	SqFt	75.0	5.6	
57	WEATHERING	M	1413.00	SqFt	25.0	10.1	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB **Name:** Taxiway B **Use:** TAXIWAY **Area:** 631,314 SqFt

Section: 50 of 6 **From:** Runway 03-21 **To:** Section 60 **Last Const.:** 6/1/2010

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 21,947 SqFt **Length:** 187 Ft **Width:** 103 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2010 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5706.00 SqFt **PCI:** 53

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1700.00	SqFt	29.8	24.1	
43	BLOCK CR	M	650.00	SqFt	11.4	24.5	
48	L & T CR	M	150.00	Ft	2.6	18.1	
57	WEATHERING	L	5406.00	SqFt	94.7	5.9	
57	WEATHERING	M	300.00	SqFt	5.3	3.6	

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 48

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1340.00	SqFt	23.8	22.5	
43	BLOCK CR	M	120.00	SqFt	2.1	14.8	
48	L & T CR	M	465.00	Ft	8.3	33.3	
57	WEATHERING	L	5325.00	SqFt	94.7	5.9	
57	WEATHERING	M	300.00	SqFt	5.3	3.6	

Sample Number: 003 **Type:** R **Area:** 2812.00 SqFt **PCI:** 40

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1200.00	SqFt	42.7	27.1	
43	BLOCK CR	M	300.00	SqFt	10.7	23.9	
48	L & T CR	L	80.00	Ft	2.8	9.6	
48	L & T CR	M	205.00	Ft	7.3	31.3	
57	WEATHERING	L	2712.00	SqFt	96.4	5.9	
57	WEATHERING	M	100.00	SqFt	3.6	2.9	

Sample Number: 004 **Type:** R **Area:** 6076.00 SqFt **PCI:** 40

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	2076.00	SqFt	34.2	25.2	

43	BLOCK CR	M	4000.00	SqFt	65.8	45.3
57	WEATHERING	L	5376.00	SqFt	88.5	5.8
57	WEATHERING	M	700.00	SqFt	11.5	6.0

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB **Name:** Taxiway B **Use:** TAXIWAY **Area:** 631,314 SqFt

Section: 60 of 6 **From:** Section 50 **To:** Taxiway B1 **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 181,800 SqFt **Length:** 2,424 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 33 **Surveyed:** 7

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 63

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	160.00	Ft	2.8	9.6	
48	L & T CR	M	225.00	Ft	4.0	22.8	
57	WEATHERING	L	5225.00	SqFt	92.9	5.9	
57	WEATHERING	M	400.00	SqFt	7.1	4.3	

Sample Number: 007 **Type:** R **Area:** 5625.00 SqFt **PCI:** 62

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	30.00	Ft	0.5	4.1	
48	L & T CR	M	305.00	Ft	5.4	26.8	
57	WEATHERING	L	5025.00	SqFt	89.3	5.9	
57	WEATHERING	M	600.00	SqFt	10.7	5.7	

Sample Number: 012 **Type:** R **Area:** 5625.00 SqFt **PCI:** 65

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	70.00	Ft	1.2	5.5	
48	L & T CR	M	300.00	Ft	5.3	26.6	
57	WEATHERING	L	5625.00	SqFt	100.0	6.0	

Sample Number: 017 **Type:** R **Area:** 5625.00 SqFt **PCI:** 61

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	60.00	Ft	1.1	5.1	
48	L & T CR	M	335.00	Ft	6.0	28.2	
57	WEATHERING	L	5400.00	SqFt	96.0	5.9	
57	WEATHERING	M	225.00	SqFt	4.0	3.1	

Sample Number: 022 **Type:** R **Area:** 5625.00 SqFt **PCI:** 64

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	85.00	Ft	1.5	6.1	
48	L & T CR	M	225.00	Ft	4.0	22.8	
57	WEATHERING	L	5325.00	SqFt	94.7	5.9	
57	WEATHERING	M	300.00	SqFt	5.3	3.6	

Sample Number: 027 **Type:** R **Area:** 5625.00 SqFt **PCI:** 64

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	100.00	Ft	1.8	6.8	
48	L & T CR	M	200.00	Ft	3.6	21.4	
57	WEATHERING	L	5225.00	SqFt	92.9	5.9	
57	WEATHERING	M	400.00	SqFt	7.1	4.3	

Sample Number: 032 **Type:** R **Area:** 5625.00 SqFt **PCI:** 60

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	125.00	Ft	2.2	8.0	
48	L & T CR	M	275.00	Ft	4.9	25.4	
57	WEATHERING	L	5025.00	SqFt	89.3	5.9	
57	WEATHERING	M	600.00	SqFt	10.7	5.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB1 **Name:** Taxiway B1 **Use:** TAXIWAY **Area:** 84,244 SqFt

Section: 10 of 1 **From:** Runway 10-28 **To:** Taxiway B **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 84,244 SqFt **Length:** 700 Ft **Width:** 110 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 17 **Surveyed:** 5

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	70.00	Ft	1.4	5.9	
48	L & T CR	M	210.00	Ft	4.2	23.4	
57	WEATHERING	L	4700.00	SqFt	94.0	5.9	
57	WEATHERING	M	300.00	SqFt	6.0	3.9	

Sample Number: 006 **Type:** R **Area:** 5133.00 SqFt **PCI:** 58

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	110.00	Ft	2.1	7.8	
48	L & T CR	M	250.00	Ft	4.9	25.3	
50	PATCHING	L	10.00	SqFt	0.2	2.0	
57	WEATHERING	L	4423.00	SqFt	86.2	5.8	
57	WEATHERING	M	700.00	SqFt	13.6	6.7	

Sample Number: 009 **Type:** R **Area:** 5637.00 SqFt **PCI:** 63

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	67.00	Ft	1.2	5.4	
48	L & T CR	M	300.00	Ft	5.3	26.6	
57	WEATHERING	L	5487.00	SqFt	97.3	5.9	
57	WEATHERING	M	150.00	SqFt	2.7	2.5	

Sample Number: 012 **Type:** R **Area:** 4847.00 SqFt **PCI:** 58

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
45	DEPRESSION	M	5.00	SqFt	0.1	5.2	
45	DEPRESSION	H	3.00	SqFt	0.1	12.0	
48	L & T CR	L	48.00	Ft	1.0	4.9	
48	L & T CR	M	265.00	Ft	5.5	26.9	

57	WEATHERING	L	4697.00	SqFt	96.9	5.9
57	WEATHERING	M	150.00	SqFt	3.1	2.7

Sample Number: 015 **Type:** R **Area:** 5015.00 SqFt **PCI:** 67

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	153.00	Ft	3.1	10.2	
48	L & T CR	M	170.00	Ft	3.4	20.8	
57	WEATHERING	L	4879.00	SqFt	97.3	5.9	
57	WEATHERING	M	136.00	SqFt	2.7	2.5	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB3 **Name:** Taxiway B3 **Use:** TAXIWAY **Area:** 74,201 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 36,644 SqFt **Length:** 230 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	160.00	Ft	3.2	10.6	
48	L & T CR	M	235.00	Ft	4.7	24.9	
57	WEATHERING	L	4000.00	SqFt	80.0	5.7	
57	WEATHERING	M	1000.00	SqFt	20.0	8.8	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	170.00	Ft	3.4	11.1	
48	L & T CR	M	340.00	Ft	6.8	30.2	
57	WEATHERING	L	4600.00	SqFt	92.0	5.9	
57	WEATHERING	M	400.00	SqFt	8.0	4.7	

Sample Number: 005 **Type:** R **Area:** 3159.00 SqFt **PCI:** 54

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	10.00	Ft	0.3	3.7	
48	L & T CR	M	300.00	Ft	9.5	35.6	
57	WEATHERING	L	2559.00	SqFt	81.0	5.7	
57	WEATHERING	M	600.00	SqFt	19.0	8.5	

Sample Number: 007 **Type:** R **Area:** 6830.00 SqFt **PCI:** 58

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	145.00	Ft	2.1	7.7	
48	L & T CR	M	386.00	Ft	5.7	27.4	
57	WEATHERING	L	5122.00	SqFt	75.0	5.6	
57	WEATHERING	M	1707.00	SqFt	25.0	10.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB3 **Name:** Taxiway B3 **Use:** TAXIWAY **Area:** 74,201 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway B **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 37,557 SqFt **Length:** 389 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4511.00 SqFt **PCI:** 56

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	123.00	Ft	2.7	9.3	
48	L & T CR	M	325.00	Ft	7.2	31.1	
57	WEATHERING	L	4311.00	SqFt	95.6	5.9	
57	WEATHERING	M	200.00	SqFt	4.4	3.2	

Sample Number: 003 **Type:** R **Area:** 4805.00 SqFt **PCI:** 60

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	220.00	Ft	4.6	13.8	
48	L & T CR	M	230.00	Ft	4.8	25.1	
57	WEATHERING	L	4105.00	SqFt	85.4	5.8	
57	WEATHERING	M	700.00	SqFt	14.6	7.0	

Sample Number: 005 **Type:** R **Area:** 4977.00 SqFt **PCI:** 58

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	135.00	Ft	2.7	9.3	
48	L & T CR	M	275.00	Ft	5.5	27.1	
57	WEATHERING	L	4477.00	SqFt	90.0	5.9	
57	WEATHERING	M	500.00	SqFt	10.0	5.4	

Sample Number: 007 **Type:** R **Area:** 4988.00 SqFt **PCI:** 59

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	70.00	Ft	1.4	5.9	
48	L & T CR	M	280.00	Ft	5.6	27.3	
57	WEATHERING	L	4388.00	SqFt	88.0	5.8	
57	WEATHERING	M	600.00	SqFt	12.0	6.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB4 **Name:** Taxiway B4 **Use:** TAXIWAY **Area:** 78,694 SqFt

Section: 10 of 2 **From:** Runway 10-28 **To:** Section 20 **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 35,789 SqFt **Length:** 230 Ft **Width:** 148 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5353.00 SqFt **PCI:** 61

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	80.00	Ft	1.5	6.1	
48	L & T CR	M	275.00	Ft	5.1	26.1	
57	WEATHERING	L	5053.00	SqFt	94.4	5.9	
57	WEATHERING	M	300.00	SqFt	5.6	3.7	

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	27.00	Ft	0.5	4.1	
48	L & T CR	M	237.00	Ft	4.7	25.0	
57	WEATHERING	L	4500.00	SqFt	90.0	5.9	
57	WEATHERING	M	500.00	SqFt	10.0	5.4	

Sample Number: 005 **Type:** R **Area:** 3015.00 SqFt **PCI:** 38

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	30.00	Ft	1.0	4.9	
48	L & T CR	M	171.00	Ft	5.7	27.5	
57	WEATHERING	M	200.00	SqFt	6.6	4.1	
57	WEATHERING	H	2815.00	SqFt	93.4	55.1	

Sample Number: 006 **Type:** R **Area:** 6919.00 SqFt **PCI:** 64

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
45	DEPRESSION	L	30.00	SqFt	0.4	2.8	
48	L & T CR	L	175.00	Ft	2.5	8.8	
48	L & T CR	M	150.00	Ft	2.2	16.4	
52	RAVELING	L	20.00	SqFt	0.3	1.4	
57	WEATHERING	L	6019.00	SqFt	87.0	5.8	

57	WEATHERING	M	900.00	SqFt	13.0	6.5

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWB4 **Name:** Taxiway B4 **Use:** TAXIWAY **Area:** 78,694 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway B **Last Const.:** 6/1/2012

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 42,905 SqFt **Length:** 429 Ft **Width:** 103 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2012 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 002 **Type:** R **Area:** 5113.00 SqFt **PCI:** 54

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	85.00	Ft	1.7	6.5	
48	L & T CR	M	425.00	Ft	8.3	33.4	
57	WEATHERING	L	4613.00	SqFt	90.2	5.9	
57	WEATHERING	M	500.00	SqFt	9.8	5.3	

Sample Number: 004 **Type:** R **Area:** 5292.00 SqFt **PCI:** 56

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	70.00	Ft	1.3	5.7	
48	L & T CR	M	420.00	Ft	7.9	32.6	
57	WEATHERING	L	5042.00	SqFt	95.3	5.9	
57	WEATHERING	M	250.00	SqFt	4.7	3.4	

Sample Number: 006 **Type:** R **Area:** 5161.00 SqFt **PCI:** 52

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	60.00	SqFt	1.2	21.9	
48	L & T CR	L	60.00	Ft	1.2	5.3	
48	L & T CR	M	360.00	Ft	7.0	30.6	
57	WEATHERING	L	4661.00	SqFt	90.3	5.9	
57	WEATHERING	M	500.00	SqFt	9.7	5.3	

Sample Number: 008 **Type:** R **Area:** 4491.00 SqFt **PCI:** 60

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	19.00	Ft	0.4	3.9	
48	L & T CR	M	325.00	Ft	7.2	31.2	
57	WEATHERING	L	4291.00	SqFt	95.5	5.9	
57	WEATHERING	M	200.00	SqFt	4.5	3.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWC1 **Name:** Taxiway C1 **Use:** TAXIWAY **Area:** 23,946 SqFt

Section: 10 of 2 **From:** Taxiway A **To:** Terminal Apron **Last Const.:** 9/1/1998

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 15,544 SqFt **Length:** 109 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 9/1/1998 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6640.00 SqFt **PCI:** 39

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	180.00	SqFt	2.7	39.8	
48	L & T CR	L	84.00	Ft	1.3	5.5	
48	L & T CR	M	591.00	Ft	8.9	34.5	
57	WEATHERING	M	6640.00	SqFt	100.0	20.3	

Sample Number: 002 **Type:** R **Area:** 5635.00 SqFt **PCI:** 61

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	94.00	Ft	1.7	6.5	
48	L & T CR	M	250.00	Ft	4.4	24.1	
52	RAVELING	L	400.00	SqFt	7.1	8.2	
57	WEATHERING	M	5235.00	SqFt	92.9	19.9	

Sample Number: 003 **Type:** R **Area:** 3268.00 SqFt **PCI:** 67

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	48.00	Ft	1.5	6.0	
48	L & T CR	M	90.00	Ft	2.8	18.6	
52	RAVELING	H	18.00	SqFt	0.6	11.6	
57	WEATHERING	M	3250.00	SqFt	99.4	20.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWC1 **Name:** Taxiway C1 **Use:** TAXIWAY **Area:** 23,946 SqFt

Section: 20 of 2 **From:** Section 10 **To:** West Apron **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** P

Area: 8,402 SqFt **Length:** 109 Ft **Width:** 51 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3975.00 SqFt **PCI:** 100

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
57	WEATHERING	L	15.00	SqFt	0.4	0.2	

Sample Number: 002 **Type:** R **Area:** 4427.00 SqFt **PCI:** 98

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
52	RAVELING	L	10.00	SqFt	0.2	1.3	
57	WEATHERING	L	140.00	SqFt	3.2	0.8	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWC2 **Name:** Taxiway C2 **Use:** TAXIWAY **Area:** 24,345 SqFt

Section: 10 of 1 **From:** Taxiway A **To:** West Apron **Last Const.:** 12/1/2022

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 24,345 SqFt **Length:** 110 Ft **Width:** 150 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 12/1/2022 **Work Type:** Cold Mill and Overlay - 3 Inches **Code:** MOL-3 **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 2555.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	140.00 SqFt	5.5	1.1	

Sample Number: 003 **Type:** R **Area:** 5470.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	150.00 SqFt	2.7	0.8	

Sample Number: 004 **Type:** R **Area:** 5490.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	150.00 SqFt	2.7	0.8	

Sample Number: 005 **Type:** R **Area:** 4154.00 SqFt **PCI:** 96

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	150.00 SqFt	3.6	0.9	
57	WEATHERING	M	150.00 SqFt	3.6	2.9	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWC3 **Name:** Taxiway C3 **Use:** TAXIWAY **Area:** 23,241 SqFt

Section: 10 of 1 **From:** Taxiway A **To:** West Apron **Last Const.:** 12/2/2022

Surface: AC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 23,241 SqFt **Length:** 109 Ft **Width:** 150 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/1/2022 **Work Type:** Subgrade - Stabilized **Code:** SG-ST **Is Major M&R:** False

Work Date: 12/2/2022 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3194.00 SqFt **PCI:** 97

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
52	RAVELING	L	18.00 SqFt	0.6	1.9	
57	WEATHERING	L	150.00 SqFt	4.7	1.0	

Sample Number: 002 **Type:** R **Area:** 5466.00 SqFt **PCI:** 99

Sample Comments: API03

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	135.00 SqFt	2.5	0.8	

Sample Number: 003 **Type:** R **Area:** 5463.00 SqFt **PCI:** 99

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	100.00 SqFt	1.8	0.7	

Sample Number: 004 **Type:** R **Area:** 5636.00 SqFt **PCI:** 98

Sample Comments: API05

Distress	Description	Severity	Quantity	Density	Deduct	Comments
57	WEATHERING	L	100.00 SqFt	1.8	0.6	
57	WEATHERING	M	50.00 SqFt	0.9	1.7	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE **Name:** Taxiway E **Use:** TAXIWAY **Area:** 94,155 SqFt

Section: 10 of 2 **From:** Taxiway E2 **To:** Section 20 **Last Const.:** 6/1/2001

Surface: AC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 71,385 SqFt **Length:** 1,732 Ft **Width:** 36 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/31/2001 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/2001 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5250.00 SqFt **PCI:** 69

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	400.00	SqFt	7.6	15.6	
48	L & T CR	M	130.00	Ft	2.5	17.6	
57	WEATHERING	L	1312.00	SqFt	25.0	3.3	
57	WEATHERING	M	3937.00	SqFt	75.0	18.4	

Sample Number: 004 **Type:** R **Area:** 5250.00 SqFt **PCI:** 59

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	750.00	SqFt	14.3	19.1	
48	L & T CR	L	271.00	Ft	5.2	15.1	
48	L & T CR	M	203.00	Ft	3.9	22.4	
57	WEATHERING	M	5250.00	SqFt	100.0	20.3	

Sample Number: 007 **Type:** R **Area:** 5250.00 SqFt **PCI:** 61

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1500.00	SqFt	28.6	23.8	
48	L & T CR	L	69.00	Ft	1.3	5.7	
48	L & T CR	M	70.00	Ft	1.3	12.8	
57	WEATHERING	M	5250.00	SqFt	100.0	20.3	

Sample Number: 010 **Type:** R **Area:** 5676.00 SqFt **PCI:** 31

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	400.00	SqFt	7.0	15.2	
43	BLOCK CR	M	3000.00	SqFt	52.9	41.7	
48	L & T CR	L	100.00	Ft	1.8	6.8	
48	L & T CR	M	100.00	Ft	1.8	14.7	
57	WEATHERING	L	3476.00	SqFt	61.2	5.2	
57	WEATHERING	M	2000.00	SqFt	35.2	12.6	

57	WEATHERING	H	200.00	SqFt	3.5	14.0	

Sample Number: 013 **Type:** R **Area:** 4979.00 SqFt **PCI:** 47

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	3000.00	SqFt	60.3	30.2	
43	BLOCK CR	M	1000.00	SqFt	20.1	29.5	
48	L & T CR	M	80.00	Ft	1.6	14.1	
57	WEATHERING	L	2489.00	SqFt	50.0	4.8	
57	WEATHERING	M	2489.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE **Name:** Taxiway E **Use:** TAXIWAY **Area:** 94,155 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Runway 10-28 **Last Const.:** 6/1/2001

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 22,770 SqFt **Length:** 260 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/31/2001 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/2001 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6000.00 SqFt **PCI:** 41

Sample Comments: API06

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	2800.00	SqFt	46.7	27.9	
43	BLOCK CR	M	2000.00	SqFt	33.3	35.3	
48	L & T CR	L	80.00	Ft	1.3	5.7	
48	L & T CR	M	18.00	Ft	0.3	6.5	
57	WEATHERING	L	1500.00	SqFt	25.0	3.3	
57	WEATHERING	M	4500.00	SqFt	75.0	18.4	

Sample Number: 002 **Type:** R **Area:** 6000.00 SqFt **PCI:** 47

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	3000.00	SqFt	50.0	28.5	
43	BLOCK CR	M	2000.00	SqFt	33.3	35.3	
57	WEATHERING	L	3000.00	SqFt	50.0	4.8	
57	WEATHERING	M	3000.00	SqFt	50.0	15.3	

Sample Number: 004 **Type:** R **Area:** 6006.00 SqFt **PCI:** 45

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	3000.00	SqFt	50.0	28.5	
43	BLOCK CR	M	2500.00	SqFt	41.6	38.2	
57	WEATHERING	L	3003.00	SqFt	50.0	4.8	
57	WEATHERING	M	3003.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE1 **Name:** Taxiway E1 **Use:** TAXIWAY **Area:** 57,903 SqFt

Section: 10 of 3 **From:** Runway 03-21 **To:** Section 20 **Last Const.:** 6/1/2010

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 17,349 SqFt **Length:** 150 Ft **Width:** 130 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/2/1900 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Work Date: 6/1/2010 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5583.00 SqFt **PCI:** 54

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	175.00	Ft	3.1	10.4	
48	L & T CR	M	407.00	Ft	7.3	31.3	
57	WEATHERING	L	2791.00	SqFt	50.0	4.8	
57	WEATHERING	M	2791.00	SqFt	50.0	15.3	

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 64

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1100.00	SqFt	19.6	21.1	
48	L & T CR	L	40.00	Ft	0.7	4.4	
48	L & T CR	M	80.00	Ft	1.4	13.2	
57	WEATHERING	L	2812.00	SqFt	50.0	4.8	
57	WEATHERING	M	2812.00	SqFt	50.0	15.3	

Sample Number: 003 **Type:** R **Area:** 5915.00 SqFt **PCI:** 63

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	342.00	Ft	5.8	16.4	
48	L & T CR	M	228.00	Ft	3.9	22.3	
57	WEATHERING	L	2957.00	SqFt	50.0	4.8	
57	WEATHERING	M	2957.00	SqFt	50.0	15.3	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE1 **Name:** Taxiway E1 **Use:** TAXIWAY **Area:** 57,903 SqFt

Section: 20 of 3 **From:** Section 10 **To:** Section 30 **Last Const.:** 6/17/2004

Surface: AC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 28,070 SqFt **Length:** 360 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/17/2004 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5898.00 SqFt **PCI:** 30

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	5000.00	SqFt	84.8	49.8	
48	L & T CR	M	80.00	Ft	1.4	12.9	
48	L & T CR	H	90.00	Ft	1.5	23.9	
52	RAVELING	L	1474.00	SqFt	25.0	15.1	
57	WEATHERING	M	4424.00	SqFt	75.0	18.4	

Sample Number: 002 **Type:** R **Area:** 5625.00 SqFt **PCI:** 42

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	5625.00	SqFt	100.0	53.0	
57	WEATHERING	M	5625.00	SqFt	100.0	20.3	

Sample Number: 003 **Type:** R **Area:** 5625.00 SqFt **PCI:** 38

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	3750.00	SqFt	66.7	45.5	
48	L & T CR	M	335.00	Ft	6.0	28.2	
54	SHOVING	M	75.00	SqFt	1.3	16.7	
57	WEATHERING	M	5625.00	SqFt	100.0	20.3	

Sample Number: 004 **Type:** R **Area:** 5625.00 SqFt **PCI:** 11

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	165.00	SqFt	2.9	40.7	
41	ALLIGATOR CR	H	425.00	SqFt	7.6	65.6	
43	BLOCK CR	M	4500.00	SqFt	80.0	48.7	
48	L & T CR	M	350.00	Ft	6.2	28.8	
48	L & T CR	H	100.00	Ft	1.8	25.7	
52	RAVELING	L	1406.00	SqFt	25.0	15.1	
53	RUTTING	L	150.00	SqFt	2.7	20.0	

54	SHOVING	M	100.00	SqFt	1.8	18.7
57	WEATHERING	M	4219.00	SqFt	75.0	18.4

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE1 **Name:** Taxiway E1 **Use:** TAXIWAY **Area:** 57,903 SqFt

Section: 30 of 3 **From:** Section 20 **To:** Terminal Apron **Last Const.:** 4/16/2008

Surface: AC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 12,484 SqFt **Length:** 87 Ft **Width:** 140 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 4/16/2008 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 6776.00 SqFt **PCI:** 46

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	600.00	SqFt	8.9	16.4	
43	BLOCK CR	M	1500.00	SqFt	22.1	30.5	
48	L & T CR	L	45.00	Ft	0.7	4.3	
48	L & T CR	M	115.00	Ft	1.7	14.4	
48	L & T CR	H	40.00	Ft	0.6	15.5	
57	WEATHERING	L	5082.00	SqFt	75.0	5.6	
57	WEATHERING	M	1694.00	SqFt	25.0	10.2	

Sample Number: 002 **Type:** R **Area:** 5708.00 SqFt **PCI:** 43

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
42	BLEEDING	N	300.00	SqFt	5.3	25.3	
43	BLOCK CR	L	700.00	SqFt	12.3	18.2	
48	L & T CR	L	146.00	Ft	2.6	8.9	
48	L & T CR	M	428.00	Ft	7.5	31.7	
57	WEATHERING	L	2854.00	SqFt	50.0	4.8	
57	WEATHERING	M	2554.00	SqFt	44.7	14.4	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE2 **Name:** Taxiway E2 **Use:** TAXIWAY **Area:** 17,383 SqFt

Section: 10 of 2 **From:** Runway 03-21 **To:** Section 20 **Last Const.:** 6/1/2010

Surface: AAC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 8,404 SqFt **Length:** 138 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/2001 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/2010 **Work Type:** Cold Mill and Overlay **Code:** MOL **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 4950.00 SqFt **PCI:** 60

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	1040.00	SqFt	21.0	21.6	
48	L & T CR	L	112.00	Ft	2.3	8.1	
48	L & T CR	M	70.00	Ft	1.4	13.2	
57	WEATHERING	L	4750.00	SqFt	96.0	5.9	
57	WEATHERING	M	200.00	SqFt	4.0	3.1	

Sample Number: 002 **Type:** R **Area:** 3453.00 SqFt **PCI:** 50

Sample Comments: API03

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	192.00	SqFt	5.6	14.1	
48	L & T CR	L	68.00	Ft	2.0	7.3	
48	L & T CR	M	253.00	Ft	7.3	31.4	
57	WEATHERING	L	2589.00	SqFt	75.0	5.6	
57	WEATHERING	M	863.00	SqFt	25.0	10.2	

Network: MGM **Name:** Montgomery Regional Airport

Branch: TWE2 **Name:** Taxiway E2 **Use:** TAXIWAY **Area:** 17,383 SqFt

Section: 20 of 2 **From:** Section 10 **To:** Taxiway E **Last Const.:** 6/1/2001

Surface: AC **Family:** MGM_AC TW **Zone:** **Category:** **Rank:** S

Area: 8,979 SqFt **Length:** 254 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/2001 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/13/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5250.00 SqFt **PCI:** 46

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	3500.00	SqFt	66.7	31.2	
43	BLOCK CR	M	1000.00	SqFt	19.0	29.0	
48	L & T CR	M	130.00	Ft	2.5	17.6	
57	WEATHERING	L	1312.00	SqFt	25.0	3.3	
57	WEATHERING	M	3937.00	SqFt	75.0	18.4	

Sample Number: 002 **Type:** R **Area:** 3701.00 SqFt **PCI:** 43

Sample Comments: API05

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	2500.00	SqFt	67.5	31.4	
43	BLOCK CR	M	1000.00	SqFt	27.0	32.7	
48	L & T CR	M	100.00	Ft	2.7	18.4	
57	WEATHERING	L	925.00	SqFt	25.0	3.3	
57	WEATHERING	M	2775.00	SqFt	75.0	18.4	

APPENDIX E

DISTRESS SUMMARY REPORT

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
A01	10	AC	64,435	1/12/03	43	BLOCK CRACKING	Climate/Durability	Low	4,309	SqFt	6.7	15
A01	10	AC	64,435	1/12/03	43	BLOCK CRACKING	Climate/Durability	Medium	6,852	SqFt	10.6	24
A01	10	AC	64,435	1/12/03	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	799	Ft	1.2	5
A01	10	AC	64,435	1/12/03	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	4,786	Ft	7.4	32
A01	10	AC	64,435	1/12/03	52	RAVELING	Climate/Durability	Low	19	SqFt	0.0	1
A01	10	AC	64,435	1/12/03	52	RAVELING	Climate/Durability	Medium	80	SqFt	0.1	4
A01	10	AC	64,435	1/12/03	57	WEATHERING	Climate/Durability	Low	3,243	SqFt	5.0	1
A01	10	AC	64,435	1/12/03	57	WEATHERING	Climate/Durability	Medium	61,093	SqFt	94.8	20
A01	20	PCC	18,523	8/27/80	62	CORNER BREAK	Load	Low	1	Slabs	3.3	3
A01	20	PCC	18,523	8/27/80	63	LINEAR CRACKING	Load	Low	1	Slabs	3.3	3
A01	20	PCC	18,523	8/27/80	63	LINEAR CRACKING	Load	Medium	2	Slabs	6.7	14
A01	20	PCC	18,523	8/27/80	65	JOINT SEAL DAMAGE	Climate/Durability	High	30	Slabs	100.0	12
A01	20	PCC	18,523	8/27/80	70	SCALING	Other	Low	7	Slabs	23.3	2
A01	20	PCC	18,523	8/27/80	71	FAULTING	Other	Low	1	Slabs	3.3	3
A01	20	PCC	18,523	8/27/80	72	SHATTERED SLAB	Load	Low	5	Slabs	16.7	24
A01	20	PCC	18,523	8/27/80	72	SHATTERED SLAB	Load	Medium	17	Slabs	56.7	64
A01	20	PCC	18,523	8/27/80	73	SHRINKAGE CRACKING	Other	N/A	4	Slabs	13.3	2
A01	20	PCC	18,523	8/27/80	74	JOINT SPALLING	Other	High	2	Slabs	6.7	16
A01	20	PCC	18,523	8/27/80	74	JOINT SPALLING	Other	Low	1	Slabs	3.3	1
A01	20	PCC	18,523	8/27/80	74	JOINT SPALLING	Other	Medium	1	Slabs	3.3	3
A01	20	PCC	18,523	8/27/80	76	ASR	Other	Low	1	Slabs	3.3	4
A01	30	AC	3,482	7/2/85	43	BLOCK CRACKING	Climate/Durability	High	3,382	SqFt	97.1	78
A01	30	AC	3,482	7/2/85	50	PATCHING	Climate/Durability	Medium	100	SqFt	2.9	15
A01	30	AC	3,482	7/2/85	57	WEATHERING	Climate/Durability	High	3,382	SqFt	97.1	56
A10	10	PCC	88,237	5/31/09	62	CORNER BREAK	Load	Low	2	Slabs	0.8	1

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
A10	10	PCC	88,237	5/31/09	63	LINEAR CRACKING	Load	Low	4	Slabs	1.6	2
A10	10	PCC	88,237	5/31/09	63	LINEAR CRACKING	Load	Medium	4	Slabs	1.6	4
A10	10	PCC	88,237	5/31/09	66	SMALL PATCH	Other	Low	18	Slabs	8.1	1
A10	10	PCC	88,237	5/31/09	70	SCALING	Other	Low	2	Slabs	0.8	0
A10	10	PCC	88,237	5/31/09	73	SHRINKAGE CRACKING	Other	N/A	2	Slabs	0.8	0
A10	10	PCC	88,237	5/31/09	74	JOINT SPALLING	Other	Low	7	Slabs	3.2	1
A10	10	PCC	88,237	5/31/09	76	ASR	Other	Low	219	Slabs	99.2	22
A28	10	APC	26,184	3/1/20	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	163	Ft	0.6	4
A28	10	APC	26,184	3/1/20	57	WEATHERING	Climate/Durability	Low	1,121	SqFt	4.3	1
A28	20	PCC	81,404	7/4/10	63	LINEAR CRACKING	Load	Low	2	Slabs	0.9	1
A28	20	PCC	81,404	7/4/10	66	SMALL PATCH	Other	Low	4	Slabs	1.8	0
A28	20	PCC	81,404	7/4/10	66	SMALL PATCH	Other	Medium	2	Slabs	0.9	1
A28	20	PCC	81,404	7/4/10	67	LARGE PATCH/UTILITY	Other	Low	6	Slabs	2.8	2
A28	20	PCC	81,404	7/4/10	75	CORNER SPALLING	Other	Low	2	Slabs	0.9	0
A28	20	PCC	81,404	7/4/10	76	ASR	Other	Low	204	Slabs	100.0	22
AEAST	10	PCC	100,248	9/2/13	62	CORNER BREAK	Load	High	1	Slabs	0.2	3
AEAST	10	PCC	100,248	9/2/13	63	LINEAR CRACKING	Load	Medium	4	Slabs	0.6	3
AEAST	10	PCC	100,248	9/2/13	65	JOINT SEAL DAMAGE	Climate/Durability	High	142	Slabs	25.5	12
AEAST	10	PCC	100,248	9/2/13	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	415	Slabs	74.5	7
AEAST	10	PCC	100,248	9/2/13	67	LARGE PATCH/UTILITY	Other	Low	14	Slabs	2.6	2
AEAST	10	PCC	100,248	9/2/13	70	SCALING	Other	Low	324	Slabs	58.1	4
AEAST	10	PCC	100,248	9/2/13	70	SCALING	Other	Medium	2	Slabs	0.4	1
AEAST	10	PCC	100,248	9/2/13	73	SHRINKAGE CRACKING	Other	N/A	4	Slabs	0.6	0
AEAST	10	PCC	100,248	9/2/13	74	JOINT SPALLING	Other	Low	14	Slabs	2.6	1
AEAST	10	PCC	100,248	9/2/13	74	JOINT SPALLING	Other	Medium	12	Slabs	2.1	2
AEAST	10	PCC	100,248	9/2/13	75	CORNER SPALLING	Other	Low	19	Slabs	3.4	1

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AEAST	10	PCC	100,248	9/2/13	75	CORNER SPALLING	Other	Medium	7	Slabs	1.3	1
AEAST	20	AC	54,093	1/17/96	41	ALLIGATOR CRACKING	Load	High	242	SqFt	0.5	29
AEAST	20	AC	54,093	1/17/96	41	ALLIGATOR CRACKING	Load	Medium	500	SqFt	0.9	28
AEAST	20	AC	54,093	1/17/96	43	BLOCK CRACKING	Climate/Durability	Low	3,773	SqFt	7.0	15
AEAST	20	AC	54,093	1/17/96	43	BLOCK CRACKING	Climate/Durability	Medium	4,007	SqFt	7.4	21
AEAST	20	AC	54,093	1/17/96	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	106	Ft	0.2	3
AEAST	20	AC	54,093	1/17/96	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	4,015	Ft	7.4	32
AEAST	20	AC	54,093	1/17/96	50	PATCHING	Climate/Durability	High	15	SqFt	0.0	16
AEAST	20	AC	54,093	1/17/96	50	PATCHING	Climate/Durability	Low	481	SqFt	0.9	3
AEAST	20	AC	54,093	1/17/96	50	PATCHING	Climate/Durability	Medium	8	SqFt	0.0	6
AEAST	20	AC	54,093	1/17/96	52	RAVELING	Climate/Durability	High	415	SqFt	0.8	14
AEAST	20	AC	54,093	1/17/96	52	RAVELING	Climate/Durability	Medium	1,677	SqFt	3.1	12
AEAST	20	AC	54,093	1/17/96	54	SHOVING	Other	Low	75	SqFt	0.1	2
AEAST	20	AC	54,093	1/17/96	57	WEATHERING	Climate/Durability	High	15,069	SqFt	27.9	33
AEAST	20	AC	54,093	1/17/96	57	WEATHERING	Climate/Durability	Medium	36,079	SqFt	66.7	18
AEAST	30	PCC	1,413	6/30/07	63	LINEAR CRACKING	Load	Low	3	Slabs	37.5	19
AEAST	30	PCC	1,413	6/30/07	65	JOINT SEAL DAMAGE	Climate/Durability	High	6	Slabs	75.0	12
AEAST	30	PCC	1,413	6/30/07	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	2	Slabs	25.0	7
AEAST	30	PCC	1,413	6/30/07	70	SCALING	Other	Low	8	Slabs	100.0	7
AEAST	30	PCC	1,413	6/30/07	74	JOINT SPALLING	Other	Medium	1	Slabs	12.5	9
AEAST	40	AC	18,873	6/12/92	41	ALLIGATOR CRACKING	Load	Medium	78	SqFt	0.4	21
AEAST	40	AC	18,873	6/12/92	43	BLOCK CRACKING	Climate/Durability	High	784	SqFt	4.2	32
AEAST	40	AC	18,873	6/12/92	43	BLOCK CRACKING	Climate/Durability	Low	3,294	SqFt	17.5	20
AEAST	40	AC	18,873	6/12/92	43	BLOCK CRACKING	Climate/Durability	Medium	3,229	SqFt	17.1	28

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AEAST	40	AC	18,873	6/12/92	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	39	Ft	0.2	3
AEAST	40	AC	18,873	6/12/92	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	157	Ft	0.8	10
AEAST	40	AC	18,873	6/12/92	50	PATCHING	Climate/Durability	High	131	SqFt	0.7	18
AEAST	40	AC	18,873	6/12/92	50	PATCHING	Climate/Durability	Medium	13	SqFt	0.1	6
AEAST	40	AC	18,873	6/12/92	52	RAVELING	Climate/Durability	High	131	SqFt	0.7	13
AEAST	40	AC	18,873	6/12/92	52	RAVELING	Climate/Durability	Low	11,872	SqFt	62.9	22
AEAST	40	AC	18,873	6/12/92	52	RAVELING	Climate/Durability	Medium	65	SqFt	0.4	5
AEAST	40	AC	18,873	6/12/92	57	WEATHERING	Climate/Durability	High	6,662	SqFt	35.3	37
AEAST	50	AC	18,108	12/28/89	41	ALLIGATOR CRACKING	Load	High	326	SqFt	1.8	43
AEAST	50	AC	18,108	12/28/89	41	ALLIGATOR CRACKING	Load	Medium	391	SqFt	2.2	37
AEAST	50	AC	18,108	12/28/89	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	65	Ft	0.4	7
AEAST	50	AC	18,108	12/28/89	50	PATCHING	Climate/Durability	High	26	SqFt	0.1	16
AEAST	50	AC	18,108	12/28/89	50	PATCHING	Climate/Durability	Medium	26	SqFt	0.1	7
AEAST	50	AC	18,108	12/28/89	52	RAVELING	Climate/Durability	High	1,469	SqFt	8.1	49
AEAST	50	AC	18,108	12/28/89	52	RAVELING	Climate/Durability	Medium	1,496	SqFt	8.3	19
AEAST	50	AC	18,108	12/28/89	57	WEATHERING	Climate/Durability	High	11,667	SqFt	64.4	47
AEAST	50	AC	18,108	12/28/89	57	WEATHERING	Climate/Durability	Low	2,378	SqFt	13.1	2
AEAST	50	AC	18,108	12/28/89	57	WEATHERING	Climate/Durability	Medium	1,043	SqFt	5.8	4
AEAST	60	AC	6,803	8/13/92	41	ALLIGATOR CRACKING	Load	High	60	SqFt	0.9	35
AEAST	60	AC	6,803	8/13/92	41	ALLIGATOR CRACKING	Load	Low	40	SqFt	0.6	16
AEAST	60	AC	6,803	8/13/92	41	ALLIGATOR CRACKING	Load	Medium	290	SqFt	4.3	45
AEAST	60	AC	6,803	8/13/92	43	BLOCK CRACKING	Climate/Durability	Low	450	SqFt	6.6	15
AEAST	60	AC	6,803	8/13/92	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	100	Ft	1.5	13

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AEAST	60	AC	6,803	8/13/92	52	RAVELING	Climate/Durability	High	10	SqFt	0.2	7
AEAST	60	AC	6,803	8/13/92	53	RUTTING	Load	Low	20	SqFt	0.3	11
AEAST	60	AC	6,803	8/13/92	57	WEATHERING	Climate/Durability	High	2,871	SqFt	42.2	40
AEAST	60	AC	6,803	8/13/92	57	WEATHERING	Climate/Durability	Low	519	SqFt	7.6	1
AEAST	60	AC	6,803	8/13/92	57	WEATHERING	Climate/Durability	Medium	3,401	SqFt	50.0	15
AEAST	70	PCC	1,900	9/8/89	72	SHATTERED SLAB	Load	Low	2	Slabs	66.7	48
AEAST	70	PCC	1,900	9/8/89	72	SHATTERED SLAB	Load	Medium	1	Slabs	33.3	49
ATERM	10	APC	159,124	9/1/98	42	BLEEDING	Other	N/A	3,335	SqFt	2.1	11
ATERM	10	APC	159,124	9/1/98	43	BLOCK CRACKING	Climate/Durability	Medium	13,096	SqFt	8.2	22
ATERM	10	APC	159,124	9/1/98	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	235	Ft	0.2	9
ATERM	10	APC	159,124	9/1/98	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,139	Ft	1.3	6
ATERM	10	APC	159,124	9/1/98	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	18,561	Ft	11.7	39
ATERM	10	APC	159,124	9/1/98	52	RAVELING	Climate/Durability	Low	1,903	SqFt	1.2	3
ATERM	10	APC	159,124	9/1/98	52	RAVELING	Climate/Durability	Medium	147	SqFt	0.1	4
ATERM	10	APC	159,124	9/1/98	57	WEATHERING	Climate/Durability	Low	97,821	SqFt	61.5	5
ATERM	10	APC	159,124	9/1/98	57	WEATHERING	Climate/Durability	Medium	55,893	SqFt	35.1	13
ATERM	20	PCC	105,852	5/20/96	62	CORNER BREAK	Load	Low	2	Slabs	1.0	1
ATERM	20	PCC	105,852	5/20/96	63	LINEAR CRACKING	Load	Low	5	Slabs	3.1	3
ATERM	20	PCC	105,852	5/20/96	63	LINEAR CRACKING	Load	Medium	7	Slabs	4.2	9
ATERM	20	PCC	105,852	5/20/96	65	JOINT SEAL DAMAGE	Climate/Durability	Low	35	Slabs	20.8	2
ATERM	20	PCC	105,852	5/20/96	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	134	Slabs	79.2	7
ATERM	20	PCC	105,852	5/20/96	66	SMALL PATCH	Other	Low	9	Slabs	5.2	1
ATERM	20	PCC	105,852	5/20/96	67	LARGE PATCH/UTILITY	Other	Low	18	Slabs	10.4	6
ATERM	20	PCC	105,852	5/20/96	70	SCALING	Other	Low	5	Slabs	3.1	1

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
ATERM	20	PCC	105,852	5/20/96	72	SHATTERED SLAB	Load	Medium	2	Slabs	1.0	6
ATERM	20	PCC	105,852	5/20/96	73	SHRINKAGE CRACKING	Other	N/A	7	Slabs	4.2	1
ATERM	20	PCC	105,852	5/20/96	74	JOINT SPALLING	Other	High	4	Slabs	2.1	6
ATERM	20	PCC	105,852	5/20/96	74	JOINT SPALLING	Other	Low	5	Slabs	3.1	1
ATERM	20	PCC	105,852	5/20/96	74	JOINT SPALLING	Other	Medium	12	Slabs	7.3	6
ATERM	20	PCC	105,852	5/20/96	75	CORNER SPALLING	Other	High	5	Slabs	3.1	3
ATERM	20	PCC	105,852	5/20/96	75	CORNER SPALLING	Other	Low	7	Slabs	4.2	2
ATERM	20	PCC	105,852	5/20/96	75	CORNER SPALLING	Other	Medium	5	Slabs	3.1	3
ATERM	20	PCC	105,852	5/20/96	76	ASR	Other	High	2	Slabs	1.0	6
ATERM	20	PCC	105,852	5/20/96	76	ASR	Other	Low	148	Slabs	87.5	21
ATERM	20	PCC	105,852	5/20/96	76	ASR	Other	Medium	4	Slabs	2.1	7
ATERM	30	PCC	35,063	6/1/06	74	JOINT SPALLING	Other	High	2	Slabs	1.3	4
ATERM	30	PCC	35,063	6/1/06	74	JOINT SPALLING	Other	Low	2	Slabs	1.3	0
ATERM	30	PCC	35,063	6/1/06	75	CORNER SPALLING	Other	Medium	3	Slabs	2.5	2
ATERM	30	PCC	35,063	6/1/06	76	ASR	Other	Low	122	Slabs	100.0	22
ATERM	40	PCC	127,860	6/1/06	62	CORNER BREAK	Load	High	5	Slabs	0.9	3
ATERM	40	PCC	127,860	6/1/06	62	CORNER BREAK	Load	Low	5	Slabs	0.9	1
ATERM	40	PCC	127,860	6/1/06	63	LINEAR CRACKING	Load	High	12	Slabs	2.3	7
ATERM	40	PCC	127,860	6/1/06	63	LINEAR CRACKING	Load	Low	7	Slabs	1.3	1
ATERM	40	PCC	127,860	6/1/06	63	LINEAR CRACKING	Load	Medium	9	Slabs	1.7	4
ATERM	40	PCC	127,860	6/1/06	65	JOINT SEAL DAMAGE	Climate/Durability	High	95	Slabs	19.2	12
ATERM	40	PCC	127,860	6/1/06	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	21	Slabs	4.3	7
ATERM	40	PCC	127,860	6/1/06	66	SMALL PATCH	Other	Low	9	Slabs	1.8	0
ATERM	40	PCC	127,860	6/1/06	71	FAULTING	Other	Low	10	Slabs	2.0	2
ATERM	40	PCC	127,860	6/1/06	71	FAULTING	Other	Medium	1	Slabs	0.2	2
ATERM	40	PCC	127,860	6/1/06	73	SHRINKAGE CRACKING	Other	N/A	9	Slabs	1.8	0
ATERM	40	PCC	127,860	6/1/06	74	JOINT SPALLING	Other	Low	36	Slabs	7.3	2

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
ATERM	40	PCC	127,860	6/1/06	74	JOINT SPALLING	Other	Medium	38	Slabs	7.7	6
ATERM	40	PCC	127,860	6/1/06	75	CORNER SPALLING	Other	Low	23	Slabs	4.6	2
ATERM	40	PCC	127,860	6/1/06	75	CORNER SPALLING	Other	Medium	9	Slabs	1.8	2
ATERM	40	PCC	127,860	6/1/06	76	ASR	Other	Low	476	Slabs	96.4	22
ATERM	40	PCC	127,860	6/1/06	76	ASR	Other	Medium	18	Slabs	3.7	11
AWEST	10	AAC	72,332	12/1/22	52	RAVELING	Climate/Durability	Low	29	SqFt	0.0	1
AWEST	10	AAC	72,332	12/1/22	57	WEATHERING	Climate/Durability	Low	2,102	SqFt	2.9	1
AWEST	10	AAC	72,332	12/1/22	57	WEATHERING	Climate/Durability	Medium	73	SqFt	0.1	1
AWEST	100	AC	30,631	7/12/84	41	ALLIGATOR CRACKING	Load	High	1,922	SqFt	6.3	62
AWEST	100	AC	30,631	7/12/84	43	BLOCK CRACKING	Climate/Durability	High	17,805	SqFt	58.1	68
AWEST	100	AC	30,631	7/12/84	43	BLOCK CRACKING	Climate/Durability	Medium	7,587	SqFt	24.8	32
AWEST	100	AC	30,631	7/12/84	50	PATCHING	Climate/Durability	Low	2,934	SqFt	9.6	14
AWEST	110	PCC	2,747	1/9/73	62	CORNER BREAK	Load	High	2	Slabs	16.7	32
AWEST	110	PCC	2,747	1/9/73	62	CORNER BREAK	Load	Medium	2	Slabs	16.7	21
AWEST	110	PCC	2,747	1/9/73	63	LINEAR CRACKING	Load	Medium	4	Slabs	33.3	37
AWEST	110	PCC	2,747	1/9/73	65	JOINT SEAL DAMAGE	Climate/Durability	High	12	Slabs	100.0	12
AWEST	110	PCC	2,747	1/9/73	76	ASR	Other	High	6	Slabs	50.0	72
AWEST	110	PCC	2,747	1/9/73	76	ASR	Other	Low	4	Slabs	33.3	15
AWEST	110	PCC	2,747	1/9/73	76	ASR	Other	Medium	2	Slabs	16.7	30
AWEST	120	AC	21,065	10/1/82	41	ALLIGATOR CRACKING	Load	High	5,767	SqFt	27.4	88
AWEST	120	AC	21,065	10/1/82	41	ALLIGATOR CRACKING	Load	Medium	2,140	SqFt	10.2	56
AWEST	120	AC	21,065	10/1/82	43	BLOCK CRACKING	Climate/Durability	Medium	3,768	SqFt	17.9	28
AWEST	120	AC	21,065	10/1/82	45	DEPRESSION	Other	High	155	SqFt	0.7	24
AWEST	120	AC	21,065	10/1/82	45	DEPRESSION	Other	Medium	791	SqFt	3.8	28
AWEST	120	AC	21,065	10/1/82	52	RAVELING	Climate/Durability	Medium	1,271	SqFt	6.0	17
AWEST	120	AC	21,065	10/1/82	53	RUTTING	Load	High	2,062	SqFt	9.8	61
AWEST	120	AC	21,065	10/1/82	53	RUTTING	Load	Medium	424	SqFt	2.0	29

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	120	AC	21,065	10/1/82	57	WEATHERING	Climate/Durability	High	8,792	SqFt	41.7	40
AWEST	120	AC	21,065	10/1/82	57	WEATHERING	Climate/Durability	Medium	8,792	SqFt	41.7	14
AWEST	130	AC	6,538	7/19/06	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	847	Ft	13.0	27
AWEST	130	AC	6,538	7/19/06	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	430	Ft	6.6	30
AWEST	130	AC	6,538	7/19/06	52	RAVELING	Climate/Durability	Medium	60	SqFt	0.9	8
AWEST	140	AC	8,173	11/28/10	41	ALLIGATOR CRACKING	Load	Low	12	SqFt	0.2	7
AWEST	140	AC	8,173	11/28/10	45	DEPRESSION	Other	Low	4	SqFt	0.1	0
AWEST	140	AC	8,173	11/28/10	45	DEPRESSION	Other	Medium	4	SqFt	0.1	5
AWEST	140	AC	8,173	11/28/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	10	Ft	0.1	8
AWEST	140	AC	8,173	11/28/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	25	Ft	0.3	4
AWEST	140	AC	8,173	11/28/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	50	Ft	0.6	9
AWEST	140	AC	8,173	11/28/10	55	SLIPPAGE CRACKING	Other	N/A	25	SqFt	0.3	7
AWEST	145	AC	7,713	7/5/01	43	BLOCK CRACKING	Climate/Durability	Medium	7,713	SqFt	100.0	53
AWEST	150	PCC	1,862	7/21/99	62	CORNER BREAK	Load	High	1	Slabs	12.5	27
AWEST	150	PCC	1,862	7/21/99	73	SHRINKAGE CRACKING	Other	N/A	8	Slabs	100.0	14
AWEST	150	PCC	1,862	7/21/99	76	ASR	Other	Low	8	Slabs	100.0	22
AWEST	160	PCC	8,825	7/16/81	62	CORNER BREAK	Load	Medium	1	Slabs	2.8	5
AWEST	160	PCC	8,825	7/16/81	63	LINEAR CRACKING	Load	Low	1	Slabs	2.8	3
AWEST	160	PCC	8,825	7/16/81	63	LINEAR CRACKING	Load	Medium	21	Slabs	58.3	48
AWEST	160	PCC	8,825	7/16/81	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	36	Slabs	100.0	7
AWEST	160	PCC	8,825	7/16/81	66	SMALL PATCH	Other	Medium	1	Slabs	2.8	2

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	160	PCC	8,825	7/16/81	67	LARGE PATCH/UTILITY	Other	Low	4	Slabs	11.1	7
AWEST	160	PCC	8,825	7/16/81	67	LARGE PATCH/UTILITY	Other	Medium	3	Slabs	8.3	15
AWEST	160	PCC	8,825	7/16/81	72	SHATTERED SLAB	Load	Low	9	Slabs	25.0	30
AWEST	160	PCC	8,825	7/16/81	72	SHATTERED SLAB	Load	Medium	2	Slabs	5.6	20
AWEST	160	PCC	8,825	7/16/81	74	JOINT SPALLING	Other	Medium	1	Slabs	2.8	2
AWEST	170	PCC	17,658	3/10/80	62	CORNER BREAK	Load	Low	1	Slabs	2.4	2
AWEST	170	PCC	17,658	3/10/80	62	CORNER BREAK	Load	Medium	2	Slabs	4.8	8
AWEST	170	PCC	17,658	3/10/80	63	LINEAR CRACKING	Load	Low	15	Slabs	35.7	18
AWEST	170	PCC	17,658	3/10/80	63	LINEAR CRACKING	Load	Medium	7	Slabs	16.7	26
AWEST	170	PCC	17,658	3/10/80	65	JOINT SEAL DAMAGE	Climate/Durability	High	42	Slabs	100.0	12
AWEST	170	PCC	17,658	3/10/80	66	SMALL PATCH	Other	High	1	Slabs	2.4	3
AWEST	170	PCC	17,658	3/10/80	66	SMALL PATCH	Other	Low	1	Slabs	2.4	1
AWEST	170	PCC	17,658	3/10/80	67	LARGE PATCH/UTILITY	Other	Low	3	Slabs	7.1	5
AWEST	170	PCC	17,658	3/10/80	70	SCALING	Other	Low	19	Slabs	45.2	3
AWEST	170	PCC	17,658	3/10/80	72	SHATTERED SLAB	Load	Low	8	Slabs	19.1	26
AWEST	170	PCC	17,658	3/10/80	72	SHATTERED SLAB	Load	Medium	5	Slabs	11.9	30
AWEST	170	PCC	17,658	3/10/80	73	SHRINKAGE CRACKING	Other	N/A	16	Slabs	38.1	5
AWEST	170	PCC	17,658	3/10/80	74	JOINT SPALLING	Other	High	7	Slabs	16.7	27
AWEST	170	PCC	17,658	3/10/80	74	JOINT SPALLING	Other	Low	2	Slabs	4.8	2
AWEST	170	PCC	17,658	3/10/80	74	JOINT SPALLING	Other	Medium	3	Slabs	7.1	5
AWEST	170	PCC	17,658	3/10/80	75	CORNER SPALLING	Other	High	1	Slabs	2.4	2
AWEST	170	PCC	17,658	3/10/80	75	CORNER SPALLING	Other	Medium	2	Slabs	4.8	4
AWEST	180	AC	7,573	8/23/91	41	ALLIGATOR CRACKING	Load	High	85	SqFt	1.1	37
AWEST	180	AC	7,573	8/23/91	43	BLOCK CRACKING	Climate/Durability	Low	3,000	SqFt	39.6	26
AWEST	180	AC	7,573	8/23/91	43	BLOCK CRACKING	Climate/Durability	Medium	1,000	SqFt	13.2	26
AWEST	180	AC	7,573	8/23/91	45	DEPRESSION	Other	Low	15	SqFt	0.2	1
AWEST	180	AC	7,573	8/23/91	45	DEPRESSION	Other	Medium	50	SqFt	0.7	12

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	180	AC	7,573	8/23/91	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	35	Ft	0.5	8
AWEST	180	AC	7,573	8/23/91	50	PATCHING	Climate/Durability	Medium	25	SqFt	0.3	8
AWEST	180	AC	7,573	8/23/91	52	RAVELING	Climate/Durability	Medium	400	SqFt	5.3	16
AWEST	180	AC	7,573	8/23/91	57	WEATHERING	Climate/Durability	High	3,574	SqFt	47.2	42
AWEST	180	AC	7,573	8/23/91	57	WEATHERING	Climate/Durability	Medium	3,574	SqFt	47.2	15
AWEST	190	AC	5,645	8/18/11	45	DEPRESSION	Other	Low	100	SqFt	1.8	10
AWEST	190	AC	5,645	8/18/11	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	26	Ft	0.5	4
AWEST	190	AC	5,645	8/18/11	57	WEATHERING	Climate/Durability	Low	2,822	SqFt	50.0	5
AWEST	190	AC	5,645	8/18/11	57	WEATHERING	Climate/Durability	Medium	2,822	SqFt	50.0	15
AWEST	20	AAC	193,206	1/1/13	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	4,173	Ft	2.2	8
AWEST	20	AAC	193,206	1/1/13	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,969	Ft	2.1	16
AWEST	20	AAC	193,206	1/1/13	49	OIL SPILLAGE	Other	N/A	366	SqFt	0.2	2
AWEST	20	AAC	193,206	1/1/13	52	RAVELING	Climate/Durability	Low	783	SqFt	0.4	2
AWEST	20	AAC	193,206	1/1/13	57	WEATHERING	Climate/Durability	Low	163,595	SqFt	84.7	6
AWEST	20	AAC	193,206	1/1/13	57	WEATHERING	Climate/Durability	Medium	28,827	SqFt	14.9	7
AWEST	200	AC	6,728	8/17/90	41	ALLIGATOR CRACKING	Load	High	135	SqFt	2.0	45
AWEST	200	AC	6,728	8/17/90	43	BLOCK CRACKING	Climate/Durability	Low	3,364	SqFt	50.0	28
AWEST	200	AC	6,728	8/17/90	43	BLOCK CRACKING	Climate/Durability	Medium	3,229	SqFt	48.0	40
AWEST	200	AC	6,728	8/17/90	52	RAVELING	Climate/Durability	High	220	SqFt	3.3	34
AWEST	200	AC	6,728	8/17/90	57	WEATHERING	Climate/Durability	Medium	6,508	SqFt	96.7	20
AWEST	210	PCC	9,446	12/15/77	62	CORNER BREAK	Load	Low	1	Slabs	5.6	5
AWEST	210	PCC	9,446	12/15/77	62	CORNER BREAK	Load	Medium	1	Slabs	5.6	9

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	210	PCC	9,446	12/15/77	63	LINEAR CRACKING	Load	Low	1	Slabs	5.6	5
AWEST	210	PCC	9,446	12/15/77	63	LINEAR CRACKING	Load	Medium	1	Slabs	5.6	12
AWEST	210	PCC	9,446	12/15/77	65	JOINT SEAL DAMAGE	Climate/Durability	High	18	Slabs	100.0	12
AWEST	210	PCC	9,446	12/15/77	72	SHATTERED SLAB	Load	Low	8	Slabs	44.4	39
AWEST	210	PCC	9,446	12/15/77	72	SHATTERED SLAB	Load	Medium	7	Slabs	38.9	53
AWEST	220	PCC	5,481	10/9/83	62	CORNER BREAK	Load	Medium	1	Slabs	5.6	9
AWEST	220	PCC	5,481	10/9/83	63	LINEAR CRACKING	Load	Low	1	Slabs	5.6	5
AWEST	220	PCC	5,481	10/9/83	63	LINEAR CRACKING	Load	Medium	11	Slabs	61.1	49
AWEST	220	PCC	5,481	10/9/83	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	18	Slabs	100.0	7
AWEST	220	PCC	5,481	10/9/83	70	SCALING	Other	Low	14	Slabs	77.8	6
AWEST	220	PCC	5,481	10/9/83	72	SHATTERED SLAB	Load	Low	1	Slabs	5.6	11
AWEST	220	PCC	5,481	10/9/83	72	SHATTERED SLAB	Load	Medium	1	Slabs	5.6	20
AWEST	220	PCC	5,481	10/9/83	74	JOINT SPALLING	Other	Low	4	Slabs	22.2	6
AWEST	220	PCC	5,481	10/9/83	74	JOINT SPALLING	Other	Medium	3	Slabs	16.7	12
AWEST	220	PCC	5,481	10/9/83	75	CORNER SPALLING	Other	Low	1	Slabs	5.6	2
AWEST	220	PCC	5,481	10/9/83	75	CORNER SPALLING	Other	Medium	3	Slabs	16.7	11
AWEST	230	PCC	9,393	11/11/80	62	CORNER BREAK	Load	High	1	Slabs	4.0	11
AWEST	230	PCC	9,393	11/11/80	63	LINEAR CRACKING	Load	Low	5	Slabs	20.0	14
AWEST	230	PCC	9,393	11/11/80	63	LINEAR CRACKING	Load	Medium	10	Slabs	40.0	40
AWEST	230	PCC	9,393	11/11/80	65	JOINT SEAL DAMAGE	Climate/Durability	High	25	Slabs	100.0	12
AWEST	230	PCC	9,393	11/11/80	70	SCALING	Other	Low	21	Slabs	84.0	6
AWEST	230	PCC	9,393	11/11/80	72	SHATTERED SLAB	Load	High	1	Slabs	4.0	27
AWEST	230	PCC	9,393	11/11/80	72	SHATTERED SLAB	Load	Low	4	Slabs	16.0	23
AWEST	230	PCC	9,393	11/11/80	72	SHATTERED SLAB	Load	Medium	1	Slabs	4.0	16
AWEST	230	PCC	9,393	11/11/80	73	SHRINKAGE CRACKING	Other	N/A	3	Slabs	12.0	2
AWEST	230	PCC	9,393	11/11/80	74	JOINT SPALLING	Other	Medium	2	Slabs	8.0	6
AWEST	30	AAC	54,470	1/1/13	45	DEPRESSION	Other	Medium	16	SqFt	0.0	5

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	30	AAC	54,470	1/1/13	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	350	Ft	0.6	4
AWEST	30	AAC	54,470	1/1/13	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	231	Ft	0.4	8
AWEST	30	AAC	54,470	1/1/13	49	OIL SPILLAGE	Other	N/A	35	SqFt	0.1	2
AWEST	30	AAC	54,470	1/1/13	57	WEATHERING	Climate/Durability	Low	43,825	SqFt	80.5	6
AWEST	30	AAC	54,470	1/1/13	57	WEATHERING	Climate/Durability	Medium	10,607	SqFt	19.5	9
AWEST	40	AAC	55,352	1/1/13	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	377	Ft	0.7	4
AWEST	40	AAC	55,352	1/1/13	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,173	Ft	2.1	16
AWEST	40	AAC	55,352	1/1/13	50	PATCHING	Climate/Durability	Low	27	SqFt	0.1	2
AWEST	40	AAC	55,352	1/1/13	57	WEATHERING	Climate/Durability	Low	48,920	SqFt	88.4	6
AWEST	40	AAC	55,352	1/1/13	57	WEATHERING	Climate/Durability	Medium	6,404	SqFt	11.6	6
AWEST	50	PCC	35,654	3/1/23	66	SMALL PATCH	Other	Low	3	Slabs	2.0	0
AWEST	60	PCC	8,888	2/7/09	62	CORNER BREAK	Load	Low	1	Slabs	2.0	2
AWEST	60	PCC	8,888	2/7/09	63	LINEAR CRACKING	Load	Low	1	Slabs	2.0	2
AWEST	60	PCC	8,888	2/7/09	65	JOINT SEAL DAMAGE	Climate/Durability	High	25	Slabs	51.0	12
AWEST	60	PCC	8,888	2/7/09	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	24	Slabs	49.0	7
AWEST	60	PCC	8,888	2/7/09	67	LARGE PATCH/UTILITY	Other	Low	2	Slabs	4.1	3
AWEST	60	PCC	8,888	2/7/09	71	FAULTING	Other	Low	4	Slabs	8.2	7
AWEST	60	PCC	8,888	2/7/09	73	SHRINKAGE CRACKING	Other	N/A	1	Slabs	2.0	1
AWEST	60	PCC	8,888	2/7/09	74	JOINT SPALLING	Other	Low	1	Slabs	2.0	1
AWEST	60	PCC	8,888	2/7/09	75	CORNER SPALLING	Other	Low	4	Slabs	8.2	3
AWEST	60	PCC	8,888	2/7/09	75	CORNER SPALLING	Other	Medium	5	Slabs	10.2	7
AWEST	70	AC	34,236	7/13/05	41	ALLIGATOR CRACKING	Load	Low	218	SqFt	0.6	16

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	70	AC	34,236	7/13/05	42	BLEEDING	Other	N/A	1,088	SqFt	3.2	17
AWEST	70	AC	34,236	7/13/05	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,027	Ft	3.0	10
AWEST	70	AC	34,236	7/13/05	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,440	Ft	4.2	23
AWEST	70	AC	34,236	7/13/05	57	WEATHERING	Climate/Durability	Low	24,664	SqFt	72.0	6
AWEST	70	AC	34,236	7/13/05	57	WEATHERING	Climate/Durability	Medium	8,484	SqFt	24.8	10
AWEST	80	PCC	29,138	7/31/93	62	CORNER BREAK	Load	Low	2	Slabs	1.3	1
AWEST	80	PCC	29,138	7/31/93	62	CORNER BREAK	Load	Medium	2	Slabs	1.3	2
AWEST	80	PCC	29,138	7/31/93	63	LINEAR CRACKING	Load	High	2	Slabs	1.3	4
AWEST	80	PCC	29,138	7/31/93	65	JOINT SEAL DAMAGE	Climate/Durability	High	121	Slabs	100.0	12
AWEST	80	PCC	29,138	7/31/93	66	SMALL PATCH	Other	Medium	2	Slabs	1.3	1
AWEST	80	PCC	29,138	7/31/93	71	FAULTING	Other	Medium	3	Slabs	2.5	4
AWEST	80	PCC	29,138	7/31/93	74	JOINT SPALLING	Other	High	6	Slabs	5.1	13
AWEST	80	PCC	29,138	7/31/93	74	JOINT SPALLING	Other	Low	8	Slabs	6.3	2
AWEST	80	PCC	29,138	7/31/93	74	JOINT SPALLING	Other	Medium	8	Slabs	6.3	5
AWEST	80	PCC	29,138	7/31/93	75	CORNER SPALLING	Other	High	6	Slabs	5.1	5
AWEST	80	PCC	29,138	7/31/93	75	CORNER SPALLING	Other	Low	5	Slabs	3.8	2
AWEST	80	PCC	29,138	7/31/93	75	CORNER SPALLING	Other	Medium	6	Slabs	5.1	4
AWEST	80	PCC	29,138	7/31/93	76	ASR	Other	Low	109	Slabs	89.9	22
AWEST	80	PCC	29,138	7/31/93	76	ASR	Other	Medium	12	Slabs	10.1	23
AWEST	90	PCC	141,197	9/22/94	62	CORNER BREAK	Load	Low	5	Slabs	0.7	1
AWEST	90	PCC	141,197	9/22/94	62	CORNER BREAK	Load	Medium	20	Slabs	2.7	5
AWEST	90	PCC	141,197	9/22/94	63	LINEAR CRACKING	Load	High	5	Slabs	0.7	3
AWEST	90	PCC	141,197	9/22/94	63	LINEAR CRACKING	Load	Low	56	Slabs	7.5	7
AWEST	90	PCC	141,197	9/22/94	63	LINEAR CRACKING	Load	Medium	36	Slabs	4.8	10
AWEST	90	PCC	141,197	9/22/94	65	JOINT SEAL DAMAGE	Climate/Durability	High	364	Slabs	48.3	12

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
AWEST	90	PCC	141,197	9/22/94	65	JOINT SEAL DAMAGE	Climate/Durability	Low	287	Slabs	38.1	2
AWEST	90	PCC	141,197	9/22/94	66	SMALL PATCH	Other	Low	5	Slabs	0.7	0
AWEST	90	PCC	141,197	9/22/94	66	SMALL PATCH	Other	Medium	5	Slabs	0.7	1
AWEST	90	PCC	141,197	9/22/94	67	LARGE PATCH/UTILITY	Other	Low	20	Slabs	2.7	2
AWEST	90	PCC	141,197	9/22/94	67	LARGE PATCH/UTILITY	Other	Medium	5	Slabs	0.7	2
AWEST	90	PCC	141,197	9/22/94	70	SCALING	Other	Low	205	Slabs	27.2	3
AWEST	90	PCC	141,197	9/22/94	72	SHATTERED SLAB	Load	High	5	Slabs	0.7	11
AWEST	90	PCC	141,197	9/22/94	72	SHATTERED SLAB	Load	Medium	31	Slabs	4.1	17
AWEST	90	PCC	141,197	9/22/94	73	SHRINKAGE CRACKING	Other	N/A	10	Slabs	1.4	0
AWEST	90	PCC	141,197	9/22/94	74	JOINT SPALLING	Other	Low	36	Slabs	4.8	2
AWEST	90	PCC	141,197	9/22/94	74	JOINT SPALLING	Other	Medium	26	Slabs	3.4	3
AWEST	90	PCC	141,197	9/22/94	75	CORNER SPALLING	Other	Low	46	Slabs	6.1	3
AWEST	90	PCC	141,197	9/22/94	75	CORNER SPALLING	Other	Medium	15	Slabs	2.0	2
AWEST	90	PCC	141,197	9/22/94	76	ASR	Other	Low	231	Slabs	30.6	14
AWEST	90	PCC	141,197	9/22/94	76	ASR	Other	Medium	87	Slabs	11.6	25
AWEST	95	AAC	8,770	1/18/17	45	DEPRESSION	Other	Low	20	SqFt	0.2	1
AWEST	95	AAC	8,770	1/18/17	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	12	Ft	0.1	9
AWEST	95	AAC	8,770	1/18/17	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	57	Ft	0.7	4
AWEST	95	AAC	8,770	1/18/17	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	50	Ft	0.6	9
BP10	10	AAC	24,978	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	280	Ft	1.1	5
BP10	10	AAC	24,978	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,293	Ft	5.2	26
BP10	10	AAC	24,978	12/1/09	52	RAVELING	Climate/Durability	Medium	45	SqFt	0.2	5

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Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
BP10	10	AAC	24,978	12/1/09	57	WEATHERING	Climate/Durability	Low	24,181	SqFt	96.8	6
BP10	10	AAC	24,978	12/1/09	57	WEATHERING	Climate/Durability	Medium	752	SqFt	3.0	3
BP28	10	AAC	23,969	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	704	Ft	2.9	10
BP28	10	AAC	23,969	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	686	Ft	2.9	19
BP28	10	AAC	23,969	12/1/09	57	WEATHERING	Climate/Durability	Low	23,594	SqFt	98.4	6
BP28	10	AAC	23,969	12/1/09	57	WEATHERING	Climate/Durability	Medium	375	SqFt	1.6	2
RW0321	10C	AAC	117,357	6/2/10	43	BLOCK CRACKING	Climate/Durability	Low	13,692	SqFt	11.7	18
RW0321	10C	AAC	117,357	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	196	Ft	0.2	10
RW0321	10C	AAC	117,357	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,218	Ft	1.9	7
RW0321	10C	AAC	117,357	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	8,767	Ft	7.5	32
RW0321	10C	AAC	117,357	6/2/10	57	WEATHERING	Climate/Durability	High	196	SqFt	0.2	4
RW0321	10C	AAC	117,357	6/2/10	57	WEATHERING	Climate/Durability	Low	92,321	SqFt	78.7	6
RW0321	10C	AAC	117,357	6/2/10	57	WEATHERING	Climate/Durability	Medium	24,841	SqFt	21.2	9
RW0321	10E	AAC	119,557	6/2/10	43	BLOCK CRACKING	Climate/Durability	Low	4,982	SqFt	4.2	13
RW0321	10E	AAC	119,557	6/2/10	43	BLOCK CRACKING	Climate/Durability	Medium	2,272	SqFt	1.9	14
RW0321	10E	AAC	119,557	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	139	Ft	0.1	8
RW0321	10E	AAC	119,557	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,837	Ft	1.5	6
RW0321	10E	AAC	119,557	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	7,735	Ft	6.5	29

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RW0321	10E	AAC	119,557	6/2/10	57	WEATHERING	Climate/Durability	Low	110,989	SqFt	92.8	6
RW0321	10E	AAC	119,557	6/2/10	57	WEATHERING	Climate/Durability	Medium	8,568	SqFt	7.2	4
RW0321	10W	AAC	124,881	6/2/10	43	BLOCK CRACKING	Climate/Durability	Low	3,957	SqFt	3.2	12
RW0321	10W	AAC	124,881	6/2/10	43	BLOCK CRACKING	Climate/Durability	Medium	1,928	SqFt	1.5	13
RW0321	10W	AAC	124,881	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,964	Ft	1.6	6
RW0321	10W	AAC	124,881	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	9,371	Ft	7.5	32
RW0321	10W	AAC	124,881	6/2/10	50	PATCHING	Climate/Durability	Low	4,772	SqFt	3.8	8
RW0321	10W	AAC	124,881	6/2/10	52	RAVELING	Climate/Durability	Low	40	SqFt	0.0	1
RW0321	10W	AAC	124,881	6/2/10	57	WEATHERING	Climate/Durability	Low	96,188	SqFt	77.0	6
RW0321	10W	AAC	124,881	6/2/10	57	WEATHERING	Climate/Durability	Medium	23,876	SqFt	19.1	8
RW0321	20C	AAC	74,752	6/2/10	43	BLOCK CRACKING	Climate/Durability	Low	7,326	SqFt	9.8	17
RW0321	20C	AAC	74,752	6/2/10	43	BLOCK CRACKING	Climate/Durability	Medium	3,738	SqFt	5.0	19
RW0321	20C	AAC	74,752	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	3,723	Ft	5.0	15
RW0321	20C	AAC	74,752	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,794	Ft	2.4	17
RW0321	20C	AAC	74,752	6/2/10	57	WEATHERING	Climate/Durability	Low	61,297	SqFt	82.0	6
RW0321	20C	AAC	74,752	6/2/10	57	WEATHERING	Climate/Durability	Medium	13,455	SqFt	18.0	8
RW0321	20E	AAC	90,407	6/2/10	43	BLOCK CRACKING	Climate/Durability	Low	5,709	SqFt	6.3	15
RW0321	20E	AAC	90,407	6/2/10	43	BLOCK CRACKING	Climate/Durability	Medium	7,355	SqFt	8.1	22
RW0321	20E	AAC	90,407	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,809	Ft	3.1	10
RW0321	20E	AAC	90,407	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,028	Ft	2.2	17
RW0321	20E	AAC	90,407	6/2/10	57	WEATHERING	Climate/Durability	Low	73,924	SqFt	81.8	6

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RW0321	20E	AAC	90,407	6/2/10	57	WEATHERING	Climate/Durability	Medium	16,483	SqFt	18.2	8
RW0321	20W	AAC	77,533	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,331	Ft	3.0	10
RW0321	20W	AAC	77,533	6/2/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,437	Ft	3.1	20
RW0321	20W	AAC	77,533	6/2/10	57	WEATHERING	Climate/Durability	Low	61,024	SqFt	78.7	6
RW0321	20W	AAC	77,533	6/2/10	57	WEATHERING	Climate/Durability	Medium	16,509	SqFt	21.3	9
RW1028	10C	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	3,420	Ft	6.8	18
RW1028	10C	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	274	Ft	0.6	9
RW1028	10C	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Low	100	SqFt	0.2	1
RW1028	10C	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Low	13,600	SqFt	27.2	3
RW1028	10C	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	36,300	SqFt	72.6	18
RW1028	10N	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,308	Ft	2.6	9
RW1028	10N	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,502	Ft	7.0	31
RW1028	10N	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	High	2	SqFt	0.0	6
RW1028	10N	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Medium	40	SqFt	0.1	4
RW1028	10N	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Low	37,200	SqFt	74.4	6
RW1028	10N	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	12,758	SqFt	25.5	10
RW1028	10S	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,770	Ft	5.5	16
RW1028	10S	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	610	Ft	1.2	12

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RW1028	10S	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Low	34,800	SqFt	69.6	5
RW1028	10S	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	15,200	SqFt	30.4	11
RW1028	20C	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	430	Ft	0.1	8
RW1028	20C	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	14,235	Ft	4.1	13
RW1028	20C	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	18,306	Ft	5.2	26
RW1028	20C	AAC	351,000	12/1/09	52	RAVELING	Climate/Durability	Low	2,079	SqFt	0.6	2
RW1028	20C	AAC	351,000	12/1/09	52	RAVELING	Climate/Durability	Medium	50	SqFt	0.0	4
RW1028	20C	AAC	351,000	12/1/09	57	WEATHERING	Climate/Durability	High	4,354	SqFt	1.2	9
RW1028	20C	AAC	351,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	343,528	SqFt	97.9	20
RW1028	20N	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	120	Ft	0.0	8
RW1028	20N	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	4,713	Ft	1.3	6
RW1028	20N	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	30,246	Ft	8.6	34
RW1028	20N	AAC	351,000	12/1/09	52	RAVELING	Climate/Durability	Low	5,145	SqFt	1.5	3
RW1028	20N	AAC	351,000	12/1/09	52	RAVELING	Climate/Durability	Medium	361	SqFt	0.1	4
RW1028	20N	AAC	351,000	12/1/09	57	WEATHERING	Climate/Durability	Low	262,257	SqFt	74.7	6
RW1028	20N	AAC	351,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	83,237	SqFt	23.7	10
RW1028	20S	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	1,003	Ft	0.3	12
RW1028	20S	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	8,354	Ft	2.4	8

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RW1028	20S	AAC	351,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	14,040	Ft	4.0	23
RW1028	20S	AAC	351,000	12/1/09	52	RAVELING	Climate/Durability	Low	3,610	SqFt	1.0	3
RW1028	20S	AAC	351,000	12/1/09	57	WEATHERING	Climate/Durability	Low	259,640	SqFt	74.0	6
RW1028	20S	AAC	351,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	87,750	SqFt	25.0	10
RW1028	30C	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	100	Ft	0.2	10
RW1028	30C	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,500	Ft	3.0	10
RW1028	30C	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	4,300	Ft	8.6	34
RW1028	30C	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Low	832	SqFt	1.7	4
RW1028	30C	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Medium	216	SqFt	0.4	6
RW1028	30C	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	High	500	SqFt	1.0	8
RW1028	30C	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Low	16,180	SqFt	32.4	4
RW1028	30C	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	32,272	SqFt	64.5	17
RW1028	30N	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	200	Ft	0.4	13
RW1028	30N	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	364	Ft	0.7	4
RW1028	30N	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	4,352	Ft	8.7	34
RW1028	30N	APC	50,000	12/1/09	50	PATCHING	Climate/Durability	Low	372	SqFt	0.7	3
RW1028	30N	APC	50,000	12/1/09	50	PATCHING	Climate/Durability	Medium	200	SqFt	0.4	8
RW1028	30N	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	High	54	SqFt	0.1	6
RW1028	30N	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Low	946	SqFt	1.9	4

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RW1028	30N	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Medium	232	SqFt	0.5	6
RW1028	30N	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Low	33,196	SqFt	66.4	5
RW1028	30N	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	15,000	SqFt	30.0	11
RW1028	30S	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	500	Ft	1.0	20
RW1028	30S	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	922	Ft	1.8	7
RW1028	30S	APC	50,000	12/1/09	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,392	Ft	6.8	30
RW1028	30S	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	High	20	SqFt	0.0	6
RW1028	30S	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Low	1,282	SqFt	2.6	5
RW1028	30S	APC	50,000	12/1/09	52	RAVELING	Climate/Durability	Medium	30	SqFt	0.1	4
RW1028	30S	APC	50,000	12/1/09	56	SWELLING	Other	Low	120	SqFt	0.2	2
RW1028	30S	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Low	33,268	SqFt	66.5	5
RW1028	30S	APC	50,000	12/1/09	57	WEATHERING	Climate/Durability	Medium	15,400	SqFt	30.8	12
TWA	10	AAC	273,225	12/1/21	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	132	Ft	0.1	3
TWA	10	AAC	273,225	12/1/21	57	WEATHERING	Climate/Durability	Low	14,225	SqFt	5.2	1
TWA	20	AAC	178,879	12/1/22	57	WEATHERING	Climate/Durability	Low	9,358	SqFt	5.2	1
TWA	20	AAC	178,879	12/1/22	57	WEATHERING	Climate/Durability	Medium	409	SqFt	0.2	1
TWA	30	AAC	21,974	9/1/10	41	ALLIGATOR CRACKING	Load	Medium	27	SqFt	0.1	12
TWA	30	AAC	21,974	9/1/10	42	BLEEDING	Other	N/A	53	SqFt	0.2	2
TWA	30	AAC	21,974	9/1/10	43	BLOCK CRACKING	Climate/Durability	Low	267	SqFt	1.2	8
TWA	30	AAC	21,974	9/1/10	43	BLOCK CRACKING	Climate/Durability	Medium	5,659	SqFt	25.8	32
TWA	30	AAC	21,974	9/1/10	45	DEPRESSION	Other	Low	140	SqFt	0.6	4
TWA	30	AAC	21,974	9/1/10	45	DEPRESSION	Other	Medium	20	SqFt	0.1	5

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TWA	30	AAC	21,974	9/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	160	Ft	0.7	4
TWA	30	AAC	21,974	9/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,070	Ft	4.9	25
TWA	30	AAC	21,974	9/1/10	57	WEATHERING	Climate/Durability	Low	18,643	SqFt	84.8	6
TWA	30	AAC	21,974	9/1/10	57	WEATHERING	Climate/Durability	Medium	3,276	SqFt	14.9	7
TWA	40	AAC	24,722	6/1/10	43	BLOCK CRACKING	Climate/Durability	Low	5,435	SqFt	22.0	22
TWA	40	AAC	24,722	6/1/10	43	BLOCK CRACKING	Climate/Durability	Medium	1,735	SqFt	7.0	21
TWA	40	AAC	24,722	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	503	Ft	2.0	8
TWA	40	AAC	24,722	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	734	Ft	3.0	19
TWA	40	AAC	24,722	6/1/10	57	WEATHERING	Climate/Durability	Low	18,540	SqFt	75.0	6
TWA	40	AAC	24,722	6/1/10	57	WEATHERING	Climate/Durability	Medium	6,178	SqFt	25.0	10
TWA	50	AAC	153,161	3/1/20	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	961	Ft	0.6	4
TWA	50	AAC	153,161	3/1/20	57	WEATHERING	Climate/Durability	Low	8,827	SqFt	5.8	1
TWA1	10	APC	48,429	3/1/20	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	907	Ft	1.9	7
TWA1	10	APC	48,429	3/1/20	57	WEATHERING	Climate/Durability	Low	2,425	SqFt	5.0	1
TWA2	10	AAC	56,020	3/1/20	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	795	Ft	1.4	6
TWA2	10	AAC	56,020	3/1/20	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	107	Ft	0.2	5
TWA2	10	AAC	56,020	3/1/20	52	RAVELING	Climate/Durability	Low	45	SqFt	0.1	1
TWA2	10	AAC	56,020	3/1/20	57	WEATHERING	Climate/Durability	Low	8,930	SqFt	15.9	2

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TWA2	10	AAC	56,020	3/1/20	57	WEATHERING	Climate/Durability	Medium	223	SqFt	0.4	1
TWA3	10	AAC	23,816	12/1/21	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	185	Ft	0.8	5
TWA3	10	AAC	23,816	12/1/21	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	92	Ft	0.4	7
TWA3	10	AAC	23,816	12/1/21	52	RAVELING	Climate/Durability	Low	18	SqFt	0.1	1
TWA3	10	AAC	23,816	12/1/21	57	WEATHERING	Climate/Durability	Low	2,454	SqFt	10.3	2
TWA3	10	AAC	23,816	12/1/21	57	WEATHERING	Climate/Durability	Medium	369	SqFt	1.6	2
TWA3	20	AAC	15,691	12/1/22	52	RAVELING	Climate/Durability	Low	10	SqFt	0.1	1
TWA3	20	AAC	15,691	12/1/22	57	WEATHERING	Climate/Durability	Low	1,620	SqFt	10.3	2
TWA4	10	AAC	23,724	12/1/21	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	242	Ft	1.0	11
TWA4	10	AAC	23,724	12/1/21	57	WEATHERING	Climate/Durability	Low	1,853	SqFt	7.8	1
TWA4	10	AAC	23,724	12/1/21	57	WEATHERING	Climate/Durability	Medium	61	SqFt	0.3	1
TWA4	20	AAC	16,103	12/1/22	52	RAVELING	Climate/Durability	Low	20	SqFt	0.1	1
TWA4	20	AAC	16,103	12/1/22	57	WEATHERING	Climate/Durability	Low	625	SqFt	3.9	1
TWA4	20	AAC	16,103	12/1/22	57	WEATHERING	Climate/Durability	Medium	80	SqFt	0.5	1
TWA5	10	AAC	33,953	12/1/22	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	367	Ft	1.1	5
TWA5	10	AAC	33,953	12/1/22	52	RAVELING	Climate/Durability	Low	42	SqFt	0.1	1
TWA5	10	AAC	33,953	12/1/22	57	WEATHERING	Climate/Durability	Low	2,992	SqFt	8.8	2
TWA5	20	AAC	29,235	12/1/21	52	RAVELING	Climate/Durability	Low	62	SqFt	0.2	1
TWA5	20	AAC	29,235	12/1/21	57	WEATHERING	Climate/Durability	Low	1,958	SqFt	6.7	1
TWA5	20	AAC	29,235	12/1/21	57	WEATHERING	Climate/Durability	Medium	116	SqFt	0.4	1
TWA6	10	AAC	34,293	12/1/22	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	345	Ft	1.0	11
TWA6	10	AAC	34,293	12/1/22	57	WEATHERING	Climate/Durability	Low	1,899	SqFt	5.5	1

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TWA6	10	AAC	34,293	12/1/22	57	WEATHERING	Climate/Durability	Medium	259	SqFt	0.8	2
TWA6	20	AAC	24,124	12/1/21	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	14	Ft	0.1	3
TWA6	20	AAC	24,124	12/1/21	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	8	Ft	0.0	4
TWA6	20	AAC	24,124	12/1/21	57	WEATHERING	Climate/Durability	Low	1,478	SqFt	6.1	1
TWA7	10	APC	34,912	12/1/22	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	205	Ft	0.6	4
TWA7	10	APC	34,912	12/1/22	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	32	Ft	0.1	4
TWA7	10	APC	34,912	12/1/22	52	RAVELING	Climate/Durability	Low	126	SqFt	0.4	2
TWA7	10	APC	34,912	12/1/22	52	RAVELING	Climate/Durability	Medium	20	SqFt	0.1	4
TWA7	10	APC	34,912	12/1/22	57	WEATHERING	Climate/Durability	Low	1,035	SqFt	3.0	1
TWA7	20	APC	29,577	12/1/21	57	WEATHERING	Climate/Durability	Low	1,936	SqFt	6.5	1
TWB	10	AAC	189,035	6/1/12	41	ALLIGATOR CRACKING	Load	Low	48	SqFt	0.0	7
TWB	10	AAC	189,035	6/1/12	43	BLOCK CRACKING	Climate/Durability	Medium	713	SqFt	0.4	9
TWB	10	AAC	189,035	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,803	Ft	1.0	5
TWB	10	AAC	189,035	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	12,737	Ft	6.7	30
TWB	10	AAC	189,035	6/1/12	57	WEATHERING	Climate/Durability	Low	180,949	SqFt	95.7	6
TWB	10	AAC	189,035	6/1/12	57	WEATHERING	Climate/Durability	Medium	8,086	SqFt	4.3	3
TWB	20	AC	200,510	11/4/14	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	4,522	Ft	2.3	8
TWB	20	AC	200,510	11/4/14	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,320	Ft	1.7	14

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TWB	20	AC	200,510	11/4/14	57	WEATHERING	Climate/Durability	Low	192,490	SqFt	96.0	6
TWB	20	AC	200,510	11/4/14	57	WEATHERING	Climate/Durability	Medium	8,020	SqFt	4.0	3
TWB	30	AAC	21,279	6/1/01	43	BLOCK CRACKING	Climate/Durability	Medium	21,279	SqFt	100.0	53
TWB	30	AAC	21,279	6/1/01	57	WEATHERING	Climate/Durability	High	702	SqFt	3.3	14
TWB	30	AAC	21,279	6/1/01	57	WEATHERING	Climate/Durability	Medium	20,577	SqFt	96.7	20
TWB	40	AAC	16,743	6/1/10	43	BLOCK CRACKING	Climate/Durability	Low	2,805	SqFt	16.8	20
TWB	40	AAC	16,743	6/1/10	43	BLOCK CRACKING	Climate/Durability	Medium	6,750	SqFt	40.3	38
TWB	40	AAC	16,743	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	75	Ft	0.5	4
TWB	40	AAC	16,743	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,375	Ft	8.2	33
TWB	40	AAC	16,743	6/1/10	57	WEATHERING	Climate/Durability	Low	12,557	SqFt	75.0	6
TWB	40	AAC	16,743	6/1/10	57	WEATHERING	Climate/Durability	Medium	4,185	SqFt	25.0	10
TWB	50	AAC	21,947	6/1/10	43	BLOCK CRACKING	Climate/Durability	Low	6,856	SqFt	31.2	24
TWB	50	AAC	21,947	6/1/10	43	BLOCK CRACKING	Climate/Durability	Medium	5,503	SqFt	25.1	32
TWB	50	AAC	21,947	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	87	Ft	0.4	4
TWB	50	AAC	21,947	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	890	Ft	4.1	23
TWB	50	AAC	21,947	6/1/10	57	WEATHERING	Climate/Durability	Low	20,427	SqFt	93.1	6
TWB	50	AAC	21,947	6/1/10	57	WEATHERING	Climate/Durability	Medium	1,520	SqFt	6.9	4
TWB	60	AAC	181,800	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,909	Ft	1.6	6
TWB	60	AAC	181,800	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	8,611	Ft	4.7	25
TWB	60	AAC	181,800	6/1/12	57	WEATHERING	Climate/Durability	Low	170,142	SqFt	93.6	6
TWB	60	AAC	181,800	6/1/12	57	WEATHERING	Climate/Durability	Medium	11,658	SqFt	6.4	4

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TWB1	10	AAC	84,244	6/1/12	45	DEPRESSION	Other	High	10	SqFt	0.0	12
TWB1	10	AAC	84,244	6/1/12	45	DEPRESSION	Other	Medium	16	SqFt	0.0	5
TWB1	10	AAC	84,244	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,472	Ft	1.8	7
TWB1	10	AAC	84,244	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,928	Ft	4.7	25
TWB1	10	AAC	84,244	6/1/12	50	PATCHING	Climate/Durability	Low	33	SqFt	0.0	2
TWB1	10	AAC	84,244	6/1/12	57	WEATHERING	Climate/Durability	Low	79,491	SqFt	94.4	6
TWB1	10	AAC	84,244	6/1/12	57	WEATHERING	Climate/Durability	Medium	4,720	SqFt	5.6	4
TWB3	10	AAC	36,644	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	889	Ft	2.4	9
TWB3	10	AAC	36,644	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,312	Ft	6.3	29
TWB3	10	AAC	36,644	6/1/12	57	WEATHERING	Climate/Durability	Low	29,846	SqFt	81.5	6
TWB3	10	AAC	36,644	6/1/12	57	WEATHERING	Climate/Durability	Medium	6,796	SqFt	18.6	8
TWB3	20	AAC	37,557	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,067	Ft	2.8	10
TWB3	20	AAC	37,557	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,162	Ft	5.8	28
TWB3	20	AAC	37,557	6/1/12	57	WEATHERING	Climate/Durability	Low	33,661	SqFt	89.6	6
TWB3	20	AAC	37,557	6/1/12	57	WEATHERING	Climate/Durability	Medium	3,896	SqFt	10.4	6
TWB4	10	AAC	35,789	6/1/12	45	DEPRESSION	Other	Low	53	SqFt	0.2	0
TWB4	10	AAC	35,789	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	550	Ft	1.5	6
TWB4	10	AAC	35,789	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,470	Ft	4.1	23

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TWB4	10	AAC	35,789	6/1/12	52	RAVELING	Climate/Durability	Low	35	SqFt	0.1	1
TWB4	10	AAC	35,789	6/1/12	57	WEATHERING	Climate/Durability	High	4,966	SqFt	13.9	25
TWB4	10	AAC	35,789	6/1/12	57	WEATHERING	Climate/Durability	Low	27,471	SqFt	76.8	6
TWB4	10	AAC	35,789	6/1/12	57	WEATHERING	Climate/Durability	Medium	3,352	SqFt	9.4	5
TWB4	20	AAC	42,905	6/1/12	41	ALLIGATOR CRACKING	Load	Low	128	SqFt	0.3	11
TWB4	20	AAC	42,905	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	501	Ft	1.2	5
TWB4	20	AAC	42,905	6/1/12	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,273	Ft	7.6	32
TWB4	20	AAC	42,905	6/1/12	57	WEATHERING	Climate/Durability	Low	39,803	SqFt	92.8	6
TWB4	20	AAC	42,905	6/1/12	57	WEATHERING	Climate/Durability	Medium	3,102	SqFt	7.2	4
TWC1	10	AAC	15,544	9/1/98	41	ALLIGATOR CRACKING	Load	Medium	180	SqFt	1.2	31
TWC1	10	AAC	15,544	9/1/98	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	226	Ft	1.5	6
TWC1	10	AAC	15,544	9/1/98	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	931	Ft	6.0	28
TWC1	10	AAC	15,544	9/1/98	52	RAVELING	Climate/Durability	High	18	SqFt	0.1	7
TWC1	10	AAC	15,544	9/1/98	52	RAVELING	Climate/Durability	Low	400	SqFt	2.6	5
TWC1	10	AAC	15,544	9/1/98	57	WEATHERING	Climate/Durability	Medium	15,126	SqFt	97.3	20
TWC1	20	AAC	8,402	12/1/22	52	RAVELING	Climate/Durability	Low	10	SqFt	0.1	1
TWC1	20	AAC	8,402	12/1/22	57	WEATHERING	Climate/Durability	Low	155	SqFt	1.8	1
TWC2	10	AAC	24,345	12/1/22	57	WEATHERING	Climate/Durability	Low	813	SqFt	3.3	1
TWC2	10	AAC	24,345	12/1/22	57	WEATHERING	Climate/Durability	Medium	207	SqFt	0.9	2
TWC3	10	AAC	23,241	12/1/22	52	RAVELING	Climate/Durability	Low	21	SqFt	0.1	1
TWC3	10	AAC	23,241	12/1/22	57	WEATHERING	Climate/Durability	Low	570	SqFt	2.5	1
TWC3	10	AAC	23,241	12/1/22	57	WEATHERING	Climate/Durability	Medium	59	SqFt	0.3	1
TWE	10	AC	71,385	6/1/01	43	BLOCK CRACKING	Climate/Durability	Low	16,356	SqFt	22.9	22

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
TWE	10	AC	71,385	6/1/01	43	BLOCK CRACKING	Climate/Durability	Medium	10,814	SqFt	15.2	27
TWE	10	AC	71,385	6/1/01	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,190	Ft	1.7	7
TWE	10	AC	71,385	6/1/01	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,576	Ft	2.2	17
TWE	10	AC	71,385	6/1/01	57	WEATHERING	Climate/Durability	High	541	SqFt	0.8	7
TWE	10	AC	71,385	6/1/01	57	WEATHERING	Climate/Durability	Low	19,673	SqFt	27.6	3
TWE	10	AC	71,385	6/1/01	57	WEATHERING	Climate/Durability	Medium	51,166	SqFt	71.7	18
TWE	20	AAC	22,770	6/1/01	43	BLOCK CRACKING	Climate/Durability	Low	11,128	SqFt	48.9	28
TWE	20	AAC	22,770	6/1/01	43	BLOCK CRACKING	Climate/Durability	Medium	8,220	SqFt	36.1	36
TWE	20	AAC	22,770	6/1/01	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	101	Ft	0.4	4
TWE	20	AAC	22,770	6/1/01	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	23	Ft	0.1	4
TWE	20	AAC	22,770	6/1/01	57	WEATHERING	Climate/Durability	Low	9,488	SqFt	41.7	4
TWE	20	AAC	22,770	6/1/01	57	WEATHERING	Climate/Durability	Medium	13,282	SqFt	58.3	16
TWE1	10	AAC	17,349	6/1/10	43	BLOCK CRACKING	Climate/Durability	Low	1,115	SqFt	6.4	15
TWE1	10	AAC	17,349	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	564	Ft	3.3	11
TWE1	10	AAC	17,349	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	724	Ft	4.2	23
TWE1	10	AAC	17,349	6/1/10	57	WEATHERING	Climate/Durability	Low	8,673	SqFt	50.0	5
TWE1	10	AAC	17,349	6/1/10	57	WEATHERING	Climate/Durability	Medium	8,673	SqFt	50.0	15
TWE1	20	AC	28,070	6/17/04	41	ALLIGATOR CRACKING	Load	High	524	SqFt	1.9	44
TWE1	20	AC	28,070	6/17/04	41	ALLIGATOR CRACKING	Load	Medium	203	SqFt	0.7	26
TWE1	20	AC	28,070	6/17/04	43	BLOCK CRACKING	Climate/Durability	Medium	23,265	SqFt	82.9	49

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
TWE1	20	AC	28,070	6/17/04	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	234	Ft	0.8	18
TWE1	20	AC	28,070	6/17/04	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	943	Ft	3.4	21
TWE1	20	AC	28,070	6/17/04	52	RAVELING	Climate/Durability	Low	3,550	SqFt	12.7	11
TWE1	20	AC	28,070	6/17/04	53	RUTTING	Load	Low	185	SqFt	0.7	14
TWE1	20	AC	28,070	6/17/04	54	SHOVING	Other	Medium	216	SqFt	0.8	13
TWE1	20	AC	28,070	6/17/04	57	WEATHERING	Climate/Durability	Medium	24,520	SqFt	87.4	19
TWE1	30	AC	12,484	4/16/08	42	BLEEDING	Other	N/A	300	SqFt	2.4	13
TWE1	30	AC	12,484	4/16/08	43	BLOCK CRACKING	Climate/Durability	Low	1,300	SqFt	10.4	17
TWE1	30	AC	12,484	4/16/08	43	BLOCK CRACKING	Climate/Durability	Medium	1,500	SqFt	12.0	25
TWE1	30	AC	12,484	4/16/08	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	40	Ft	0.3	12
TWE1	30	AC	12,484	4/16/08	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	191	Ft	1.5	6
TWE1	30	AC	12,484	4/16/08	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	543	Ft	4.4	24
TWE1	30	AC	12,484	4/16/08	57	WEATHERING	Climate/Durability	Low	7,936	SqFt	63.6	5
TWE1	30	AC	12,484	4/16/08	57	WEATHERING	Climate/Durability	Medium	4,248	SqFt	34.0	12
TWE2	10	AAC	8,404	6/1/10	43	BLOCK CRACKING	Climate/Durability	Low	1,232	SqFt	14.7	19
TWE2	10	AAC	8,404	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	180	Ft	2.1	8
TWE2	10	AAC	8,404	6/1/10	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	323	Ft	3.8	22
TWE2	10	AAC	8,404	6/1/10	57	WEATHERING	Climate/Durability	Low	7,340	SqFt	87.3	6
TWE2	10	AAC	8,404	6/1/10	57	WEATHERING	Climate/Durability	Medium	1,063	SqFt	12.7	6

APPENDIX E
Distress Summary Report

Branch ID	Section ID	Surface	Area, sf	LCD	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density, %	PCI Deduct
TWE2	20	AC	8,979	6/1/01	43	BLOCK CRACKING	Climate/Durability	Low	6,019	SqFt	67.0	31
TWE2	20	AC	8,979	6/1/01	43	BLOCK CRACKING	Climate/Durability	Medium	2,006	SqFt	22.3	31
TWE2	20	AC	8,979	6/1/01	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	231	Ft	2.6	18
TWE2	20	AC	8,979	6/1/01	57	WEATHERING	Climate/Durability	Low	2,244	SqFt	25.0	3
TWE2	20	AC	8,979	6/1/01	57	WEATHERING	Climate/Durability	Medium	6,733	SqFt	75.0	18

APPENDIX F

PAVEMENT CONDITION REPORTS

F1: Section Pavement Condition Rating
F2: Section Forecasted PCI
F3: Branch PCI Rating
F4: Branch FOD Rating
F5: Branch SCI Rating

Appendix F1
Section Pavement Condition Report

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category	FOD	SCI
A01	Apron 1	10	AC	64,435	51	Poor	64	100
A01	Apron 1	20	PCC	18,523	17	Serious	91	24
A01	Apron 1	30	AC	3,482	9	Failed	94	85
A10	Hold Apron RW10	10	PCC	88,237	72	Satisfactory	1	96
A28	Hold Apron RW28	10	APC	26,184	95	Good	14	100
A28	Hold Apron RW28	20	PCC	81,404	74	Satisfactory	0	100
AEAST	East Apron	10	PCC	100,248	80	Satisfactory	47	98
AEAST	East Apron	20	AC	54,093	34	Very Poor	76	74
AEAST	East Apron	30	PCC	1,413	68	Fair	58	100
AEAST	East Apron	40	AC	18,873	26	Very Poor	85	84
AEAST	East Apron	50	AC	18,108	20	Serious	83	53
AEAST	East Apron	60	AC	6,803	26	Very Poor	78	46
AEAST	East Apron	70	PCC	1,900	34	Very Poor	63	34
ATERM	Terminal Apron	10	APC	159,124	41	Poor	71	95
ATERM	Terminal Apron	20	PCC	105,852	47	Poor	53	88
ATERM	Terminal Apron	30	PCC	35,063	74	Satisfactory	0	100
ATERM	Terminal Apron	40	PCC	127,860	58	Fair	34	90
AWEST	West Apron	10	AAC	72,332	99	Good	10	100
AWEST	West Apron	20	AAC	193,206	69	Fair	45	100
AWEST	West Apron	30	AAC	54,470	80	Satisfactory	31	99
AWEST	West Apron	40	AAC	55,352	71	Satisfactory	42	100
AWEST	West Apron	50	PCC	35,654	100	Good	0	100
AWEST	West Apron	60	PCC	8,888	71	Satisfactory	53	92
AWEST	West Apron	70	AC	34,236	57	Fair	51	93
AWEST	West Apron	80	PCC	29,138	42	Poor	69	91
AWEST	West Apron	90	PCC	141,197	44	Poor	63	77
AWEST	West Apron	95	AAC	8,770	84	Satisfactory	26	93
AWEST	West Apron	100	AC	30,631	7	Failed	91	39
AWEST	West Apron	110	PCC	2,747	2	Failed	95	32
AWEST	West Apron	120	AC	21,065	3	Failed	87	3
AWEST	West Apron	130	AC	6,538	59	Fair	56	100
AWEST	West Apron	140	AC	8,173	69	Fair	38	77
AWEST	West Apron	145	AC	7,713	47	Poor	68	100
AWEST	West Apron	150	PCC	1,862	53	Poor	30	73
AWEST	West Apron	160	PCC	8,825	18	Serious	82	27
AWEST	West Apron	170	PCC	17,658	16	Serious	89	39
AWEST	West Apron	180	AC	7,573	24	Serious	83	52
AWEST	West Apron	190	AC	5,645	71	Satisfactory	37	90
AWEST	West Apron	200	AC	6,728	21	Serious	84	55
AWEST	West Apron	210	PCC	9,446	11	Serious	95	12
AWEST	West Apron	220	PCC	5,481	23	Serious	78	33
AWEST	West Apron	230	PCC	9,393	17	Serious	88	24
BP10	Blast Pad RW10	10	AAC	24,978	64	Fair	50	100

Appendix F1
Section Pavement Condition Report

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category	FOD	SCI
BP28	Blast Pad RW28	10	AAC	23,969	70	Fair	43	100
RW0321	Runway 03-21	10C	AAC	117,357	51	Poor	64	97
RW0321	Runway 03-21	10E	AAC	119,557	58	Fair	57	97
RW0321	Runway 03-21	10W	AAC	124,881	52	Poor	62	100
RW0321	Runway 03-21	20C	AAC	74,752	63	Fair	52	100
RW0321	Runway 03-21	20E	AAC	90,407	62	Fair	53	100
RW0321	Runway 03-21	20W	AAC	77,533	69	Fair	45	100
RW1028	Runway 10-28	10C	APC	50,000	72	Satisfactory	42	100
RW1028	Runway 10-28	10N	APC	50,000	55	Poor	60	100
RW1028	Runway 10-28	10S	APC	50,000	71	Satisfactory	43	100
RW1028	Runway 10-28	20C	AAC	351,000	61	Fair	54	97
RW1028	Runway 10-28	20N	AAC	351,000	50	Poor	65	98
RW1028	Runway 10-28	20S	AAC	351,000	62	Fair	52	96
RW1028	Runway 10-28	30C	APC	50,000	48	Poor	67	96
RW1028	Runway 10-28	30N	APC	50,000	45	Poor	70	94
RW1028	Runway 10-28	30S	APC	50,000	47	Poor	67	92
TWA	Taxiway A	10	AAC	273,225	98	Good	11	100
TWA	Taxiway A	20	AAC	178,879	98	Good	10	100
TWA	Taxiway A	30	AAC	21,974	44	Poor	68	88
TWA	Taxiway A	40	AAC	24,722	55	Poor	59	100
TWA	Taxiway A	50	AAC	153,161	95	Good	14	100
TWA1	Taxiway A1	10	APC	48,429	92	Good	18	100
TWA2	Taxiway A2	10	AAC	56,020	88	Good	22	100
TWA3	Taxiway A3	10	AAC	23,816	91	Good	19	100
TWA3	Taxiway A3	20	AAC	15,691	98	Good	11	100
TWA4	Taxiway A4	10	AAC	23,724	90	Good	19	100
TWA4	Taxiway A4	20	AAC	16,103	98	Good	11	100
TWA5	Taxiway A5	10	AAC	33,953	94	Good	16	100
TWA5	Taxiway A5	20	AAC	29,235	98	Good	11	100
TWA6	Taxiway A6	10	AAC	34,293	92	Good	18	100
TWA6	Taxiway A6	20	AAC	24,124	97	Good	12	100
TWA7	Taxiway A7	10	APC	34,912	93	Good	17	100
TWA7	Taxiway A7	20	APC	29,577	99	Good	10	100
TWB	Taxiway B	10	AAC	189,035	58	Fair	56	99
TWB	Taxiway B	20	AC	200,510	73	Satisfactory	40	100
TWB	Taxiway B	30	AAC	21,279	38	Very Poor	76	100
TWB	Taxiway B	40	AAC	16,743	39	Very Poor	75	100
TWB	Taxiway B	50	AAC	21,947	46	Poor	69	100
TWB	Taxiway B	60	AAC	181,800	63	Fair	51	100
TWB1	Taxiway B1	10	AAC	84,244	62	Fair	51	97
TWB3	Taxiway B3	10	AAC	36,644	57	Fair	57	100
TWB3	Taxiway B3	20	AAC	37,557	58	Fair	56	100
TWB4	Taxiway B4	10	AAC	35,789	60	Fair	54	99

Appendix F1
Section Pavement Condition Report

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category	FOD	SCI
TWB4	Taxiway B4	20	AAC	42,905	55	Poor	59	94
TWC1	Taxiway C1	10	AAC	15,544	53	Poor	57	83
TWC1	Taxiway C1	20	AAC	8,402	99	Good	10	100
TWC2	Taxiway C2	10	AAC	24,345	98	Good	10	100
TWC3	Taxiway C3	10	AAC	23,241	99	Good	10	100
TWE	Taxiway E	10	AC	71,385	53	Poor	62	100
TWE	Taxiway E	20	AAC	22,770	45	Poor	70	100
TWE1	Taxiway E1	10	AAC	17,349	60	Fair	54	100
TWE1	Taxiway E1	20	AC	28,070	30	Very Poor	80	74
TWE1	Taxiway E1	30	AC	12,484	45	Poor	68	92
TWE2	Taxiway E2	10	AAC	8,404	56	Fair	59	100
TWE2	Taxiway E2	20	AC	8,979	45	Poor	70	100

Appendix F2
Section Forecasted PCI

Branch ID	Section ID	Surface	Area, sf	2023 PCI	Forecasted PCI									
					2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
A01	10	AC	64,435	51	49	47	45	42	40	38	35	33	31	28
A01	20	PCC	18,523	17	16	14	12	10	8	6	4	2	0	0
A01	30	AC	3,482	9	8	6	3	1	0	0	0	0	0	0
A10	10	PCC	88,237	72	71	69	67	65	63	61	60	58	56	54
A28	10	APC	26,184	95	94	92	90	87	85	82	80	78	75	73
A28	20	PCC	81,404	74	73	71	69	67	65	64	62	60	58	56
AEAST	10	PCC	100,248	80	79	77	75	74	72	70	68	66	64	62
AEAST	20	AC	54,093	34	33	31	28	26	24	21	19	16	14	12
AEAST	30	PCC	1,413	68	67	65	64	62	60	58	56	54	52	50
AEAST	40	AC	18,873	26	24	22	20	17	15	13	10	8	6	3
AEAST	50	AC	18,108	20	19	16	14	12	9	7	5	2	0	0
AEAST	60	AC	6,803	26	25	23	20	18	15	13	11	8	6	4
AEAST	70	PCC	1,900	34	33	31	29	27	25	23	22	20	18	16
ATERM	10	APC	159,124	41	40	37	35	33	30	28	25	23	21	18
ATERM	20	PCC	105,852	47	46	44	42	40	38	36	34	33	31	29
ATERM	30	PCC	35,063	74	73	71	69	67	65	64	62	60	58	56
ATERM	40	PCC	127,860	58	57	55	54	52	50	48	46	44	42	40
AWEST	10	AAC	72,332	99	98	95	93	91	88	86	83	81	79	76
AWEST	100	AC	30,631	7	6	3	1	0	0	0	0	0	0	0
AWEST	110	PCC	2,747	2	1	0	0	0	0	0	0	0	0	0
AWEST	120	AC	21,065	3	2	0	0	0	0	0	0	0	0	0
AWEST	130	AC	6,538	59	58	55	53	51	48	46	44	41	39	37
AWEST	140	AC	8,173	69	68	66	63	61	59	56	54	52	49	47
AWEST	145	AC	7,713	47	46	44	41	39	36	34	32	29	27	25

Appendix F2
Section Forecasted PCI

Branch ID	Section ID	Surface	Area, sf	2023 PCI	Forecasted PCI									
					2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
AWEST	150	PCC	1,862	53	52	50	48	46	44	42	41	39	37	35
AWEST	160	PCC	8,825	18	17	15	14	12	10	8	6	4	2	0
AWEST	170	PCC	17,658	16	15	13	11	9	7	5	3	1	0	0
AWEST	180	AC	7,573	24	23	20	18	16	13	11	8	6	4	1
AWEST	190	AC	5,645	71	70	67	65	63	60	58	56	53	51	49
AWEST	20	AAC	193,206	69	68	65	63	61	58	56	53	51	49	46
AWEST	200	AC	6,728	21	20	18	15	13	11	8	6	4	1	0
AWEST	210	PCC	9,446	11	11	9	7	5	3	1	0	0	0	0
AWEST	220	PCC	5,481	23	22	20	18	16	14	12	10	8	6	4
AWEST	230	PCC	9,393	17	16	14	12	10	8	6	5	3	1	0
AWEST	30	AAC	54,470	80	78	76	74	71	69	67	64	62	60	57
AWEST	40	AAC	55,352	71	70	68	65	63	61	58	56	53	51	49
AWEST	50	PCC	35,654	100	99	97	95	93	91	89	87	85	83	81
AWEST	60	PCC	8,888	71	71	69	67	65	63	61	59	57	55	53
AWEST	70	AC	34,236	57	55	53	51	48	46	44	41	39	37	34
AWEST	80	PCC	29,138	42	41	39	37	35	33	31	29	27	25	23
AWEST	90	PCC	141,197	44	43	41	39	37	35	33	31	29	27	25
AWEST	95	AC	8,770	84	83	80	78	76	73	71	68	66	64	61
BP10	10	AAC	24,978	64	63	61	58	56	54	51	49	46	44	42
BP28	10	AAC	23,969	70	69	67	64	62	60	57	55	52	50	48
RW0321	10C	AAC	117,357	51	50	46	43	40	37	33	30	27	24	21
RW0321	10E	AAC	119,557	58	56	53	50	47	43	40	37	34	30	27
RW0321	10W	AAC	124,881	52	51	48	44	41	38	35	31	28	25	22
RW0321	20C	AAC	74,752	63	61	58	55	51	48	45	42	39	35	32

Appendix F2
Section Forecasted PCI

Branch ID	Section ID	Surface	Area, sf	2023 PCI	Forecasted PCI									
					2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
RW0321	20E	AAC	90,407	62	60	57	54	50	47	44	41	38	34	31
RW0321	20W	AAC	77,533	69	67	64	61	58	54	51	48	45	41	38
RW1028	10C	APC	50,000	72	70	67	64	60	57	54	51	47	44	41
RW1028	10N	APC	50,000	55	53	50	47	44	40	37	34	31	27	24
RW1028	10S	APC	50,000	71	69	66	63	60	56	53	50	47	43	40
RW1028	20C	AAC	351,000	61	59	56	53	50	46	43	40	37	33	30
RW1028	20N	AAC	351,000	50	48	45	42	39	35	32	29	26	22	19
RW1028	20S	AAC	351,000	62	61	58	54	51	48	45	41	38	35	32
RW1028	30C	APC	50,000	48	47	43	40	37	34	30	27	24	21	18
RW1028	30N	APC	50,000	45	43	40	37	34	30	27	24	21	17	14
RW1028	30S	APC	50,000	47	45	42	39	36	33	29	26	23	20	16
TWA	10	AAC	273,225	98	97	95	93	92	90	87	83	78	73	67
TWA	20	AAC	178,879	98	97	95	94	92	90	87	84	79	74	68
TWA	30	AAC	21,974	44	42	38	34	30	26	22	18	14	10	6
TWA	40	AAC	24,722	55	54	51	47	43	39	35	31	27	23	19
TWA	50	AAC	153,161	95	94	93	91	89	85	81	76	71	65	60
TWA1	10	APC	48,429	92	91	88	85	81	76	70	65	59	55	52
TWA2	10	AAC	56,020	88	87	83	78	73	67	62	57	53	50	46
TWA3	10	AAC	23,816	91	90	87	84	79	74	68	62	57	54	51
TWA3	20	AAC	15,691	98	97	95	93	92	90	87	83	78	73	67
TWA4	10	AAC	23,724	90	89	86	82	78	72	66	61	56	53	50
TWA4	20	AAC	16,103	98	97	95	93	92	90	87	83	78	73	67
TWA5	10	AAC	33,953	94	93	91	89	86	82	77	71	65	60	55
TWA5	20	AAC	29,235	98	96	95	93	92	89	86	82	78	72	66

Appendix F2
Section Forecasted PCI

Branch ID	Section ID	Surface	Area, sf	2023 PCI	Forecasted PCI									
					2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
TWA6	10	AAC	34,293	92	91	88	85	81	76	70	65	59	55	52
TWA6	20	AAC	24,124	97	96	94	93	91	89	86	82	77	72	66
TWA7	10	APC	34,912	93	92	90	87	84	79	74	69	63	58	54
TWA7	20	APC	29,577	99	97	95	94	92	90	88	84	79	74	69
TWB	10	AAC	189,035	58	56	53	50	46	42	38	34	30	26	22
TWB	20	AC	200,510	73	71	65	59	55	52	49	45	41	37	33
TWB	30	AAC	21,279	38	36	32	28	24	20	16	12	8	4	0
TWB	40	AAC	16,743	39	37	33	29	25	21	17	13	9	5	1
TWB	50	AAC	21,947	46	44	40	36	32	28	24	20	16	12	8
TWB	60	AAC	181,800	63	60	56	53	49	45	41	37	33	29	25
TWB1	10	AAC	84,244	62	59	55	52	49	45	41	37	33	28	24
TWB3	10	AAC	36,644	57	55	53	49	45	41	37	33	29	25	21
TWB3	20	AAC	37,557	58	56	53	50	46	42	38	34	30	26	22
TWB4	10	AAC	35,789	60	57	54	51	47	43	39	35	31	27	23
TWB4	20	AAC	42,905	55	54	51	47	43	39	35	31	27	23	19
TWC1	10	AAC	15,544	53	52	48	44	40	36	32	28	24	20	16
TWC1	20	AAC	8,402	99	97	95	94	92	90	88	84	80	74	69
TWC2	10	AAC	24,345	98	97	95	94	92	90	87	84	79	74	68
TWC3	10	AAC	23,241	99	97	95	94	92	90	87	84	79	74	68
TWE	10	AC	71,385	53	52	48	44	40	36	32	28	24	20	16
TWE	20	AC	22,770	45	43	39	35	31	27	23	19	15	11	7
TWE1	10	AAC	17,349	60	58	54	52	48	44	39	35	31	27	23
TWE1	20	AC	28,070	30	29	25	20	16	12	8	4	0	0	0
TWE1	30	AC	12,484	45	43	39	35	31	27	23	19	14	10	6

Appendix F2
Section Forecasted PCI

Branch ID	Section ID	Surface	Area, sf	2023 PCI	Forecasted PCI									
					2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
TWE2	10	AAC	8,404	56	54	52	48	44	40	36	32	28	24	20
TWE2	20	AC	8,979	45	43	39	35	31	27	23	19	15	11	7

Branch Condition Report

Pavement Database: MGM2023_240426

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
A01	3	861.00	165.00	86,440.00	APRON	25.47	18.03	41.65
A10	1	312.00	301.00	88,237.00	APRON	72.00	0.00	72.00
A28	2	412.00	252.50	107,588.00	APRON	84.75	10.65	79.28
AEAST	7	1,465.00	84.43	201,438.00	APRON	41.14	21.68	54.93
ATERM	4	2,403.00	200.25	427,899.00	APRON	55.00	12.71	50.23
AWEST	25	7,118.00	126.04	782,721.00	APRON	46.20	29.81	58.96
BP10	1	167.00	150.00	24,978.00	OVERRUN	64.10	0.00	64.10
BP28	1	160.00	150.00	23,969.00	OVERRUN	70.10	0.00	70.10
RW0321	6	11,527.00	50.00	604,487.00	RUNWAY	59.03	6.12	57.94
RW1028	9	27,060.00	50.00	1,353,000.00	RUNWAY	56.64	9.57	57.30
TWA	5	8,310.00	123.80	651,961.00	TAXIWAY	78.06	23.60	93.88
TWA1	1	535.00	87.00	48,429.00	TAXIWAY	91.80	0.00	91.80
TWA2	1	466.00	99.00	56,020.00	TAXIWAY	88.30	0.00	88.30
TWA3	2	426.00	60.50	39,507.00	TAXIWAY	94.40	3.40	93.70
TWA4	2	425.00	60.00	39,827.00	TAXIWAY	94.15	3.75	93.43
TWA5	2	426.00	90.00	63,188.00	TAXIWAY	95.60	2.00	95.45
TWA6	2	443.00	110.00	58,417.00	TAXIWAY	94.55	2.75	94.07
TWA7	2	599.00	107.50	64,489.00	TAXIWAY	95.80	2.90	95.56
TWB	6	7,946.00	96.17	631,314.00	TAXIWAY	52.92	12.90	62.74
TWB1	1	700.00	110.00	84,244.00	TAXIWAY	61.80	0.00	61.80
TWB3	2	619.00	100.00	74,201.00	TAXIWAY	57.65	0.55	57.66
TWB4	2	659.00	125.50	78,694.00	TAXIWAY	57.45	2.15	57.26
TWC1	2	218.00	75.50	23,946.00	TAXIWAY	75.90	22.90	69.07
TWC2	1	110.00	150.00	24,345.00	TAXIWAY	98.40	0.00	98.40
TWC3	1	109.00	150.00	23,241.00	TAXIWAY	98.50	0.00	98.50
TWE	2	1,992.00	48.00	94,155.00	TAXIWAY	48.90	4.30	51.12
TWE1	3	597.00	115.00	57,903.00	TAXIWAY	45.10	12.25	42.43
TWE2	2	392.00	47.50	17,383.00	TAXIWAY	50.50	5.50	50.32

Pavement Database: MGM2023_240426

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	42	1,694,323.00	47.16	27.92	57.36
OVERRUN	2	48,947.00	67.10	3.00	67.04
RUNWAY	15	1,957,487.00	57.60	8.44	57.50
TAXIWAY	39	2,131,264.00	72.09	22.81	76.85
ALL	98	5,832,021.00	59.09	26.12	64.61

Appendix F4
Branch FOD Potential Rating

Branch ID	Area, sf	AW FOD
A01	86,440	71
A10	88,237	1
A28	107,588	3
AEAST	201,438	63
ATERM	427,899	50
AWEST	782,721	50
BP10	24,978	50
BP28	23,969	43
RW0321	604,487	57
RW1028	1,353,000	57
TWA	651,961	15
TWA1	48,429	18
TWA2	56,020	22
TWA3	39,507	16
TWA4	39,827	16
TWA5	63,188	14
TWA6	58,417	16
TWA7	64,489	14
TWB	631,314	51
TWB1	84,244	51
TWB3	74,201	56
TWB4	78,694	57
TWC1	23,946	41
TWC2	24,345	10
TWC3	23,241	10
TWE	94,155	64
TWE1	57,903	70
TWE2	17,383	65

Branch Condition Report

Pavement Database: MGM2023_240426

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average SCI	Standard Deviation SCI	Weighted Average SCI
A01	3	861.00	165.00	86,440.00	APRON	69.87	32.77	83.19
A10	1	312.00	301.00	88,237.00	APRON	95.80	0.00	95.80
A28	2	412.00	252.50	107,588.00	APRON	100.00	0.00	100.00
AEAST	7	1,465.00	84.43	201,438.00	APRON	69.80	24.15	83.84
ATERM	4	2,403.00	200.25	427,899.00	APRON	93.43	4.63	92.42
AWEST	25	7,118.00	126.04	782,721.00	APRON	67.94	32.13	83.81
BP10	1	167.00	150.00	24,978.00	OVERRUN	100.00	0.00	100.00
BP28	1	160.00	150.00	23,969.00	OVERRUN	100.00	0.00	100.00
RW0321	6	11,527.00	50.00	604,487.00	RUNWAY	98.98	1.45	98.81
RW1028	9	27,060.00	50.00	1,353,000.00	RUNWAY	97.03	2.77	97.19
TWA	5	8,310.00	123.80	651,961.00	TAXIWAY	97.60	4.80	99.60
TWA1	1	535.00	87.00	48,429.00	TAXIWAY	100.00	0.00	100.00
TWA2	1	466.00	99.00	56,020.00	TAXIWAY	100.00	0.00	100.00
TWA3	2	426.00	60.50	39,507.00	TAXIWAY	100.00	0.00	100.00
TWA4	2	425.00	60.00	39,827.00	TAXIWAY	100.00	0.00	100.00
TWA5	2	426.00	90.00	63,188.00	TAXIWAY	100.00	0.00	100.00
TWA6	2	443.00	110.00	58,417.00	TAXIWAY	100.00	0.00	100.00
TWA7	2	599.00	107.50	64,489.00	TAXIWAY	100.00	0.00	100.00
TWB	6	7,946.00	96.17	631,314.00	TAXIWAY	99.82	0.41	99.67
TWB1	1	700.00	110.00	84,244.00	TAXIWAY	97.30	0.00	97.30
TWB3	2	619.00	100.00	74,201.00	TAXIWAY	100.00	0.00	100.00
TWB4	2	659.00	125.50	78,694.00	TAXIWAY	96.75	2.35	96.54
TWC1	2	218.00	75.50	23,946.00	TAXIWAY	91.50	8.50	88.96
TWC2	1	110.00	150.00	24,345.00	TAXIWAY	100.00	0.00	100.00
TWC3	1	109.00	150.00	23,241.00	TAXIWAY	100.00	0.00	100.00
TWE	2	1,992.00	48.00	94,155.00	TAXIWAY	100.00	0.00	100.00
TWE1	3	597.00	115.00	57,903.00	TAXIWAY	88.43	10.97	85.44
TWE2	2	392.00	47.50	17,383.00	TAXIWAY	100.00	0.00	100.00

Pavement Database: MGM2023_240426

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average SCI	Average STD SCI	Weighted Average SCI
APRON	42	1,694,323.00	73.01	29.91	87.61
OVERRUN	2	48,947.00	100.00	0.00	100.00
RUNWAY	15	1,957,487.00	97.81	2.52	97.69
TAXIWAY	39	2,131,264.00	98.10	5.30	99.02
ALL	98	5,832,021.00	87.34	23.45	95.27

APPENDIX G

AIRCRAFT DEPARTURES BY BRANCH

Appendix G
Aircraft Annual Departures by Branch

Traffic Type	Aircraft	RW 10-28	RW 03-21	TW A	TW A1 & A7	TWs A2 to A6	TWs B, B1 & B4	TW B3
Airline	A321-200	22	0	22	11	2	6	2
	B737-400	12	0	12	6	1	3	1
	CRJ-200 LR	3,108	0	3,108	1,554	156	777	156
	CRJ-700	76	0	76	38	4	19	4
	ERJ-145 XR	655	0	655	328	33	164	33
GA	Beechcraft Baron	2,922	1,461	4,383	1,461	147	731	147
	Cessna 182 Skyline	1,390	695	2,085	695	70	348	70
	S-10	3,669	1,834	5,503	1,834	184	917	184
Military	C-130	688	0	688	344	35	172	35
	C-17A	95	0	95	48	5	24	5
	D-30	1,370	0	1,370	685	69	343	69
	F-35A	6,802	0	6,802	3,401	341	1,701	341
	B747-400	10	0	10	5	1	3	1
	DC10	54	0	54	27	3	14	3
Other	BeechJet-400	3,073	500	3,073	1,537	154	768	154
	Citation M2 C525	2,473	500	2,473	1,237	124	618	124
	Citation-550	1,591	500	1,591	796	80	398	80
	Challenger-CL-604	1,780	500	1,780	890	89	445	89
	Hawker-800XP	1,925	500	1,925	963	97	481	97
Total		**31,715**	**6,490**	**35,705**	**15,857**	**1,595**	**7,929**	**1,595**

Appendix G
Aircraft Annual Departures by Branch

Traffic Type	Aircraft	TW E	TWs E1 & E2	Terminal Apron	TW C1	TWs C2 & C3	West Apron	RW10&28 Hold Apron
Airline	A321-200	0	0	22	22	0	0	6
	B737-400	0	0	12	12	0	0	3
	CRJ-200 LR	0	0	3,108	3,108	0	0	777
	CRJ-700	0	0	76	76	0	0	19
	ERJ-145 XR	0	0	655	655	0	0	164
GA	Beechcraft Baron	1,461	731	0	0	731	1,461	1,096
	Cessna 182 Skyline	695	348	0	0	348	695	521
	S-10	1,834	917	0	0	917	1,834	1,376
Military	C-130	0	0	0	0	0	0	0
	C-17A	0	0	0	0	0	0	0
	D-30	0	0	0	0	0	0	0
	F-35A	0	0	0	0	0	0	0
	B747-400	0	0	0	0	0	0	0
	DC10	0	0	0	0	0	0	0
Other	BeechJet-400	500	250	0	0	1,537	3,073	768
	Citation M2 C525	500	250	0	0	1,237	2,473	618
	Citation-550	500	250	0	0	796	1,591	398
	Challenger-CL-604	500	250	0	0	890	1,780	445
	Hawker-800XP	500	250	0	0	963	1,925	481
Total		**6,490**	**3,245**	**3,873**	**3,873**	**7,416**	**14,832**	**6,672**

APPENDIX H

FWD DATA

H1: Deflection Data and ISM
H2: ISM Profiles

Appendix H1: Deflection Data and ISM
Runway 10-28

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3022431	-86.408712	402	LN1	12,192	4.2	3.25	4.72	2.82	2.52	2.23	1.86	1.6	63	2,903	7,620
32.3022431	-86.408712	402	LN1	18,099	5.66	4.52	4.15	3.89	3.32	2.88	2.45	2.08	63	3,198	8,701
32.3022431	-86.408712	402	LN1	23,577	6.64	5.37	25.35	4.62	4.01	3.47	2.98	2.45	63	3,551	9,623
32.3021263	-86.407432	800	LN1	11,902	4.63	3.3	3.13	2.88	2.49	2.08	1.72	1.43	64	2,571	8,323
32.3021263	-86.407432	800	LN1	17,917	6.41	4.67	4.37	4.04	3.52	2.92	2.44	2.03	64	2,795	8,826
32.3021263	-86.407432	800	LN1	23,454	7.59	5.76	5.31	4.94	4.24	3.53	2.95	2.45	64	3,090	9,573
32.3020139	-86.406135	1202	LN1	11,931	3.05	2.31	1.92	1.94	1.73	1.52	1.28	1.1	65	3,912	10,846
32.3020139	-86.406135	1202	LN1	17,858	4.29	3.01	2.71	2.62	2.34	2.01	1.73	1.49	65	4,163	11,985
32.3020139	-86.406135	1202	LN1	23,623	5.26	3.54	3.32	3.14	2.81	2.45	2.06	1.75	65	4,491	13,499
32.3018963	-86.404841	1605	LN1	11,871	6.49	5.18	4.57	4.05	3.12	2.39	1.87	1.51	65	1,829	7,862
32.3018963	-86.404841	1605	LN1	17,741	9.28	7.41	6.53	5.75	4.41	3.37	2.62	2.12	65	1,912	8,368
32.3018963	-86.404841	1605	LN1	23,409	11.6	9.27	8.16	7.16	5.45	4.18	3.23	2.61	65	2,018	8,969
32.301783	-86.403568	2001	LN1	11,752	6.8	4.83	4.3	3.81	2.97	2.31	1.82	1.47	66	1,728	7,995
32.301783	-86.403568	2001	LN1	17,610	9.42	6.96	6.14	5.43	4.22	3.2	2.53	2	66	1,869	8,805
32.301783	-86.403568	2001	LN1	23,297	11.58	8.63	7.65	6.72	5.14	4	3.11	2.44	66	2,012	9,548
32.3016669	-86.402287	2400	LN1	11,874	5.33	4.23	3.79	3.39	2.67	2.15	1.62	1.33	66	2,228	8,928
32.3016669	-86.402287	2400	LN1	17,786	7.38	5.93	5.29	4.71	3.74	2.88	2.27	1.78	66	2,410	9,992
32.3016669	-86.402287	2400	LN1	23,626	9.19	7.33	6.61	5.86	4.63	3.59	2.8	2.23	66	2,571	10,595
32.3015521	-86.400992	2802	LN1	11,768	5.9	4.74	4.23	3.81	3.02	2.42	1.87	1.52	66	1,995	7,742
32.3015521	-86.400992	2802	LN1	17,777	8.37	6.68	6.01	5.36	4.21	3.32	2.59	2.11	66	2,124	8,425
32.3015521	-86.400992	2802	LN1	23,503	10.43	8.34	7.48	6.67	5.21	4.1	3.18	2.56	66	2,253	9,181
32.3014385	-86.399708	3201	LN1	11,874	5.49	4.3	3.99	3.61	2.98	2.42	1.96	1.62	65	2,163	7,330
32.3014385	-86.399708	3201	LN1	17,902	7.53	5.98	5.47	4.99	4.11	3.34	2.7	2.2	65	2,377	8,137
32.3014385	-86.399708	3201	LN1	23,658	9.15	7.31	6.69	6.09	4.97	4.05	3.23	2.64	65	2,586	8,961
32.3013225	-86.398419	3602	LN1	11,895	5.47	4.14	3.58	3.03	2.26	1.72	1.22	0.95	65	2,175	12,521
32.3013225	-86.398419	3602	LN1	18,003	7.87	5.94	5.21	4.38	3.28	2.47	1.84	1.41	65	2,288	12,768

Appendix H1: Deflection Data and ISM
Runway 10-28

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3013225	-86.398419	3602	LN1	23,696	9.95	7.59	6.56	5.6	4.15	3.12	2.3	1.78	65	2,382	13,312
32.3012079	-86.397135	4001	LN1	11,873	5.01	3.36	2.85	2.42	1.72	1.2	0.89	0.67	66	2,370	17,721
32.3012079	-86.397135	4001	LN1	17,844	7.21	4.85	4.15	3.53	2.5	1.77	1.29	0.99	66	2,475	18,024
32.3012079	-86.397135	4001	LN1	23,651	9.18	6.2	5.32	4.5	3.22	2.26	1.66	1.23	66	2,576	19,228
32.3010917	-86.395841	4403	LN1	11,932	3.44	2.38	2.18	1.91	1.45	1.18	0.87	0.62	65	3,469	19,245
32.3010917	-86.395841	4403	LN1	18,024	5.05	3.43	3.2	2.8	2.14	1.66	1.24	0.94	65	3,569	19,174
32.3010917	-86.395841	4403	LN1	23,786	6.47	4.46	4.07	3.59	2.75	2.13	1.59	1.18	65	3,676	20,158
32.3009788	-86.394562	4801	LN1	11,897	5.55	4.29	3.82	3.32	2.47	1.8	1.29	0.93	65	2,144	12,792
32.3009788	-86.394562	4801	LN1	18,154	7.95	6.33	5.63	4.88	3.63	2.66	1.92	1.39	65	2,284	13,060
32.3009788	-86.394562	4801	LN1	23,625	10.14	7.94	7.07	6.18	4.55	3.37	2.4	1.75	65	2,330	13,500
32.3008636	-86.393276	5201	LN1	11,908	5.34	3.83	3.43	3.14	2.49	2.02	1.57	1.24	66	2,230	9,603
32.3008636	-86.393276	5201	LN1	18,043	7.48	5.53	4.95	4.5	3.55	2.78	2.21	1.76	66	2,412	10,252
32.3008636	-86.393276	5201	LN1	23,797	9.21	7	6.25	5.59	4.42	3.49	2.73	2.15	66	2,584	11,068
32.3007479	-86.391984	5603	LN1	11,882	3.35	2.72	2.48	2.27	1.86	1.48	1.21	0.98	67	3,547	12,124
32.3007479	-86.391984	5603	LN1	18,207	4.94	3.85	3.55	3.2	2.61	2.13	1.69	1.35	67	3,686	13,487
32.3007479	-86.391984	5603	LN1	24,138	6.08	4.79	4.39	3.99	3.26	2.63	2.11	1.66	67	3,970	14,541
32.30069	-86.391328	5807	LN1	11,954	4.45	3.58	3.22	2.88	2.34	1.85	1.37	1.09	67	2,686	10,967
32.30069	-86.391328	5807	LN1	18,129	6.12	5.04	4.56	4.05	3.23	2.49	1.95	1.52	67	2,962	11,927
32.30069	-86.391328	5807	LN1	23,942	7.66	6.24	5.67	5.02	4	3.15	2.39	1.87	67	3,126	12,803
32.3004578	-86.388736	6612	LN1	11,859	6.1	4.76	4.15	3.67	2.85	2.21	1.79	1.51	67	1,944	7,854
32.3004578	-86.388736	6612	LN1	18,122	8.77	6.76	5.92	5.2	3.98	3.1	2.47	1.98	67	2,066	9,153
32.3004578	-86.388736	6612	LN1	24,033	10.96	8.39	7.37	6.44	4.9	3.82	3.01	2.44	67	2,193	9,850
32.3004043	-86.388125	6802	LN1	11,775	5.21	4.23	3.85	3.5	2.85	2.36	1.89	1.55	67	2,260	7,597
32.3004043	-86.388125	6802	LN1	18,037	7.37	5.84	5.39	4.81	3.93	3.22	2.58	2.15	67	2,447	8,389
32.3004043	-86.388125	6802	LN1	23,876	6.68	7.18	6.58	5.94	4.81	3.94	3.17	2.59	67	3,574	9,219
32.3002886	-86.386844	7201	LN1	11,775	13.34	4.16	3.67	3.32	2.68	2.15	1.71	1.37	68	883	8,595

Appendix H1: Deflection Data and ISM
Runway 10-28

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3002886	-86.386844	7201	LN1	17,965	7.8	5.85	5.17	4.62	3.71	3.04	2.4	1.94	68	2,303	9,260
32.3002886	-86.386844	7201	LN1	23,741	9.4	7.22	6.38	5.72	4.63	3.71	2.95	2.34	68	2,526	10,146
32.3001698	-86.385527	7610	LN1	11,889	3.96	3.15	2.84	2.51	1.9	1.41	0.9	0.76	67	3,002	15,643
32.3001698	-86.385527	7610	LN1	18,164	13.46	4.46	4.05	3.57	2.7	1.9	1.3	1.06	67	1,349	17,136
32.3001698	-86.385527	7610	LN1	24,039	99.48	5.53	5.06	4.52	3.31	2.32	1.63	1.32	67	242	18,211
32.3000577	-86.384271	8000	LN1	11,946	4.33	3.29	3.1	2.92	2.51	2.19	1.79	1.51	67	2,759	7,911
32.3000577	-86.384271	8000	LN1	18,255	5.88	4.52	4.26	4	3.47	2.95	2.47	2.12	67	3,105	8,611
32.3000577	-86.384271	8000	LN1	24,213	7.29	5.52	5.21	4.86	4.19	3.55	2.98	2.57	67	3,321	9,421
32.2999416	-86.382975	8404	LN1	11,926	3.11	2.14	1.99	1.91	1.62	1.41	1.17	0.97	68	3,835	12,295
32.2999416	-86.382975	8404	LN1	18,394	4.78	2.98	2.79	2.63	2.27	1.89	1.57	1.32	68	3,848	13,935
32.2999416	-86.382975	8404	LN1	24,249	5.53	3.6	3.47	3.17	2.71	2.29	1.89	1.54	68	4,385	15,746
32.2998251	-86.381671	8809	LN1	11,942	3.37	2.47	2.3	2.17	1.82	1.51	1.21	1	68	3,544	11,942
32.2998251	-86.381671	8809	LN1	18,242	4.8	3.51	3.29	3.06	2.56	2.16	1.72	1.37	68	3,800	13,315
32.2998251	-86.381671	8809	LN1	24,265	6.06	4.42	4.15	3.83	3.23	2.7	2.18	1.76	68	4,004	13,787
32.3023962	-86.409341	202	LN2	11,893	4.75	3.76	3.5	3.2	2.67	2.24	1.84	1.52	66	2,504	7,824
32.3023962	-86.409341	202	LN2	17,943	6.87	5.37	4.96	4.52	3.76	3.11	2.57	2.09	66	2,612	8,585
32.3023962	-86.409341	202	LN2	23,713	8.62	6.71	6.17	5.59	4.62	3.85	3.15	2.58	66	2,751	9,191
32.3022805	-86.40806	601	LN2	11,840	8.48	2.68	2.55	2.49	2.24	2.05	1.73	1.51	68	1,396	7,841
32.3022805	-86.40806	601	LN2	17,850	17.51	3.59	3.42	3.34	3.02	2.68	2.37	2.05	68	1,019	8,707
32.3022805	-86.40806	601	LN2	23,771	7.25	4.19	4.18	3.96	3.6	3.21	2.81	2.47	68	3,279	9,624
32.302166	-86.406757	1005	LN2	11,806	4.62	2.4	1.9	1.83	1.72	1.54	1.21	0.94	68	2,555	12,560
32.302166	-86.406757	1005	LN2	17,787	6.85	3.29	2.68	2.59	2.42	2.13	1.69	1.32	68	2,597	13,475
32.302166	-86.406757	1005	LN2	23,652	8.49	3.9	3.4	3.22	3.03	2.68	2.13	1.65	68	2,786	14,335
32.3020508	-86.405481	1401	LN2	11,880	4.48	2.62	2.17	2.01	1.79	1.62	1.4	1.21	69	2,652	9,818
32.3020508	-86.405481	1401	LN2	18,135	6.32	3.55	3.05	2.76	2.47	2.17	1.82	1.6	69	2,869	11,334
32.3020508	-86.405481	1401	LN2	24,129	7.87	4.47	3.66	3.4	3.01	2.63	2.21	1.92	69	3,066	12,567

Appendix H1: Deflection Data and ISM
Runway 10-28

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3019363	-86.4042	1800	LN2	11,756	7	5.49	4.83	4.23	3.21	2.41	1.81	1.44	69	1,679	8,164
32.3019363	-86.4042	1800	LN2	17,765	10.24	7.94	7.03	6.11	4.62	3.43	2.58	2.04	69	1,735	8,708
32.3019363	-86.4042	1800	LN2	23,616	12.83	10.04	8.85	7.69	5.78	4.3	3.2	2.49	69	1,841	9,484
32.3018202	-86.402907	2201	LN2	11,728	7.27	5.74	5.09	4.44	3.31	2.47	1.91	1.5	70	1,613	7,819
32.3018202	-86.402907	2201	LN2	17,814	10.41	8.18	7.29	6.23	4.65	3.44	2.63	2.11	70	1,711	8,443
32.3018202	-86.402907	2201	LN2	23,627	13.18	10.35	9.08	7.83	5.79	4.32	3.24	2.57	70	1,793	9,193
32.3017015	-86.401561	2620	LN2	11,671	6.06	4.36	3.86	3.44	2.69	2.07	1.66	1.32	70	1,926	8,842
32.3017015	-86.401561	2620	LN2	17,816	8.27	6.1	5.38	4.76	3.74	2.96	2.3	1.88	70	2,154	9,477
32.3017015	-86.401561	2620	LN2	23,708	10.22	7.59	6.72	5.92	4.61	3.63	2.82	2.25	70	2,320	10,537
32.3015916	-86.400325	3004	LN2	11,817	5.48	4.22	3.81	3.48	2.82	2.23	1.82	1.51	70	2,156	7,826
32.3015916	-86.400325	3004	LN2	18,140	7.73	5.86	5.34	4.84	3.93	3.19	2.54	2.06	70	2,347	8,806
32.3015916	-86.400325	3004	LN2	24,216	9.55	7.24	6.55	5.91	4.77	3.86	3.06	2.49	70	2,536	9,725
32.301478	-86.399051	3401	LN2	11,790	6.43	4.65	4.09	3.59	2.83	2.1	1.7	1.35	71	1,834	8,733
32.301478	-86.399051	3401	LN2	18,076	9.03	6.52	5.71	5.08	3.9	3.04	2.33	1.83	71	2,002	9,878
32.301478	-86.399051	3401	LN2	23,926	10.96	8.07	7.09	6.21	4.8	3.77	2.88	2.27	71	2,183	10,540
32.3013623	-86.397762	3801	LN2	11,701	8.68	5.31	4.19	3.36	2.18	1.55	1.06	0.73	70	1,348	16,029
32.3013623	-86.397762	3801	LN2	17,859	12.47	7.71	6.12	4.98	3.25	2.19	1.54	1.14	70	1,432	15,666
32.3013623	-86.397762	3801	LN2	23,391	15.76	9.83	7.81	6.37	4.16	2.84	1.97	1.51	70	1,484	15,491
32.3012465	-86.396474	4201	LN2	11,743	6.38	4.22	3.57	2.97	2.05	1.4	0.97	0.72	70	1,841	16,310
32.3012465	-86.396474	4201	LN2	18,053	9.31	6.27	5.31	4.43	3.05	2.08	1.5	1.07	70	1,939	16,872
32.3012465	-86.396474	4201	LN2	24,033	11.85	8.06	6.9	5.81	3.99	2.75	1.88	1.38	70	2,028	17,415
32.3011306	-86.395164	4608	LN2	11,682	5.42	3.43	2.92	2.45	1.74	1.17	0.81	0.6	70	2,155	19,470
32.3011306	-86.395164	4608	LN2	17,888	7.9	5.19	4.35	3.68	2.58	1.78	1.2	0.84	70	2,264	21,295
32.3011306	-86.395164	4608	LN2	23,724	10.39	6.65	5.69	4.87	3.41	2.31	1.61	1.19	70	2,283	19,936
32.3010173	-86.393899	5001	LN2	11,813	5.83	4.73	4.21	3.68	2.77	2.02	1.44	1.06	70	2,026	11,144
32.3010173	-86.393899	5001	LN2	18,081	17.66	6.76	6.06	5.31	3.95	2.92	2.08	1.51	70	1,024	11,974

Appendix H1: Deflection Data and ISM
Runway 10-28

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3010173	-86.393899	5001	LN2	23,803	10.81	8.44	7.54	6.61	4.96	3.66	2.61	1.93	70	2,202	12,333
32.3009001	-86.392604	5404	LN2	11,900	6.89	3.03	2.86	2.51	1.95	1.52	1.14	0.86	71	1,727	13,837
32.3009001	-86.392604	5404	LN2	18,279	5.62	4.32	4.17	3.59	2.82	2.17	1.67	1.31	71	3,252	13,953
32.3009001	-86.392604	5404	LN2	24,401	10.04	5.54	5.15	4.51	3.54	2.76	2.1	1.61	71	2,430	15,156
32.3007861	-86.391323	5802	LN2	11,757	4.97	3.79	3.42	3.04	2.36	1.81	1.38	1.17	71	2,366	10,049
32.3007861	-86.391323	5802	LN2	18,156	7.08	5.39	4.79	4.32	3.33	2.62	1.95	1.56	71	2,564	11,638
32.3007861	-86.391323	5802	LN2	24,090	8.82	6.69	6.07	5.37	4.17	3.24	2.45	1.9	71	2,731	12,679
32.3005588	-86.388752	6601	LN2	11,698	5.88	4.35	4.01	3.38	2.69	2.18	1.7	1.39	70	1,989	8,416
32.3005588	-86.388752	6601	LN2	18,064	8.17	6.25	5.55	4.89	3.77	2.96	2.42	1.99	70	2,211	9,077
32.3005588	-86.388752	6601	LN2	24,099	10.32	7.74	6.95	6.08	4.67	3.65	2.91	2.38	70	2,335	10,126
32.3004413	-86.387469	7000	LN2	11,603	5.26	4.2	3.77	3.37	2.63	2.05	1.62	1.32	70	2,206	8,790
32.3004413	-86.387469	7000	LN2	18,042	7.73	6.05	5.44	4.81	3.77	2.95	2.31	1.91	70	2,334	9,446
32.3004413	-86.387469	7000	LN2	24,044	9.65	7.59	6.82	6.02	4.66	3.66	2.87	2.35	70	2,492	10,231
32.3003264	-86.386181	7401	LN2	11,723	5.9	4.53	4.09	3.65	2.91	2.32	1.9	1.57	70	1,987	7,467
32.3003264	-86.386181	7401	LN2	18,149	8.44	6.42	5.76	5.1	4.06	3.26	2.67	2.22	70	2,150	8,175
32.3003264	-86.386181	7401	LN2	23,972	9.93	7.92	7.15	6.28	4.97	3.96	3.21	2.68	70	2,414	8,945
32.3002125	-86.384894	7800	LN2	11,749	3.63	1.99	1.87	1.75	1.52	1.3	1.07	0.88	70	3,237	13,351
32.3002125	-86.384894	7800	LN2	18,043	6.06	2.81	2.67	2.53	2.14	1.85	1.51	1.24	70	2,977	14,551
32.3002125	-86.384894	7800	LN2	24,136	4.63	3.29	3.38	3.12	2.67	2.28	1.86	1.57	70	5,213	15,373
32.3000969	-86.38361	8200	LN2	11,546	4.64	2.69	2.62	2.62	2.56	1.41	1.15	0.98	70	2,488	11,782
32.3000969	-86.38361	8200	LN2	17,880	6.66	3.74	3.59	3.7	3.62	1.93	1.61	1.35	70	2,685	13,244
32.3000969	-86.38361	8200	LN2	23,869	8.23	4.68	4.61	4.57	4.47	2.33	1.95	1.65	70	2,900	14,466
32.2999828	-86.38232	8600	LN2	11,738	2.6	1.94	1.8	1.72	1.52	1.27	1.04	0.87	71	4,515	13,492
32.2999828	-86.38232	8600	LN2	18,388	3.64	2.77	2.6	2.45	2.1	1.77	1.47	1.25	71	5,052	14,710
32.2999828	-86.38232	8600	LN2	24,375	4.67	3.4	3.14	3.02	2.6	2.19	1.81	1.51	71	5,219	16,142
32.2998665	-86.381032	9001	LN2	11,618	4.85	2.71	2.33	2.09	1.64	1.34	1.09	0.9	71	2,395	12,909

Appendix H1: Deflection Data and ISM
Runway 10-28

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2998665	-86.381032	9001	LN2	18,056	6.94	3.81	3.43	3.03	2.48	2.02	1.6	1.32	71	2,602	13,679
32.2998665	-86.381032	9001	LN2	24,094	8.97	4.92	4.38	3.9	3.14	2.56	2.05	1.68	71	2,686	14,342

Appendix H1: Deflection Data and ISM
Hold Apron Runway 10

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3035291	-86.410313	19	LN1	12,398	1.81	1.6	1.5	1.37	1.13	0.94	0.73	0.54	67	6,850	22,959
32.3035291	-86.410313	19	LN1	18,745	2.47	2.33	2.17	2	1.67	1.33	1.03	0.81	67	7,589	23,142
32.3035291	-86.410313	19	LN1	24,939	3.4	2.97	2.8	2.57	2.14	1.74	1.37	1.07	67	7,335	23,307
32.3035508	-86.410311	28	LN1	12,258	3.3	1.78	1.62	1.39	1.06	0.77	0.58	0.44	68	3,715	27,859
32.3035508	-86.410311	28	LN1	18,776	4.97	2.58	2.34	2.01	1.52	1.18	0.86	0.7	68	3,778	26,823
32.3035508	-86.410311	28	LN1	24,753	6.44	3.35	2.92	2.56	1.93	1.53	1.09	0.89	68	3,844	27,812
32.3037989	-86.410282	118	LN1	12,253	2.02	1.78	1.66	1.54	1.28	1	0.78	0.62	68	6,066	19,763
32.3037989	-86.410282	118	LN1	18,899	3.02	2.65	2.49	2.27	1.85	1.48	1.14	0.87	68	6,258	21,723
32.3037989	-86.410282	118	LN1	25,176	3.88	3.37	3.18	2.88	2.39	1.9	1.51	1.19	68	6,489	21,156
32.3038236	-86.41028	128	LN1	12,232	4.56	1.05	0.95	0.85	0.67	0.54	0.41	0.35	68	2,682	34,949
32.3038236	-86.41028	128	LN1	18,847	6.74	1.51	1.39	1.24	0.99	0.81	0.64	0.51	68	2,796	36,955
32.3038236	-86.41028	128	LN1	24,715	8.59	1.89	1.74	1.57	1.29	0.99	0.84	0.67	68	2,877	36,888
32.3035655	-86.410177	47	LN2	12,348	2.08	1.83	1.7	1.56	1.28	1.09	0.83	0.64	68	5,937	19,294
32.3035655	-86.410177	47	LN2	19,080	3.05	2.66	2.46	2.25	1.86	1.49	1.16	0.92	68	6,256	20,739
32.3035655	-86.410177	47	LN2	25,090	3.7	3.32	3.17	2.82	2.33	1.89	1.48	1.15	68	6,781	21,817
32.3035926	-86.410173	57	LN2	12,231	4.35	0.77	0.73	0.68	0.56	0.47	0.41	0.33	69	2,812	37,064
32.3035926	-86.410173	57	LN2	18,826	6.36	1.23	1.13	1	0.84	0.69	0.57	0.49	69	2,960	38,420
32.3035926	-86.410173	57	LN2	24,763	7.1	1.51	1.41	1.28	1.09	0.9	0.79	0.66	69	3,488	37,520
32.3038981	-86.410133	169	LN2	12,296	2.11	1.82	1.68	1.53	1.25	0.99	0.76	0.59	68	5,827	20,841
32.3038981	-86.410133	169	LN2	18,961	3.13	2.63	2.46	2.24	1.83	1.42	1.1	0.82	68	6,058	23,123
32.3038981	-86.410133	169	LN2	25,044	6.74	3.38	3.16	2.84	2.3	1.83	1.4	1.11	68	3,716	22,562
32.3039219	-86.410129	177	LN2	12,148	4.96	0.91	0.82	0.76	0.61	0.47	0.39	0.32	69	2,449	37,963
32.3039219	-86.410129	177	LN2	18,749	7.46	1.31	1.28	1.08	0.88	0.71	0.59	0.48	69	2,513	39,060
32.3039219	-86.410129	177	LN2	24,809	9.61	1.69	1.53	1.4	1.13	0.95	0.78	0.66	69	2,582	37,589
32.3034503	-86.410064	9	LN3	12,311	2.14	1.87	1.74	1.58	1.29	1	0.78	0.6	69	5,753	20,518
32.3034503	-86.410064	9	LN3	19,038	3.13	2.75	2.51	2.3	1.85	1.46	1.12	0.84	69	6,082	22,664

Appendix H1: Deflection Data and ISM
Hold Apron Runway 10

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3034503	-86.410064	9	LN3	25,251	3.97	3.41	3.23	2.9	2.34	1.8	1.38	1.1	69	6,360	22,955
32.3034738	-86.410061	17	LN3	12,246	4.83	0.86	0.78	0.71	0.6	0.47	0.39	0.35	69	2,535	34,989
32.3034738	-86.410061	17	LN3	18,813	7.05	1.15	1.19	1.04	0.85	0.73	0.58	0.49	69	2,669	38,394
32.3034738	-86.410061	17	LN3	24,616	9.03	1.54	1.48	1.3	1.09	0.93	0.76	0.63	69	2,726	39,073
32.3037875	-86.410017	132	LN3	12,306	2.48	2.21	2.05	1.89	1.58	1.34	1.04	0.45	69	4,962	27,347
32.3037875	-86.410017	132	LN3	18,986	3.65	3.23	3.01	2.73	2.28	1.94	1.66	0.61	69	5,202	31,125
32.3037875	-86.410017	132	LN3	25,179	4.69	4.07	3.84	3.46	2.89	2.44	2.16	0.78	69	5,369	32,281
32.3038014	-86.410015	137	LN3	12,169	4.97	1.56	1.4	1.24	0.96	0.78	0.6	0.47	69	2,448	25,891
32.3038014	-86.410015	137	LN3	18,757	6.9	2.5	2.22	1.95	1.52	1.17	0.92	0.72	69	2,718	26,051
32.3038014	-86.410015	137	LN3	24,875	8.42	3.42	3.06	2.66	2.06	1.6	1.25	1	69	2,954	24,875
32.3035544	-86.409919	51	LN4	12,267	2.77	2.46	2.32	2.18	1.82	1.52	1.24	1.01	69	4,429	12,146
32.3035544	-86.409919	51	LN4	19,053	4.09	3.66	3.45	3.18	2.65	2.21	1.85	1.61	69	4,658	11,834
32.3035544	-86.409919	51	LN4	25,170	5.2	4.63	4.39	4.06	3.38	2.78	2.39	2.15	69	4,840	11,707
32.3035706	-86.409916	56	LN4	12,094	6.21	1.31	0.97	1.05	0.85	0.65	0.51	0.45	69	1,948	26,876
32.3035706	-86.409916	56	LN4	18,619	9.4	1.79	1.61	1.44	1.17	0.92	0.7	0.56	69	1,981	33,248
32.3035706	-86.409916	56	LN4	24,298	12.12	2.31	2.01	1.78	1.43	1.19	0.95	0.74	69	2,005	32,835
32.3038622	-86.409879	163	LN4	12,312	2.28	1.93	1.82	1.69	1.42	1.19	0.95	0.78	69	5,400	15,785
32.3038622	-86.409879	163	LN4	19,090	3.21	2.8	2.64	2.44	2.05	1.66	1.38	1.09	69	5,947	17,514
32.3038622	-86.409879	163	LN4	25,151	4.06	3.58	3.31	3.05	2.56	2.14	1.73	1.43	69	6,195	17,588
32.3038993	-86.409874	177	LN4	11,972	4.22	1.89	1.64	1.47	1.11	0.86	0.66	0.47	70	2,837	25,472
32.3038993	-86.409874	177	LN4	18,705	6.05	2.79	2.51	2.19	1.68	1.24	0.97	0.75	70	3,092	24,940
32.3038993	-86.409874	177	LN4	24,738	7.82	3.58	3.24	2.79	2.15	1.62	1.25	0.97	70	3,163	25,503
32.3034297	-86.409803	9	LN5	12,334	2.71	2.31	2.14	1.93	1.54	1.21	0.91	0.68	70	4,551	18,138
32.3034297	-86.409803	9	LN5	19,080	3.89	3.34	3.1	2.8	2.24	1.76	1.33	0.99	70	4,905	19,273
32.3034297	-86.409803	9	LN5	25,073	4.83	4.18	3.86	3.5	2.83	2.19	1.68	1.28	70	5,191	19,588
32.3034501	-86.4098	16	LN5	12,194	4.09	2.31	2.02	1.75	1.31	1	0.72	0.56	71	2,981	21,775

Appendix H1: Deflection Data and ISM
Hold Apron Runway 10

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3034501	-86.4098	16	LN5	18,864	5.62	3.32	2.89	2.54	1.88	1.43	1.07	0.81	71	3,357	23,289
32.3034501	-86.4098	16	LN5	24,873	7.14	4.23	3.75	3.21	2.4	1.8	1.36	1.07	71	3,484	23,246
32.3037028	-86.40977	109	LN5	12,292	2.66	2.32	2.19	1.98	1.65	1.34	1.02	0.8	70	4,621	15,365
32.3037028	-86.40977	109	LN5	18,840	3.96	3.38	3.17	2.93	2.4	1.93	1.5	1.17	70	4,758	16,103
32.3037028	-86.40977	109	LN5	25,157	4.86	4.33	4.04	3.74	3.06	2.44	1.92	1.59	70	5,176	15,822
32.3037237	-86.409767	116	LN5	12,259	6.98	0.79	0.73	0.69	0.56	0.48	0.4	0.34	70	1,756	36,056
32.3037237	-86.409767	116	LN5	18,806	9.91	1.16	1.11	0.93	0.83	0.7	0.59	0.51	70	1,898	36,875
32.3037237	-86.409767	116	LN5	24,955	12.5	1.49	1.4	1.31	1.09	0.93	0.81	0.7	70	1,996	35,650
32.304029	-86.409731	228	LN5	12,325	2.98	2.55	2.37	2.13	1.69	1.31	1	0.7	71	4,136	17,607
32.304029	-86.409731	228	LN5	19,008	4.54	3.7	3.45	3.12	2.49	1.92	1.44	1.02	71	4,187	18,635
32.304029	-86.409731	228	LN5	25,225	5.48	4.74	4.43	3.98	3.13	2.43	1.78	1.28	71	4,603	19,707
32.3040511	-86.409728	236	LN5	12,298	4.19	0.74	0.7	0.67	0.55	0.47	0.41	0.34	71	2,935	36,171
32.3040511	-86.409728	236	LN5	19,014	6.29	1.1	1.07	0.97	0.84	0.71	0.62	0.55	71	3,023	34,571
32.3040511	-86.409728	236	LN5	25,213	4.88	1.46	1.38	1.28	1.09	0.92	0.84	0.72	71	5,167	35,018
32.3036838	-86.409642	56	LN6	12,290	2.08	1.82	1.69	1.57	1.28	1.03	0.79	0.63	70	5,909	19,508
32.3036838	-86.409642	56	LN6	19,136	3.2	2.65	2.49	2.26	1.86	1.48	1.14	0.89	70	5,980	21,501
32.3036838	-86.409642	56	LN6	25,372	3.28	3.35	3.15	2.87	2.35	1.86	1.45	1.1	70	7,735	23,065
32.3037107	-86.409637	67	LN6	12,365	4.02	0.8	0.76	0.69	0.59	0.46	0.41	0.34	70	3,076	36,368
32.3037107	-86.409637	67	LN6	19,086	6.04	1.15	1.15	1.03	0.86	0.73	0.61	0.51	70	3,160	37,424
32.3037107	-86.409637	67	LN6	25,330	7.68	1.52	1.46	1.33	1.09	0.99	0.8	0.7	70	3,298	36,186
32.303962	-86.409605	158	LN6	12,344	2.14	1.83	1.7	1.56	1.3	1.06	0.83	0.68	70	5,768	18,153
32.303962	-86.409605	158	LN6	19,091	3.09	2.66	2.5	2.28	1.88	1.53	1.2	0.95	70	6,178	20,096
32.303962	-86.409605	158	LN6	25,572	3.76	3.4	3.15	2.9	2.39	1.9	1.56	1.26	70	6,801	20,295
32.3039853	-86.409601	167	LN6	12,195	4.61	1.16	1.08	0.95	0.75	0.61	0.48	0.41	71	2,645	29,744
32.3039853	-86.409601	167	LN6	18,772	6.82	1.76	1.6	1.38	1.11	0.89	0.68	0.6	71	2,752	31,287
32.3039853	-86.409601	167	LN6	24,805	9.02	2.17	1.99	1.77	1.38	1.13	0.91	0.77	71	2,750	32,214

Appendix H1: Deflection Data and ISM
Hold Apron Runway 10

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3037299	-86.409505	18	LN7	12,304	3.32	2.92	2.7	2.45	1.94	1.51	1.11	0.82	71	3,706	15,005
32.3037299	-86.409505	18	LN7	19,140	4.79	4.21	3.97	3.59	2.84	2.13	1.61	1.15	71	3,996	16,643
32.3037299	-86.409505	18	LN7	25,372	6.22	5.39	5.01	4.5	3.55	2.66	2	1.42	71	4,079	17,868
32.3037549	-86.409502	27	LN7	12,221	4.17	1.48	1.29	1.17	0.92	0.75	0.56	0.53	71	2,931	23,058
32.3037549	-86.409502	27	LN7	18,850	6.14	2.07	1.86	1.66	1.28	1.04	0.8	0.62	71	3,070	30,403
32.3037549	-86.409502	27	LN7	24,858	8.18	2.51	2.29	2.03	1.59	1.28	1.02	0.83	71	3,039	29,949
32.304005	-86.409471	118	LN7	12,317	2.68	2.41	2.27	2.1	1.77	1.5	1.2	0.99	71	4,596	12,441
32.304005	-86.409471	118	LN7	19,061	3.98	3.43	3.28	3.01	2.51	2.16	1.68	1.38	71	4,789	13,812
32.304005	-86.409471	118	LN7	25,320	5.1	4.34	4.13	3.8	3.18	2.64	2.09	1.73	71	4,965	14,636
32.3040289	-86.409468	128	LN7	12,085	7.52	1.64	1.49	1.34	1.08	0.85	0.7	0.54	71	1,607	22,380
32.3040289	-86.409468	128	LN7	18,729	11.11	2.3	2.08	1.86	1.51	1.2	0.96	0.78	71	1,686	24,012
32.3040289	-86.409468	128	LN7	24,759	15.61	2.78	2.54	2.27	1.84	1.49	1.2	0.97	71	1,586	25,525
32.3039346	-86.409351	60	LN8	12,343	2.54	2.29	2.17	2.06	1.76	1.47	1.21	0.97	71	4,859	12,725
32.3039346	-86.409351	60	LN8	19,115	3.73	3.34	3.18	2.97	2.56	2.18	1.76	1.38	71	5,125	13,851
32.3039346	-86.409351	60	LN8	25,383	4.92	4.22	4.02	3.76	3.24	2.74	2.22	1.77	71	5,159	14,341
32.3039628	-86.409347	71	LN8	12,121	5.27	2.3	2.09	1.85	1.42	1.07	0.8	0.59	71	2,300	20,544
32.3039628	-86.409347	71	LN8	18,759	7.87	3.25	2.94	2.58	1.98	1.46	1.1	0.82	71	2,384	22,877
32.3039628	-86.409347	71	LN8	24,769	9.71	4.1	3.61	3.19	2.43	1.85	1.37	1.06	71	2,551	23,367
32.3039271	-86.409222	31	LN9	12,345	2.22	1.94	1.81	1.65	1.35	1.1	0.83	0.64	71	5,561	19,289
32.3039271	-86.409222	31	LN9	19,058	3.28	2.85	2.68	2.43	1.97	1.58	1.21	0.92	71	5,810	20,715
32.3039271	-86.409222	31	LN9	25,428	4.33	3.62	3.37	3.07	2.51	1.97	1.51	1.16	71	5,873	21,921
32.303964	-86.409025	30	LN10	12,360	2.68	2.36	2.19	2	1.63	1.36	1.03	0.76	72	4,612	16,263
32.303964	-86.409025	30	LN10	19,093	3.94	3.44	3.2	2.9	2.36	1.86	1.4	1.01	72	4,846	18,904
32.303964	-86.409025	30	LN10	25,406	4.7	4.34	4.07	3.67	2.95	2.24	1.64	1.26	72	5,406	20,163
32.303988	-86.409024	38	LN10	12,279	3.44	2.1	1.88	1.65	1.24	0.95	0.7	0.51	72	3,569	24,076
32.303988	-86.409024	38	LN10	18,913	5.14	3.05	2.73	2.4	1.82	1.4	1.02	0.79	72	3,680	23,941

Appendix H1: Deflection Data and ISM
Hold Apron Runway 10

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.303988	-86.409024	38	LN10	24,940	6.68	3.87	3.48	3.03	2.31	1.75	1.39	0.99	72	3,734	25,192

Appendix H1: Deflection Data and ISM
Runway 03-21

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.304247	-86.387148	10	LN1	12,146	10.05	7.4	6.28	5.17	3.61	2.46	1.72	1.27	70	1,209	9,564
32.304247	-86.387148	10	LN1	18,519	13.98	10.1	8.77	7.09	4.87	3.4	2.41	1.81	70	1,325	10,231
32.304247	-86.387148	10	LN1	24,044	17.17	12.43	10.43	8.56	5.9	4.12	2.96	2.22	70	1,400	10,831
32.3033452	-86.387837	400	LN1	12,002	9.67	7.78	6.8	5.87	4.31	3.13	2.34	1.8	70	1,241	6,668
32.3033452	-86.387837	400	LN1	18,314	13.63	10.71	9.31	8.07	5.93	4.36	3.25	2.52	70	1,344	7,267
32.3033452	-86.387837	400	LN1	24,129	16.16	12.77	11.2	9.69	7.11	5.25	3.9	2.98	70	1,493	8,097
32.3024256	-86.388541	801	LN1	12,047	8.94	6.93	5.98	5.06	3.54	2.46	1.75	1.27	70	1,348	9,486
32.3024256	-86.388541	801	LN1	18,482	12.68	9.67	8.38	6.98	4.87	3.37	2.5	1.79	70	1,458	10,325
32.3024256	-86.388541	801	LN1	24,412	15.78	12.04	10.34	8.56	5.95	4.18	3.08	2.29	70	1,547	10,660
32.3015593	-86.389208	1177	LN1	11,883	14.79	7.76	5.83	4.53	3.07	2.34	1.75	1.44	70	803	8,252
32.3015593	-86.389208	1177	LN1	17,986	20.18	10.7	8.24	6.39	4.31	3.15	2.42	1.99	70	891	9,038
32.3015593	-86.389208	1177	LN1	23,861	58.63	13.14	10.18	8.04	5.36	3.96	3.02	2.43	70	407	9,819
32.300952	-86.389675	1441	LN1	11,832	16.86	9.22	7.17	5.67	3.85	2.82	2.11	1.72	70	702	6,879
32.300952	-86.389675	1441	LN1	18,081	22.16	12.77	9.95	7.98	5.48	4	3.04	2.4	70	816	7,534
32.300952	-86.389675	1441	LN1	23,597	25.65	15.68	12.26	9.8	6.78	4.96	3.72	2.93	70	920	8,054
32.3003422	-86.390146	1706	LN1	12,044	11.25	6.12	5.24	4.5	3.45	2.73	2.14	1.69	70	1,071	7,127
32.3003422	-86.390146	1706	LN1	18,232	22.72	8.41	7.19	6.18	4.69	3.69	2.92	2.34	70	802	7,791
32.3003422	-86.390146	1706	LN1	24,267	25.07	10.38	8.82	7.55	5.77	4.55	3.57	2.89	70	968	8,397
32.2996675	-86.390665	2000	LN1	12,162	6.29	5.24	4.81	4.37	3.53	2.85	2.19	1.77	71	1,934	6,871
32.2996675	-86.390665	2000	LN1	18,608	7.81	7.21	6.6	6.02	4.76	3.76	2.92	2.31	71	2,383	8,055
32.2996675	-86.390665	2000	LN1	24,574	38.45	8.71	8.04	7.23	5.77	4.5	3.54	2.77	71	639	8,871
32.2996677	-86.390665	2000	LN1	24,337	6.35	8.73	8.03	7.23	5.78	4.55	3.54	2.8	70	3,833	8,692
32.2987262	-86.391382	2408	LN1	11,966	10.38	7.51	6.23	5.15	3.54	2.49	1.81	1.36	71	1,153	8,799
32.2987262	-86.391382	2408	LN1	18,406	14.05	10.63	8.86	7.33	5.04	3.48	2.49	1.91	71	1,310	9,637
32.2987262	-86.391382	2408	LN1	23,976	33.82	12.97	10.9	8.94	6.2	4.45	3.14	2.38	71	709	10,074
32.2978232	-86.39207	2800	LN1	12,054	13.26	9.48	7.78	6.37	4.3	3.07	2.23	1.72	71	909	7,008

Appendix H1: Deflection Data and ISM
Runway 03-21

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2978232	-86.39207	2800	LN1	18,374	16.22	13.27	10.92	8.9	5.94	4.23	3.11	2.4	71	1,133	7,656
32.2978232	-86.39207	2800	LN1	24,288	11.67	16.76	13.59	11.04	7.35	5.19	3.79	2.95	71	2,081	8,233
32.2968968	-86.392776	3202	LN1	11,994	15.14	10.64	8.56	6.68	4.16	2.78	1.96	1.49	71	792	8,050
32.2968968	-86.392776	3202	LN1	18,365	25.35	14.96	11.92	9.27	5.76	3.87	2.72	2.08	71	724	8,829
32.2968968	-86.392776	3202	LN1	23,862	26.96	18.23	14.54	11.3	7.07	4.78	3.46	2.68	71	885	8,904
32.2959698	-86.393489	3606	LN1	12,083	10.74	8.07	6.87	5.69	3.87	2.63	1.83	1.32	70	1,125	9,154
32.2959698	-86.393489	3606	LN1	18,354	13.6	10.91	9.34	7.49	5.21	3.67	2.61	2	70	1,350	9,177
32.2959698	-86.393489	3606	LN1	24,367	19.07	13.7	11.69	9.74	6.65	4.38	3.16	2.4	70	1,278	10,153
32.2951147	-86.394144	3977	LN1	12,220	8.34	6.59	5.78	4.93	3.6	2.66	1.94	1.44	70	1,465	8,486
32.2951147	-86.394144	3977	LN1	18,909	11.66	9.26	8.07	6.95	5.03	3.64	2.66	2	70	1,622	9,455
32.2951147	-86.394144	3977	LN1	24,820	14.48	11.42	9.98	8.5	6.18	4.47	3.26	2.48	70	1,714	10,008
32.2954754	-86.393723	3797	LN2	12,045	12.47	7.83	6.39	5.26	3.53	2.48	1.75	1.35	71	966	8,922
32.2954754	-86.393723	3797	LN2	18,496	17.46	10.96	9	7.37	4.95	3.49	2.5	1.93	71	1,059	9,583
32.2954754	-86.393723	3797	LN2	24,377	21.74	13.61	11.21	9.18	6.2	4.33	3.13	2.39	71	1,121	10,200
32.2963944	-86.393019	3398	LN2	11,975	11.51	8.58	7.24	5.99	4.08	2.82	1.98	1.45	72	1,040	8,259
32.2963944	-86.393019	3398	LN2	18,394	16.15	11.86	10.08	8.42	5.71	3.92	2.77	2.03	72	1,139	9,061
32.2963944	-86.393019	3398	LN2	24,374	20.32	14.79	12.62	10.52	7.21	4.97	3.5	2.57	72	1,200	9,484
32.2973285	-86.392308	2993	LN2	11,841	16.16	10.94	8.56	6.59	4.23	3.01	2.19	1.71	71	733	6,925
32.2973285	-86.392308	2993	LN2	18,059	23.09	15.53	12.07	9.45	6.05	4.27	3.08	2.44	71	782	7,401
32.2973285	-86.392308	2993	LN2	23,641	29.13	19.61	15.28	11.84	7.59	5.3	3.83	2.97	71	812	7,960
32.2982344	-86.391618	2600	LN2	12,011	11.67	8.73	7.35	6.23	4.42	3.24	2.45	1.94	71	1,029	6,191
32.2982344	-86.391618	2600	LN2	18,557	16.15	11.97	10.19	8.6	6.1	4.48	3.39	2.67	71	1,149	6,950
32.2982344	-86.391618	2600	LN2	24,401	19.85	14.6	12.41	10.44	7.42	5.5	4.17	3.24	71	1,229	7,531
32.299156	-86.390911	2199	LN2	11,813	21.11	13.13	9.75	7.18	4.25	2.83	1.98	1.53	72	560	7,721
32.299156	-86.390911	2199	LN2	17,993	28.78	17.76	13.29	9.87	5.88	3.94	2.85	2.17	72	625	8,292
32.299156	-86.390911	2199	LN2	23,659	38.34	22.2	16.56	12.34	7.43	4.96	3.55	2.77	72	617	8,541

Appendix H1: Deflection Data and ISM
Runway 03-21

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2995143	-86.390639	2044	LN2	12,131	8.24	6.64	5.89	5.14	3.84	2.86	2.14	1.69	71	1,472	7,178
32.2995143	-86.390639	2044	LN2	18,651	11.63	9.32	8.3	7.27	5.37	3.96	2.96	2.26	71	1,604	8,253
32.2995143	-86.390639	2044	LN2	24,750	12.94	11.47	10.28	8.92	6.61	4.85	3.61	2.76	71	1,913	8,967
32.3002613	-86.390064	1719	LN2	11,838	15.89	9.48	7.75	6.34	4.45	3.29	2.49	1.98	72	745	5,979
32.3002613	-86.390064	1719	LN2	18,282	22.82	13.26	10.87	8.82	6.09	4.53	3.41	2.73	72	801	6,697
32.3002613	-86.390064	1719	LN2	23,866	28.35	16.59	13.51	10.95	7.54	5.55	4.23	3.36	72	842	7,103
32.3008665	-86.389605	1458	LN2	11,851	20.22	10.72	7.75	5.83	3.75	2.69	2.02	1.64	72	586	7,226
32.3008665	-86.389605	1458	LN2	17,905	27.59	15.07	11.02	8.32	5.29	3.76	2.84	2.27	72	649	7,888
32.3008665	-86.389605	1458	LN2	23,574	32.98	19	13.9	10.58	6.64	4.64	3.53	2.85	72	715	8,272
32.3010006	-86.389501	1399	LN2	11,781	22.39	8.56	6.5	5.19	3.53	2.54	1.92	1.54	72	526	7,650
32.3010006	-86.389501	1399	LN2	17,889	30.19	12.43	9.45	7.54	5.02	3.59	2.72	2.15	72	593	8,320
32.3010006	-86.389501	1399	LN2	23,464	36.92	15.71	12.05	9.57	6.25	4.52	3.42	2.68	72	636	8,755
32.3019239	-86.388794	998	LN2	11,863	9.27	5.72	4.83	4	2.86	2.05	1.49	1.18	72	1,280	10,053
32.3019239	-86.388794	998	LN2	18,301	13.37	8.2	6.86	5.75	4.08	2.96	2.17	1.68	72	1,369	10,893
32.3019239	-86.388794	998	LN2	24,252	16.44	10.19	8.74	7.14	5.08	3.65	2.72	2.08	72	1,475	11,660
32.3028475	-86.38809	598	LN2	11,983	13.47	8.77	7.22	6.03	4.25	3.11	2.36	1.91	72	890	6,274
32.3028475	-86.38809	598	LN2	18,390	15.65	12.05	9.97	8.3	5.9	4.31	3.25	2.55	72	1,175	7,212
32.3028475	-86.38809	598	LN2	24,243	22.57	14.71	12.19	10.14	7.19	5.34	4.01	3.23	72	1,074	7,506
32.3037653	-86.387391	199	LN2	12,042	9.27	6.7	5.63	4.68	3.33	2.43	1.76	1.37	72	1,299	8,790
32.3037653	-86.387391	199	LN2	18,580	13.03	9.38	7.81	6.57	4.66	3.34	2.46	1.89	72	1,426	9,831
32.3037653	-86.387391	199	LN2	24,509	16.71	11.37	9.63	7.98	5.69	4.15	3.03	2.34	72	1,467	10,474

Appendix H1: Deflection Data and ISM
Hold Apron Runway 28 - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3003954	-86.38092	10	LN1	12,288	3.06	2.02	1.85	1.77	1.52	1.33	1.14	0.99	77	4,016	12,412
32.3003954	-86.38092	10	LN1	19,183	4.28	2.84	2.65	2.47	2.16	1.86	1.58	1.34	77	4,482	14,316
32.3003954	-86.38092	10	LN1	25,731	5.92	3.54	3.29	3.1	2.67	2.29	1.96	1.67	77	4,346	15,408
32.3006912	-86.380877	118	LN1	12,252	3.7	2.18	1.98	1.87	1.61	1.41	1.18	1.01	77	3,311	12,131
32.3006912	-86.380877	118	LN1	19,221	5.23	3.08	2.85	2.68	2.32	2.01	1.68	1.38	77	3,675	13,928
32.3006912	-86.380877	118	LN1	25,583	6.73	3.87	3.56	3.34	2.92	2.49	2.1	1.74	77	3,801	14,703
32.3009621	-86.380828	218	LN1	12,330	4.42	2.68	2.11	1.83	1.55	1.26	1.05	0.89	77	2,790	13,854
32.3009621	-86.380828	218	LN1	19,246	6.41	3.81	2.99	2.61	2.18	1.8	1.5	1.23	77	3,002	15,647
32.3009621	-86.380828	218	LN1	25,505	8	4.74	3.69	3.23	2.69	2.22	1.84	1.53	77	3,188	16,670
32.3005914	-86.380768	51	LN2	12,257	3.05	2.08	1.91	1.79	1.52	1.3	1.08	0.9	77	4,019	13,619
32.3005914	-86.380768	51	LN2	19,138	4.55	2.91	2.7	2.49	2.16	1.8	1.52	1.22	77	4,206	15,687
32.3005914	-86.380768	51	LN2	25,727	5.55	3.64	3.33	3.1	2.66	2.24	1.88	1.58	77	4,635	16,283
32.3008616	-86.38073	150	LN2	12,289	3.53	2.02	1.91	1.84	1.65	1.5	1.1	0.93	77	3,481	13,214
32.3008616	-86.38073	150	LN2	19,147	5.01	2.87	2.71	2.57	2.32	2.06	1.55	1.31	77	3,822	14,616
32.3008616	-86.38073	150	LN2	25,562	6.31	3.56	3.37	3.21	2.88	2.57	1.94	1.63	77	4,051	15,682

Appendix H1: Deflection Data and ISM
Hold Apron Runway 28 - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3010162	-86.380238	11	LN1	12,254	5.89	5.56	5.33	5.06	4.43	3.77	3.04	2.37	77	2,080	5,170
32.3010162	-86.380238	11	LN1	19,145	8.52	7.99	7.73	7.33	6.44	5.53	4.45	3.5	77	2,247	5,470
32.3010162	-86.380238	11	LN1	25,465	10.57	10.06	9.63	9.22	8.09	6.98	5.63	4.43	77	2,409	5,748
32.3010192	-86.380269	21	LN1	12,281	5.53	1.64	1.51	1.41	1.21	1.01	0.86	0.72	78	2,221	17,057
32.3010192	-86.380269	21	LN1	19,119	8.09	2.25	2.11	1.94	1.65	1.42	1.2	1.02	78	2,363	18,744
32.3010192	-86.380269	21	LN1	25,421	10.45	2.74	2.56	2.34	2	1.74	1.48	1.25	78	2,433	20,337
32.3010458	-86.380562	112	LN1	12,176	6.95	6.56	6.34	6.11	5.5	4.83	4.03	3.29	78	1,752	3,701
32.3010458	-86.380562	112	LN1	19,109	9.85	9.34	9.07	8.73	7.94	7.02	5.93	4.88	78	1,940	3,916
32.3010458	-86.380562	112	LN1	25,488	94.35	11.56	11.25	10.88	9.89	8.85	7.57	6.33	78	270	4,027
32.3011378	-86.380353	51	LN2	12,160	7.47	7.05	6.81	6.55	5.86	5.15	4.3	3.5	78	1,628	3,474
32.3011378	-86.380353	51	LN2	19,022	10.54	10.02	9.74	9.36	8.43	7.45	6.31	5.19	78	1,805	3,665
32.3011378	-86.380353	51	LN2	25,413	11.97	12.28	11.96	11.52	10.44	9.22	7.91	6.49	78	2,123	3,916
32.3011401	-86.380385	60	LN2	12,123	4.71	2.38	2.21	2.04	1.73	1.49	1.24	1.07	78	2,574	11,330
32.3011401	-86.380385	60	LN2	19,112	7.08	3.29	3.07	2.81	2.39	2.01	1.71	1.43	78	2,699	13,365
32.3011401	-86.380385	60	LN2	25,372	7.7	4	3.72	3.41	2.89	2.46	2.09	1.78	78	3,295	14,254
32.3011642	-86.380677	151	LN2	12,246	6.2	5.74	5.51	5.25	4.58	3.85	3.13	2.44	79	1,975	5,019
32.3011642	-86.380677	151	LN2	19,218	9	8.35	8.01	7.6	6.67	5.68	4.61	3.59	79	2,135	5,353
32.3011642	-86.380677	151	LN2	25,593	11.42	10.39	10.02	9.48	8.36	7.15	5.81	4.52	79	2,241	5,662
32.3011672	-86.380707	160	LN2	12,336	5.38	2.4	2.21	2.03	1.73	1.47	1.19	1.02	79	2,293	12,094
32.3011672	-86.380707	160	LN2	19,347	8.16	3.26	3.07	2.79	2.37	1.97	1.66	1.38	79	2,371	14,020
32.3011672	-86.380707	160	LN2	25,898	8.86	4.03	3.7	3.37	2.85	2.41	2	1.65	79	2,923	15,696
32.3012427	-86.380276	29	LN3	12,289	5.08	4.72	4.53	4.31	3.76	3.13	2.52	1.9	78	2,419	6,468
32.3012427	-86.380276	29	LN3	19,191	8.81	6.94	6.66	6.33	5.53	4.64	3.72	2.82	78	2,178	6,805
32.3012427	-86.380276	29	LN3	25,648	8.09	8.74	8.46	8.04	7.03	5.95	4.76	3.58	78	3,170	7,164
32.3012438	-86.380308	38	LN3	12,058	5.66	2.59	2.4	2.19	1.82	1.55	1.27	1.09	79	2,130	11,062
32.3012438	-86.380308	38	LN3	18,885	8.29	3.6	3.25	2.97	2.5	2.09	1.77	1.48	79	2,278	12,760

Appendix H1: Deflection Data and ISM
Hold Apron Runway 28 - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3012438	-86.380308	38	LN3	25,222	9.43	4.4	4.02	3.61	2.99	2.51	2.1	1.75	79	2,675	14,413
32.3012677	-86.380603	131	LN3	12,323	5.7	5.29	5.04	4.77	4.14	3.5	2.78	2.16	79	2,162	5,705
32.3012677	-86.380603	131	LN3	19,394	15.29	7.68	7.33	6.94	6.04	5.08	4.03	3.09	79	1,268	6,276
32.3012677	-86.380603	131	LN3	25,784	8.23	9.61	9.27	8.69	7.6	6.36	5.09	3.94	79	3,133	6,544
32.3012701	-86.380629	138	LN3	12,311	5.04	2.09	1.95	1.81	1.59	1.4	1.14	0.97	79	2,443	12,692
32.3012701	-86.380629	138	LN3	19,443	5.91	2.86	2.67	2.44	2.15	1.9	1.58	1.33	79	3,290	14,619
32.3012701	-86.380629	138	LN3	25,855	7.9	3.42	3.21	3.01	2.57	2.22	1.9	1.61	79	3,273	16,059
32.3013061	-86.380988	250	LN3	12,348	5.17	4.8	4.56	4.32	3.75	3.14	2.51	1.91	79	2,388	6,465
32.3013061	-86.380988	250	LN3	19,432	6.48	7.08	6.79	6.4	5.57	4.69	3.76	2.91	79	2,999	6,678
32.3013061	-86.380988	250	LN3	25,771	9.78	8.98	8.63	8.2	7.13	6.03	4.85	3.75	79	2,635	6,872
32.3013094	-86.381015	258	LN3	12,245	6.1	2.22	2.07	1.96	1.68	1.41	1.21	1.03	79	2,007	11,888
32.3013094	-86.381015	258	LN3	19,387	7.43	3.04	2.85	2.66	2.29	1.93	1.6	1.33	79	2,609	14,577
32.3013094	-86.381015	258	LN3	25,795	10.75	3.64	3.43	3.19	2.76	2.32	2	1.68	79	2,400	15,354
32.3013663	-86.380463	47	LN4	12,336	5.59	5.05	4.74	4.42	3.73	3	2.31	1.77	79	2,207	6,969
32.3013663	-86.380463	47	LN4	19,338	7.71	7.26	6.81	6.35	5.3	4.28	3.27	2.47	79	2,508	7,829
32.3013663	-86.380463	47	LN4	25,762	9.85	8.91	8.44	7.81	6.51	5.21	3.97	3.03	79	2,615	8,502
32.3013686	-86.380488	54	LN4	12,345	6.58	2.02	1.91	1.78	1.52	1.28	1.07	0.89	79	1,876	13,871
32.3013686	-86.380488	54	LN4	19,380	9.46	2.79	2.65	2.41	2.07	1.77	1.47	1.22	79	2,049	15,885
32.3013686	-86.380488	54	LN4	25,765	18.86	3.31	3.11	2.88	2.48	2.1	1.75	1.43	79	1,366	18,017
32.3014002	-86.380839	163	LN4	12,321	5.09	5.03	4.89	4.68	4.25	3.75	3.23	2.69	79	2,421	4,580
32.3014002	-86.380839	163	LN4	19,450	7.61	7.3	7.09	6.86	6.24	5.59	4.81	4.06	79	2,556	4,791
32.3014002	-86.380839	163	LN4	25,928	9.23	9.08	8.88	8.59	7.86	7.09	6.14	5.2	79	2,809	4,986
32.3014041	-86.380875	174	LN4	12,323	5.13	2.34	2.18	2.03	1.76	1.52	1.26	1.06	79	2,402	11,625
32.3014041	-86.380875	174	LN4	19,406	6.93	3.12	2.93	2.73	2.35	2.03	1.71	1.45	79	2,800	13,383
32.3014041	-86.380875	174	LN4	25,704	9.28	3.7	3.47	3.19	2.75	2.38	2	1.66	79	2,770	15,484
32.3014288	-86.381171	267	LN4	12,250	6.36	5.89	5.63	5.35	4.66	3.9	3.09	2.34	79	1,926	5,235

Appendix H1: Deflection Data and ISM
Hold Apron Runway 28 - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3014288	-86.381171	267	LN4	19,377	9.14	8.56	8.21	7.77	6.8	5.73	4.55	3.47	79	2,120	5,584
32.3014288	-86.381171	267	LN4	25,766	11.27	10.64	10.24	9.71	8.52	7.23	5.77	4.42	79	2,286	5,829
32.3014317	-86.381197	276	LN4	12,231	5.14	3.27	3.02	2.82	2.38	2	1.68	1.41	78	2,380	8,674
32.3014317	-86.381197	276	LN4	19,385	7.63	4.39	4.07	3.72	3.16	2.66	2.25	1.85	78	2,541	10,478
32.3014317	-86.381197	276	LN4	25,609	4.45	5.16	4.8	4.37	3.71	3.15	2.57	2.19	78	5,755	11,694
32.3014851	-86.380522	31	LN5	12,338	3.83	3.36	3.16	2.95	2.55	2.22	1.88	0.94	78	3,221	13,126
32.3014851	-86.380522	31	LN5	19,584	5.31	4.75	4.51	4.21	3.59	3.07	2.66	1.31	78	3,688	14,950
32.3014851	-86.380522	31	LN5	26,047	6.7	5.94	5.6	5.18	4.4	3.75	3.25	1.52	78	3,888	17,136
32.301486	-86.38054	36	LN5	12,265	4.81	2.83	2.6	2.36	1.97	1.67	1.36	1.11	79	2,550	11,050
32.301486	-86.38054	36	LN5	19,403	7	3.91	3.57	3.2	2.67	2.21	1.81	1.47	79	2,772	13,199
32.301486	-86.38054	36	LN5	25,748	9.08	4.61	4.26	3.83	3.16	2.62	2.13	1.76	79	2,836	14,630
32.301511	-86.380832	128	LN5	12,361	5.12	4.74	4.49	4.27	3.65	3.01	2.39	1.81	79	2,414	6,829
32.301511	-86.380832	128	LN5	19,561	5.61	7.06	6.64	6.28	5.35	4.37	3.49	2.63	79	3,487	7,438
32.301511	-86.380832	128	LN5	25,946	9.3	8.75	8.4	7.92	6.75	5.65	4.37	3.31	79	2,790	7,839
32.3015134	-86.38086	136	LN5	12,331	7.04	2.55	2.37	2.2	1.87	1.51	1.29	1.1	79	1,752	11,210
32.3015134	-86.38086	136	LN5	19,502	8.28	3.45	3.22	2.98	2.51	2.08	1.73	1.45	79	2,355	13,450
32.3015134	-86.38086	136	LN5	26,022	5.5	4.16	3.88	3.56	3.03	2.53	2.05	1.73	79	4,731	15,042
32.3015425	-86.381214	246	LN5	12,319	5.71	5.39	5.23	5.01	4.45	3.91	3.25	2.66	79	2,157	4,631
32.3015425	-86.381214	246	LN5	19,447	10.61	7.88	7.62	7.29	6.54	5.78	4.86	3.97	79	1,833	4,898
32.3015425	-86.381214	246	LN5	25,837	6.34	9.75	9.51	9.09	8.17	7.25	6.19	5.1	79	4,075	5,066
32.3015455	-86.381247	256	LN5	12,178	6.33	2.99	2.76	2.56	2.18	1.8	1.49	1.27	79	1,924	9,589
32.3015455	-86.381247	256	LN5	19,157	9.09	4	3.71	3.42	2.91	2.43	2.02	1.69	79	2,107	11,336
32.3015455	-86.381247	256	LN5	25,483	12.28	4.69	4.36	3.99	3.4	2.88	2.38	2	79	2,075	12,742
32.3016088	-86.380698	51	LN6	12,313	5.1	4.57	4.3	4.02	3.4	2.89	2.35	1.98	79	2,414	6,219
32.3016088	-86.380698	51	LN6	19,437	7.36	6.6	6.2	5.7	4.74	3.9	3.18	2.7	79	2,641	7,199
32.3016088	-86.380698	51	LN6	25,935	7.93	8.16	7.73	7.07	5.82	4.74	3.9	3.36	79	3,270	7,719

Appendix H1: Deflection Data and ISM
Hold Apron Runway 28 - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3016106	-86.380718	58	LN6	11,852	6.26	3.46	3.22	2.89	2.37	1.92	1.55	1.27	79	1,893	9,332
32.3016106	-86.380718	58	LN6	18,785	7.91	4.72	4.37	3.93	3.2	2.59	2.06	1.69	79	2,375	11,115
32.3016106	-86.380718	58	LN6	25,084	5.81	5.7	5.29	4.72	3.83	3.09	2.44	1.99	79	4,317	12,605
32.3016408	-86.381078	170	LN6	12,452	4.86	4.35	4.13	3.82	3.18	2.54	2.02	1.62	79	2,562	7,686
32.3016408	-86.381078	170	LN6	19,585	5.21	6.24	5.87	5.38	4.45	3.56	2.71	2.06	79	3,759	9,507
32.3016408	-86.381078	170	LN6	25,889	12.69	7.66	7.27	6.63	5.45	4.34	3.29	2.44	79	2,040	10,610
32.3016427	-86.381104	177	LN6	12,216	7.08	2.69	2.48	2.32	1.96	1.64	1.37	1.14	80	1,725	10,716
32.3016427	-86.381104	177	LN6	19,127	10.17	3.51	3.27	3.03	2.58	2.14	1.78	1.48	80	1,881	12,924
32.3016427	-86.381104	177	LN6	25,534	12.15	4.19	3.88	3.56	3.02	2.53	2.07	1.74	80	2,102	14,675

Appendix H1: Deflection Data and ISM
Taxiway A

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3014417	-86.382049	400	LN1	12,281	3.61	2.62	2.39	2.21	1.88	1.56	1.32	1.11	79	3,402	11,064
32.3014417	-86.382049	400	LN1	19,443	5.05	3.52	3.24	2.97	2.55	2.11	1.78	1.47	79	3,850	13,227
32.3014417	-86.382049	400	LN1	25,850	4.69	4.25	3.89	3.57	3.01	2.55	2.15	1.75	79	5,512	14,771
32.3015583	-86.383352	806	LN1	12,290	3.49	2.66	2.44	2.25	1.9	1.56	1.3	1.07	80	3,521	11,486
32.3015583	-86.383352	806	LN1	19,425	4.85	3.65	3.36	3.04	2.59	2.12	1.75	1.42	80	4,005	13,680
32.3015583	-86.383352	806	LN1	26,037	4.57	4.39	4.05	3.71	3.1	2.57	2.13	1.77	80	5,697	14,710
32.3016693	-86.384625	1201	LN1	12,413	5.07	2.02	1.84	1.75	1.49	1.25	1.07	0.88	79	2,448	14,106
32.3016693	-86.384625	1201	LN1	19,345	7.23	2.82	2.6	2.44	2.11	1.76	1.46	1.21	79	2,676	15,988
32.3016693	-86.384625	1201	LN1	25,911	9.06	3.49	3.19	2.99	2.56	2.15	1.77	1.45	79	2,860	17,870
32.3017856	-86.38591	1601	LN1	12,249	5.66	3.71	3.17	2.74	2.14	1.73	1.4	1.15	80	2,164	10,651
32.3017856	-86.38591	1601	LN1	19,280	8.08	5.27	4.48	3.89	3.01	2.37	1.91	1.59	80	2,386	12,126
32.3017856	-86.38591	1601	LN1	25,847	10.07	6.57	5.65	4.84	3.71	2.99	2.38	1.93	80	2,567	13,392
32.3019008	-86.387198	2001	LN1	12,247	4.44	3.38	3.1	2.84	2.39	1.94	1.63	1.38	80	2,758	8,875
32.3019008	-86.387198	2001	LN1	19,287	6.29	4.69	4.35	3.93	3.27	2.72	2.22	1.89	80	3,066	10,205
32.3019008	-86.387198	2001	LN1	25,773	6.72	5.75	5.3	4.81	3.97	3.27	2.68	2.28	80	3,835	11,304
32.30214	-86.389815	2814	LN1	12,198	7.99	5.12	4.38	3.75	2.75	2.01	1.47	1.15	78	1,527	10,607
32.30214	-86.389815	2814	LN1	19,056	11.29	7.29	6.23	5.31	3.87	2.85	2.06	1.58	78	1,688	12,061
32.30214	-86.389815	2814	LN1	25,309	14.21	9.11	7.86	6.61	4.81	3.51	2.55	1.99	78	1,781	12,718
32.3022545	-86.391082	3208	LN1	12,263	7.39	4.79	4.21	3.67	2.84	2.27	1.78	1.47	80	1,659	8,342
32.3022545	-86.391082	3208	LN1	19,191	10.48	6.75	5.92	5.11	3.88	3	2.38	1.96	80	1,831	9,791
32.3022545	-86.391082	3208	LN1	25,512	13.49	8.4	7.39	6.3	4.76	3.68	2.92	2.37	80	1,891	10,765
32.3023663	-86.392349	3602	LN1	12,255	8.27	5.75	5.01	4.3	3.19	2.43	1.82	1.45	80	1,482	8,452
32.3023663	-86.392349	3602	LN1	19,185	10.36	8.09	7.08	6.03	4.44	3.3	2.51	1.99	80	1,852	9,641
32.3023663	-86.392349	3602	LN1	25,247	14.69	10.04	8.73	7.45	5.45	4.06	3.09	2.44	80	1,719	10,347
32.3024774	-86.393623	4000	LN1	12,272	8.05	2.64	2.29	2.1	1.7	1.34	1.05	0.81	81	1,524	15,151
32.3024774	-86.393623	4000	LN1	18,981	11.2	3.74	3.29	2.98	2.42	1.91	1.44	1.13	81	1,695	16,797

Appendix H1: Deflection Data and ISM
Taxiway A

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3024774	-86.393623	4000	LN1	25,134	13.93	4.65	4.06	3.72	2.99	2.36	1.81	1.41	81	1,804	17,826
32.3025998	-86.394989	4425	LN1	12,269	7.93	5.42	4.65	3.88	2.65	1.9	1.31	0.95	80	1,547	12,915
32.3025998	-86.394989	4425	LN1	19,023	11.34	7.72	6.62	5.49	3.82	2.66	1.86	1.39	80	1,678	13,686
32.3025998	-86.394989	4425	LN1	25,356	116.1	9.62	8.34	6.91	4.75	3.17	2.2	1.48	80	218	17,132
32.3027048	-86.396204	4803	LN1	12,172	8.04	4.81	4.07	3.42	2.52	1.89	1.44	1.13	80	1,514	10,772
32.3027048	-86.396204	4803	LN1	19,051	11.6	6.95	5.91	4.94	3.63	2.71	2.04	1.59	80	1,642	11,982
32.3027048	-86.396204	4803	LN1	25,068	14.36	8.62	7.45	6.17	4.51	3.35	2.51	1.94	80	1,746	12,922
32.3028214	-86.397501	5206	LN1	12,201	5.31	3.44	3.1	2.74	2.16	1.66	1.23	0.92	80	2,298	13,262
32.3028214	-86.397501	5206	LN1	19,062	7.9	5.08	4.62	4.09	3.21	2.44	1.85	1.36	80	2,413	14,016
32.3028214	-86.397501	5206	LN1	25,478	9.93	6.52	5.89	5.22	4.09	3.12	2.33	1.72	80	2,566	14,813
32.3029363	-86.398771	5601	LN1	12,187	10.21	6.13	4.65	3.55	2.16	1.4	0.88	0.62	81	1,194	19,656
32.3029363	-86.398771	5601	LN1	18,885	14.62	8.81	6.8	5.23	3.2	2.05	1.33	0.94	81	1,292	20,090
32.3029363	-86.398771	5601	LN1	24,948	18.31	11.21	8.75	6.73	4.11	2.6	1.75	1.26	81	1,363	19,800
32.3030502	-86.400057	6000	LN1	12,197	8.02	3.84	3.24	2.83	2.24	1.77	1.42	1.13	82	1,521	10,794
32.3030502	-86.400057	6000	LN1	19,058	11.08	5.31	4.57	3.94	3.06	2.46	1.98	1.59	82	1,720	11,986
32.3030502	-86.400057	6000	LN1	25,326	13.65	6.54	5.59	4.83	3.72	3.02	2.37	1.92	82	1,855	13,191
32.303167	-86.401354	6404	LN1	12,150	9.63	6.48	5.31	4.52	3.33	2.49	1.94	1.6	82	1,262	7,594
32.303167	-86.401354	6404	LN1	18,916	16.43	9.09	7.49	6.32	4.59	3.47	2.66	2.16	82	1,151	8,757
32.303167	-86.401354	6404	LN1	25,071	20.4	11.4	9.34	7.88	5.65	4.23	3.2	2.57	82	1,229	9,755
32.3032823	-86.402649	6806	LN1	12,294	5.73	3.53	3.21	2.89	2.34	1.88	1.47	1.14	81	2,146	10,784
32.3032823	-86.402649	6806	LN1	19,205	8.11	5.02	4.55	4.13	3.33	2.63	2.04	1.59	81	2,368	12,079
32.3032823	-86.402649	6806	LN1	25,601	10.02	6.26	5.77	5.14	4.13	3.28	2.58	1.97	81	2,555	12,995
32.3033953	-86.403934	7205	LN1	12,203	8.86	5.92	5.16	4.53	3.52	2.69	2.13	1.76	81	1,377	6,934
32.3033953	-86.403934	7205	LN1	18,974	12.45	8.2	7.22	6.24	4.79	3.71	2.92	2.38	81	1,524	7,972
32.3033953	-86.403934	7205	LN1	25,186	15.35	10.04	8.76	7.6	5.8	4.43	3.48	2.82	81	1,641	8,931
32.3035105	-86.405202	7600	LN1	12,260	8.89	4.15	3.56	3.17	2.49	2.01	1.56	1.23	81	1,379	9,967

Appendix H1: Deflection Data and ISM
Taxiway A

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3035105	-86.405202	7600	LN1	19,123	12.1	5.82	4.98	4.42	3.47	2.69	2.14	1.68	81	1,580	11,383
32.3035105	-86.405202	7600	LN1	25,302	11.53	6.98	6.05	5.37	4.2	3.3	2.59	2.04	81	2,194	12,403
32.303625	-86.406492	8001	LN1	12,249	8.18	3.39	3	2.76	2.2	1.67	1.23	0.92	81	1,497	13,314
32.303625	-86.406492	8001	LN1	19,139	10.64	4.78	4.22	3.85	3.06	2.32	1.74	1.28	81	1,799	14,952
32.303625	-86.406492	8001	LN1	25,416	10.7	5.87	5.2	4.72	3.72	2.83	2.14	1.57	81	2,375	16,189
32.3037391	-86.407782	8402	LN1	12,277	6.65	3.69	3.25	2.98	2.43	1.92	1.52	1.23	81	1,846	9,981
32.3037391	-86.407782	8402	LN1	19,237	9.97	5.15	4.57	4.13	3.31	2.65	2.12	1.68	81	1,929	11,451
32.3037391	-86.407782	8402	LN1	25,580	10.46	6.4	5.73	5.06	4.03	3.18	2.51	2	81	2,446	12,790
32.3037924	-86.40907	8801	LN1	12,285	6.72	3.38	2.9	2.57	2.04	1.62	1.18	0.85	81	1,828	14,453
32.3037924	-86.40907	8801	LN1	19,147	8.51	4.89	4.24	3.75	2.99	2.29	1.7	1.24	81	2,250	15,441
32.3037924	-86.40907	8801	LN1	25,459	11.1	6.16	5.35	4.73	3.74	2.91	2.14	1.58	81	2,294	16,113
32.3037305	-86.408384	8592	LN2	19,253	8.55	3.42	2.79	2.44	1.87	1.44	1.1	0.87	82	2,252	22,130
32.3037305	-86.408384	8592	LN2	25,770	10.72	4.23	3.54	3.09	2.37	1.85	1.41	1.12	82	2,404	23,009
32.3036172	-86.407108	8196	LN2	12,157	11.47	4.82	4.1	3.86	3.02	2.36	1.86	1.5	81	1,060	8,105
32.3036172	-86.407108	8196	LN2	19,097	15.38	6.99	6.07	5.51	4.25	3.23	2.53	2.09	81	1,242	9,137
32.3036172	-86.407108	8196	LN2	25,110	18.69	8.65	7.55	6.78	5.17	3.83	3.03	2.61	81	1,343	9,621
32.303502	-86.405813	7794	LN2	12,286	6.04	3.34	2.87	2.73	2.28	1.85	1.41	1.12	85	2,034	10,970
32.303502	-86.405813	7794	LN2	19,293	8.67	4.78	4.31	3.95	3.28	2.39	2.01	1.54	85	2,225	12,528
32.303502	-86.405813	7794	LN2	25,678	7.96	5.61	17.75	4.72	3.92	3.2	2.61	2.02	85	3,226	12,712
32.3033853	-86.404532	7396	LN2	12,210	9.18	5.81	5.12	4.56	3.54	2.74	2.08	1.67	83	1,330	7,311
32.3033853	-86.404532	7396	LN2	19,105	12.81	7.87	7.07	6.31	4.84	3.77	2.88	2.34	83	1,491	8,165
32.3033853	-86.404532	7396	LN2	25,678	15.5	9.7	8.74	7.6	5.91	4.56	3.49	2.8	83	1,657	9,171
32.3032718	-86.403229	6991	LN2	12,158	7.87	4.7	4.18	3.73	2.93	2.26	1.79	1.44	83	1,545	8,443
32.3032718	-86.403229	6991	LN2	19,173	10.97	6.59	5.91	5.22	4.04	3.16	2.41	1.91	83	1,748	10,038
32.3032718	-86.403229	6991	LN2	25,571	13.47	8.07	7.29	6.39	4.94	3.82	2.98	2.36	83	1,898	10,835
32.3031565	-86.401935	6589	LN2	12,129	9.3	5.35	4.49	3.76	2.7	1.95	1.37	1.02	85	1,304	11,891

Appendix H1: Deflection Data and ISM
Taxiway A

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3031565	-86.401935	6589	LN2	19,069	13.33	7.64	6.44	5.46	3.9	2.77	1.98	1.44	85	1,431	13,242
32.3031565	-86.401935	6589	LN2	25,237	16.13	9.74	8.2	6.84	4.91	3.52	2.5	1.84	85	1,565	13,716
32.3030433	-86.400682	6200	LN2	12,228	6.15	3.54	3.2	2.94	2.52	2.08	1.72	1.49	86	1,988	8,207
32.3030433	-86.400682	6200	LN2	19,158	8.58	4.85	4.4	4.01	3.35	2.77	2.28	1.95	86	2,233	9,825
32.3030433	-86.400682	6200	LN2	25,630	10.54	5.91	5.39	4.88	4.04	3.32	2.73	2.28	86	2,432	11,241
32.3029295	-86.3994	5801	LN2	12,058	16.69	7.61	5.4	4.12	2.67	1.81	1.2	0.85	85	722	14,186
32.3029295	-86.3994	5801	LN2	18,676	22.45	10.76	7.84	6.03	3.82	2.56	1.71	1.24	85	832	15,061
32.3029295	-86.3994	5801	LN2	24,840	22.76	13.32	9.88	7.58	4.83	3.19	2.16	1.54	85	1,091	16,130
32.3028134	-86.39811	5400	LN2	12,137	14.34	7.4	5.74	4.32	2.47	1.45	0.85	0.59	86	846	20,571
32.3028134	-86.39811	5400	LN2	18,904	19.81	10.49	8.23	6.24	3.56	2.06	1.22	0.87	86	954	21,729
32.3028134	-86.39811	5400	LN2	24,940	23.49	12.77	10.15	7.77	4.53	2.63	1.67	1.21	86	1,062	20,612
32.3026965	-86.396798	4993	LN2	12,017	16.97	8.55	6.77	5.56	3.84	2.73	1.85	1.3	85	708	9,244
32.3026965	-86.396798	4993	LN2	18,715	21.15	11.77	9.53	7.89	5.48	3.83	2.67	1.95	85	885	9,597
32.3026965	-86.396798	4993	LN2	24,760	28.53	14.14	11.66	9.78	6.8	4.86	3.35	2.51	85	868	9,865
32.3025815	-86.395522	4596	LN2	12,082	12.07	7.5	6.11	4.96	3.27	2.22	1.46	1.07	85	1,001	11,292
32.3025815	-86.395522	4596	LN2	19,066	16.65	10.34	8.48	6.86	4.59	3.04	2.09	1.55	85	1,145	12,301
32.3025815	-86.395522	4596	LN2	25,065	17.49	12.47	10.34	8.4	5.64	3.8	2.65	1.98	85	1,433	12,659
32.3024682	-86.394245	4199	LN2	12,205	8.45	4.26	3.7	3.23	2.49	1.93	1.5	1.19	87	1,444	10,256
32.3024682	-86.394245	4199	LN2	19,111	11.72	6.02	5.28	4.61	3.52	2.69	2.09	1.65	87	1,631	11,582
32.3024682	-86.394245	4199	LN2	25,409	14.6	7.49	6.63	5.68	4.37	3.39	2.64	2.08	87	1,740	12,216
32.3023523	-86.392956	3799	LN2	12,194	10	6.64	5.68	4.73	3.29	2.27	1.58	1.15	84	1,219	10,603
32.3023523	-86.392956	3799	LN2	19,119	14.2	9.47	8.16	6.83	4.71	3.3	2.28	1.64	84	1,346	11,658
32.3023523	-86.392956	3799	LN2	25,345	16.21	11.9	10.19	8.45	5.89	4.12	2.88	2.11	84	1,564	12,012
32.3022367	-86.391671	3399	LN2	12,167	6.81	3.42	2.99	2.67	2.17	1.79	1.49	1.28	85	1,787	9,505
32.3022367	-86.391671	3399	LN2	19,310	9.8	4.92	4.33	3.83	3.03	2.46	2.04	1.71	85	1,970	11,292
32.3022367	-86.391671	3399	LN2	25,716	12.39	6.23	5.49	4.78	3.72	3.03	2.45	2.07	85	2,076	12,423

Appendix H1: Deflection Data and ISM
Taxiway A

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3021236	-86.390391	3001	LN2	12,125	11.66	6.04	4.86	4.04	2.89	2.12	1.6	1.28	85	1,040	9,473
32.3021236	-86.390391	3001	LN2	18,941	16.42	8.77	7.08	5.81	4.09	2.99	2.23	1.74	85	1,154	10,886
32.3021236	-86.390391	3001	LN2	25,131	20.24	11.05	8.98	7.27	5.07	3.64	2.74	2.13	85	1,242	11,799
32.3018879	-86.387792	2194	LN2	12,163	6.1	3.68	3.3	2.95	2.38	1.92	1.54	1.28	84	1,994	9,502
32.3018879	-86.387792	2194	LN2	19,205	8.63	5.24	4.72	4.22	3.3	2.61	2.08	1.72	84	2,225	11,166
32.3018879	-86.387792	2194	LN2	25,801	10.14	6.64	5.93	5.27	4.12	3.26	2.57	2.08	84	2,544	12,404
32.3017767	-86.386522	1799	LN2	12,142	5.63	3.28	2.91	2.6	2.18	1.8	1.41	1.19	83	2,157	10,203
32.3017767	-86.386522	1799	LN2	19,278	8.19	4.7	4.17	3.78	3.05	2.42	1.94	1.58	83	2,354	12,201
32.3017767	-86.386522	1799	LN2	25,759	5.13	5.76	5.17	4.63	3.72	2.95	2.35	1.92	83	5,021	13,416
32.3016622	-86.38524	1400	LN2	12,166	7.92	3.58	2.76	2.3	1.8	1.4	1.11	0.89	82	1,536	13,670
32.3016622	-86.38524	1400	LN2	19,127	10.91	5.18	4.05	3.41	2.57	1.99	1.56	1.23	82	1,753	15,550
32.3016622	-86.38524	1400	LN2	25,510	18.15	6.48	5.16	4.26	3.22	2.46	1.93	1.48	82	1,406	17,236
32.3015464	-86.383943	997	LN2	12,256	3.99	2.54	2.33	2.11	1.8	1.47	1.18	1.02	82	3,072	12,016
32.3015464	-86.383943	997	LN2	19,312	5.87	3.5	3.19	2.93	2.46	2.08	1.65	1.39	82	3,290	13,894
32.3015464	-86.383943	997	LN2	25,904	6.05	4.27	3.93	3.56	2.98	2.49	2.06	1.65	82	4,282	15,699
32.3014304	-86.382664	600	LN2	12,207	4.08	2.6	2.36	2.17	1.83	1.51	1.23	1.02	82	2,992	11,968
32.3014304	-86.382664	600	LN2	19,303	6.01	3.54	3.27	2.94	2.48	2.09	1.73	1.43	82	3,212	13,499
32.3014304	-86.382664	600	LN2	26,053	7.24	4.31	3.93	3.55	2.98	2.5	2.06	1.71	82	3,598	15,236
32.3012855	-86.38139	200	LN2	12,269	3.63	2.19	2.12	2.1	1.91	1.47	1.22	1.06	82	3,380	11,575
32.3012855	-86.38139	200	LN2	19,457	6.99	3.03	2.94	2.89	2.61	2.05	1.68	1.45	82	2,784	13,419
32.3012855	-86.38139	200	LN2	26,117	3.56	3.74	3.61	3.51	3.16	2.42	1.99	1.66	82	7,336	15,733

Appendix H1: Deflection Data and ISM
Taxiway A1

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3001318	-86.381153	0	LN1	12,210	3.91	1.91	1.79	1.72	1.52	1.28	1.1	0.94	77	3,123	12,989
32.3001318	-86.381153	0	LN1	19,078	6.17	2.68	2.54	2.4	2.11	1.81	1.56	1.32	77	3,092	14,453
32.3001318	-86.381153	0	LN1	25,411	6.95	3.27	3.08	2.93	2.57	2.21	1.85	1.58	77	3,656	16,083
32.300404	-86.381105	101	LN1	12,221	4.05	3.08	2.37	2.05	1.71	1.42	1.16	0.97	77	3,018	12,599
32.300404	-86.381105	101	LN1	12,318	3.98	2.96	2.29	2.02	1.68	1.38	1.15	0.91	76	3,095	13,536
32.300404	-86.381105	101	LN1	19,146	5.84	4.26	3.36	2.9	2.44	2	1.61	1.32	76	3,278	14,505
32.300404	-86.381105	101	LN1	25,459	9.87	5.31	4.18	3.61	3.01	2.46	1.98	1.63	76	2,579	15,619
32.3003103	-86.381163	51	LN2	12,223	3.59	2.37	2.28	2.17	1.91	1.61	1.36	1.16	77	3,405	10,537
32.3003103	-86.381163	51	LN2	19,069	5.18	3.4	3.24	3.09	2.7	2.29	1.91	1.65	77	3,681	11,557
32.3003103	-86.381163	51	LN2	25,531	4.91	4.2	4.07	3.84	3.34	2.88	2.39	2.02	77	5,200	12,639
32.3005842	-86.381127	152	LN2	12,170	3.5	2.49	2.33	2.18	1.88	1.65	1.36	1.12	76	3,477	10,866
32.3005842	-86.381127	152	LN2	18,977	5.13	3.54	3.33	3.11	2.68	2.33	1.93	1.58	76	3,699	12,011
32.3005842	-86.381127	152	LN2	25,536	6.22	4.52	4.1	3.89	3.33	2.87	2.39	1.97	76	4,105	12,962
32.3008528	-86.381097	250	LN2	12,215	2.9	2.02	1.97	1.98	1.92	1.34	1.1	0.96	77	4,212	12,724
32.3008528	-86.381097	250	LN2	19,146	3.81	2.88	2.82	2.8	2.69	1.86	1.52	1.34	77	5,025	14,288
32.3008528	-86.381097	250	LN2	25,320	3.12	3.57	3.46	3.45	3.35	2.34	1.89	1.69	77	8,115	14,982
32.3009963	-86.381059	304	LN1	12,286	3.59	2.08	1.98	1.87	1.64	1.4	1.16	0.97	77	3,422	12,666
32.3009963	-86.381059	304	LN1	19,149	5.08	3.01	2.86	2.71	2.39	1.96	1.64	1.35	77	3,769	14,184
32.3009963	-86.381059	304	LN1	25,654	3.31	3.79	3.61	3.4	2.97	2.5	2.08	1.72	77	7,750	14,915

Appendix H1: Deflection Data and ISM
Taxiway A2

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3004522	-86.384527	0	LN1	12,163	6.37	2.87	2.32	2.12	1.81	1.48	1.21	0.98	77	1,909	12,411
32.3004522	-86.384527	0	LN1	18,940	8.96	3.91	3.19	2.91	2.47	2.01	1.62	1.32	77	2,114	14,348
32.3004522	-86.384527	0	LN1	25,010	10.97	4.77	3.9	3.49	2.92	2.39	1.93	1.59	77	2,280	15,730
32.3007218	-86.384445	102	LN1	12,089	8.7	4.57	3.51	2.89	2.07	1.54	1.16	0.91	76	1,390	13,285
32.3007218	-86.384445	102	LN1	18,710	12.27	6.44	4.98	4.09	2.93	2.14	1.64	1.33	76	1,525	14,068
32.3007218	-86.384445	102	LN1	24,850	15.11	7.98	6.2	5.08	3.6	2.66	2.03	1.65	76	1,645	15,061
32.3006017	-86.384557	51	LN2	12,094	7.31	3.44	3.09	2.87	2.26	1.77	1.38	0.99	76	1,654	12,216
32.3006017	-86.384557	51	LN2	18,802	10.07	4.82	4.36	3.99	3.18	2.52	1.93	1.33	76	1,867	14,137
32.3006017	-86.384557	51	LN2	25,226	12.47	5.94	5.43	5.01	3.88	3.08	2.38	1.78	76	2,023	14,172
32.3008715	-86.384484	151	LN2	12,047	9.59	4.54	3.69	3.2	2.38	1.85	1.4	1.09	76	1,256	11,052
32.3008715	-86.384484	151	LN2	18,653	13.43	6.48	5.33	4.57	3.39	2.56	1.96	1.52	76	1,389	12,272
32.3008715	-86.384484	151	LN2	24,802	16.47	8.15	6.63	5.68	4.19	3.17	2.43	1.91	76	1,506	12,985
32.3011496	-86.384499	252	LN2	11,972	16.75	7.3	5.03	3.84	2.51	1.8	1.33	1.04	77	715	11,512
32.3011496	-86.384499	252	LN2	18,369	23.06	10.35	7.18	5.55	3.54	2.51	1.86	1.43	77	797	12,845
32.3011496	-86.384499	252	LN2	24,418	26.28	12.84	9.16	7.03	4.47	3.16	2.34	1.8	77	929	13,566
32.3013637	-86.384535	333	LN1	12,179	7.35	4.35	3.55	3.02	2.16	1.59	1.24	0.99	76	1,657	12,302
32.3013637	-86.384535	333	LN1	18,889	10.59	6.25	5.15	4.33	3.08	2.28	1.75	1.38	76	1,784	13,688
32.3013637	-86.384535	333	LN1	25,246	13.26	7.85	6.45	5.41	3.83	2.85	2.23	1.78	76	1,904	14,183

Appendix H1: Deflection Data and ISM
Taxiway A3

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3010591	-86.391004	0	LN1	12,207	8.05	5.32	4.5	3.74	2.61	1.84	1.29	0.98	76	1,516	12,456
32.3010591	-86.391004	0	LN1	18,822	10.29	7.55	6.48	5.4	3.75	2.64	1.89	1.44	76	1,829	13,071
32.3010591	-86.391004	0	LN1	25,031	13.57	9.36	8.03	6.69	4.71	3.3	2.35	1.75	76	1,845	14,303
32.3013393	-86.390979	102	LN1	12,208	8.04	5.09	4.32	3.65	2.61	1.89	1.4	1.07	76	1,518	11,409
32.3013393	-86.390979	102	LN1	18,842	11.59	7.39	6.25	5.25	3.78	2.73	1.98	1.49	76	1,626	12,646
32.3013393	-86.390979	102	LN1	24,900	10.26	9.11	7.8	6.55	4.73	3.4	2.49	1.91	76	2,427	13,037
32.3012177	-86.391039	51	LN2	12,058	10.57	5.41	4.13	3.38	2.37	1.72	1.27	1	76	1,141	12,058
32.3012177	-86.391039	51	LN2	18,778	15.07	7.99	6.14	4.99	3.45	2.49	1.84	1.42	76	1,246	13,224
32.3012177	-86.391039	51	LN2	24,938	18.82	10.08	7.84	6.36	4.36	3.16	2.3	1.77	76	1,325	14,089
32.3014874	-86.391028	150	LN2	12,160	7.53	4.45	3.8	3.28	2.43	1.81	1.38	1.07	76	1,615	11,364
32.3014874	-86.391028	150	LN2	18,796	10.4	6.41	5.45	4.69	3.45	2.61	1.95	1.49	76	1,807	12,615
32.3014874	-86.391028	150	LN2	24,914	13.26	7.98	6.84	5.84	4.3	3.25	2.52	1.95	76	1,879	12,776
32.3017653	-86.39101	252	LN2	12,203	6.44	4.01	3.55	3.14	2.51	1.99	1.6	1.28	77	1,895	9,534
32.3017653	-86.39101	252	LN2	19,017	9.19	5.69	5.03	4.43	3.51	2.79	2.23	1.78	77	2,069	10,684
32.3017653	-86.39101	252	LN2	25,312	11.34	6.97	6.19	5.45	4.31	3.44	2.74	2.2	77	2,232	11,505
32.3019339	-86.390928	321	LN1	12,254	6.12	4.46	3.98	3.51	2.7	2.02	1.54	1.23	77	2,002	9,963
32.3019339	-86.390928	321	LN1	18,996	8.7	6.39	5.67	4.96	3.79	2.88	2.21	1.73	77	2,183	10,980
32.3019339	-86.390928	321	LN1	25,196	10	7.87	7.06	6.17	4.69	3.55	2.7	2.11	77	2,520	11,941

Appendix H1: Deflection Data and ISM
Taxiway A4

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3014025	-86.395341	1529	LN1	12,231	6.32	3.77	3.24	2.7	1.83	1.19	0.79	0.54	75	1,935	22,650
32.3014025	-86.395341	1529	LN1	18,906	9.26	5.6	4.84	4.04	2.74	1.84	1.22	0.83	75	2,042	22,778
32.3014025	-86.395341	1529	LN1	24,958	10.84	7.19	6.24	5.19	3.53	2.4	1.58	1.09	75	2,302	22,897
32.301683	-86.395306	102	LN1	12,210	8.13	4.8	4.02	3.32	2.24	1.56	1.03	0.73	75	1,502	16,726
32.301683	-86.395306	102	LN1	18,827	10.78	6.84	5.79	4.77	3.24	2.23	1.51	1.09	75	1,746	17,272
32.301578	-86.395368	60	LN2	12,253	6.05	3.68	3.13	2.63	1.76	1.18	0.78	0.52	75	2,025	23,563
32.301578	-86.395368	60	LN2	18,995	8.81	5.33	4.55	3.77	2.58	1.72	1.15	0.8	75	2,156	23,744
32.301578	-86.395368	60	LN2	25,091	6.8	6.69	5.72	4.75	3.28	2.19	1.49	1.04	75	3,690	24,126
32.3018396	-86.39533	155	LN2	12,278	6.01	4.2	3.69	3.21	2.33	1.69	1.15	0.81	76	2,043	15,158
32.3018396	-86.39533	155	LN2	18,981	7.93	5.98	5.28	4.58	3.37	2.41	1.67	1.19	76	2,394	15,950
32.3018396	-86.39533	155	LN2	25,218	9.09	7.36	6.6	5.71	4.2	3	2.09	1.48	76	2,774	17,039
32.3020981	-86.395299	250	LN2	12,326	6.13	4.36	3.84	3.32	2.51	1.86	1.3	1.02	75	2,011	12,084
32.3020981	-86.395299	250	LN2	19,033	4.56	6.05	5.4	4.67	3.51	2.65	1.89	1.41	75	4,174	13,499
32.3020981	-86.395299	250	LN2	25,220	6.23	7.45	6.67	5.82	4.41	3.28	2.41	1.78	75	4,048	14,169
32.3022855	-86.39522	324	LN1	12,365	7.26	4.82	4.17	3.58	2.55	1.84	1.28	0.94	76	1,703	13,154
32.3022855	-86.39522	324	LN1	19,095	9.88	6.86	5.96	5.07	3.67	2.6	1.84	1.32	76	1,933	14,466
32.3022855	-86.39522	324	LN1	25,162	12.73	8.47	7.4	6.32	4.54	3.23	2.31	1.71	76	1,977	14,715

Appendix H1: Deflection Data and ISM
Taxiway A5

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3018348	-86.400186	0	LN1	12,315	3.92	2.59	2.31	2.12	1.79	1.52	1.27	1.09	75	3,142	11,298
32.3018348	-86.400186	0	LN1	18,868	5.52	3.53	3.16	2.87	2.4	2.04	1.72	1.5	75	3,418	12,579
32.3018348	-86.400186	0	LN1	24,942	6.77	4.28	3.83	3.53	2.89	2.39	2.04	1.79	75	3,684	13,934
32.3021092	-86.400157	100	LN1	12,277	4.75	3.59	3.27	3.03	2.55	2.12	1.78	1.47	74	2,585	8,352
32.3021092	-86.400157	100	LN1	18,853	6.43	4.84	4.41	4.06	3.41	2.83	2.33	1.92	74	2,932	9,819
32.3021092	-86.400157	100	LN1	25,162	8.19	5.8	5.33	4.87	4.05	3.36	2.75	2.28	74	3,072	11,036
32.3020176	-86.400258	51	LN2	12,265	7.51	3.74	3.11	2.87	2.34	1.99	1.64	1.39	74	1,633	8,824
32.3020176	-86.400258	51	LN2	18,788	10.35	5.12	4.3	3.92	3.21	2.65	2.2	1.81	74	1,815	10,380
32.3020176	-86.400258	51	LN2	24,966	12.7	6.19	5.2	4.72	3.84	3.16	2.62	2.2	74	1,966	11,348
32.3022945	-86.400225	152	LN2	12,200	8.07	3.94	3.41	3.15	2.51	2.05	1.67	1.37	75	1,512	8,905
32.3022945	-86.400225	152	LN2	18,717	11.03	5.38	4.71	4.29	3.37	2.67	2.15	1.77	75	1,697	10,575
32.3022945	-86.400225	152	LN2	24,809	13.34	6.6	5.79	5.22	4.05	3.21	2.61	2.15	75	1,860	11,539
32.3025726	-86.400188	254	LN2	12,221	4.84	3.2	2.79	2.59	2.02	1.57	1.28	1.06	74	2,525	11,529
32.3025726	-86.400188	254	LN2	18,883	6.65	4.67	4.05	3.59	2.8	2.23	1.77	1.44	74	2,840	13,113
32.3025726	-86.400188	254	LN2	25,102	8.28	5.7	5.03	4.44	3.43	2.69	2.14	1.73	74	3,032	14,510
32.3027468	-86.400067	331	LN1	12,235	4.73	2.58	2.29	2.04	1.66	1.32	1.08	0.87	75	2,587	14,063
32.3027468	-86.400067	331	LN1	18,894	6.76	3.65	3.26	2.88	2.27	1.86	1.5	1.19	75	2,795	15,877
32.3027468	-86.400067	331	LN1	25,188	8.9	4.58	4.04	3.56	2.81	2.23	1.81	1.46	75	2,830	17,252

Appendix H1: Deflection Data and ISM
Taxiway A6

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3023469	-86.406332	0	LN1	12,303	5.6	3.11	2.67	2.48	2.09	1.72	1.42	1.16	73	2,197	10,606
32.3023469	-86.406332	0	LN1	18,844	7.81	4.25	3.66	3.36	2.83	2.28	1.85	1.52	73	2,413	12,397
32.3023469	-86.406332	0	LN1	24,906	7.61	5.08	4.42	4.05	3.38	2.83	2.3	1.88	73	3,273	13,248
32.302658	-86.40629	114	LN1	12,167	11.01	6.93	5.65	4.68	3.26	2.38	1.72	1.33	73	1,105	9,148
32.302658	-86.40629	114	LN1	18,587	14.48	9.75	8.01	6.62	4.57	3.25	2.38	1.81	73	1,284	10,269
32.302658	-86.40629	114	LN1	24,495	19.05	12.17	10.05	8.32	5.72	4.09	2.97	2.29	73	1,286	10,697
32.3025297	-86.406415	53	LN2	12,267	6.81	2.85	2.36	2.25	2	1.7	1.39	1.17	73	1,801	10,485
32.3025297	-86.406415	53	LN2	18,852	9.35	3.93	3.27	3.1	2.74	2.32	1.91	1.58	73	2,016	11,932
32.3025297	-86.406415	53	LN2	25,031	11.47	4.8	4.03	3.8	3.36	2.83	2.34	1.94	73	2,182	12,903
32.3027934	-86.40638	150	LN2	12,142	10.15	5.44	4.23	3.55	2.54	1.79	1.38	1.07	73	1,196	11,348
32.3027934	-86.40638	150	LN2	18,702	13.93	7.8	6.2	5.17	3.63	2.65	1.95	1.48	73	1,343	12,636
32.3027934	-86.40638	150	LN2	24,784	17.32	9.92	8	6.62	4.62	3.35	2.45	1.94	73	1,431	12,775
32.3030923	-86.406308	261	LN2	12,109	10.12	5.77	4.45	3.6	2.5	1.82	1.37	1.09	73	1,197	11,109
32.3030923	-86.406308	261	LN2	18,598	14.56	8.41	6.51	5.2	3.55	2.56	1.95	1.49	73	1,277	12,482
32.3030923	-86.406308	261	LN2	24,520	17.37	10.57	8.25	6.59	4.46	3.19	2.4	1.89	73	1,412	12,974
32.303225	-86.406093	349	LN1	12,143	11.02	6.75	5.43	4.42	3.03	2.17	1.6	1.18	74	1,102	10,291
32.303225	-86.406093	349	LN1	18,624	15.03	9.4	7.58	6.19	4.23	3.03	2.18	1.64	74	1,239	11,356
32.303225	-86.406093	349	LN1	24,633	17.73	11.62	9.42	7.68	5.28	3.77	2.76	2.06	74	1,389	11,958

Appendix H1: Deflection Data and ISM
Taxiway A7

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3026666	-86.409613	0	LN1	12,389	5.42	3.58	3.21	2.97	2.41	1.93	1.47	1.18	68	2,286	10,499
32.3026666	-86.409613	0	LN1	18,622	7.5	4.91	4.41	4.06	3.28	2.58	2.01	1.58	68	2,483	11,786
32.3026666	-86.409613	0	LN1	24,594	9.1	6	5.51	5.03	4.01	3.16	2.48	1.96	68	2,703	12,548
32.3027011	-86.409704	167	LN2	12,138	9.61	6.06	5.15	4.39	3.15	2.36	1.72	1.31	68	1,263	9,266
32.3027011	-86.409704	167	LN2	18,264	13.64	8.52	7.29	6.22	4.45	3.32	2.42	1.84	68	1,339	9,926
32.3027011	-86.409704	167	LN2	24,065	17.03	10.75	9.13	7.8	5.58	4.12	3.04	2.37	68	1,413	10,154
32.3030911	-86.40967	310	LN2	12,299	5.17	3.45	3.09	2.75	2.17	1.75	1.31	0.98	67	2,379	12,550
32.3030911	-86.40967	310	LN2	18,601	7.32	4.94	4.46	3.9	3.08	2.47	1.84	1.38	67	2,541	13,479
32.3030911	-86.40967	310	LN2	24,495	9.2	6.22	5.6	4.92	3.89	3.03	2.29	1.75	67	2,663	13,997
32.3031057	-86.409603	322	LN2	12,292	5.43	2.87	2.48	2.24	1.81	1.45	1.18	0.98	68	2,264	12,543
32.3031057	-86.409603	322	LN2	18,542	7.57	4.05	3.46	3.12	2.53	2.02	1.65	1.36	68	2,449	13,634
32.3031057	-86.409603	322	LN2	24,620	9.66	5	4.33	3.9	3.14	2.54	2.07	1.72	68	2,549	14,314
32.303475	-86.40945	468	LN1	12,238	5.03	3.06	2.74	2.47	1.97	1.54	1.16	0.94	68	2,433	13,019
32.303475	-86.40945	468	LN1	18,608	7.21	4.34	3.92	3.49	2.81	2.19	1.68	1.34	68	2,581	13,887
32.303475	-86.40945	468	LN1	24,532	9.04	5.45	4.91	4.36	3.48	2.73	2.1	1.65	68	2,714	14,868
32.3034627	-86.409533	445	LN2	12,249	5.02	3.31	2.86	2.57	2.01	1.58	1.24	0.97	68	2,440	12,628
32.3034627	-86.409533	445	LN2	18,668	7.22	4.63	4.19	3.67	2.88	2.27	1.76	1.36	68	2,586	13,726
32.3034627	-86.409533	445	LN2	24,622	9.08	5.86	5.15	4.6	3.61	2.87	2.22	1.72	68	2,712	14,315

Appendix H1: Deflection Data and ISM
Taxiway B

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3008247	-86.409643	0	LN1	12252	4.33	1.95	1.61	1.31	0.96	0.67	0.49	0.33	80	2,830	37,127
32.3008247	-86.409643	0	LN1	19281	20.41	2.91	2.59	2.09	1.5	1.02	0.75	0.54	80	945	35,706
32.3008247	-86.409643	0	LN1	25656	8.83	3.91	3.36	2.8	1.97	1.37	0.98	0.72	80	2,906	35,633
32.3005585	-86.408407	400	LN1	12165	5.83	2.47	2.09	1.87	1.47	1.11	0.87	0.65	81	2,087	18,715
32.3005585	-86.408407	400	LN1	19220	8.6	3.62	3.13	2.78	2.19	1.7	1.29	0.96	81	2,235	20,021
32.3005585	-86.408407	400	LN1	25570	10.91	4.61	3.97	3.57	2.77	2.15	1.62	1.23	81	2,344	20,789
32.3004434	-86.407114	803	LN1	12117	9.02	3.57	3.05	2.73	2.19	1.75	1.37	1.09	81	1,343	11,117
32.3004434	-86.407114	803	LN1	19005	12.51	4.99	4.3	3.82	3.06	2.4	1.91	1.49	81	1,519	12,755
32.3004434	-86.407114	803	LN1	25468	9.07	6.19	5.31	4.69	3.7	2.92	2.31	1.85	81	2,808	13,766
32.3003295	-86.405833	1201	LN1	12073	10.32	3.55	2.88	2.71	2.3	1.97	1.64	1.42	82	1,170	8,502
32.3003295	-86.405833	1201	LN1	18853	13.64	4.71	3.94	3.69	3.12	2.6	2.18	1.86	82	1,382	10,136
32.3003295	-86.405833	1201	LN1	25333	15.91	5.62	4.84	4.48	3.77	3.17	2.62	2.18	82	1,592	11,621
32.3002156	-86.40455	1600	LN1	12152	9.45	2.66	2.14	1.96	1.62	1.33	1.06	0.82	82	1,286	14,820
32.3002156	-86.40455	1600	LN1	19101	12.59	3.75	3.05	2.74	2.32	1.83	1.49	1.21	82	1,517	15,786
32.3002156	-86.40455	1600	LN1	25476	16.63	4.58	3.74	3.37	2.81	2.31	1.83	1.45	82	1,532	17,570
32.3001007	-86.403257	2002	LN1	12191	6.72	3.45	3.07	2.8	2.37	2	1.7	1.46	82	1,814	8,350
32.3001007	-86.403257	2002	LN1	19063	9.42	4.7	4.25	3.82	3.2	2.68	2.19	1.87	82	2,024	10,194
32.3001007	-86.403257	2002	LN1	25606	11.42	5.68	5.12	4.56	3.82	3.2	2.67	2.21	82	2,242	11,586
32.299985	-86.401971	2401	LN1	12240	6.38	1.53	1.23	1.09	0.86	0.67	0.51	0.38	83	1,918	32,211
32.299985	-86.401971	2401	LN1	19224	8.82	2.25	1.85	1.65	1.31	0.98	0.78	0.6	83	2,180	32,040
32.299985	-86.401971	2401	LN1	25674	11.37	2.89	2.41	2.11	1.66	1.31	1.03	0.77	83	2,258	33,343
32.2998646	-86.400623	2820	LN1	12230	7.5	5.68	4.99	4.33	3.28	2.54	1.87	1.49	82	1,631	8,208
32.2998646	-86.400623	2820	LN1	19159	9.8	7.69	6.77	5.85	4.35	3.29	2.5	1.95	82	1,955	9,825
32.2998646	-86.400623	2820	LN1	25627	20.47	9.46	8.31	7.16	5.27	3.95	3.05	2.46	82	1,252	10,417
32.2997533	-86.399389	3203	LN1	12234	6.7	5.12	4.56	3.96	2.97	2.25	1.7	1.34	84	1,826	9,130
32.2997533	-86.399389	3203	LN1	19290	8.88	7.16	6.43	5.52	4.14	3.1	2.34	1.84	84	2,172	10,484

Appendix H1: Deflection Data and ISM
Taxiway B

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2997533	-86.399389	3203	LN1	25641	11.82	8.8	7.89	6.81	5.11	3.76	2.85	2.26	84	2,169	11,346
32.2996401	-86.398112	3601	LN1	12240	6.31	4.5	3.93	3.29	2.4	1.73	1.22	0.91	82	1,940	13,451
32.2996401	-86.398112	3601	LN1	19334	4.29	6.38	5.57	4.77	3.42	2.44	1.76	1.31	82	4,507	14,759
32.2996401	-86.398112	3601	LN1	25759	10.74	8	7.01	5.97	4.3	3.08	2.2	1.65	82	2,398	15,612
32.2995253	-86.396823	4001	LN1	12249	4.79	3.17	2.65	2.18	1.44	1.04	0.75	0.53	82	2,557	23,111
32.2995253	-86.396823	4001	LN1	19462	6.68	4.59	3.86	3.2	2.19	1.52	1.13	0.86	82	2,913	22,630
32.2995253	-86.396823	4001	LN1	26046	6.74	5.79	4.88	4.01	2.75	1.94	1.45	1.13	82	3,864	23,050
32.2994102	-86.395539	4399	LN1	12234	6.08	4	3.47	2.94	2.08	1.45	1.05	0.72	82	2,012	16,992
32.2994102	-86.395539	4399	LN1	19260	11.08	5.75	5.01	4.27	3.05	2.12	1.5	1.08	82	1,738	17,833
32.2994102	-86.395539	4399	LN1	25819	8.2	7.31	6.43	5.44	3.91	2.74	1.93	1.43	82	3,149	18,055
32.2992939	-86.394234	4805	LN1	12270	6.34	4.2	3.6	2.96	2.05	1.46	0.99	0.7	82	1,935	17,529
32.2992939	-86.394234	4805	LN1	19278	9.23	6.01	5.18	4.29	2.97	2.05	1.4	1	82	2,089	19,278
32.2992939	-86.394234	4805	LN1	25815	10.21	7.55	6.54	5.42	3.79	2.62	1.86	1.4	82	2,528	18,439
32.2991786	-86.392961	5201	LN1	12228	6.91	5.11	4.57	4.07	3.26	2.58	2.01	1.66	83	1,770	7,366
32.2991786	-86.392961	5201	LN1	19303	9.45	7.08	6.34	5.57	4.38	3.4	2.68	2.15	83	2,043	8,978
32.2991786	-86.392961	5201	LN1	25513	11.89	8.61	7.77	6.92	5.33	4.22	3.2	2.5	83	2,146	10,205
32.2990609	-86.391679	5600	LN1	12204	6.53	3.84	3.46	2.95	2.43	1.8	1.48	1.13	82	1,869	10,800
32.2990609	-86.391679	5600	LN1	19262	9.38	5.5	4.95	4.42	3.48	2.1	1.98	1.3	82	2,054	14,817
32.2990609	-86.391679	5600	LN1	25562	11.16	6.82	6.14	5.23	4.2	3.21	2.48	1.93	82	2,291	13,245
32.298944	-86.390388	6001	LN1	12172	7.09	3.39	3.05	2.76	2.27	1.83	1.46	1.2	82	1,717	10,143
32.298944	-86.390388	6001	LN1	19066	10.06	4.73	4.23	3.85	3.08	2.49	1.99	1.62	82	1,895	11,769
32.298944	-86.390388	6001	LN1	25590	12.54	5.83	5.24	4.73	3.75	3	2.39	1.94	82	2,041	13,191
32.2988296	-86.389083	6406	LN1	12185	8.32	4	3.35	3	2.44	2	1.63	1.37	82	1,465	8,894
32.2988296	-86.389083	6406	LN1	19017	11.5	5.51	4.73	4.22	3.34	2.71	2.18	1.83	82	1,654	10,392
32.2988296	-86.389083	6406	LN1	25258	14.12	6.73	5.81	5.1	4.05	3.26	2.61	2.18	82	1,789	11,586
32.2987145	-86.387804	6804	LN1	12171	7.72	2.41	1.92	1.64	1.27	0.98	0.71	0.52	81	1,577	23,406

Appendix H1: Deflection Data and ISM
Taxiway B

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2987145	-86.387804	6804	LN1	19121	10.86	3.58	2.83	2.45	1.86	1.43	1.07	0.81	81	1,761	23,606
32.2987145	-86.387804	6804	LN1	25443	13.59	4.46	3.65	3.11	2.38	1.83	1.36	1.01	81	1,872	25,191
32.2985987	-86.38652	7203	LN1	12159	8.75	3.16	2.65	2.27	1.69	1.27	0.93	0.7	81	1,390	17,370
32.2985987	-86.38652	7203	LN1	19139	13.06	4.69	3.98	3.38	2.48	1.87	1.37	1.05	81	1,465	18,228
32.2985987	-86.38652	7203	LN1	25431	16.13	5.97	5.07	4.32	3.17	2.38	1.77	1.3	81	1,577	19,562
32.2984849	-86.385244	7600	LN1	12271	6.91	2.5	2.18	1.95	1.52	1.2	0.93	0.71	81	1,776	17,283
32.2984849	-86.385244	7600	LN1	19368	9.7	3.63	3.18	2.82	2.19	1.74	1.34	1.07	81	1,997	18,101
32.2984849	-86.385244	7600	LN1	25494	5.17	4.56	4.02	3.51	2.74	2.16	1.68	1.33	81	4,931	19,168
32.2983689	-86.383954	8000	LN1	12095	9.77	4.28	3.71	3.24	2.44	1.82	1.39	1.08	81	1,238	11,199
32.2983689	-86.383954	8000	LN1	19010	13.69	6.13	5.35	4.62	3.47	2.62	1.99	1.51	81	1,389	12,589
32.2983689	-86.383954	8000	LN1	25415	16.64	7.55	6.55	5.65	4.28	3.19	2.47	1.87	81	1,527	13,591
32.2982538	-86.382665	8401	LN1	12121	11.64	5.62	4.86	4.37	3.42	2.62	2	1.55	81	1,041	7,820
32.2982538	-86.382665	8401	LN1	19058	15.77	7.87	6.77	6.04	4.73	3.64	2.75	2.11	81	1,208	9,032
32.2982538	-86.382665	8401	LN1	25452	15.57	9.65	8.26	7.35	5.68	4.44	3.33	2.55	81	1,635	9,981
32.2983786	-86.381628	8734	LN1	12063	12.49	5.03	4.32	3.9	3.07	2.47	1.97	1.63	81	966	7,401
32.2983786	-86.381628	8734	LN1	18880	22.43	7.01	6.12	5.41	4.16	3.33	2.59	2.13	81	842	8,864
32.2983786	-86.381628	8734	LN1	25090	19.82	8.54	7.44	6.57	5.06	3.96	3.14	2.49	81	1,266	10,076
32.2982964	-86.382076	8598	LN2	12108	10.27	4.84	4.09	3.63	2.92	2.39	1.89	1.5	81	1,179	8,072
32.2982964	-86.382076	8598	LN2	19045	13.22	6.8	5.8	5.06	3.96	3.15	2.54	2.06	81	1,441	9,245
32.2982964	-86.382076	8598	LN2	25149	9.23	8.37	7.12	6.19	4.78	3.81	3	2.44	81	2,725	10,307
32.2983874	-86.383356	8200	LN2	12156	7.68	4.72	4.13	3.67	2.89	2.25	1.71	1.33	81	1,583	9,140
32.2983874	-86.383356	8200	LN2	19137	12.3	6.56	5.78	5.12	3.98	3.08	2.38	1.86	81	1,556	10,289
32.2983874	-86.383356	8200	LN2	25460	18.6	8.01	7.1	6.23	4.84	3.73	2.92	2.3	81	1,369	11,070
32.2985035	-86.384641	7801	LN2	12167	8.93	4.06	3.39	2.94	2.19	1.65	1.2	0.92	81	1,362	13,225
32.2985035	-86.384641	7801	LN2	19033	12.39	5.84	4.89	4.21	3.09	2.27	1.7	1.31	81	1,536	14,529
32.2985035	-86.384641	7801	LN2	25494	15.44	7.19	6.04	5.25	3.84	2.82	2.14	1.66	81	1,651	15,358

Appendix H1: Deflection Data and ISM
Taxiway B

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2986171	-86.385933	7400	LN2	12198	5.3	2.13	1.8	1.54	1.19	0.89	0.73	0.57	81	2,302	21,400
32.2986171	-86.385933	7400	LN2	19186	8.23	3.14	2.68	2.32	1.77	1.37	1.07	0.85	81	2,331	22,572
32.2986171	-86.385933	7400	LN2	25654	9.89	3.95	3.39	2.94	2.24	1.77	1.38	1.11	81	2,594	23,112
32.2987353	-86.387221	6999	LN2	12141	9.65	4.29	3.7	3.29	2.44	1.78	1.31	0.99	81	1,258	12,264
32.2987353	-86.387221	6999	LN2	19077	13.28	6.43	5.52	4.75	3.53	2.6	1.88	1.4	81	1,437	13,626
32.2987353	-86.387221	6999	LN2	25323	16.29	7.74	6.9	5.94	4.37	3.21	2.33	1.71	81	1,555	14,809
32.2988521	-86.388508	6599	LN2	11996	11.11	4.31	3.62	3.16	2.39	1.78	1.31	1.01	80	1,080	11,877
32.2988521	-86.388508	6599	LN2	18868	15.23	6.22	5.25	4.55	3.41	2.54	1.86	1.39	80	1,239	13,574
32.2988521	-86.388508	6599	LN2	25407	18.3	7.75	6.7	5.77	4.23	3.14	2.32	1.79	80	1,388	14,194
32.298967	-86.389796	6199	LN2	12096	7.69	4.34	3.88	3.47	2.87	2.33	1.88	1.51	80	1,573	8,011
32.298967	-86.389796	6199	LN2	19208	10.73	5.95	5.37	4.8	3.88	3.12	2.49	2.03	80	1,790	9,462
32.298967	-86.389796	6199	LN2	25507	11.61	7.26	6.62	5.84	4.66	3.73	2.96	2.4	80	2,197	10,628
32.2992076	-86.392411	5385	LN2	12302	3.25	3.55	3.1	2.65	2.14	1.81	1.37	1.12	80	3,785	10,984
32.2992076	-86.392411	5385	LN2	19078	16.98	5.04	4.38	3.72	2.66	2.14	1.78	1.4	80	1,124	13,627
32.2992076	-86.392411	5385	LN2	25226	11.64	6.13	5.35	4.57	3.48	2.71	2.19	1.92	80	2,167	13,139
32.2993092	-86.393655	5000	LN2	12146	5.7	5.12	4.58	3.99	3.1	2.39	1.83	1.4	81	2,131	8,676
32.2993092	-86.393655	5000	LN2	19285	46.56	7.08	6.33	5.59	4.24	3.23	2.45	1.87	81	414	10,313
32.2993092	-86.393655	5000	LN2	25656	11.14	8.6	7.76	6.76	5.17	3.93	3.03	2.36	81	2,303	10,871
32.2994234	-86.394941	4600	LN2	12198	4.79	3.76	3.27	2.76	1.95	1.36	0.93	0.68	81	2,547	17,938
32.2994234	-86.394941	4600	LN2	19328	3.52	5.5	4.85	4.13	2.9	2.02	1.4	1.03	81	5,491	18,765
32.2994234	-86.394941	4600	LN2	25769	6.62	6.98	6.2	5.23	3.69	2.58	1.78	1.31	81	3,893	19,671
32.2995396	-86.396231	4198	LN2	12249	5.94	4.54	4.03	3.52	2.6	1.92	1.38	0.98	81	2,062	12,499
32.2995396	-86.396231	4198	LN2	19352	4.7	6.44	5.76	5.05	3.71	2.71	1.94	1.43	81	4,117	13,533
32.2995396	-86.396231	4198	LN2	25735	6.89	7.97	7.18	6.23	4.61	3.37	2.45	1.81	81	3,735	14,218
32.2996563	-86.39753	3795	LN2	12124	7.44	5.45	4.73	3.99	2.88	1.95	1.4	1.01	82	1,630	12,004
32.2996563	-86.39753	3795	LN2	19089	10.48	7.85	6.85	5.79	4.13	2.88	2.03	1.45	82	1,821	13,165

Appendix H1: Deflection Data and ISM
Taxiway B

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2996563	-86.39753	3795	LN2	25552	11.78	9.91	8.68	7.34	5.24	3.72	2.6	1.95	82	2,169	13,104
32.299771	-86.398805	3399	LN2	12143	6.83	5.56	4.95	4.35	3.48	2.76	2.15	1.7	82	1,778	7,143
32.299771	-86.398805	3399	LN2	19204	9.23	7.31	6.63	5.91	4.65	3.67	2.91	2.33	82	2,081	8,242
32.299771	-86.398805	3399	LN2	25560	17.2	8.82	7.94	6.99	5.52	4.35	3.46	2.87	82	1,486	8,906
32.299889	-86.400093	2998	LN2	12165	4.61	3.19	2.76	2.27	1.61	1.15	0.81	0.65	82	2,639	18,715
32.299889	-86.400093	2998	LN2	19347	6.1	4.66	4.08	3.43	2.38	1.69	1.17	0.82	82	3,172	23,594
32.299889	-86.400093	2998	LN2	25893	8.52	5.88	5.18	4.33	3.03	2.12	1.52	1.15	82	3,039	22,516
32.3000017	-86.40139	2596	LN2	12058	8.74	2.98	2.57	2.29	1.78	1.35	1.08	0.78	81	1,380	15,459
32.3000017	-86.40139	2596	LN2	19151	12.12	4.4	3.76	3.4	2.61	1.99	1.51	1.17	81	1,580	16,368
32.3000017	-86.40139	2596	LN2	25551	12.68	5.5	4.82	4.29	3.3	2.5	1.88	1.43	81	2,015	17,868
32.3001156	-86.40266	2201	LN2	12098	9.14	3.92	3.08	2.67	2.1	1.54	1.17	0.9	82	1,324	13,442
32.3001156	-86.40266	2201	LN2	19249	12.08	5.64	4.54	3.93	3.02	2.31	1.71	1.32	82	1,593	14,583
32.3001156	-86.40266	2201	LN2	25523	12.04	6.92	5.64	4.89	3.74	2.85	2.12	1.66	82	2,120	15,375
32.3002297	-86.403954	1799	LN2	12152	6.56	3.27	2.88	2.58	2.15	1.79	1.44	1.21	81	1,852	10,043
32.3002297	-86.403954	1799	LN2	19321	8.14	4.59	4.07	3.68	3	2.43	2.01	1.59	81	2,374	12,152
32.3002297	-86.403954	1799	LN2	25906	11.28	5.63	5.02	4.5	3.67	2.97	2.45	1.99	81	2,297	13,018
32.3003424	-86.405236	1401	LN2	12102	7.58	4.27	3.65	3.27	2.61	2.08	1.7	1.41	81	1,597	8,583
32.3003424	-86.405236	1401	LN2	19416	10.85	5.89	5.19	4.62	3.65	2.93	2.33	1.92	81	1,789	10,113
32.3003424	-86.405236	1401	LN2	25675	28.87	7.26	6.35	5.61	4.42	3.52	2.79	2.29	81	889	11,212
32.3004639	-86.406528	999	LN2	12159	4.82	3.09	2.74	2.5	2.11	1.75	1.47	1.32	81	2,523	9,211
32.3004639	-86.406528	999	LN2	19372	6.94	4.31	3.83	3.47	2.89	2.4	1.99	1.61	81	2,791	12,032
32.3004639	-86.406528	999	LN2	26056	4.59	5.27	4.67	4.2	3.48	2.89	2.39	2	81	5,677	13,028
32.3005761	-86.407831	595	LN2	12217	4.5	2.84	2.5	2.22	1.83	1.5	1.18	0.96	81	2,715	12,726
32.3005761	-86.407831	595	LN2	19351	4.63	4.02	3.56	3.17	2.6	2.1	1.65	1.31	81	4,179	14,772
32.3005761	-86.407831	595	LN2	26052	7.99	4.98	4.43	3.95	3.23	2.62	2.07	1.67	81	3,261	15,600
32.3006936	-86.409104	199	LN2	12099	7.3	2	1.53	1.24	0.9	0.61	0.43	0.34	81	1,657	35,585

Appendix H1: Deflection Data and ISM
Taxiway B

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3006936	-86.409104	199	LN2	19119	14.2	3.08	2.43	2.03	1.42	0.97	0.68	0.51	81	1,346	37,488
32.3006936	-86.409104	199	LN2	25439	18.93	4	3.18	2.72	1.87	1.3	0.9	0.67	81	1,344	37,969

Appendix H1: Deflection Data and ISM
Taxiway B1

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2995335	-86.381355	0	LN1	12153	7.37	3.74	3.35	3.06	2.46	1.87	1.39	1.15	82	1,649	10,568
32.2995335	-86.381355	0	LN1	19100	10.81	5.23	4.68	4.3	3.42	2.56	1.9	1.45	82	1,767	13,172
32.2995335	-86.381355	0	LN1	25386	12.06	6.41	5.79	5.27	4.17	3.12	2.29	1.75	82	2,105	14,506
32.2992393	-86.381392	108	LN1	12248	7.24	3.35	2.95	2.7	2.23	1.81	1.46	1.19	82	1,692	10,292
32.2992393	-86.381392	108	LN1	19192	9.47	4.74	4.2	3.77	3.05	2.45	1.94	1.56	82	2,027	12,303
32.2992393	-86.381392	108	LN1	25689	11.77	5.89	5.19	4.65	3.73	2.96	2.36	1.9	82	2,183	13,521
32.2994204	-86.381282	51	LN2	12083	7.86	3.67	3.17	2.86	2.25	1.81	1.45	1.21	80	1,537	9,986
32.2994204	-86.381282	51	LN2	18862	10.92	5.25	4.65	4.05	3.13	2.49	2.01	1.64	80	1,727	11,501
32.2994204	-86.381282	51	LN2	25272	11.93	6.59	5.83	5.05	3.89	3.01	2.46	1.99	80	2,118	12,699
32.2991084	-86.38132	165	LN2	12059	10.42	4.85	4.16	3.66	2.86	2.23	1.78	1.45	80	1,157	8,317
32.2991084	-86.38132	165	LN2	18794	13.76	6.82	5.92	5.2	4.02	3.12	2.42	1.94	80	1,366	9,688
32.2991084	-86.38132	165	LN2	25211	16.77	8.48	7.39	6.4	4.88	3.78	2.99	2.39	80	1,503	10,549
32.2988262	-86.38136	269	LN2	12063	11.39	5.76	5.05	4.51	3.58	2.77	2.23	1.79	80	1,059	6,739
32.2988262	-86.38136	269	LN2	18738	14.98	7.89	7.01	6.16	4.78	3.7	2.91	2.32	80	1,251	8,077
32.2988262	-86.38136	269	LN2	25195	32.32	9.66	8.58	7.56	5.8	4.46	3.52	2.74	80	780	9,195
32.2986725	-86.381511	346	LN1	12057	10.15	4.98	4.3	3.88	3.07	2.42	1.94	1.58	80	1,188	7,631
32.2986725	-86.381511	346	LN1	18843	13.92	6.96	6.03	5.4	4.24	3.32	2.61	2.15	80	1,354	8,764
32.2986725	-86.381511	346	LN1	25120	13.96	8.53	7.47	6.57	5.1	3.99	3.16	2.55	80	1,799	9,851

Appendix H1: Deflection Data and ISM
Taxiway B3

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3012411	-86.400385	0	LN1	12238	7.52	3.31	2.94	2.88	2.39	1.94	1.65	1.42	83	1,627	8,618
32.3012411	-86.400385	0	LN1	19199	10.63	4.38	3.95	3.64	3.09	2.58	2.17	1.86	83	1,806	10,322
32.3012411	-86.400385	0	LN1	25516	13.18	5.29	4.71	4.34	3.68	3.08	2.58	2.21	83	1,936	11,546
32.300947	-86.400423	107	LN1	12251	5.61	2.04	1.92	1.99	1.84	1.54	1.39	1.18	83	2,184	10,382
32.300947	-86.400423	107	LN1	19204	8.05	3.1	2.74	2.62	2.33	2.07	1.82	1.56	83	2,386	12,310
32.300947	-86.400423	107	LN1	25750	10.13	3.5	3.27	3.11	2.76	2.47	2.13	1.88	83	2,542	13,697
32.3006263	-86.400465	225	LN1	12206	7.07	2.98	2.75	2.52	2.17	1.84	1.53	1.29	82	1,726	9,462
32.3006263	-86.400465	225	LN1	19146	9.96	4.07	3.83	3.49	2.97	2.5	2.08	1.77	82	1,922	10,817
32.3006263	-86.400465	225	LN1	25754	12.28	4.99	4.61	4.23	3.59	2.98	2.5	2.12	82	2,097	12,148
32.3011008	-86.400324	57	LN2	12111	7.91	2.74	2.44	2.26	2.05	1.76	1.52	1.31	81	1,531	9,245
32.3011008	-86.400324	57	LN2	18937	10.83	3.58	3.28	3.14	2.72	2.36	2	1.72	81	1,749	11,010
32.3011008	-86.400324	57	LN2	25424	13	4.39	3.95	3.77	3.24	2.84	2.39	2.03	81	1,956	12,524
32.3008147	-86.400361	162	LN2	12141	8.59	3.2	2.8	2.64	2.29	1.94	1.58	1.37	81	1,413	8,862
32.3008147	-86.400361	162	LN2	19143	12.38	4.34	3.9	3.65	3.09	2.63	2.19	1.82	81	1,546	10,518
32.3008147	-86.400361	162	LN2	25479	30.43	5.3	4.75	4.42	3.73	3.14	2.65	2.22	81	837	11,477
32.3005586	-86.40039	255	LN2	12123	10.23	2.68	2.4	2.31	1.99	1.7	1.45	1.22	80	1,185	9,937
32.3005586	-86.40039	255	LN2	18979	13.61	3.68	3.33	3.13	2.71	2.3	1.99	1.59	80	1,394	11,936
32.3005586	-86.40039	255	LN2	25393	17.4	4.42	4.08	3.81	3.26	2.76	2.37	1.92	80	1,459	13,226

Appendix H1: Deflection Data and ISM
Taxiway B4

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3021134	-86.409788	0	LN1	12166	6.35	3.98	3.64	3.29	2.72	2.15	1.71	1.36	82	1,916	8,946
32.3021134	-86.409788	0	LN1	19120	13.13	5.38	4.96	4.55	3.66	2.91	2.3	1.79	82	1,456	10,682
32.3021134	-86.409788	0	LN1	25597	10.69	6.56	5.91	5.34	4.34	3.43	2.72	2.17	82	2,394	11,796
32.3018267	-86.409824	105	LN1	12079	6.21	4.54	4.17	3.83	3.22	2.59	2.08	1.67	81	1,945	7,233
32.3018267	-86.409824	105	LN1	19037	8.5	6.12	5.66	5.2	4.31	3.53	2.81	2.24	81	2,240	8,499
32.3018267	-86.409824	105	LN1	25343	10.01	7.25	6.76	6.14	5.16	4.18	3.36	2.7	81	2,532	9,386
32.3015106	-86.409864	221	LN1	12113	4.7	2.78	2.53	2.29	1.8	1.44	1.03	0.78	81	2,577	15,529
32.3015106	-86.409864	221	LN1	18982	5.51	4.03	3.71	3.29	2.6	2	1.49	1.13	81	3,445	16,798
32.3015106	-86.409864	221	LN1	25859	8.85	5.06	4.64	4.16	3.28	2.54	1.9	1.45	81	2,922	17,834
32.3019241	-86.409773	57	LN2	12046	6.77	3.96	3.57	3.3	2.8	2.3	1.86	1.51	80	1,779	7,977
32.3019241	-86.409773	57	LN2	19193	8.21	5.37	4.87	4.51	3.72	3.09	2.5	2.05	80	2,338	9,362
32.3019241	-86.409773	57	LN2	25457	5.33	6.34	5.82	5.32	4.4	3.59	2.94	2.38	80	4,776	10,696
32.301668	-86.409803	151	LN2	12013	7.01	4.17	3.87	3.53	2.9	2.26	1.78	1.29	80	1,714	9,312
32.301668	-86.409803	151	LN2	19013	9.5	5.75	5.29	4.87	3.96	3.14	2.44	1.86	80	2,001	10,222
32.301668	-86.409803	151	LN2	25156	12.33	6.84	6.38	5.79	4.72	3.78	2.94	2.27	80	2,040	11,082
32.3013589	-86.409832	263	LN2	12201	5.87	3.26	2.91	2.54	1.89	1.36	0.92	0.68	80	2,079	17,943
32.3013589	-86.409832	263	LN2	19179	9.98	4.8	4.35	3.79	2.8	2.02	1.46	1.01	80	1,922	18,989
32.3013589	-86.409832	263	LN2	25684	10.01	6.2	5.57	4.8	3.59	2.62	1.89	1.3	80	2,566	19,757

Appendix H1: Deflection Data and ISM
Taxiway C1

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3023777	-86.391554	9	LN1	12165	6	4.76	4.15	3.68	2.89	2.25	1.75	1.39	83	2,028	8,752
32.3023777	-86.391554	9	LN1	19139	9.32	6.17	5.57	4.94	3.83	2.97	2.32	1.88	83	2,054	10,180
32.3023777	-86.391554	9	LN1	25694	6.69	7.52	6.71	6.01	4.65	3.58	2.77	2.21	83	3,841	11,626
32.3024961	-86.391537	51	LN1	11980	8.57	4.15	3.77	3.52	2.84	2.26	1.77	1.42	83	1,398	8,437
32.3024961	-86.391537	51	LN1	18901	11.17	5.58	5.05	4.69	3.74	2.97	2.32	1.85	83	1,692	10,217
32.3024961	-86.391537	51	LN1	25519	13.24	6.8	6.12	5.62	4.48	3.54	2.75	2.24	83	1,927	11,392
32.3026285	-86.391524	100	LN1	12153	8.7	4.25	4.02	3.62	2.9	2.21	1.75	1.38	84	1,397	8,807
32.3026285	-86.391524	100	LN1	18962	11.19	5.75	5.41	4.86	3.87	3.05	2.35	1.86	84	1,695	10,195
32.3026285	-86.391524	100	LN1	25512	13.25	6.9	6.45	5.83	4.62	3.67	2.81	2.21	84	1,925	11,544
32.3024293	-86.39159	25	LN2	12108	7.4	4.59	4.17	3.77	3	2.35	1.82	1.48	84	1,636	8,181
32.3024293	-86.39159	25	LN2	19040	9.9	6.22	5.72	5.08	4.02	3.13	2.42	1.99	84	1,923	9,568
32.3024293	-86.39159	25	LN2	25410	12.09	7.42	6.78	6.07	4.75	3.73	2.82	2.31	84	2,102	11,000
32.3025668	-86.391578	75	LN2	12078	8.69	4.79	4.32	3.88	3.06	2.38	1.84	1.44	83	1,390	8,388
32.3025668	-86.391578	75	LN2	19090	17.16	6.49	5.93	5.28	4.13	3.22	2.48	1.93	83	1,112	9,891
32.3025668	-86.391578	75	LN2	25571	13.32	7.74	6.99	6.27	4.88	3.75	2.89	2.23	83	1,920	11,467
32.3027087	-86.391564	128	LN2	12109	9.53	4.87	4.44	3.97	3.12	2.4	1.78	1.39	84	1,271	8,712
32.3027087	-86.391564	128	LN2	19051	12.59	6.67	6.07	5.39	4.19	3.24	2.41	1.79	84	1,513	10,643
32.3027087	-86.391564	128	LN2	25438	7.2	7.99	7.31	6.49	5.04	3.84	2.9	2.2	84	3,533	11,563

Appendix H1: Deflection Data and ISM
Taxiway C2

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3024857	-86.392717	10	LN1	12262	6.38	4.06	3.73	3.41	2.78	2.17	1.65	1.26	84	1,922	9,732
32.3024857	-86.392717	10	LN1	19265	4.21	5.81	5.37	4.86	3.89	3.04	2.32	1.74	84	4,576	11,072
32.3024857	-86.392717	10	LN1	25816	10.29	7.35	6.78	6.04	4.82	3.74	2.86	2.2	84	2,509	11,735
32.302594	-86.392705	50	LN1	12159	9.6	6.67	5.69	4.7	3.15	2.07	1.45	1.1	85	1,267	11,054
32.302594	-86.392705	50	LN1	19034	13.4	9.48	8.07	6.69	4.48	3.01	2.11	1.56	85	1,420	12,201
32.302594	-86.392705	50	LN1	25296	16.62	11.82	10.09	8.38	5.59	3.79	2.68	2.02	85	1,522	12,523
32.3027322	-86.392685	100	LN1	12129	10.17	6.7	5.74	4.74	3.24	2.17	1.55	1.16	83	1,193	10,456
32.3027322	-86.392685	100	LN1	19069	14.21	9.43	8.15	6.81	4.65	3.18	2.25	1.67	83	1,342	11,419
32.3027322	-86.392685	100	LN1	25173	11.56	11.7	10.08	8.4	5.76	3.95	2.8	2.12	83	2,178	11,874
32.3025322	-86.392763	26	LN2	12071	9.53	6.71	5.68	4.64	3.18	2.21	1.57	1.19	84	1,267	10,144
32.3025322	-86.392763	26	LN2	18975	13.5	9.54	8.15	6.67	4.54	3.17	2.24	1.67	84	1,406	11,362
32.3025322	-86.392763	26	LN2	25274	16.42	11.9	10.2	8.31	5.65	3.92	2.78	2.17	84	1,539	11,647
32.3026663	-86.392747	75	LN2	12210	8.73	5.83	5.01	4.19	2.94	2.07	1.49	1.1	84	1,399	11,100
32.3026663	-86.392747	75	LN2	19172	12.47	8.51	7.34	6.1	4.25	2.95	2.12	1.57	84	1,537	12,211
32.3026663	-86.392747	75	LN2	25495	11.07	10.74	9.32	7.7	5.37	3.72	2.64	1.96	84	2,303	13,008
32.3028011	-86.392727	125	LN2	12186	8.67	5.83	4.86	3.97	2.77	1.98	1.45	1.12	83	1,406	10,880
32.3028011	-86.392727	125	LN2	19217	12.75	8.65	7.3	5.95	4.1	2.9	2.07	1.6	83	1,507	12,011
32.3028011	-86.392727	125	LN2	25288	14.81	11.07	9.3	7.56	5.21	3.66	2.61	2.06	83	1,707	12,276

Appendix H1: Deflection Data and ISM
Taxiway C3

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3025533	-86.393871	10	LN1	12108	12.45	6.95	5.37	4.03	2.27	1.43	1.02	0.78	84	973	15,523
32.3025533	-86.393871	10	LN1	19063	17.47	9.91	7.75	5.89	3.35	2.13	1.55	1.18	84	1,091	16,155
32.3025533	-86.393871	10	LN1	25083	20.76	12.34	9.65	7.39	4.25	2.78	1.99	1.56	84	1,208	16,079
32.302678	-86.39386	55	LN1	12215	5.11	3.41	2.99	2.58	1.91	1.48	1.06	0.8	84	2,390	15,269
32.302678	-86.39386	55	LN1	19417	7.03	5.18	4.54	3.9	2.85	2.11	1.54	1.14	84	2,762	17,032
32.302678	-86.39386	55	LN1	25794	8.71	6.54	5.76	4.91	3.61	2.68	1.98	1.46	84	2,961	17,667
32.3028014	-86.393848	101	LN1	12285	6.45	3.54	2.9	2.32	1.61	1.16	0.84	0.64	83	1,905	19,195
32.3028014	-86.393848	101	LN1	19299	2.5	5.3	4.38	3.6	2.42	1.68	1.21	0.96	83	7,720	20,103
32.3028014	-86.393848	101	LN1	25720	6	6.84	5.72	4.59	3.12	2.11	1.53	1.19	83	4,287	21,613
32.3026043	-86.393909	27	LN2	12109	11.19	7.15	5.8	4.56	2.77	1.67	1.02	0.78	83	1,082	15,524
32.3026043	-86.393909	27	LN2	18898	14.99	10.37	8.45	6.66	4.03	2.36	1.5	1.06	83	1,261	17,828
32.3026043	-86.393909	27	LN2	25057	18.38	13.11	10.75	8.46	5.16	3.06	1.95	1.46	83	1,363	17,162
32.3027356	-86.393903	75	LN2	12311	5.88	3.38	2.85	2.33	1.6	1.23	0.86	0.68	83	2,094	18,104
32.3027356	-86.393903	75	LN2	19228	3.99	5.02	4.25	3.52	2.38	1.64	1.24	0.98	83	4,819	19,620
32.3027356	-86.393903	75	LN2	25673	8.73	6.48	5.5	4.51	3.08	2.15	1.57	1.21	83	2,941	21,217
32.3028744	-86.393892	126	LN2	12265	5.1	2.78	2.37	1.99	1.44	1.1	0.84	0.66	83	2,405	18,583
32.3028744	-86.393892	126	LN2	19229	5.61	4.17	3.54	2.97	2.09	1.54	1.18	0.93	83	3,428	20,676
32.3028744	-86.393892	126	LN2	25748	9.67	5.36	4.55	3.81	2.61	1.93	1.49	1.18	83	2,663	21,820

Appendix H1: Deflection Data and ISM
Taxiway E

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2957961	-86.394992	0	LN1	12214	4.51	2.85	2.58	2.35	1.95	1.61	1.33	1.04	80	2,708	11,744
32.2957961	-86.394992	0	LN1	19084	6.49	4	3.66	3.33	2.74	2.24	1.78	1.45	80	2,941	13,161
32.2957961	-86.394992	0	LN1	25596	5.82	4.92	4.5	4.09	3.33	2.76	2.2	1.79	80	4,398	14,299
32.2967552	-86.394324	409	LN1	12146	5.79	3.16	2.85	2.53	2.13	1.77	1.47	1.22	81	2,098	9,956
32.2967552	-86.394324	409	LN1	19052	8.01	4.41	3.97	3.61	2.93	2.43	2.02	1.66	81	2,379	11,477
32.2967552	-86.394324	409	LN1	25520	9.39	5.4	4.92	4.32	3.54	2.96	2.42	2.01	81	2,718	12,697
32.2972156	-86.394029	601	LN1	12147	5.16	3.13	2.83	2.6	2.17	1.87	1.5	1.25	82	2,354	9,718
32.2972156	-86.394029	601	LN1	19049	4.53	4.29	3.92	3.56	2.97	2.45	2.05	1.67	82	4,205	11,407
32.2972156	-86.394029	601	LN1	25657	9.13	5.25	4.78	4.34	3.62	2.96	2.48	2.01	82	2,810	12,765
32.2976584	-86.393635	801	LN1	12075	4.87	2.72	2.42	2.27	1.93	1.61	1.34	1.11	81	2,479	10,878
32.2976584	-86.393635	801	LN1	19008	6.89	3.74	3.38	3.11	2.63	2.18	1.79	1.49	81	2,759	12,757
32.2976584	-86.393635	801	LN1	25513	8.65	4.63	4.22	3.81	3.19	2.65	2.17	1.81	81	2,949	14,096
32.2981344	-86.393323	1000	LN1	12263	4.8	2.89	2.6	2.35	1.99	1.66	1.33	1.07	82	2,555	11,461
32.2981344	-86.393323	1000	LN1	19189	5.84	3.96	3.6	3.27	2.73	2.25	1.83	1.49	82	3,286	12,879
32.2981344	-86.393323	1000	LN1	25681	8.58	4.8	4.49	4.04	3.34	2.72	2.21	1.82	82	2,993	14,110
32.2985788	-86.392929	1200	LN1	11981	5.85	2.99	2.58	2.31	1.77	1.38	1.06	0.82	80	2,048	14,611
32.2985788	-86.392929	1200	LN1	18839	8.56	4.28	3.76	3.3	2.54	1.92	1.53	1.22	80	2,201	15,442
32.2985788	-86.392929	1200	LN1	25308	8.97	5.35	4.73	4.09	3.12	2.4	1.89	1.54	80	2,821	16,434
32.2990567	-86.392623	1399	LN1	12187	6.81	4.09	3.56	3.13	2.45	1.96	1.52	1.28	82	1,790	9,521
32.2990567	-86.392623	1399	LN1	19284	23.33	5.84	5.12	4.45	3.38	2.64	2.08	1.7	82	827	11,344
32.2990567	-86.392623	1399	LN1	25505	5.49	7.25	6.33	5.49	4.16	3.2	2.51	2.02	82	4,646	12,626
32.2995152	-86.392207	1607	LN1	12108	6.07	3.95	3.5	3.16	2.54	2.07	1.7	1.47	80	1,995	8,237
32.2995152	-86.392207	1607	LN1	18885	8.78	5.43	4.81	4.31	3.41	2.81	2.28	1.9	80	2,151	9,939
32.2995152	-86.392207	1607	LN1	25514	10.57	6.69	5.91	5.19	4.11	3.32	2.74	2.29	80	2,414	11,141
32.3000559	-86.39186	1831	LN1	12049	6.43	3.92	3.54	3.13	2.59	2.1	1.74	1.43	82	1,874	8,426
32.3000559	-86.39186	1831	LN1	19160	9.12	5.48	4.67	4.46	3.53	2.87	2.36	1.94	82	2,101	9,876

Appendix H1: Deflection Data and ISM
Taxiway E

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3000559	-86.39186	1831	LN1	25448	11.17	6.69	6.04	5.36	4.29	3.45	2.85	2.34	82	2,278	10,875
32.3003334	-86.39157	1964	LN1	12144	7.48	4.66	4.37	3.8	3.01	2.35	1.89	1.5	80	1,624	8,096
32.3003334	-86.39157	1964	LN1	18951	10.7	6.93	5.98	5.34	4.19	3.32	2.63	2.07	80	1,771	9,155
32.3003334	-86.39157	1964	LN1	25365	13.36	8.26	7.62	6.57	5.11	4.1	3.19	2.52	80	1,899	10,065
32.2962769	-86.394747	194	LN2	12190	6.08	3.26	2.96	2.71	2.28	1.91	1.49	1.2	81	2,005	10,158
32.2962769	-86.394747	194	LN2	19175	8.56	4.47	4.13	3.73	3.14	2.57	2.06	1.65	81	2,240	11,621
32.2962769	-86.394747	194	LN2	25488	36.87	5.54	5.04	4.57	3.82	3.11	2.5	2	81	691	12,744

Appendix H1: Deflection Data and ISM
Taxiway E1

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3041859	-86.387469	10	LN1	12057	10.59	7.65	6.48	5.37	3.61	2.37	1.59	1.16	82	1,139	10,394
32.3041859	-86.387469	10	LN1	18903	8.09	10.48	8.91	7.32	4.95	3.27	2.19	1.58	82	2,337	11,964
32.3041859	-86.387469	10	LN1	25171	12.28	12.84	11.03	8.98	6.04	4.02	2.69	2	82	2,050	12,586
32.3042162	-86.388076	202	LN1	11574	24.55	12.41	8.65	6.16	3.28	1.7	0.91	0.72	82	471	16,075
32.3042162	-86.388076	202	LN1	18104	31.94	16.06	11.53	8.33	4.63	2.43	1.49	1.17	82	567	15,474
32.3042162	-86.388076	202	LN1	23988	156.8	19	13.75	10.15	5.95	3.25	2.04	1.69	82	153	14,194
32.3041323	-86.388441	304	LN1	24341	32.96	14.46	11.28	8.62	5.45	3.42	2.36	2.04	84	739	11,932
32.3041599	-86.388731	405	LN1	11773	24.95	7.75	4.93	3.42	2.15	1.52	1.09	0.83	83	472	14,184
32.3041599	-86.388731	405	LN1	18269	49.8	11.11	7.13	4.99	3	2.09	1.55	1.2	83	367	15,224
32.3041599	-86.388731	405	LN1	23925	32.56	13.95	9.21	6.37	3.82	2.76	2.03	1.65	83	735	14,500
32.304201	-86.387781	100	LN2	11825	16.86	10.72	8.26	6.34	3.7	2.31	1.56	1.15	84	701	10,283
32.304201	-86.387781	100	LN2	18609	22.64	13.94	11.05	8.52	4.98	3.14	2.16	1.61	84	822	11,558
32.304201	-86.387781	100	LN2	24486	27.22	17.03	13.29	10.3	6.11	3.92	2.77	2.22	84	900	11,030
32.3041323	-86.388441	304	LN2	18408	26.86	12.03	9.17	6.96	4.35	3.11	2.09	1.55	84	685	11,876
32.3040787	-86.388978	472	LN2	11644	25.07	8.08	4.8	3.17	1.82	1.28	0.99	0.8	83	464	14,555
32.3040787	-86.388978	472	LN2	18237	30.91	11.83	7.33	4.82	2.63	1.89	1.46	1.19	83	590	15,325
32.3040787	-86.388978	472	LN2	23844	41.33	14.46	9.35	6.15	3.38	2.33	1.87	1.55	83	577	15,383

Appendix H1: Deflection Data and ISM
Taxiway E2

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.2952416	-86.39432	0	LN1	12283	5.45	3.26	2.87	2.52	1.98	1.53	1.15	0.91	83	2,254	13,498
32.2952416	-86.39432	0	LN1	19205	7.92	4.7	4.15	3.66	2.86	2.19	1.64	1.26	83	2,425	15,242
32.2952416	-86.39432	0	LN1	25672	10.19	5.97	5.24	4.6	3.53	2.71	2.04	1.66	83	2,519	15,465
32.2953916	-86.394609	105	LN1	12191	5.21	2.79	2.33	1.96	1.44	1.1	0.87	0.7	83	2,340	17,416
32.2953916	-86.394609	105	LN1	19167	7.58	4.09	3.42	2.88	2.06	1.56	1.22	0.96	83	2,529	19,966
32.2953916	-86.394609	105	LN1	25543	9.7	5.18	4.39	3.63	2.59	1.91	1.52	1.19	83	2,633	21,465
32.2955831	-86.394914	224	LN1	12142	5.23	3.02	2.68	2.4	1.89	1.51	1.14	0.89	82	2,322	13,643
32.2955831	-86.394914	224	LN1	18946	35.43	4.33	3.88	3.42	2.69	2.1	1.63	1.31	82	535	14,463
32.2955831	-86.394914	224	LN1	25755	9.66	5.46	4.94	4.31	3.37	2.67	2.05	1.66	82	2,666	15,515
32.2952728	-86.394482	50	LN2	12199	7.07	4.54	3.83	3.2	2.24	1.58	1.13	0.87	82	1,725	14,022
32.2952728	-86.394482	50	LN2	19273	10.4	6.72	5.63	4.71	3.27	2.34	1.68	1.27	82	1,853	15,176
32.2952728	-86.394482	50	LN2	25522	13.22	8.38	7.09	5.89	4.09	2.89	2.15	1.68	82	1,931	15,192
32.2954462	-86.394806	169	LN2	12050	5.42	3.18	2.8	2.51	1.95	1.46	1.08	0.82	82	2,223	14,695
32.2954462	-86.394806	169	LN2	19133	5.96	4.53	3.99	3.65	2.82	2.12	1.57	1.17	82	3,210	16,353
32.2954462	-86.394806	169	LN2	25548	5.71	5.75	5.15	4.63	3.56	2.68	1.98	1.5	82	4,474	17,032
32.29568	-86.395021	281	LN2	12057	6.73	3.78	3.46	3.13	2.55	1.98	1.51	1.22	81	1,792	9,883
32.29568	-86.395021	281	LN2	18878	9.62	5.42	5.01	4.5	3.64	2.82	2.17	1.65	81	1,962	11,441
32.29568	-86.395021	281	LN2	25435	11.86	6.86	6.33	5.62	4.54	3.53	2.69	2.09	81	2,145	12,170

Appendix H1: Deflection Data and ISM
Terminal Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3026466	-86.389519	5	LN1	12023	7.09	4.65	4.15	3.74	2.98	2.34	1.86	1.56	71	1,696	7,707
32.3026466	-86.389519	5	LN1	18446	9.44	6.3	5.58	4.97	3.95	3.12	2.49	2	71	1,954	9,223
32.3026466	-86.389519	5	LN1	24686	11.6	7.49	6.72	5.94	4.66	3.66	2.88	2.43	71	2,128	10,159
32.3026717	-86.389827	100	LN1	12037	5.56	3.68	3.41	3.15	2.68	2.21	1.82	1.49	71	2,165	8,079
32.3026717	-86.389827	100	LN1	18465	7.54	5	4.57	4.23	3.57	2.94	2.42	2.02	71	2,449	9,141
32.3026717	-86.389827	100	LN1	24798	9.08	5.9	5.43	5.03	4.21	3.47	2.84	2.36	71	2,731	10,508
32.3027007	-86.390161	204	LN1	12033	4.57	2.07	1.9	1.74	1.45	1.27	1.04	0.94	71	2,633	12,801
32.3027007	-86.390161	204	LN1	18466	6.61	3	2.64	2.48	2.02	1.74	1.41	1.28	71	2,794	14,427
32.3027007	-86.390161	204	LN1	24865	8.19	3.68	3.41	3.04	2.48	2.11	1.74	1.52	71	3,036	16,359
32.3027281	-86.390475	302	LN1	12011	7.45	4.99	4.19	3.53	2.63	2.07	1.61	1.33	71	1,612	9,031
32.3027281	-86.390475	302	LN1	18425	10.46	7.04	5.89	4.93	3.66	2.83	2.23	1.78	71	1,761	10,351
32.3027281	-86.390475	302	LN1	24642	13.19	8.89	7.4	6.14	4.52	3.43	2.69	2.16	71	1,868	11,408
32.3027555	-86.390795	401	LN1	11945	9.93	5.77	4.77	3.93	2.72	2	1.55	1.25	71	1,203	9,556
32.3027555	-86.390795	401	LN1	18370	13.88	8.12	6.7	5.44	3.77	2.81	2.14	1.72	71	1,323	10,680
32.3027555	-86.390795	401	LN1	24510	17.21	10.11	8.37	6.81	4.63	3.43	2.64	2.16	71	1,424	11,347
32.302783	-86.39111	500	LN1	11894	9.98	6.43	5.49	4.56	3.19	2.24	1.63	1.3	71	1,192	9,149
32.302783	-86.39111	500	LN1	18224	13.84	8.83	7.64	6.24	4.36	3.06	2.26	1.73	71	1,317	10,534
32.302783	-86.39111	500	LN1	24370	17.17	10.97	9.42	7.72	5.36	3.75	2.76	2.15	71	1,419	11,335
32.3027293	-86.389544	10	LN2	12029	5.81	4.04	3.7	3.4	2.78	2.23	1.83	1.53	73	2,070	7,862
32.3027293	-86.389544	10	LN2	18468	7.85	5.49	5.03	4.53	3.67	2.97	2.45	2	73	2,353	9,234
32.3027293	-86.389544	10	LN2	24594	9.63	6.57	6.01	5.4	4.33	3.5	2.84	2.34	73	2,554	10,510
32.3029763	-86.389507	100	LN2	12049	5.76	3.77	3.4	3.1	2.52	2.07	1.63	1.34	73	2,092	8,992
32.3029763	-86.389507	100	LN2	18492	8.1	5.13	4.6	4.17	3.42	2.75	2.2	1.83	73	2,283	10,105
32.3029763	-86.389507	100	LN2	24603	9.96	6.2	5.57	5.01	4.07	3.24	2.58	2.13	73	2,470	11,551
32.3032522	-86.389468	201	LN2	12021	9.6	2.05	1.73	1.93	1.57	1.36	1.17	1.06	73	1,252	11,341
32.3032522	-86.389468	201	LN2	18535	13.09	2.77	2.34	2.63	2.11	1.8	1.52	1.31	73	1,416	14,149

Appendix H1: Deflection Data and ISM
Terminal Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3032522	-86.389468	201	LN2	24502	16.45	3.35	2.84	3.18	2.5	2.13	1.79	1.57	73	1,489	15,606
32.3035238	-86.389431	300	LN2	12046	5.88	1.99	1.8	1.67	1.44	1.22	1.05	0.92	73	2,049	13,093
32.3035238	-86.389431	300	LN2	18581	8.29	2.69	2.47	2.26	1.93	1.66	1.43	1.23	73	2,241	15,107
32.3035238	-86.389431	300	LN2	24565	10.27	3.26	2.98	2.72	2.28	1.98	1.68	1.45	73	2,392	16,941
32.3038021	-86.389395	402	LN2	12055	6.73	1.68	1.46	1.38	1.11	0.99	0.8	0.69	73	1,791	17,471
32.3038021	-86.389395	402	LN2	18464	9.39	2.34	2.08	1.9	1.55	1.28	1.11	0.91	73	1,966	20,290
32.3038021	-86.389395	402	LN2	24726	11.76	2.92	2.55	2.34	1.88	1.59	1.34	1.12	73	2,103	22,077
32.3040677	-86.389362	500	LN2	11945	7.16	2.59	2.29	2.14	1.78	1.44	1.19	1.03	73	1,668	11,597
32.3040677	-86.389362	500	LN2	18551	9.85	3.66	3.26	2.98	2.45	1.99	1.66	1.41	73	1,883	13,157
32.3040677	-86.389362	500	LN2	24619	11.87	4.54	4	3.7	2.97	2.43	2.01	1.72	73	2,074	14,313
32.3028605	-86.389672	51	LN3	11980	6.4	2.18	2.03	1.95	1.7	1.45	1.26	1.1	72	1,872	10,891
32.3028605	-86.389672	51	LN3	18588	8.97	3.02	2.8	2.64	2.31	2.03	1.72	1.5	72	2,072	12,392
32.3028605	-86.389672	51	LN3	24651	11.28	3.62	3.37	3.18	2.76	2.43	2.04	1.79	72	2,185	13,772
32.3031328	-86.389636	151	LN3	11932	7.37	1.91	1.82	1.73	1.51	1.33	1.14	1.01	73	1,619	11,814
32.3031328	-86.389636	151	LN3	18458	10.02	2.63	2.49	2.35	2.02	1.78	1.51	1.32	73	1,842	13,983
32.3031328	-86.389636	151	LN3	24819	12.31	3.2	3.05	2.85	2.44	2.13	1.81	1.57	73	2,016	15,808
32.3034081	-86.389601	251	LN3	11974	6.48	1.85	1.74	1.68	1.43	1.28	1.08	0.93	73	1,848	12,875
32.3034081	-86.389601	251	LN3	18461	8.75	2.5	2.4	2.25	1.92	1.64	1.41	1.25	73	2,110	14,769
32.3034081	-86.389601	251	LN3	24620	10.7	3.04	2.89	2.7	2.28	1.97	1.69	1.43	73	2,301	17,217
32.3036809	-86.389565	351	LN3	11889	4.34	1.25	1.15	1.13	0.97	0.84	0.75	0.64	73	2,739	18,577
32.3036809	-86.389565	351	LN3	18562	6.23	1.72	1.7	1.55	1.34	1.21	1.01	0.9	73	2,979	20,624
32.3036809	-86.389565	351	LN3	24789	7.82	2.21	2.08	1.9	1.63	1.43	1.23	1.07	73	3,170	23,167
32.3039587	-86.389532	452	LN3	11980	4.31	2.16	1.98	1.87	1.65	1.46	1.24	1.07	73	2,780	11,196
32.3039587	-86.389532	452	LN3	18784	6.12	2.96	2.75	2.55	2.22	1.89	1.63	1.4	73	3,069	13,417
32.3039587	-86.389532	452	LN3	25046	7.6	3.55	3.31	3.06	2.66	2.28	1.93	1.66	73	3,296	15,088
32.3027679	-86.389815	14	LN4	11863	5.84	2.3	2.2	2.07	1.78	1.49	1.29	1.14	73	2,031	10,406

Appendix H1: Deflection Data and ISM
Terminal Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3027679	-86.389815	14	LN4	18455	8.01	3.12	3.02	2.79	2.42	2.06	1.79	1.54	73	2,304	11,984
32.3027679	-86.389815	14	LN4	24680	9.83	3.77	3.64	3.32	2.84	2.43	2.08	1.79	73	2,511	13,788
32.3030046	-86.389782	101	LN4	11861	6.63	1.79	1.7	1.67	1.43	1.33	1.15	1.01	73	1,789	11,744
32.3030046	-86.389782	101	LN4	18446	9.2	2.36	2.34	2.21	1.98	1.71	1.5	1.35	73	2,005	13,664
32.3030046	-86.389782	101	LN4	24610	11.33	2.85	2.8	2.63	2.32	2.03	1.77	1.55	73	2,172	15,877
32.3032752	-86.389748	200	LN4	11884	6.06	1.65	1.59	1.51	1.34	1.18	1.05	0.94	72	1,961	12,643
32.3032752	-86.389748	200	LN4	18472	8.57	2.23	2.22	2.01	1.73	1.55	1.37	1.19	72	2,155	15,523
32.3032752	-86.389748	200	LN4	24613	10.64	2.65	2.51	2.4	2.09	1.83	1.6	1.41	72	2,313	17,456
32.3035515	-86.389712	301	LN4	11793	10.1	1.35	0.97	1.03	0.9	0.95	0.74	0.62	73	1,168	19,021
32.3035515	-86.389712	301	LN4	18286	13.17	1.88	1.26	1.38	1.28	1.08	0.98	0.87	73	1,388	21,018
32.3035515	-86.389712	301	LN4	24372	15.72	2.29	1.72	1.71	1.57	1.38	1.21	1.07	73	1,550	22,778
32.3038239	-86.389677	401	LN4	11871	8.3	1.59	1.51	1.59	1.42	1.29	1.12	1.02	73	1,430	11,638
32.3038239	-86.389677	401	LN4	18368	11.35	2.18	2.05	2.13	1.89	1.69	1.5	1.33	73	1,618	13,811
32.3038239	-86.389677	401	LN4	24525	14.01	2.61	2.49	2.56	2.26	2	1.78	1.57	73	1,751	15,621
32.3040946	-86.389641	500	LN4	11842	5.94	2.35	2.19	2.03	1.72	1.42	1.2	1.02	74	1,994	11,610
32.3040946	-86.389641	500	LN4	18408	8.28	3.33	3.01	2.78	2.35	1.94	1.63	1.35	74	2,223	13,636
32.3040946	-86.389641	500	LN4	24672	10.28	4.04	3.76	3.39	2.84	2.38	1.98	1.66	74	2,400	14,863
32.302871	-86.391227	6	LN5	11807	10.5	6.77	5.46	4.55	3.35	3.02	2.89	2.63	74	1,124	4,489
32.302871	-86.391227	6	LN5	18358	14.68	9.21	7.52	6.18	4.57	4.06	3.87	3.69	74	1,251	4,975
32.302871	-86.391227	6	LN5	24063	18.03	11.21	9.09	7.43	5.52	4.89	4.67	4.45	74	1,335	5,407
32.3031301	-86.391192	100	LN5	11983	7.89	5.24	4.7	4.18	3.23	2.48	1.96	1.55	74	1,519	7,731
32.3031301	-86.391192	100	LN5	18415	10.83	7.18	6.39	5.64	4.34	3.43	2.68	2.13	74	1,700	8,646
32.3031301	-86.391192	100	LN5	24501	13.16	8.62	7.72	6.79	5.2	4.08	3.24	2.6	74	1,862	9,423
32.3033748	-86.391162	190	LN5	11837	8.76	5.42	4.59	3.92	2.82	2.06	1.48	1.09	74	1,351	10,860
32.3033748	-86.391162	190	LN5	18227	12.02	7.47	6.45	5.45	3.96	2.88	2.08	1.54	74	1,516	11,836
32.3033748	-86.391162	190	LN5	24192	14.53	9.17	7.96	6.79	4.9	3.58	2.61	1.95	74	1,665	12,406

Appendix H1: Deflection Data and ISM
Terminal Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3030152	-86.391344	51	LN6	11861	7.67	5.32	4.65	3.96	2.81	2.02	1.38	1.04	74	1,546	11,405
32.3030152	-86.391344	51	LN6	18244	10.7	7.5	6.54	5.59	3.94	2.82	2.06	1.57	74	1,705	11,620
32.3030152	-86.391344	51	LN6	24474	13.3	9.19	8.12	6.92	4.87	3.49	2.52	1.9	74	1,840	12,881
32.303283	-86.391306	150	LN6	11782	8.33	5.44	4.73	4.03	2.85	1.95	1.34	0.97	74	1,414	12,146
32.303283	-86.391306	150	LN6	18248	11.53	7.68	6.56	5.6	3.99	2.73	1.91	1.4	74	1,583	13,034
32.303283	-86.391306	150	LN6	24404	14.2	9.34	8.17	6.94	4.93	3.43	2.4	1.78	74	1,719	13,710
32.3029111	-86.391534	8	LN7	11874	5.69	3.83	3.47	3.16	2.5	1.94	1.37	1.14	75	2,087	10,416
32.3029111	-86.391534	8	LN7	18245	7.8	5.28	4.8	4.31	3.45	2.68	2.09	1.62	75	2,339	11,262
32.3029111	-86.391534	8	LN7	24411	9.52	6.46	5.9	5.31	4.21	3.28	2.42	1.89	75	2,564	12,916
32.3031753	-86.391503	104	LN7	11593	15.16	8.6	6.58	5.22	3.35	2.19	1.46	1.09	78	765	10,636
32.3031753	-86.391503	104	LN7	17834	20.33	11.58	8.97	7.17	4.66	3.13	2.03	1.52	78	877	11,733
32.3031753	-86.391503	104	LN7	23623	24.69	14.16	11.03	8.85	5.79	3.89	2.6	1.94	78	957	12,177
32.3033998	-86.391479	186	LN7	11700	8.43	5.3	4.66	4.03	2.93	2.08	1.53	1.16	77	1,388	10,086
32.3033998	-86.391479	186	LN7	18221	12.06	7.4	6.56	5.69	4.17	3.07	2.22	1.66	77	1,511	10,977
32.3033998	-86.391479	186	LN7	24030	14.33	9.11	8.18	6.99	5.14	3.81	2.77	2.08	77	1,677	11,553
32.3030174	-86.391692	51	LN8	11629	5.77	3.43	3.11	2.71	2.15	1.7	1.3	1.02	34	2,015	11,401
32.3030174	-86.391692	51	LN8	18249	8.43	4.95	4.47	3.94	3.08	2.41	1.85	1.44	34	2,165	12,673
32.3030174	-86.391692	51	LN8	24197	10.42	6.14	5.62	4.9	3.81	2.98	2.3	1.81	34	2,322	13,369
32.3032865	-86.39166	150	LN8	11576	23.7	14.89	10.77	7.6	3.88	2.28	1.53	1.24	36	488	9,335

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3029132	-86.390061	38	LN1	12290	1.9	1.76	1.67	1.63	1.47	1.34	1.19	1.04	70	6,468	11,817
32.3029132	-86.390061	38	LN1	18961	2.59	2.39	2.29	2.2	1.98	1.79	1.54	1.34	70	7,321	14,150
32.3029132	-86.390061	38	LN1	25326	3.14	2.86	2.75	2.63	2.39	2.16	1.88	1.64	70	8,066	15,443
32.3029163	-86.390094	49	LN1	12190	2.66	2.38	2.17	2.01	1.72	1.45	1.22	1.05	70	4,583	11,610
32.3029163	-86.390094	49	LN1	18859	3.59	3.23	2.98	2.71	2.3	1.96	1.64	1.39	70	5,253	13,568
32.3029163	-86.390094	49	LN1	25083	4.37	3.87	3.57	3.24	2.74	2.37	1.97	1.71	70	5,740	14,668
32.3029483	-86.390449	159	LN1	12217	1.75	1.6	1.53	1.47	1.36	1.19	1.05	0.95	70	6,981	12,860
32.3029483	-86.390449	159	LN1	18859	2.4	2.28	2.08	2	1.81	1.63	1.41	1.25	70	7,858	15,087
32.3029483	-86.390449	159	LN1	25314	2.94	2.67	2.54	2.41	2.16	1.93	1.7	1.49	70	8,610	16,989
32.3029516	-86.390489	172	LN1	12226	2.27	2	1.77	1.72	1.49	1.29	1.09	0.95	70	5,386	12,869
32.3029516	-86.390489	172	LN1	18866	2.89	2.71	2.5	2.3	1.97	1.7	1.44	1.25	70	6,528	15,093
32.3029516	-86.390489	172	LN1	25251	3.46	3.28	3.04	2.77	2.36	2.05	1.72	1.5	70	7,298	16,834
32.3029782	-86.390765	257	LN1	12218	1.78	1.62	1.53	1.47	1.33	1.18	1.01	0.88	70	6,864	13,884
32.3029782	-86.390765	257	LN1	18803	2.43	2.19	2.09	2	1.78	1.58	1.35	1.15	70	7,738	16,350
32.3029782	-86.390765	257	LN1	25132	2.96	2.65	2.55	2.41	2.16	1.9	1.64	1.4	70	8,491	17,951
32.302982	-86.390796	267	LN1	12284	2.92	1.87	1.7	1.6	1.38	1.17	1	0.85	70	4,207	14,452
32.302982	-86.390796	267	LN1	18998	3.91	2.49	2.35	2.14	1.82	1.54	1.29	1.1	70	4,859	17,271
32.302982	-86.390796	267	LN1	25245	4.78	3.01	2.82	2.57	2.15	1.83	1.53	1.29	70	5,281	19,570
32.3030036	-86.391015	336	LN1	12273	1.6	1.39	1.31	1.25	1.11	0.98	0.85	0.75	70	7,671	16,364
32.3030036	-86.391015	336	LN1	18873	2.18	1.89	1.79	1.7	1.51	1.32	1.14	1.02	70	8,657	18,503
32.3030036	-86.391015	336	LN1	25438	2.64	2.33	2.22	2.08	1.85	1.61	1.4	1.21	70	9,636	21,023
32.3030061	-86.391038	342	LN1	12271	2.31	1.88	1.71	1.58	1.34	1.15	0.95	0.81	70	5,312	15,149
32.3030061	-86.391038	342	LN1	19042	3.21	2.55	2.35	2.16	1.82	1.51	1.26	1.08	70	5,932	17,631
32.3030061	-86.391038	342	LN1	25167	3.88	3.1	2.87	2.6	2.18	1.83	1.52	1.28	70	6,486	19,662
32.3030474	-86.389997	26	LN2	12186	2.43	2.08	1.89	1.79	1.53	1.34	1.12	0.96	69	5,015	12,694
32.3030474	-86.389997	26	LN2	18808	3.24	2.78	2.59	2.4	2.05	1.74	1.49	1.28	69	5,805	14,694

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3030474	-86.389997	26	LN2	24874	3.9	3.35	3.1	2.84	2.43	2.08	1.75	1.52	69	6,378	16,364
32.3030669	-86.390298	118	LN2	12236	2.23	1.87	1.82	1.72	1.61	1.52	1.34	1.21	69	5,487	10,112
32.3030669	-86.390298	118	LN2	18732	2.87	2.55	2.45	2.33	2.15	1.95	1.74	1.56	69	6,527	12,008
32.3030669	-86.390298	118	LN2	25049	3.3	2.99	2.9	2.79	2.56	2.33	2.07	1.87	69	7,591	13,395
32.3030685	-86.39032	126	LN2	12173	5.43	3.04	2.81	2.6	2.15	1.76	1.39	1.12	69	2,242	10,869
32.3030685	-86.39032	126	LN2	18706	7.74	3.78	3.52	3.2	2.7	2.26	1.78	1.48	69	2,417	12,639
32.3030685	-86.39032	126	LN2	24686	9.76	4.42	4.05	3.7	3.1	2.52	2.02	1.69	69	2,529	14,607
32.3031239	-86.390826	283	LN2	12149	1.66	1.27	1.25	1.19	1.09	1	0.84	0.74	69	7,319	16,418
32.3031239	-86.390826	283	LN2	18919	2.04	1.77	1.69	1.63	1.57	1.37	1.2	1.07	69	9,274	17,681
32.3031239	-86.390826	283	LN2	25292	2.17	2.13	2.18	1.99	1.8	1.63	1.42	1.23	69	11,655	20,563
32.3031265	-86.390861	294	LN2	12196	2.5	1.57	1.45	1.35	1.12	0.94	0.82	0.66	69	4,878	18,479
32.3031265	-86.390861	294	LN2	18959	3.63	2.18	2.03	1.83	1.56	1.32	1.04	0.86	69	5,223	22,045
32.3031265	-86.390861	294	LN2	25141	4.42	2.72	2.48	2.27	1.91	1.64	1.34	1.18	69	5,688	21,306
32.3030451	-86.389964	15	LN3	12283	1.53	1.39	1.34	1.3	1.2	1.09	1	0.84	68	8,028	14,623
32.3030451	-86.389964	15	LN3	18866	2.08	1.89	1.82	1.78	1.62	1.53	1.27	1.21	68	9,070	15,592
32.3030451	-86.389964	15	LN3	25184	2.52	2.29	2.2	2.12	1.95	1.79	1.58	1.42	68	9,994	17,735
32.3031916	-86.390029	40	LN3	12249	1.69	1.55	1.49	1.43	1.29	1.17	1.03	0.91	68	7,248	13,460
32.3031916	-86.390029	40	LN3	18825	2.34	2.15	2.06	1.95	1.78	1.62	1.39	1.21	68	8,045	15,558
32.3031916	-86.390029	40	LN3	25032	2.87	2.58	2.49	2.34	2.13	1.94	1.69	1.49	67	8,722	16,800
32.3031928	-86.390059	51	LN3	12307	2.45	2.02	1.86	1.72	1.46	1.23	1.06	0.92	68	5,023	13,377
32.3031928	-86.390059	51	LN3	18911	3.39	2.7	2.49	2.28	1.95	1.69	1.43	1.22	68	5,578	15,501
32.3031928	-86.390059	51	LN3	25010	4.17	3.23	2.99	2.75	2.34	1.98	1.69	1.46	68	5,998	17,130
32.3032154	-86.390422	163	LN3	12191	2.46	2.29	2.2	2.13	1.92	1.74	1.45	1.22	68	4,956	9,993
32.3032154	-86.390422	163	LN3	18788	3.32	3.07	2.98	2.85	2.6	2.23	1.96	1.68	68	5,659	11,183
32.3032154	-86.390422	163	LN3	24898	3.94	3.61	3.5	3.36	3.08	2.65	2.33	1.97	68	6,319	12,639
32.3032191	-86.390455	174	LN3	12185	4.16	1.71	1.56	1.5	1.32	1.11	0.94	0.81	68	2,929	15,043

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3032191	-86.390455	174	LN3	18782	6.12	2.12	2.01	1.94	1.67	1.44	1.21	1.08	68	3,069	17,391
32.3032191	-86.390455	174	LN3	25070	7.68	2.56	2.39	2.23	1.95	1.7	1.42	1.2	68	3,264	20,892
32.3032592	-86.390811	283	LN3	12273	1.31	1.12	1.08	1.03	0.95	0.84	0.72	0.61	68	9,369	20,120
32.3032592	-86.390811	283	LN3	18894	1.84	1.55	1.43	1.43	1.28	1.17	0.97	0.85	68	10,268	22,228
32.3032592	-86.390811	283	LN3	25190	2.16	1.91	1.83	1.74	1.58	1.39	1.22	1.05	68	11,662	23,990
32.3032615	-86.390844	294	LN3	12209	2.14	1.44	1.31	1.21	1.02	0.83	0.7	0.58	68	5,705	21,050
32.3032615	-86.390844	294	LN3	18806	3.05	2.01	1.83	1.67	1.4	1.19	0.98	0.84	68	6,166	22,388
32.3032615	-86.390844	294	LN3	25017	3.81	2.48	2.28	2.05	1.72	1.45	1.2	1.02	68	6,566	24,526
32.3033233	-86.389927	15	LN4	12329	1.5	1.39	1.32	1.28	1.18	1.04	0.93	0.84	67	8,219	14,677
32.3033233	-86.389927	15	LN4	18925	2.06	1.89	1.83	1.76	1.59	1.44	1.27	1.13	67	9,187	16,748
32.3033233	-86.389927	15	LN4	25218	2.48	2.27	2.2	2.11	1.94	1.75	1.56	1.41	67	10,169	17,885
32.303326	-86.38996	26	LN4	12237	2.29	1.89	1.73	1.6	1.35	1.17	0.97	0.88	67	5,344	13,906
32.303326	-86.38996	26	LN4	19113	3.11	2.57	2.38	2.17	1.85	1.59	1.33	1.13	67	6,146	16,914
32.303326	-86.38996	26	LN4	24961	3.87	3.12	2.87	2.61	2.22	1.89	1.61	1.38	67	6,450	18,088
32.3033379	-86.390222	107	LN4	12347	2.55	2.35	2.22	2.11	1.87	1.68	1.44	1.27	67	4,842	9,722
32.3033379	-86.390222	107	LN4	18866	3.42	3.13	2.97	2.78	2.47	2.17	1.88	1.66	67	5,516	11,365
32.3033379	-86.390222	107	LN4	25131	4.28	3.75	3.55	3.34	2.92	2.58	2.23	1.95	67	5,872	12,888
32.3033397	-86.390242	112	LN4	12158	4.27	3.52	3.18	2.84	2.34	1.98	1.62	1.33	67	2,847	9,141
32.3033397	-86.390242	112	LN4	18709	5.53	4.64	4.2	3.76	3.1	2.62	2.12	1.76	67	3,383	10,630
32.3033397	-86.390242	112	LN4	24932	6.47	5.45	4.93	4.41	3.66	3.09	2.54	2.09	67	3,853	11,929
32.3033705	-86.390548	208	LN4	12233	2.53	2.33	2.27	2.18	1.95	1.76	1.47	1.19	67	4,835	10,280
32.3033705	-86.390548	208	LN4	18648	3.53	3.22	3.05	2.93	2.64	2.31	1.95	1.66	67	5,283	11,234
32.3033705	-86.390548	208	LN4	24897	4.24	3.89	3.74	3.59	3.22	2.82	2.42	1.98	67	5,872	12,574
32.3033744	-86.390583	218	LN4	12029	6.09	1.85	1.68	1.64	1.38	1.2	1	0.9	67	1,975	13,366
32.3033744	-86.390583	218	LN4	18209	9.99	2.4	2.21	2.05	1.76	1.48	1.25	1.11	67	1,823	16,405
32.3033744	-86.390583	218	LN4	24074	10.73	2.82	2.63	2.47	2.1	1.77	1.57	1.37	67	2,244	17,572

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3034046	-86.390872	309	LN4	12272	1.44	1.27	1.2	1.15	1	0.88	0.76	0.64	66	8,522	19,175
32.3034046	-86.390872	309	LN4	19054	1.99	1.73	1.66	1.55	1.37	1.19	1.02	0.89	66	9,575	21,409
32.3034046	-86.390872	309	LN4	25376	2.47	2.17	2.06	1.93	1.7	1.47	1.26	1.08	66	10,274	23,496
32.303407	-86.390904	318	LN4	12272	2.19	1.57	1.48	1.36	1.16	0.98	0.77	0.66	66	5,604	18,594
32.303407	-86.390904	318	LN4	18927	3.08	2.18	2.06	1.84	1.57	1.33	1.06	0.88	66	6,145	21,508
32.303407	-86.390904	318	LN4	25256	3.88	2.66	2.56	2.31	1.94	1.6	1.32	1.1	66	6,509	22,960
32.3034249	-86.391146	394	LN4	12313	2.15	1.93	1.82	1.73	1.5	1.31	1.04	0.86	67	5,727	14,317
32.3034249	-86.391146	394	LN4	18984	3.02	2.75	2.59	2.45	2.12	1.82	1.47	1.18	67	6,286	16,088
32.3034249	-86.391146	394	LN4	25269	3.74	3.37	3.21	3.03	2.65	2.23	1.83	1.45	67	6,756	17,427
32.3034278	-86.39117	401	LN4	12241	3.93	2.39	2.16	1.96	1.56	1.25	0.98	0.75	67	3,115	16,321
32.3034278	-86.39117	401	LN4	18865	5.28	3.34	3.03	2.71	2.19	1.71	1.35	1.1	67	3,573	17,150
32.3034278	-86.39117	401	LN4	24888	6.33	4.11	3.73	3.33	2.65	2.1	1.64	1.29	67	3,932	19,293
32.303457	-86.391481	498	LN4	12209	2.89	2.39	2.22	2.17	1.86	1.53	1.24	0.99	67	4,225	12,332
32.303457	-86.391481	498	LN4	18943	3.76	3.33	3.23	3.05	2.61	2.18	1.75	1.36	67	5,038	13,929
32.303457	-86.391481	498	LN4	25163	4.58	4.18	4.05	3.77	3.22	2.7	2.15	1.71	67	5,494	14,715
32.3034594	-86.391506	505	LN4	12257	5.01	2.98	2.71	2.4	1.93	1.56	1.13	0.95	67	2,447	12,902
32.3034594	-86.391506	505	LN4	18748	6.62	4.08	3.75	3.32	2.66	2.07	1.57	1.2	67	2,832	15,623
32.3034594	-86.391506	505	LN4	24830	7.96	5.04	4.66	4.12	3.3	2.54	1.91	1.46	67	3,119	17,007
32.303482	-86.39181	600	LN4	12223	1.45	1.28	1.2	1.16	1.05	0.98	0.84	0.75	67	8,430	16,297
32.303482	-86.39181	600	LN4	18738	1.92	1.78	1.68	1.61	1.45	1.32	1.14	1.06	67	9,759	17,677
32.303482	-86.39181	600	LN4	25035	2.41	2.17	2.08	1.99	1.79	1.61	1.38	1.27	67	10,388	19,713
32.3034829	-86.391831	606	LN4	12143	2.61	2.03	1.84	1.67	1.38	1.16	0.91	0.73	67	4,652	16,634
32.3034829	-86.391831	606	LN4	19031	3.68	2.78	2.55	2.28	1.86	1.48	1.23	1.02	67	5,171	18,658
32.3034829	-86.391831	606	LN4	25041	4.54	3.38	3.09	2.75	2.25	1.77	1.42	1.18	67	5,516	21,221
32.3034622	-86.389992	38	LN5	12359	1.61	1.43	1.37	1.3	1.15	1.05	0.89	0.79	65	7,676	15,644
32.3034622	-86.389992	38	LN5	18854	2.19	1.94	1.87	1.78	1.58	1.39	1.22	1.06	65	8,609	17,787

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3034622	-86.389992	38	LN5	25044	2.74	2.42	2.33	2.18	1.94	1.72	1.47	1.28	65	9,140	19,566
32.3034657	-86.390025	49	LN5	12248	2.29	1.96	1.66	1.66	1.37	1.17	1.01	0.87	65	5,348	14,078
32.3034657	-86.390025	49	LN5	18772	3.13	2.59	2.4	2.17	1.84	1.55	1.27	1.08	65	5,997	17,381
32.3034657	-86.390025	49	LN5	24776	3.93	3.2	2.97	2.64	2.23	1.9	1.59	1.36	65	6,304	18,218
32.3035018	-86.390384	160	LN5	12380	2.15	2	1.94	1.88	1.7	1.52	1.34	1.14	66	5,758	10,860
32.3035018	-86.390384	160	LN5	18999	2.95	2.71	2.66	2.51	2.33	2.06	1.81	1.54	66	6,440	12,337
32.3035018	-86.390384	160	LN5	24945	3.46	3.23	3.11	2.98	2.72	2.44	2.13	1.84	66	7,210	13,557
32.3035051	-86.390419	172	LN5	12333	4.19	3.4	3.14	2.87	2.41	1.97	1.61	1.36	66	2,943	9,068
32.3035051	-86.390419	172	LN5	18692	5.75	4.57	4.24	3.82	3.16	2.6	2.12	1.74	66	3,251	10,743
32.3035051	-86.390419	172	LN5	24636	7.08	5.48	5.05	4.56	3.73	3.06	2.49	2.03	66	3,480	12,136
32.3035389	-86.390772	281	LN5	12221	1.28	1.13	1.08	1.04	0.98	0.87	0.7	0.63	66	9,548	19,398
32.3035389	-86.390772	281	LN5	18844	1.74	1.58	1.44	1.43	1.3	1.11	1.01	0.87	66	10,830	21,660
32.3035389	-86.390772	281	LN5	25202	2.19	1.92	1.82	1.74	1.57	1.42	1.24	1.07	66	11,508	23,553
32.3035428	-86.390805	292	LN5	12331	1.81	1.3	1.2	1.12	0.94	0.84	0.69	0.59	66	6,813	20,900
32.3035428	-86.390805	292	LN5	18836	2.54	1.74	1.67	1.53	1.31	1.12	0.94	0.79	66	7,416	23,843
32.3035428	-86.390805	292	LN5	25042	3.17	2.24	2.05	1.87	1.58	1.36	1.14	0.97	66	7,900	25,816
32.3035504	-86.39113	393	LN5	12329	2.35	2.08	1.98	1.86	1.6	1.35	1.1	0.88	66	5,246	14,010
32.3035504	-86.39113	393	LN5	18931	3.28	2.97	2.78	2.62	2.27	1.89	1.53	1.18	66	5,772	16,043
32.3035504	-86.39113	393	LN5	25094	4.04	3.6	3.46	3.22	2.77	2.35	1.88	1.5	66	6,211	16,729
32.3035516	-86.391154	400	LN5	12237	3.87	2.7	2.44	2.15	1.69	1.37	1.04	0.78	66	3,162	15,688
32.3035516	-86.391154	400	LN5	18689	5.37	3.75	3.4	3.03	2.4	1.88	1.45	1.16	66	3,480	16,111
32.3035516	-86.391154	400	LN5	24982	6.6	4.68	4.27	3.76	2.97	2.34	1.82	1.43	66	3,785	17,470
32.3035788	-86.391462	496	LN5	12234	2.18	1.94	1.84	1.78	1.5	1.26	1.03	0.81	66	5,612	15,104
32.3035788	-86.391462	496	LN5	18901	3.17	2.77	2.65	2.49	2.15	1.81	1.42	1.12	66	5,962	16,876
32.3035788	-86.391462	496	LN5	25105	3.96	3.49	3.3	3.11	2.67	2.23	1.81	1.42	66	6,340	17,680
32.3035813	-86.391488	504	LN5	12264	3.4	2.32	2.22	1.97	1.57	1.28	0.94	0.73	66	3,607	16,800

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3035813	-86.391488	504	LN5	18678	4.81	3.42	3.11	2.75	2.2	1.71	1.3	1.03	66	3,883	18,134
32.3035813	-86.391488	504	LN5	24787	6.03	4.28	3.89	3.45	2.74	2.15	1.63	1.29	66	4,111	19,215
32.3035928	-86.389893	14	LN8	12362	1.5	1.35	1.31	1.27	1.17	1.09	0.94	0.81	65	8,241	15,262
32.3035928	-86.389893	14	LN8	18741	2.06	1.82	1.82	1.71	1.58	1.43	1.29	1.09	65	9,098	17,194
32.3035928	-86.389893	14	LN8	24836	2.48	2.23	2.17	2.07	1.9	1.73	1.52	1.34	65	10,015	18,534
32.3035961	-86.389928	25	LN8	12251	2.49	2.12	1.97	1.79	1.52	1.28	1.07	0.88	65	4,920	13,922
32.3035961	-86.389928	25	LN8	18653	3.19	2.88	2.63	2.43	2.04	1.72	1.45	1.22	65	5,847	15,289
32.3035961	-86.389928	25	LN8	24656	3.98	3.51	3.23	2.9	2.44	2.06	1.74	1.48	65	6,195	16,659
32.3037378	-86.38995	38	LN8	12242	1.85	1.7	1.61	1.54	1.38	1.22	1.05	0.93	63	6,617	13,163
32.3037378	-86.38995	38	LN8	18623	2.58	2.35	2.25	2.13	1.91	1.71	1.49	1.28	63	7,218	14,549
32.3037378	-86.38995	38	LN8	24683	3.17	2.84	2.7	2.56	2.31	2.05	1.79	1.59	63	7,786	15,524
32.3037415	-86.38999	51	LN8	12169	2.61	2.15	2.03	1.81	1.52	1.27	1.09	0.92	64	4,662	13,227
32.3037415	-86.38999	51	LN8	18515	3.54	2.94	2.69	2.44	2.04	1.72	1.43	1.22	64	5,230	15,176
32.3037415	-86.38999	51	LN8	24496	4.18	3.54	3.25	2.95	2.45	2.05	1.73	1.45	64	5,860	16,894
32.303621	-86.390194	108	LN8	12282	1.68	1.55	1.5	1.47	1.38	1.3	1.17	1	65	7,311	12,282
32.303621	-86.390194	108	LN8	18764	2.29	2.1	2.02	1.98	1.86	1.74	1.61	1.43	65	8,194	13,122
32.303621	-86.390194	108	LN8	24743	2.67	2.48	2.43	2.35	2.22	2.08	1.9	1.69	65	9,267	14,641
32.3036226	-86.390211	113	LN8	12074	3.35	2.67	2.38	2.13	1.81	1.54	1.32	1.06	65	3,604	11,391
32.3036226	-86.390211	113	LN8	18566	4.49	3.6	3.27	2.86	2.42	2.09	1.75	1.44	65	4,135	12,893
32.3036226	-86.390211	113	LN8	24453	5.44	4.37	3.92	3.45	2.9	2.49	2.07	1.77	65	4,495	13,815
32.3037783	-86.390344	161	LN8	12396	2.09	1.93	1.88	1.81	1.64	1.49	1.28	1.12	64	5,931	11,068
32.3037783	-86.390344	161	LN8	18756	2.87	2.59	2.58	2.45	2.23	1.97	1.74	1.5	64	6,535	12,504
32.3037783	-86.390344	161	LN8	24697	3.44	3.21	3.06	2.94	2.65	2.37	2.05	1.78	64	7,179	13,875
32.3037826	-86.390383	173	LN8	12189	4.39	3.36	3.11	2.85	2.37	1.96	1.61	1.33	64	2,777	9,165
32.3037826	-86.390383	173	LN8	18502	6.15	4.62	4.26	3.86	3.21	2.65	2.13	1.75	64	3,008	10,573
32.3037826	-86.390383	173	LN8	24395	7.6	5.6	5.16	4.7	3.85	3.19	2.54	2.07	64	3,210	11,785

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3036547	-86.390517	209	LN8	12298	2.39	2.25	2.17	2.1	1.9	1.72	1.48	1.26	65	5,146	9,760
32.3036547	-86.390517	209	LN8	18649	3.19	3	2.99	2.76	2.57	2.28	1.99	1.68	65	5,846	11,101
32.3036547	-86.390517	209	LN8	24538	3.86	3.61	3.51	3.37	3.05	2.73	2.4	2.1	65	6,357	11,685
32.3036579	-86.390548	218	LN8	12089	4.99	3.79	3.44	3.11	2.49	1.97	1.53	1.18	65	2,423	10,245
32.3036579	-86.390548	218	LN8	18308	6.93	5.2	4.75	4.23	3.37	2.69	2.09	1.66	65	2,642	11,029
32.3036579	-86.390548	218	LN8	24209	8.64	6.4	5.78	5.19	4.12	3.29	2.55	2	65	2,802	12,105
32.3038144	-86.390736	282	LN8	12284	1.44	1.29	1.24	1.18	1.05	0.93	0.82	0.71	63	8,531	17,301
32.3038144	-86.390736	282	LN8	18670	2.01	1.79	1.7	1.61	1.45	1.26	1.08	0.92	63	9,289	20,293
32.3038144	-86.390736	282	LN8	24870	2.44	2.18	2.13	1.97	1.75	1.55	1.31	1.13	63	10,193	22,009
32.303818	-86.390771	294	LN8	12257	2.41	1.7	1.57	1.41	1.16	0.98	0.8	0.68	64	5,086	18,025
32.303818	-86.390771	294	LN8	18507	3.39	2.36	2.16	1.94	1.6	1.33	1.08	0.88	64	5,459	21,031
32.303818	-86.390771	294	LN8	24631	4.25	2.91	2.74	2.4	1.98	1.62	1.32	1.11	64	5,796	22,190
32.3036821	-86.390835	308	LN8	12247	1.48	1.31	1.26	1.19	1.07	0.91	0.79	0.66	65	8,275	18,556
32.3036821	-86.390835	308	LN8	18887	2.06	1.82	1.76	1.65	1.44	1.25	1.07	0.91	65	9,168	20,755
32.3036821	-86.390835	308	LN8	25008	2.53	2.27	2.15	2.02	1.78	1.54	1.31	1.15	65	9,885	21,746
32.3038424	-86.391095	394	LN8	12382	2.32	2.08	1.99	1.86	1.6	1.35	1.08	0.85	64	5,337	14,567
32.3038424	-86.391095	394	LN8	18756	3.26	2.94	2.79	2.61	2.24	1.88	1.48	1.18	64	5,753	15,895
32.3038424	-86.391095	394	LN8	24863	4.03	3.63	3.48	3.25	2.78	2.33	1.84	1.46	64	6,169	17,029
32.3038438	-86.391117	401	LN8	12379	3.85	2.68	2.42	2.14	1.67	1.32	1.01	0.81	64	3,215	15,283
32.3038438	-86.391117	401	LN8	18764	5.36	3.72	3.36	2.96	2.34	1.82	1.4	1.09	64	3,501	17,215
32.3038438	-86.391117	401	LN8	24677	7	4.57	4.15	3.61	2.84	2.24	1.73	1.36	64	3,525	18,145
32.3037179	-86.39116	408	LN8	12363	2.12	1.89	1.8	1.71	1.48	1.25	0.99	0.8	65	5,832	15,454
32.3037179	-86.39116	408	LN8	18950	3	2.7	2.55	2.4	2.08	1.77	1.42	1.12	65	6,317	16,920
32.3037179	-86.39116	408	LN8	25163	3.72	3.33	3.16	2.97	2.59	2.19	1.77	1.41	65	6,764	17,846
32.3037205	-86.391186	417	LN8	12235	3.9	2.71	2.45	2.17	1.7	1.37	1.04	0.81	65	3,137	15,105
32.3037205	-86.391186	417	LN8	18780	5.6	3.68	3.29	2.99	2.35	1.84	1.41	1.09	65	3,354	17,229

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3037205	-86.391186	417	LN8	24788	7.11	4.45	4.06	3.66	2.88	2.25	1.73	1.38	65	3,486	17,962
32.3037526	-86.391499	514	LN8	12296	2.16	1.9	1.81	1.7	1.46	1.26	1.02	0.82	65	5,693	14,995
32.3037526	-86.391499	514	LN8	18765	3.09	2.73	2.59	2.4	2.08	1.77	1.44	1.18	65	6,073	15,903
32.3037526	-86.391499	514	LN8	24920	3.9	3.5	3.24	3.04	2.64	2.25	1.82	1.5	65	6,390	16,613
32.3037552	-86.391524	521	LN8	12208	5.75	1.92	1.74	1.56	1.25	0.98	0.74	0.61	65	2,123	20,013
32.3037552	-86.391524	521	LN8	18656	8.11	2.78	2.52	2.23	1.78	1.41	1.08	0.88	65	2,300	21,200
32.3037552	-86.391524	521	LN8	24625	10.09	3.49	3.18	2.82	2.22	1.77	1.36	1.08	65	2,441	22,801
32.3037819	-86.391817	613	LN8	12416	1.56	1.38	1.31	1.22	1.04	0.94	0.75	0.62	65	7,959	20,026
32.3037819	-86.391817	613	LN8	19052	2.21	1.98	1.85	1.74	1.51	1.26	1.04	0.86	65	8,621	22,153
32.3037819	-86.391817	613	LN8	25063	2.75	2.44	2.31	2.16	1.87	1.6	1.3	1.07	65	9,114	23,423
32.3037832	-86.391839	620	LN8	12242	3.57	2.77	2.49	2.23	1.73	1.31	0.94	0.75	65	3,429	16,323
32.3037832	-86.391839	620	LN8	18864	4.85	3.84	3.45	3.05	2.33	1.72	1.3	0.98	65	3,889	19,249
32.3037832	-86.391839	620	LN8	24846	6.3	4.74	4.26	3.75	2.84	2.09	1.55	1.22	65	3,944	20,366
32.3038072	-86.392111	705	LN8	12335	1.65	1.46	1.39	1.31	1.13	1.04	0.89	0.74	65	7,476	16,669
32.3038072	-86.392111	705	LN8	18869	2.31	2	1.93	1.81	1.58	1.4	1.18	1.02	65	8,168	18,499
32.3038072	-86.392111	705	LN8	25015	2.83	2.52	2.41	2.26	1.97	1.72	1.44	1.3	65	8,839	19,242
32.3038086	-86.39213	710	LN8	12054	3.87	2.88	2.59	2.22	1.67	1.27	0.91	0.69	65	3,115	17,470
32.3038086	-86.39213	710	LN8	18919	5.47	4.01	3.52	3.01	2.26	1.69	1.26	0.96	65	3,459	19,707
32.3038086	-86.39213	710	LN8	24880	6.87	4.9	4.33	3.69	2.73	2.02	1.52	1.19	65	3,622	20,908
32.3038702	-86.389856	15	LN9	12427	1.4	1.28	1.24	1.17	1.08	0.98	0.87	0.77	59	8,876	16,139
32.3038702	-86.389856	15	LN9	18385	1.85	1.71	1.64	1.59	1.42	1.28	1.13	0.99	59	9,938	18,571
32.3038702	-86.389856	15	LN9	24204	2.28	2.05	1.98	1.88	1.72	1.54	1.35	1.21	59	10,616	20,003
32.3038737	-86.38989	26	LN9	12201	2.5	2.07	1.88	1.72	1.44	1.24	1.04	0.91	60	4,880	13,408
32.3038737	-86.38989	26	LN9	18198	3.34	2.77	2.55	2.32	1.95	1.66	1.38	1.18	60	5,449	15,422
32.3038737	-86.38989	26	LN9	23884	4.06	3.38	3.09	2.77	2.32	1.97	1.64	1.39	60	5,883	17,183
32.3038927	-86.390153	108	LN9	12434	1.52	1.39	1.35	1.34	1.24	1.17	1.06	1	59	8,180	12,434

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3038927	-86.390153	108	LN9	18483	2.07	1.88	1.82	1.74	1.63	1.56	1.41	1.28	59	8,929	14,440
32.3038927	-86.390153	108	LN9	24345	2.4	2.18	2.13	2.06	1.91	1.81	1.65	1.52	59	10,144	16,016
32.3038952	-86.390173	113	LN9	12171	2.75	2.11	1.94	1.77	1.55	1.35	1.15	0.98	61	4,426	12,419
32.3038952	-86.390173	113	LN9	18381	3.52	2.9	2.65	2.43	2.13	1.89	1.61	1.38	61	5,222	13,320
32.3038952	-86.390173	113	LN9	23903	4.28	3.45	3.15	2.89	2.53	2.24	1.89	1.64	61	5,585	14,575
32.3039112	-86.390414	188	LN9	12237	1.85	1.71	1.65	1.59	1.46	1.3	1.12	0.97	63	6,615	12,615
32.3039112	-86.390414	188	LN9	18332	2.58	2.38	2.28	2.21	2	1.79	1.54	1.29	63	7,105	14,211
32.3039112	-86.390414	188	LN9	24249	3.16	2.91	2.85	2.72	2.46	2.2	1.91	1.63	63	7,674	14,877
32.3039126	-86.390442	196	LN9	12113	3.89	3.14	2.9	2.66	2.19	1.78	1.43	1.13	62	3,114	10,719
32.3039126	-86.390442	196	LN9	18276	5.44	4.38	4.04	3.66	3.01	2.48	1.98	1.58	62	3,360	11,567
32.3039126	-86.390442	196	LN9	23977	6.73	5.38	4.96	4.48	3.66	3.01	2.39	1.96	62	3,563	12,233
32.303942	-86.3908	308	LN9	12337	1.51	1.35	1.28	1.22	1.06	0.97	0.76	0.63	62	8,170	19,583
32.303942	-86.3908	308	LN9	18598	2.13	1.89	1.79	1.67	1.48	1.27	1.06	0.88	62	8,731	21,134
32.303942	-86.3908	308	LN9	24712	3.22	2.33	2.26	2.09	1.82	1.6	1.33	1.14	62	7,675	21,677
32.3039462	-86.390835	319	LN9	12429	2.16	1.61	1.48	1.34	1.05	0.91	0.67	0.59	63	5,754	21,066
32.3039462	-86.390835	319	LN9	18597	3.01	2.25	2.09	1.83	1.51	1.21	0.97	0.75	63	6,178	24,796
32.3039462	-86.390835	319	LN9	24528	3.74	2.77	2.53	2.26	1.86	1.47	1.19	0.94	63	6,558	26,094
32.3039732	-86.391128	410	LN9	12249	2.12	1.95	1.87	1.71	1.46	1.26	0.99	0.78	63	5,778	15,704
32.3039732	-86.391128	410	LN9	18578	3.14	2.85	2.63	2.44	2.08	1.73	1.38	1.08	63	5,917	17,202
32.3039732	-86.391128	410	LN9	24786	3.89	3.43	3.23	3.05	2.61	2.19	1.73	1.35	63	6,372	18,360
32.303976	-86.391154	419	LN9	12214	4.28	1.85	1.6	1.45	1.17	0.91	0.67	0.56	63	2,854	21,811
32.303976	-86.391154	419	LN9	18559	5.99	2.55	2.31	2.07	1.67	1.29	1.07	0.81	63	3,098	22,912
32.303976	-86.391154	419	LN9	24471	7.56	3.21	2.95	2.6	2.1	1.61	1.35	1.03	63	3,237	23,758
32.3039983	-86.39141	498	LN9	12273	2.19	1.92	1.79	1.67	1.41	1.12	0.91	0.67	63	5,604	18,318
32.3039983	-86.39141	498	LN9	18565	3.21	2.78	2.6	2.4	2.03	1.64	1.27	0.96	63	5,783	19,339
32.3039983	-86.39141	498	LN9	24507	4.15	3.55	3.33	3.08	2.61	2.15	1.7	1.29	63	5,905	18,998

Appendix H1: Deflection Data and ISM
Terminal Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3040004	-86.391437	506	LN9	12145	3.09	2.03	1.82	1.57	1.21	0.92	0.68	0.49	63	3,930	24,786
32.3040004	-86.391437	506	LN9	18438	4.54	2.89	2.6	2.24	1.73	1.33	0.98	0.71	63	4,061	25,969
32.3040004	-86.391437	506	LN9	24141	5.83	3.46	3.2	2.79	2.15	1.65	1.25	0.97	63	4,141	24,888

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3027269	-86.39178	7	LN1	12320	8	4.69	4.01	3.66	2.92	2.28	1.83	1.47	83	1,540	8,381
32.3027269	-86.39178	7	LN1	18821	10.8	6.52	5.72	4.99	3.93	3.12	2.46	1.98	83	1,743	9,506
32.3027269	-86.39178	7	LN1	24896	13.01	8	6.99	6.03	4.68	3.67	2.92	2.37	83	1,914	10,505
32.3027556	-86.392082	101	LN1	12151	7.56	4.98	4.37	3.85	3.03	2.45	1.92	1.58	85	1,607	7,691
32.3027556	-86.392082	101	LN1	18830	10.68	6.95	6.07	5.26	4.07	3.21	2.52	2.01	85	1,763	9,368
32.3027556	-86.392082	101	LN1	25054	13.43	8.75	7.67	6.56	4.99	3.88	3.03	2.42	85	1,866	10,353
32.3027856	-86.392413	204	LN1	24866	12.24	8.29	7.31	6.32	4.76	3.71	2.95	2.33	83	2,032	10,672
32.3027856	-86.392413	204	LN1	18930	9.67	6.53	5.74	5.04	3.91	3.11	2.44	1.94	85	1,958	9,758
32.3028112	-86.392727	301	LN1	12131	9.78	6.1	5.14	4.25	3	2.19	1.59	1.21	85	1,240	10,026
32.3028112	-86.392727	301	LN1	18665	13.98	8.9	7.54	6.21	4.25	2.98	2.2	1.7	85	1,335	10,979
32.3028112	-86.392727	301	LN1	24887	17.6	11.42	9.72	7.95	5.38	3.74	2.7	2.13	85	1,414	11,684
32.302837	-86.393049	401	LN1	12371	5.64	3.4	3.08	2.8	2.21	1.71	1.3	1	85	2,193	12,371
32.302837	-86.393049	401	LN1	19160	7.88	4.85	4.38	3.94	3.11	2.37	1.82	1.36	85	2,431	14,088
32.302837	-86.393049	401	LN1	25616	10.04	6.18	5.54	4.95	3.87	2.96	2.21	1.68	85	2,551	15,248
32.3028661	-86.393366	500	LN1	11911	15.13	8.58	6.51	4.88	2.84	1.74	1.15	0.88	84	787	13,535
32.3028661	-86.393366	500	LN1	18397	22.17	12.85	9.82	7.36	4.26	2.6	1.75	1.36	84	830	13,527
32.3028661	-86.393366	500	LN1	24192	28.38	16.58	12.74	9.5	5.49	3.32	2.27	1.78	84	852	13,591
32.3028956	-86.393697	603	LN1	12224	6.78	4.41	3.68	2.98	1.9	1.32	0.9	0.68	85	1,803	17,976
32.3028956	-86.393697	603	LN1	18956	9.8	6.27	5.39	4.32	2.78	1.94	1.32	1.01	85	1,934	18,768
32.3028956	-86.393697	603	LN1	25416	12.58	8.14	6.89	5.52	3.57	2.44	1.72	1.31	85	2,020	19,402
32.3028999	-86.391901	51	LN1	12203	8.83	5.83	5.06	4.35	3.31	2.57	1.91	1.51	84	1,382	8,081
32.3028999	-86.391901	51	LN1	18950	12.26	8.09	7	6.01	4.45	3.37	2.55	2.01	84	1,546	9,428
32.3028999	-86.391901	51	LN1	25145	14.99	9.9	8.65	7.29	5.38	4.05	3.09	2.4	84	1,677	10,477
32.3029279	-86.392221	151	LN1	12121	9.23	6.59	5.86	5.29	4.29	3.44	2.84	2.4	85	1,313	5,050
32.3029279	-86.392221	151	LN1	18732	12.59	9	8.02	7.13	5.76	4.69	3.84	3.25	85	1,488	5,764
32.3029279	-86.392221	151	LN1	25104	15.52	11.06	9.82	8.67	6.98	5.68	4.67	3.91	85	1,618	6,420

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3029584	-86.392545	251	LN2	12125	9.26	6.3	5.35	4.46	3.07	2.2	1.65	1.29	85	1,309	9,399
32.3029584	-86.392545	251	LN2	18816	13.08	8.91	7.61	6.26	4.28	3	2.21	1.72	85	1,439	10,940
32.3029584	-86.392545	251	LN2	25036	16.29	11.14	9.56	7.85	5.25	3.69	2.74	2.13	85	1,537	11,754
32.3029897	-86.3929	361	LN2	12064	11.93	5	4.23	3.66	2.68	2.03	1.56	1.17	85	1,011	10,311
32.3029897	-86.3929	361	LN2	18687	16.51	7.23	6.12	5.23	3.82	2.9	2.16	1.66	85	1,132	11,257
32.3029897	-86.3929	361	LN2	24821	17.34	9	7.63	6.54	4.84	3.61	2.65	2.07	85	1,431	11,991
32.3030189	-86.393186	450	LN2	12252	4.94	2.96	2.61	2.35	1.83	1.41	1.12	0.88	85	2,480	13,923
32.3030189	-86.393186	450	LN2	19094	7.53	4.24	3.73	3.32	2.64	2.02	1.56	1.18	85	2,536	16,181
32.3030189	-86.393186	450	LN2	25427	9.76	5.35	4.7	4.18	3.26	2.5	1.91	1.56	85	2,605	16,299
32.3030528	-86.393506	550	LN2	12016	9.39	6.23	5.03	3.93	2.46	1.54	1.03	0.79	83	1,280	15,210
32.3030528	-86.393506	550	LN2	18788	39.18	9.37	7.73	5.98	3.69	2.31	1.53	1.2	83	480	15,657
32.3030528	-86.393506	550	LN2	25029	17.9	12.11	9.91	7.78	4.82	2.93	2	1.6	83	1,398	15,643
32.3030903	-86.393828	650	LN2	12178	6.02	3.13	2.7	2.32	1.76	1.36	0.97	0.73	85	2,023	16,682
32.3030903	-86.393828	650	LN2	19158	8.72	4.61	3.97	3.42	2.61	1.94	1.45	1.12	85	2,197	17,105
32.3030903	-86.393828	650	LN2	25534	11.03	5.94	5.15	4.4	3.33	2.49	1.86	1.41	85	2,315	18,109
32.3030105	-86.391764	10	LN3	12189	9.83	6.59	5.68	4.89	3.59	2.7	2.01	1.53	85	1,240	7,967
32.3030105	-86.391764	10	LN3	19109	13.08	8.93	7.83	6.73	5.02	3.76	2.81	2.12	85	1,461	9,014
32.3030105	-86.391764	10	LN3	25151	15.95	10.92	9.61	8.27	6.15	4.6	3.44	2.6	85	1,577	9,673
32.3030428	-86.392076	107	LN3	12205	8.75	5.67	4.93	4.32	3.24	2.35	1.76	1.35	85	1,395	9,041
32.3030428	-86.392076	107	LN3	18999	12.06	7.84	6.78	5.9	4.37	3.23	2.43	1.89	85	1,575	10,052
32.3030428	-86.392076	107	LN3	25349	14.85	9.6	8.35	7.2	5.33	3.94	2.97	2.3	85	1,707	11,021
32.3030711	-86.392375	200	LN3	12199	7.74	5.05	4.49	3.98	3.15	2.45	1.87	1.44	85	1,576	8,472
32.3030711	-86.392375	200	LN3	19132	10.12	6.93	6.22	5.47	4.3	3.32	2.55	1.99	85	1,891	9,614
32.3030711	-86.392375	200	LN3	25513	12.85	8.5	7.59	6.66	5.22	4.02	3.07	2.38	85	1,985	10,720
32.303102	-86.392697	300	LN3	12203	4	2.41	2.14	1.93	1.58	1.28	1.11	0.88	85	3,051	13,867
32.303102	-86.392697	300	LN3	19102	5.77	3.45	3.08	2.75	2.23	1.79	1.43	1.17	85	3,311	16,326

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.303102	-86.392697	300	LN3	25634	7.35	4.32	3.86	3.43	2.78	2.24	1.8	1.51	85	3,488	16,976
32.3031387	-86.393017	400	LN3	12236	5.51	2.62	2.33	2.09	1.64	1.34	1.08	0.89	84	2,221	13,748
32.3031387	-86.393017	400	LN3	18976	7.82	3.78	3.37	2.95	2.36	1.9	1.45	1.23	84	2,427	15,428
32.3031387	-86.393017	400	LN3	25379	9.95	4.67	4.23	3.69	2.92	2.33	1.85	1.51	84	2,551	16,807
32.3031801	-86.393338	501	LN3	12270	4.51	2.03	1.89	1.69	1.39	1.11	0.9	0.73	84	2,721	16,808
32.3031801	-86.393338	501	LN3	19293	5.6	2.95	2.77	2.49	1.98	1.58	1.25	0.98	84	3,445	19,687
32.3031801	-86.393338	501	LN3	25675	9.41	3.82	3.51	3.14	2.48	2	1.54	1.21	84	2,728	21,219
32.3032198	-86.393666	603	LN3	12038	10.22	6.29	5.05	3.95	2.38	1.44	0.94	0.69	85	1,178	17,446
32.3032198	-86.393666	603	LN3	18650	15.12	9.44	7.66	5.96	3.59	2.16	1.43	1.07	85	1,233	17,430
32.3032198	-86.393666	603	LN3	24929	19.17	12.27	10.03	7.82	4.72	2.84	1.9	1.49	85	1,300	16,731
32.3031708	-86.391862	51	LN4	12102	6.43	4.82	4.36	3.82	2.89	2.18	1.56	1.12	85	1,882	10,805
32.3031708	-86.391862	51	LN4	18960	9.39	6.97	6.29	5.51	4.21	3.06	2.21	1.64	85	2,019	11,561
32.3031708	-86.391862	51	LN4	25343	11.5	8.63	7.84	6.87	5.22	3.83	2.81	2.08	85	2,204	12,184
32.3031961	-86.392236	167	LN4	12074	7.35	5.17	4.49	3.84	2.79	2.13	1.53	1.21	85	1,643	9,979
32.3031961	-86.392236	167	LN4	18932	10.61	7.5	6.52	5.54	4	2.9	2.13	1.66	85	1,784	11,405
32.3031961	-86.392236	167	LN4	25303	13.44	9.39	8.18	6.93	5.02	3.66	2.67	2.06	85	1,883	12,283
32.3032212	-86.392537	261	LN4	12069	9.82	6.82	5.77	4.8	3.15	2.44	1.5	1.15	85	1,229	10,495
32.3032212	-86.392537	261	LN4	19092	13.97	9.66	8.35	6.67	4.47	3.2	2.3	1.75	85	1,367	10,910
32.3032212	-86.392537	261	LN4	25311	17.93	12.54	10.9	8.89	5.53	3.9	2.88	1.66	85	1,412	15,248
32.3032499	-86.392825	351	LN4	12215	4.17	2.38	2.19	1.97	1.6	1.25	0.96	0.78	85	2,929	15,660
32.3032499	-86.392825	351	LN4	19485	5.14	3.45	3.19	2.86	2.27	1.82	1.44	1.13	85	3,791	17,243
32.3032499	-86.392825	351	LN4	25766	7.52	4.34	4	3.57	2.84	2.25	1.73	1.42	85	3,426	18,145
32.3032785	-86.393147	451	LN4	12159	8.71	2.48	2.07	1.85	1.51	1.21	0.95	0.78	84	1,396	15,588
32.3032785	-86.393147	451	LN4	19004	11.41	3.54	3	2.68	2.16	1.72	1.34	1.08	84	1,666	17,596
32.3032785	-86.393147	451	LN4	25474	13.78	4.42	3.78	3.37	2.71	2.13	1.66	1.31	84	1,849	19,446
32.3032989	-86.393474	553	LN4	12084	9.16	4.57	3.86	3.11	2.04	1.36	0.94	0.7	85	1,319	17,263

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3032989	-86.393474	553	LN4	19020	13.03	6.63	5.56	4.56	3.1	1.91	1.31	1.05	85	1,460	18,114
32.3032989	-86.393474	553	LN4	25225	16.23	8.31	6.92	5.73	3.87	2.46	1.68	1.34	85	1,554	18,825
32.3033229	-86.393792	651	LN4	11989	9.52	5.42	4.49	3.56	2.26	1.42	0.94	0.67	85	1,259	17,894
32.3033229	-86.393792	651	LN4	18833	13.82	8.04	6.66	5.33	3.37	2.18	1.42	1.05	85	1,363	17,936
32.3033229	-86.393792	651	LN4	25033	17.21	10.2	8.57	6.81	4.32	2.76	1.85	1.4	85	1,455	17,881
32.3032931	-86.391721	10	LN5	12025	11.23	7.26	6.04	4.65	2.92	1.94	1.37	1	85	1,071	12,025
32.3032931	-86.391721	10	LN5	18715	15.87	10.31	8.5	6.54	4.13	2.74	1.97	1.45	85	1,179	12,907
32.3032931	-86.391721	10	LN5	24963	19.61	12.82	10.48	8.11	5.13	3.48	2.47	1.86	85	1,273	13,421
32.3033158	-86.392016	101	LN5	12152	6.13	4.08	3.46	2.95	1.98	1.49	1.19	1.01	85	1,982	12,032
32.3033158	-86.392016	101	LN5	18928	8.99	5.99	4.94	4.08	2.81	2.12	1.66	1.34	85	2,105	14,125
32.3033158	-86.392016	101	LN5	25484	11.42	7.61	6.36	5.13	3.48	2.64	2.06	1.67	85	2,232	15,260
32.3033408	-86.39235	205	LN5	12076	11.97	5.85	5.06	4.28	3.04	2.21	1.6	1.22	85	1,009	9,898
32.3033408	-86.39235	205	LN5	18853	16.98	8.63	7.44	6.33	4.45	3.1	2.19	1.63	85	1,110	11,566
32.3033408	-86.39235	205	LN5	24934	20.68	10.81	9.36	7.97	5.58	3.88	2.71	1.97	85	1,206	12,657
32.3033716	-86.392661	301	LN5	12222	6.34	4.71	4.21	3.67	2.7	1.98	1.38	1.07	85	1,928	11,422
32.3033716	-86.392661	301	LN5	19105	10.98	6.9	6.14	5.35	3.93	2.79	2.01	1.5	85	1,740	12,737
32.3033716	-86.392661	301	LN5	25429	11.88	8.77	7.83	6.82	5.02	3.48	2.52	1.93	85	2,140	13,176
32.30341	-86.392989	404	LN5	12219	3.82	2.22	1.97	1.75	1.4	1.15	0.89	0.69	85	3,199	17,709
32.30341	-86.392989	404	LN5	19520	5.6	3.22	2.89	2.59	2.09	1.61	1.3	1.04	85	3,486	18,769
32.30341	-86.392989	404	LN5	26136	15.57	4.01	3.62	3.25	2.54	1.86	1.47	1.13	85	1,679	23,129
32.3034504	-86.393325	508	LN5	12178	4.38	1.96	1.77	1.63	1.31	1.03	0.81	0.69	84	2,780	17,649
32.3034504	-86.393325	508	LN5	19321	6.67	2.89	2.66	2.36	1.87	1.48	1.2	0.93	84	2,897	20,775
32.3034504	-86.393325	508	LN5	25822	8.55	3.67	3.35	3	2.36	1.88	1.48	1.21	84	3,020	21,340
32.3034907	-86.393649	610	LN5	12136	12.91	6.22	5.06	3.95	2.35	1.46	0.93	0.66	85	940	18,388
32.3034907	-86.393649	610	LN5	18963	18.14	9.04	7.54	5.9	3.5	2.13	1.36	1.04	85	1,045	18,234
32.3034907	-86.393649	610	LN5	25091	22.61	11.7	9.7	7.62	4.56	2.83	1.84	1.38	85	1,110	18,182

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.303443	-86.391844	51	LN6	12006	13.89	7.97	5.98	4.49	2.79	1.88	1.36	1.14	84	864	10,532
32.303443	-86.391844	51	LN6	18625	18.67	11.32	8.71	6.66	4.18	2.87	2.1	1.65	84	998	11,288
32.303443	-86.391844	51	LN6	24801	23.06	14.43	11.17	8.65	5.52	3.78	2.75	2.32	84	1,075	10,690
32.3034697	-86.392163	151	LN6	12101	6.7	4.4	3.85	3.29	2.36	1.73	1.2	0.9	85	1,806	13,446
32.3034697	-86.392163	151	LN6	19106	9.58	6.45	5.65	4.82	3.48	2.45	1.69	1.31	85	1,994	14,585
32.3034697	-86.392163	151	LN6	25339	11.9	8.04	7.06	6.05	4.32	3.09	2.17	1.66	85	2,129	15,264
32.3035064	-86.392495	254	LN6	12144	6.83	4.66	3.97	3.25	2.23	1.54	1.1	0.87	85	1,778	13,959
32.3035064	-86.392495	254	LN6	19170	10.01	6.86	5.89	4.85	3.28	2.22	1.59	1.24	85	1,915	15,460
32.3035064	-86.392495	254	LN6	25665	12.74	8.71	7.51	6.14	4.13	2.83	2.02	1.61	85	2,015	15,941
32.3035513	-86.392804	351	LN6	12274	5.4	4.07	3.71	3.37	2.72	2.08	1.5	1.11	85	2,273	11,058
32.3035513	-86.392804	351	LN6	19240	4.93	5.97	5.45	4.92	3.96	3.02	2.2	1.62	85	3,903	11,877
32.3035513	-86.392804	351	LN6	25756	9.96	7.52	6.91	6.23	4.98	3.81	2.77	2.04	85	2,586	12,625
32.3036007	-86.393124	451	LN6	12227	4.07	1.98	1.77	1.62	1.32	1.05	0.8	0.64	84	3,004	19,105
32.3036007	-86.393124	451	LN6	19325	5.82	2.82	2.64	2.34	1.9	1.54	1.22	0.94	84	3,320	20,559
32.3036007	-86.393124	451	LN6	25969	7.23	3.51	3.32	2.97	2.39	1.9	1.5	1.19	84	3,592	21,823
32.3036461	-86.393444	551	LN6	12238	5.89	3.35	2.88	2.52	1.79	1.27	0.9	0.68	84	2,078	17,997
32.3036461	-86.393444	551	LN6	19274	8.49	4.83	4.17	3.63	2.62	1.89	1.32	0.97	84	2,270	19,870
32.3036461	-86.393444	551	LN6	25610	10.52	6.06	5.32	4.57	3.32	2.36	1.67	1.23	84	2,434	20,821
32.303694	-86.393769	653	LN6	11991	14.83	8.4	6.54	4.98	2.9	1.72	1.09	0.83	84	809	14,447
32.303694	-86.393769	653	LN6	18717	20.99	12.15	9.56	7.39	4.27	2.55	1.65	1.21	84	892	15,469
32.303694	-86.393769	653	LN6	24966	26.31	15.45	12.29	9.44	5.52	3.31	2.14	1.65	84	949	15,131
32.3036501	-86.392303	201	LN6	11655	28.11	14.2	8.92	5.16	2.16	1.54	1.17	0.91	84	415	12,808
32.3036501	-86.392303	201	LN6	18126	35.37	18.25	11.76	7.05	3.06	2.19	1.67	1.37	84	512	13,231
32.3036501	-86.392303	201	LN6	23912	42.87	22.23	14.51	8.8	3.83	2.74	2.14	1.74	84	558	13,743
32.3036739	-86.392624	301	LN6	12244	4.9	3.33	2.85	2.41	1.74	1.27	0.93	0.71	85	2,499	17,245
32.3036739	-86.392624	301	LN6	19198	7.39	5.04	4.33	3.65	2.59	1.84	1.33	1	85	2,598	19,198

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West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3036739	-86.392624	301	LN6	25695	9.65	6.55	5.65	4.76	3.34	2.36	1.71	1.32	85	2,663	19,466
32.3037076	-86.392944	401	LN7	12199	10.11	2.82	2.1	1.86	1.44	1.13	0.84	0.64	84	1,207	19,061
32.3037076	-86.392944	401	LN7	19121	13.26	3.98	3.12	2.72	2.13	1.6	1.23	0.95	84	1,442	20,127
32.3037076	-86.392944	401	LN7	25305	15.88	4.98	3.94	3.44	2.68	2.04	1.56	1.22	84	1,594	20,742
32.3037471	-86.393264	501	LN7	12203	2.96	1.91	1.72	1.56	1.25	0.99	0.76	0.61	84	4,123	20,005
32.3037471	-86.393264	501	LN7	19453	4.41	2.81	2.57	2.27	1.81	1.42	1.12	0.89	84	4,411	21,857
32.3037471	-86.393264	501	LN7	26015	5.59	3.58	3.26	2.92	2.3	1.79	1.42	1.12	84	4,654	23,228
32.3037876	-86.393581	600	LN7	12123	5.73	3.85	3.33	2.84	2.04	1.46	0.97	0.71	84	2,116	17,075
32.3037876	-86.393581	600	LN7	19200	8.42	5.63	4.91	4.13	3.01	2.1	1.44	1.06	84	2,280	18,113
32.3037876	-86.393581	600	LN7	25689	10.45	7.05	6.18	5.23	3.75	2.62	1.81	1.32	84	2,458	19,461
32.3038232	-86.393908	702	LN7	11956	15.45	8.93	6.73	5.03	2.92	1.77	1.15	0.89	84	774	13,434
32.3038232	-86.393908	702	LN7	18668	22.26	13.43	10.35	7.74	4.5	2.72	1.77	1.37	84	839	13,626
32.3038232	-86.393908	702	LN7	24670	28.14	17.16	13.39	10.07	5.85	3.53	2.34	1.87	84	877	13,193
32.3037963	-86.392454	253	LN8	11750	28.72	10.88	7.7	5.3	2.63	1.37	0.86	0.67	84	409	17,537
32.3037963	-86.392454	253	LN8	17890	37.21	14.91	10.77	7.41	3.73	2	1.27	0.96	84	481	18,635
32.3037963	-86.392454	253	LN8	23483	45.24	18.62	13.45	9.31	4.68	2.58	1.69	1.34	84	519	17,525
32.3038431	-86.392767	351	LN8	12115	5.54	3.64	3.11	2.61	1.72	1.16	0.86	0.6	85	2,187	20,192
32.3038431	-86.392767	351	LN8	19042	8.23	5.5	4.72	3.94	2.64	1.79	1.26	0.96	85	2,314	19,835
32.3038431	-86.392767	351	LN8	25481	10.57	7.14	6.16	5.15	3.44	2.33	1.64	1.29	85	2,411	19,753
32.3038927	-86.393084	450	LN8	12333	3.31	1.97	1.75	1.56	1.23	0.93	0.72	0.5	84	3,726	24,666
32.3038927	-86.393084	450	LN8	19387	5.67	2.93	2.61	2.31	1.8	1.38	1.07	0.85	84	3,419	22,808
32.3038927	-86.393084	450	LN8	25918	9.12	3.71	3.36	2.93	2.31	1.77	1.37	1.1	84	2,842	23,562
32.3039396	-86.393406	551	LN8	12261	3.39	1.93	1.67	1.48	1.16	0.97	0.73	0.55	84	3,617	22,293
32.3039396	-86.393406	551	LN8	19362	5.04	2.81	2.51	2.17	1.71	1.4	1.07	0.82	84	3,842	23,612
32.3039396	-86.393406	551	LN8	25875	6.4	3.53	3.19	2.75	2.18	1.72	1.37	1.06	84	4,043	24,410
32.3039858	-86.393722	650	LN8	12268	4.15	1.96	1.75	1.6	1.35	1.15	0.94	0.75	84	2,956	16,357

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3039858	-86.393722	650	LN8	19396	5.87	2.79	2.49	2.28	1.94	1.6	1.32	1.11	84	3,304	17,474
32.3039858	-86.393722	650	LN8	25973	7.23	3.47	3.15	2.87	2.42	2.01	1.66	1.35	84	3,592	19,239
32.3040292	-86.394052	753	LN8	12118	10.17	6.75	5.61	4.56	3.03	2.01	1.37	0.98	84	1,192	12,365
32.3040292	-86.394052	753	LN8	18974	14.42	9.58	7.96	6.47	4.32	2.89	2.01	1.44	84	1,316	13,176
32.3040292	-86.394052	753	LN8	25309	18.07	12.17	10.1	8.22	5.45	3.61	2.53	1.89	84	1,401	13,391
32.3039146	-86.392348	225	LN9	12295	3.36	1.69	1.45	1.32	1.09	0.94	0.78	0.65	85	3,659	18,915
32.3039146	-86.392348	225	LN9	19488	4.84	2.39	2.07	1.85	1.56	1.31	1.05	0.93	85	4,026	20,955
32.3039146	-86.392348	225	LN9	25908	6.29	2.92	2.56	2.28	1.92	1.62	1.39	1.18	85	4,119	21,956
32.3039547	-86.392593	302	LN9	11906	23.78	10.3	6.27	3.85	1.72	1.02	0.81	0.74	85	501	16,089
32.3039547	-86.392593	302	LN9	18386	31.54	14.62	9.4	5.88	2.73	1.69	1.38	1.26	85	583	14,592
32.3039547	-86.392593	302	LN9	24335	39.62	18.7	12.13	7.71	3.51	2.16	1.76	1.6	85	614	15,209
32.3040083	-86.392906	400	LN9	12114	4.33	1.81	1.59	1.36	1.08	0.83	0.67	0.51	84	2,798	23,753
32.3040083	-86.392906	400	LN9	19104	6.34	2.67	2.34	2.01	1.57	1.22	0.93	0.73	84	3,013	26,170
32.3040083	-86.392906	400	LN9	25219	25.32	3.35	2.95	2.54	2	1.5	1.22	0.94	84	996	26,829
32.304066	-86.393224	501	LN9	12211	8	1.46	1.16	1.07	0.88	0.71	0.56	0.41	84	1,526	29,783
32.304066	-86.393224	501	LN9	19201	10.55	2.03	1.71	1.56	1.3	1.03	0.81	0.61	84	1,820	31,477
32.304066	-86.393224	501	LN9	25563	12.03	2.62	2.26	2.06	1.66	1.34	1.05	0.87	84	2,125	29,383
32.3041389	-86.393557	607	LN9	12218	3.45	1.86	1.73	1.59	1.31	1.09	0.83	0.65	84	3,541	18,797
32.3041389	-86.393557	607	LN9	19303	5.08	2.69	2.54	2.32	1.97	1.54	1.22	0.99	84	3,800	19,498
32.3041389	-86.393557	607	LN9	25882	6.41	3.38	3.22	2.96	2.43	1.97	1.54	1.21	84	4,038	21,390
32.3042183	-86.393896	716	LN9	12213	5.26	3.42	3.18	2.98	2.42	1.93	1.5	1.14	84	2,322	10,713
32.3042183	-86.393896	716	LN9	19094	7.56	4.95	4.59	4.25	3.47	2.72	2.11	1.63	84	2,526	11,714
32.3042183	-86.393896	716	LN9	25736	9.49	6.21	5.82	5.37	4.34	3.45	2.64	1.99	84	2,712	12,933
32.3041574	-86.39333	1192	LN10	12239	5.19	4.49	4.08	3.65	2.75	1.88	1.24	0.77	84	2,358	15,895
32.3041574	-86.39333	1192	LN10	19278	7.61	6.47	5.92	5.27	3.96	2.76	1.82	1.22	84	2,533	15,802
32.3041574	-86.39333	1192	LN10	25627	9.27	8.19	7.49	6.61	4.95	3.45	2.3	1.6	84	2,765	16,017

Appendix H1: Deflection Data and ISM
West Apron - AC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3042848	-86.393699	1315	LN10	12186	4.78	3.34	3.11	2.85	2.26	1.76	1.3	1	84	2,549	12,186
32.3042848	-86.393699	1315	LN10	19225	6.99	4.84	4.51	4.08	3.23	2.45	1.78	1.37	84	2,750	14,033
32.3042848	-86.393699	1315	LN10	25848	5.05	6.09	5.68	5.12	4.02	3.04	2.27	1.78	84	5,118	14,521

Appendix H1: Deflection Data and ISM
West Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3048949	-86.393049	9	LN1	12237	5.34	4.73	4.27	3.87	3.02	2.3	1.67	1.25	83	2,292	9,790
32.3048949	-86.393049	9	LN1	19229	7.51	6.7	6.07	5.46	4.27	3.26	2.44	1.88	83	2,560	10,228
32.3048949	-86.393049	9	LN1	25885	9.4	8.3	7.6	6.8	5.32	4.03	3.1	2.44	83	2,754	10,609
32.3048795	-86.393038	15	LN1	12128	9.27	6.77	5.78	4.79	3.3	2.24	1.48	1.04	83	1,308	11,662
32.3048795	-86.393038	15	LN1	19057	13.2	9.58	8.17	6.77	4.66	3.18	2.17	1.56	83	1,444	12,216
32.3048795	-86.393038	15	LN1	25253	16.32	11.92	9.98	8.39	5.75	3.94	2.75	1.96	83	1,547	12,884
32.3046397	-86.392898	113	LN1	12248	5.11	4.57	4.19	3.8	2.97	2.25	1.58	1.04	83	2,397	11,777
32.3046397	-86.392898	113	LN1	19271	7.32	6.44	5.93	5.3	4.17	3.13	2.23	1.51	83	2,633	12,762
32.3046397	-86.392898	113	LN1	25806	11.04	8.07	7.36	6.58	5.12	3.85	2.77	1.91	83	2,338	13,511
32.3046218	-86.392887	121	LN1	12019	7.36	5.47	4.72	3.89	2.64	1.79	1.17	0.79	83	1,633	15,214
32.3046218	-86.392887	121	LN1	19387	11.09	7.98	6.8	5.62	3.85	2.57	1.75	1.23	83	1,748	15,762
32.3046218	-86.392887	121	LN1	25204	14.17	9.82	8.31	6.9	4.73	3.21	2.21	1.61	83	1,779	15,655
32.3047153	-86.393366	10	LN2	12205	7.94	6.4	5.64	4.89	3.52	2.38	1.62	1.06	83	1,537	11,514
32.3047153	-86.393366	10	LN2	19345	10.9	8.68	7.67	6.54	4.66	3.19	2.15	1.55	83	1,775	12,481
32.3047153	-86.393366	10	LN2	25881	13.18	10.65	9.37	8.04	5.7	3.86	2.65	2.07	83	1,964	12,503
32.3047079	-86.393383	16	LN2	12273	8.87	6.96	5.89	4.92	3.24	2.1	1.43	1.05	83	1,384	11,689
32.3047079	-86.393383	16	LN2	19032	12.88	9.86	8.31	6.85	4.47	2.95	2.06	1.53	83	1,478	12,439
32.3047079	-86.393383	16	LN2	25277	16.23	12.28	10.37	8.54	5.55	3.7	2.66	2.03	83	1,557	12,452
32.3047233	-86.39313	52	LN2	12231	6.07	5.18	4.68	4.14	3.08	2.21	1.49	1.02	82	2,015	11,991
32.3047233	-86.39313	52	LN2	19357	9.02	7.64	6.92	6.05	4.52	3.22	2.15	1.38	82	2,146	14,027
32.3047233	-86.39313	52	LN2	25725	11.43	9.76	8.79	7.7	5.7	4.1	2.74	1.85	82	2,251	13,905
32.3047065	-86.39312	59	LN2	12169	7.48	5.14	4.44	3.75	2.64	1.84	1.24	0.92	83	1,627	13,227
32.3047065	-86.39312	59	LN2	19436	11.39	7.5	6.51	5.45	3.8	2.64	1.84	1.4	83	1,706	13,883
32.3047065	-86.39312	59	LN2	25762	14.8	9.67	8.4	7.02	4.86	3.34	2.41	1.82	83	1,741	14,155
32.3045969	-86.393638	105	LN2	12251	7.84	7.12	6.49	5.84	4.5	3.33	2.37	1.65	84	1,563	7,425
32.3045969	-86.393638	105	LN2	19383	10.77	9.56	8.7	7.74	5.89	4.4	3.23	2.36	84	1,800	8,213

Appendix H1: Deflection Data and ISM
West Apron - PCC

Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3045969	-86.393638	105	LN2	25911	13.07	11.74	10.69	9.41	7.09	5.35	4.01	2.97	84	1,982	8,724
32.3045861	-86.393663	112	LN2	12007	9.88	5.85	4.99	4.23	2.97	2.08	1.47	1.1	83	1,215	10,915
32.3045861	-86.393663	112	LN2	18861	14.48	8.31	7.09	5.98	4.2	3.02	2.16	1.68	83	1,303	11,227
32.3045861	-86.393663	112	LN2	25045	18.22	10.26	8.75	7.42	5.23	3.77	2.81	2.12	83	1,375	11,814
32.3044657	-86.392972	158	LN2	12218	5.13	4.63	4.3	3.95	3.15	2.42	1.85	1.42	81	2,382	8,604
32.3044657	-86.392972	158	LN2	19360	7.42	6.7	6.25	5.62	4.51	3.52	2.66	2.07	81	2,609	9,353
32.3044657	-86.392972	158	LN2	25865	9.31	8.41	7.88	7.16	5.73	4.44	3.35	2.64	81	2,778	9,797
32.3044483	-86.392962	166	LN2	11835	10.45	3.45	2.98	2.57	1.82	1.31	0.93	0.67	82	1,133	17,664
32.3044483	-86.392962	166	LN2	19276	15.46	5.03	4.41	3.75	2.69	1.97	1.41	1.09	82	1,247	17,684
32.3044483	-86.392962	166	LN2	25512	19.66	6.2	5.27	4.56	3.31	2.42	1.78	1.34	82	1,298	19,039
32.3042724	-86.393506	8	LN3	12295	4.44	3.82	3.54	3.05	2.35	1.7	1.21	0.84	82	2,769	14,637
32.3042724	-86.393506	8	LN3	19439	6.29	5.51	5.05	4.4	3.37	2.52	1.8	1.26	82	3,090	15,428
32.3042724	-86.393506	8	LN3	25939	7.94	6.93	6.31	5.53	4.23	3.19	2.31	1.64	82	3,267	15,816
32.3042706	-86.393482	15	LN3	11979	6.98	3.52	3.04	2.56	1.79	1.22	0.82	0.61	82	1,716	19,638
32.3042706	-86.393482	15	LN3	19259	10.71	5.13	4.42	3.73	2.63	1.84	1.34	1.04	82	1,798	18,518
32.3042706	-86.393482	15	LN3	25511	14.01	6.38	5.46	4.59	3.28	2.34	1.73	1.4	82	1,821	18,222
32.3042564	-86.393168	112	LN3	12258	4.95	4.43	4.04	3.65	2.78	2.01	1.41	0.95	82	2,476	12,903
32.3042564	-86.393168	112	LN3	19382	7.16	6.33	5.8	5.15	3.95	2.9	2.06	1.38	82	2,707	14,045
32.3042564	-86.393168	112	LN3	25822	9.04	7.94	7.24	6.45	4.92	3.65	2.58	1.76	82	2,856	14,672
32.3042553	-86.39314	120	LN3	11990	10.65	3.39	2.89	2.43	1.72	1.16	0.85	0.6	82	1,126	19,983
32.3042553	-86.39314	120	LN3	18858	14.91	5.21	4.5	3.74	2.64	1.87	1.36	1.02	82	1,265	18,488
32.3042553	-86.39314	120	LN3	25196	18.86	6.6	5.73	4.8	3.39	2.49	1.81	1.38	82	1,336	18,258
32.304242	-86.392872	203	LN3	12288	5.38	4.87	4.5	4.07	3.22	2.45	1.75	1.21	83	2,284	10,155
32.304242	-86.392872	203	LN3	19324	7.79	7.02	6.45	5.83	4.61	3.53	2.53	1.74	83	2,481	11,106
32.304242	-86.392872	203	LN3	25765	9.76	8.75	8.13	7.31	5.79	4.44	3.18	2.17	83	2,640	11,873
32.3042408	-86.392849	211	LN3	11799	7.38	5.06	4.24	3.59	2.46	1.62	1.06	0.75	82	1,599	15,732

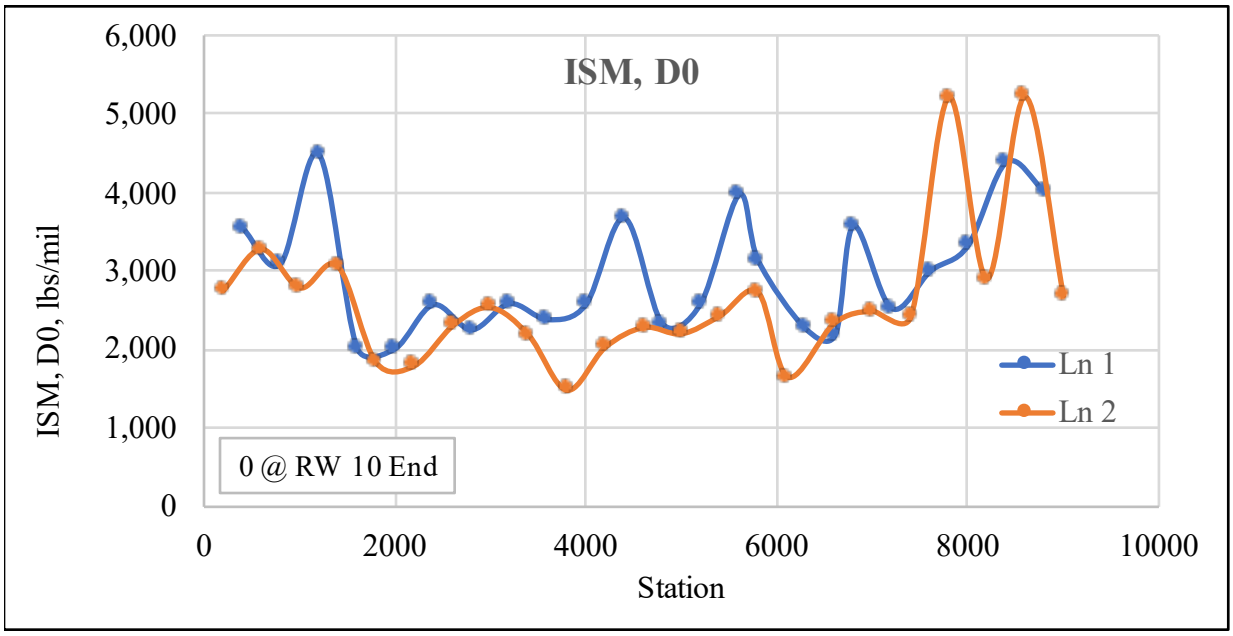
Appendix H1: Deflection Data and ISM
West Apron - PCC

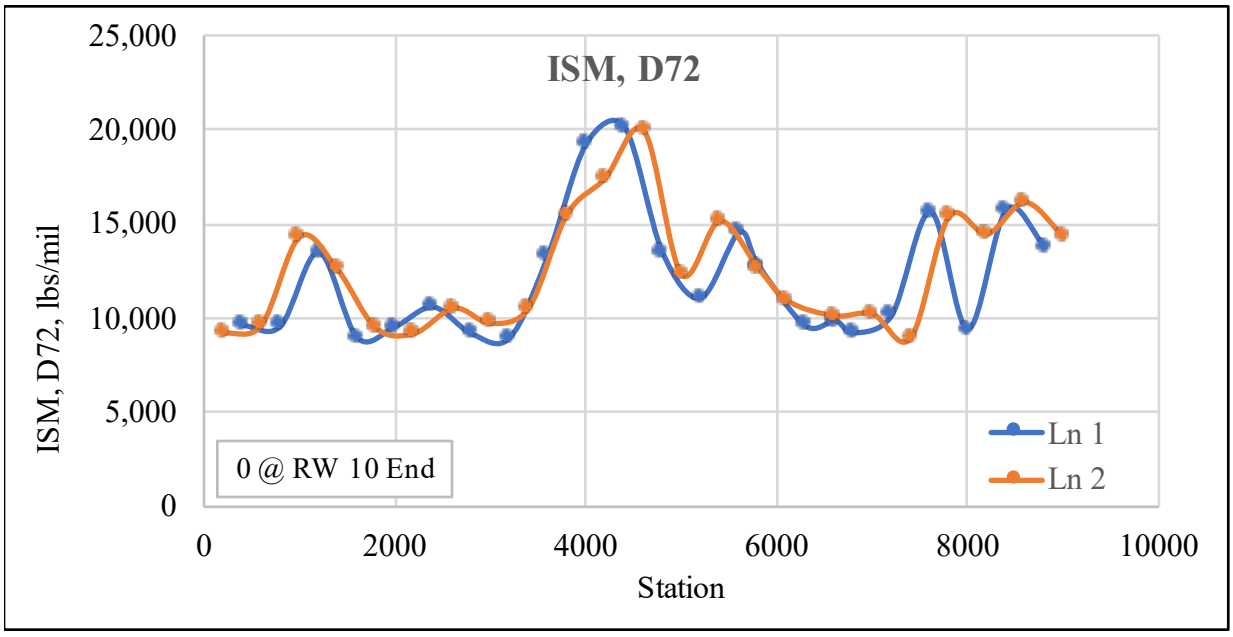
Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3042408	-86.392849	211	LN3	18987	10.97	7.42	6.3	5.27	3.61	2.45	1.62	1.15	82	1,731	16,510
32.3042408	-86.392849	211	LN3	25326	13.93	9.38	8.04	6.64	4.55	3.12	2.08	1.54	82	1,818	16,445
32.3045819	-86.393461	61	LN4	12378	5.5	4.74	4.24	3.78	2.85	2.05	1.42	0.99	82	2,251	12,503
32.3045819	-86.393461	61	LN4	19474	7.88	6.78	6.13	5.4	4.06	2.96	2.06	1.48	82	2,471	13,158
32.3045819	-86.393461	61	LN4	25884	9.95	8.49	7.68	6.76	5.09	3.7	2.58	1.9	82	2,601	13,623
32.3045754	-86.393478	67	LN4	12282	6.32	5.51	4.77	4.03	2.85	2.04	1.44	1.06	83	1,943	11,587
32.3045754	-86.393478	67	LN4	19383	9.2	7.9	6.88	5.74	4.05	2.88	2.04	1.54	83	2,107	12,586
32.3045754	-86.393478	67	LN4	25769	11.59	10.02	8.65	7.2	5.04	3.55	2.62	2	83	2,223	12,885
32.3044648	-86.393734	155	LN4	12204	8.44	7.73	7.17	6.49	5.14	3.87	2.73	1.82	83	1,446	6,705
32.3044648	-86.393734	155	LN4	19205	12.3	10.96	10.17	9.2	7.18	5.38	3.78	2.52	83	1,561	7,621
32.3044648	-86.393734	155	LN4	25700	15.41	13.78	12.77	11.46	8.97	6.69	4.71	3.07	83	1,668	8,371
32.3044556	-86.393756	163	LN4	12201	7.89	6.96	6.09	5.25	3.83	2.81	2.02	1.48	83	1,546	8,244
32.3044556	-86.393756	163	LN4	19284	11.68	10.09	8.95	7.61	5.58	4.03	2.94	2.14	83	1,651	9,011
32.3044556	-86.393756	163	LN4	25566	14.39	12.75	11.23	9.55	6.97	5.03	3.65	2.72	83	1,777	9,399
32.3045716	-86.393278	10	LN6	12349	5.19	4.52	4.07	3.63	2.71	1.96	1.41	1.09	83	2,379	11,329
32.3045716	-86.393278	10	LN6	19645	7.46	6.45	5.81	5.1	3.84	2.78	2.06	1.59	83	2,633	12,355
32.3045716	-86.393278	10	LN6	25812	9.22	7.98	7.19	6.3	4.68	3.35	2.54	2.19	83	2,800	11,786
32.3045633	-86.393296	16	LN6	12194	9.94	3.93	3.34	2.75	1.89	1.37	0.97	0.72	83	1,227	16,936
32.3045633	-86.393296	16	LN6	19128	14.46	5.73	4.91	3.96	2.77	1.99	1.52	1.17	83	1,323	16,349
32.3045633	-86.393296	16	LN6	25386	18.44	7.11	5.94	4.83	3.43	2.6	1.98	1.57	83	1,377	16,169
32.3044316	-86.393604	123	LN6	12321	4.83	4.02	3.71	3.3	2.54	1.92	1.35	0.94	83	2,551	13,107
32.3044316	-86.393604	123	LN6	19627	6.76	5.85	5.34	4.73	3.64	2.71	1.88	1.42	83	2,903	13,822
32.3044316	-86.393604	123	LN6	26033	8.54	7.2	6.63	5.92	4.53	3.34	2.39	1.78	83	3,048	14,625
32.3044243	-86.393622	129	LN6	12325	5.68	4.75	4.2	3.68	2.71	1.99	1.44	1.06	83	2,170	11,627
32.3044243	-86.393622	129	LN6	19456	8.34	6.93	6.14	5.29	3.92	2.91	2.11	1.61	83	2,333	12,084
32.3044243	-86.393622	129	LN6	25765	10.61	8.8	7.76	6.71	4.95	3.65	2.67	2.01	83	2,428	12,818

Appendix H1: Deflection Data and ISM
West Apron - PCC

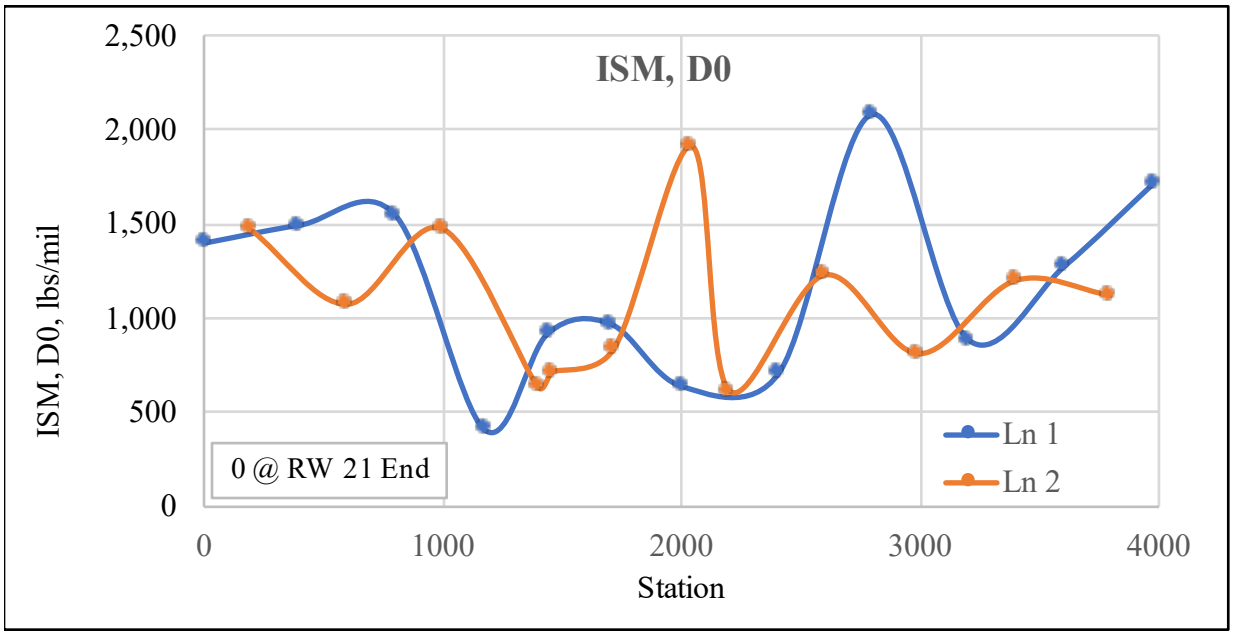
Latitude	Longitude	Station	Lane	Load, lbs	Deflection, mils								Pvmt Temp, F	ISM, lbs/mil	
					D0	D12	D18	D24	D36	D48	D60	D72		D0	D72
32.3044356	-86.393374	58	LN8	12206	6.42	5.46	4.87	4.23	3.09	2.13	1.36	0.79	83	1,901	15,451
32.3044356	-86.393374	58	LN8	19564	8.95	7.52	6.73	5.8	4.21	2.93	1.91	1.29	83	2,186	15,166
32.3044356	-86.393374	58	LN8	25767	10.97	9.2	8.3	7.12	5.19	3.61	2.41	1.67	83	2,349	15,429
32.3044287	-86.39339	64	LN8	12284	6.27	4.89	4.26	3.62	2.61	1.92	1.34	0.97	83	1,959	12,664
32.3044287	-86.39339	64	LN8	19365	9.07	7.14	6.23	5.3	3.83	2.87	2.09	1.59	83	2,135	12,179
32.3044287	-86.39339	64	LN8	25753	11.32	8.99	7.74	6.64	4.83	3.57	2.75	2.19	83	2,275	11,759
32.3043785	-86.393275	39	LN10	12225	6.89	6.04	5.38	4.73	3.51	2.57	1.72	1.18	83	1,774	10,360
32.3043785	-86.393275	39	LN10	19365	9.95	8.56	7.6	6.6	4.84	3.44	2.39	1.66	83	1,946	11,666
32.3043785	-86.393275	39	LN10	25787	12.58	10.73	9.54	8.26	6.05	4.28	3	2.11	83	2,050	12,221
32.3043695	-86.393298	47	LN10	12286	6.78	4.97	4.26	3.57	2.47	1.66	1.14	0.84	82	1,812	14,626
32.3043695	-86.393298	47	LN10	19403	9.87	7.36	6.3	5.21	3.58	2.5	1.77	1.35	82	1,966	14,373
32.3043695	-86.393298	47	LN10	25733	12.55	9.3	7.94	6.59	4.51	3.23	2.28	1.78	82	2,050	14,457

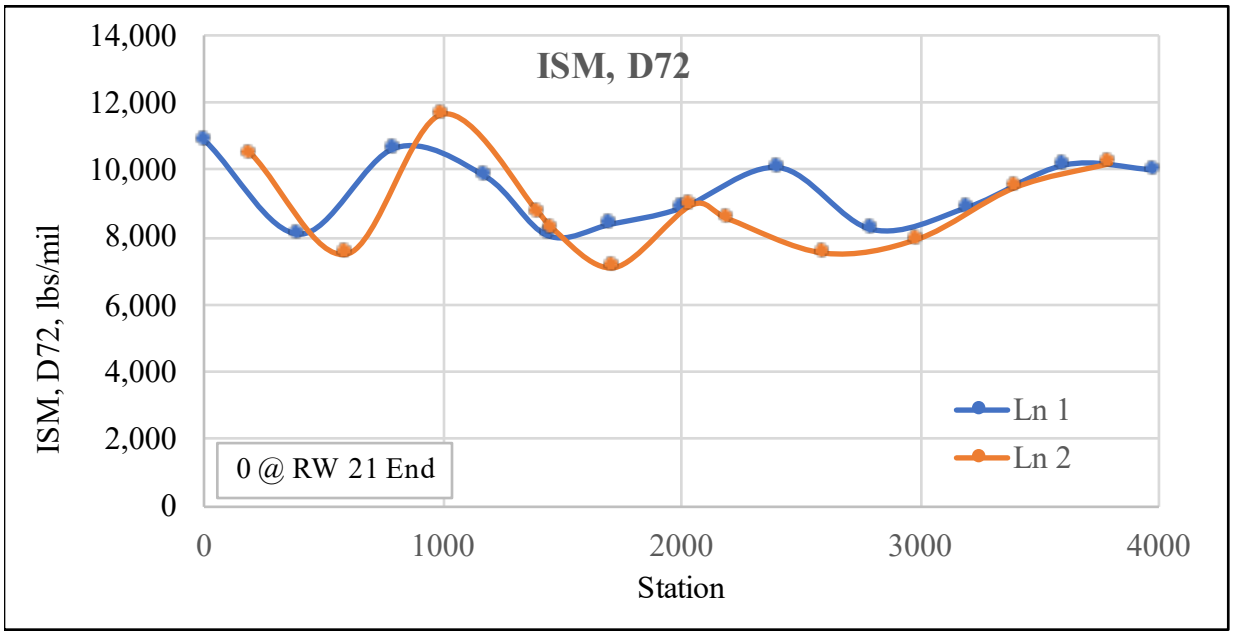
Runway 10-28


ISM, D0
ISM, D0, lbs/mil
6,000
5,000
4,000
3,000
2,000
1,000
0
0
2000
4000
6000
8000
10000
Station
Ln 1
Ln 2
0 @ RW 10 End

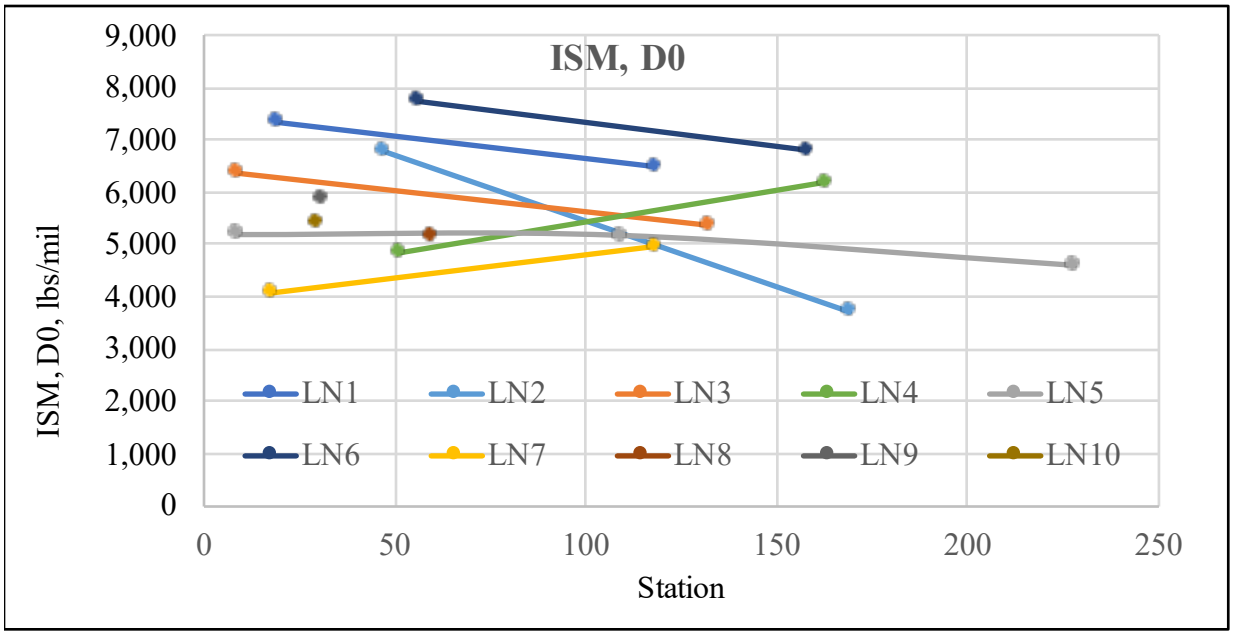

ISM, D72
ISM, D72, lbs/mil
25,000
20,000
15,000
10,000
5,000
0
0
2000
4000
6000
8000
10000
Station
Ln 1
Ln 2
0 @ RW 10 End

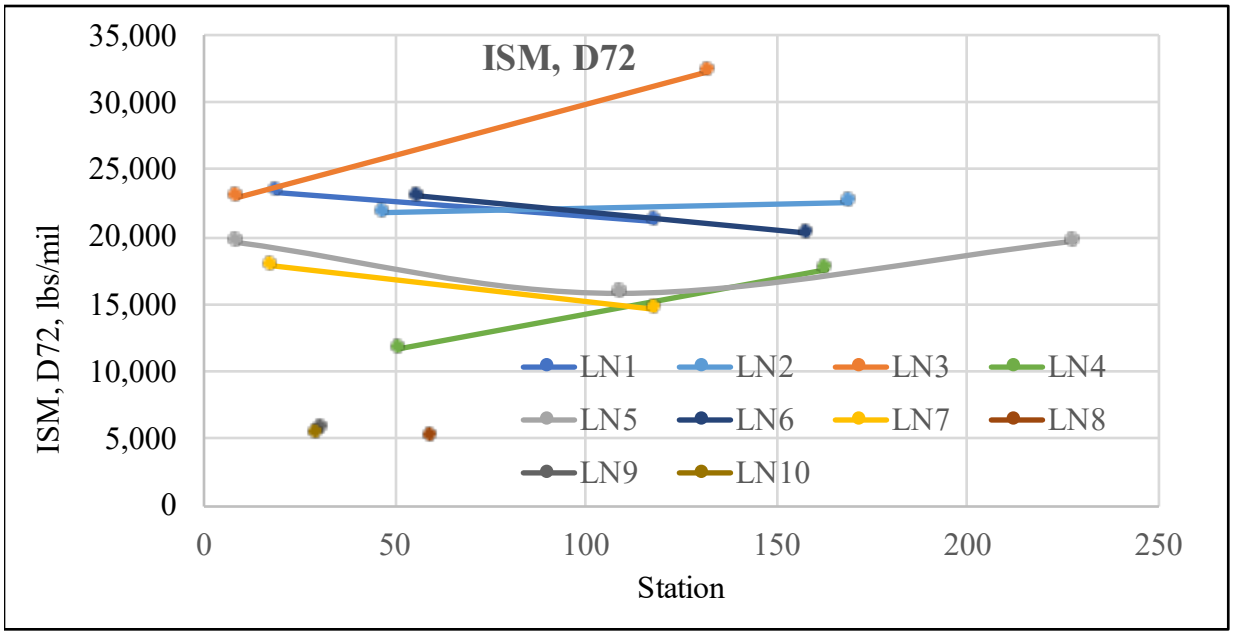
Runway 3-21


ISM, D0
ISM, D0, lbs/mil
2,500
2,000
1,500
1,000
500
0
0
1000
2000
3000
4000
Station
0 @ RW 21 End
Ln 1
Ln 2

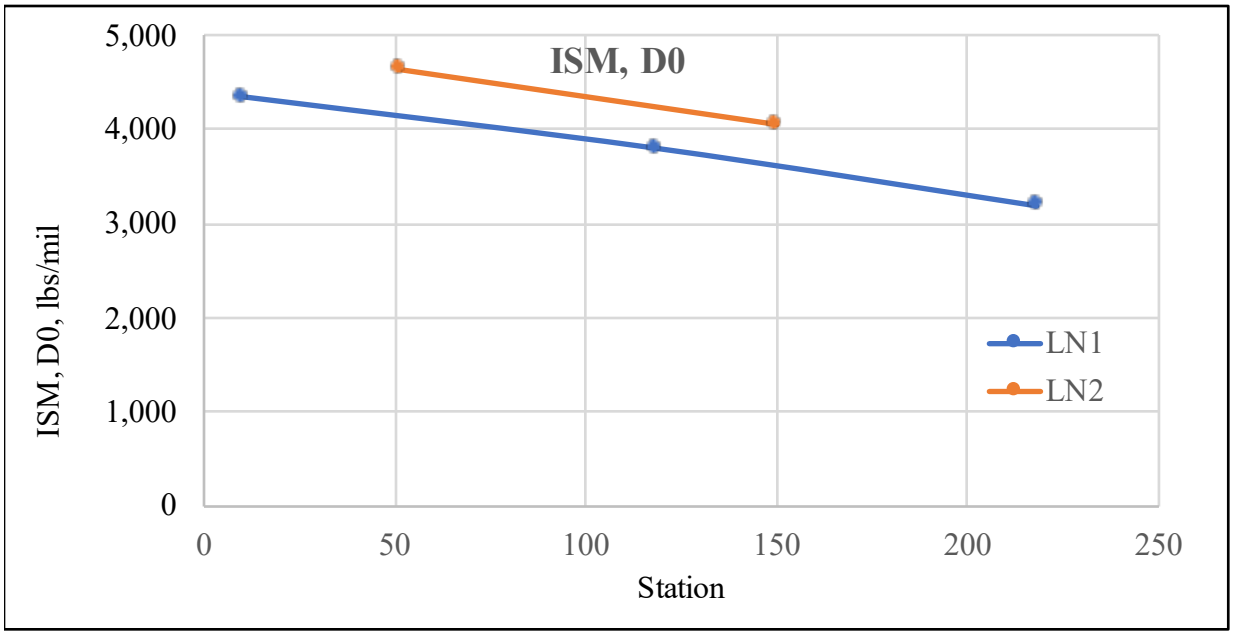

ISM, D72
ISM, D72, lbs/mil
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0
1000
2000
3000
4000
Station
0 @ RW 21 End
Ln 1
Ln 2

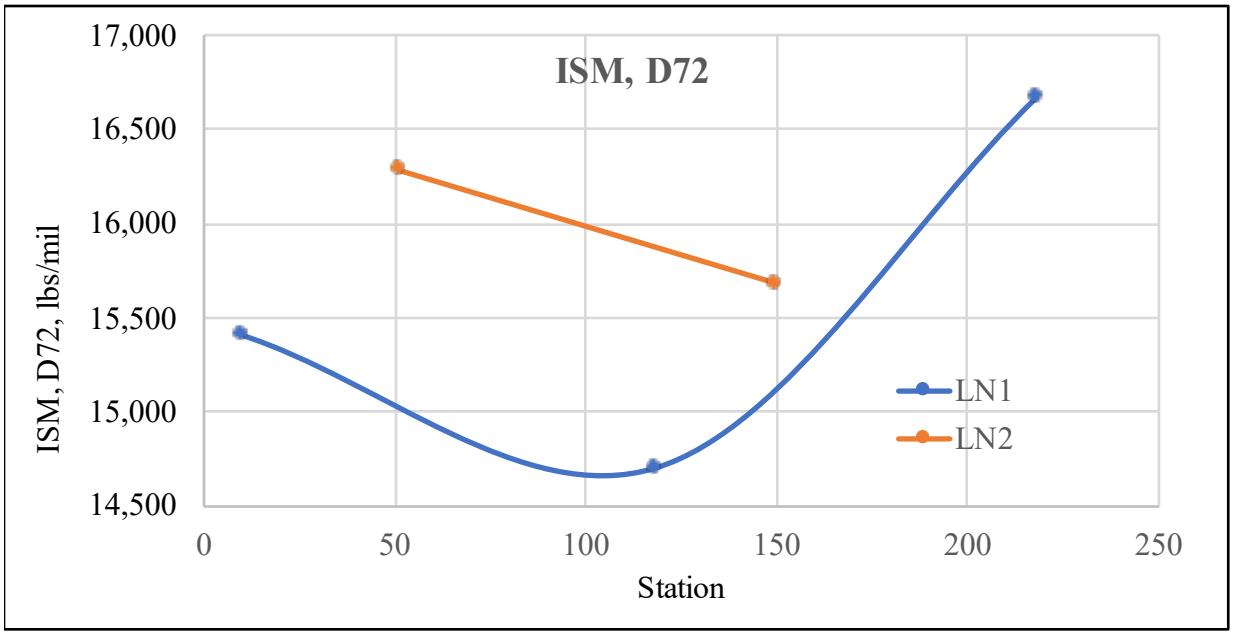
Hold Apron Runway 10



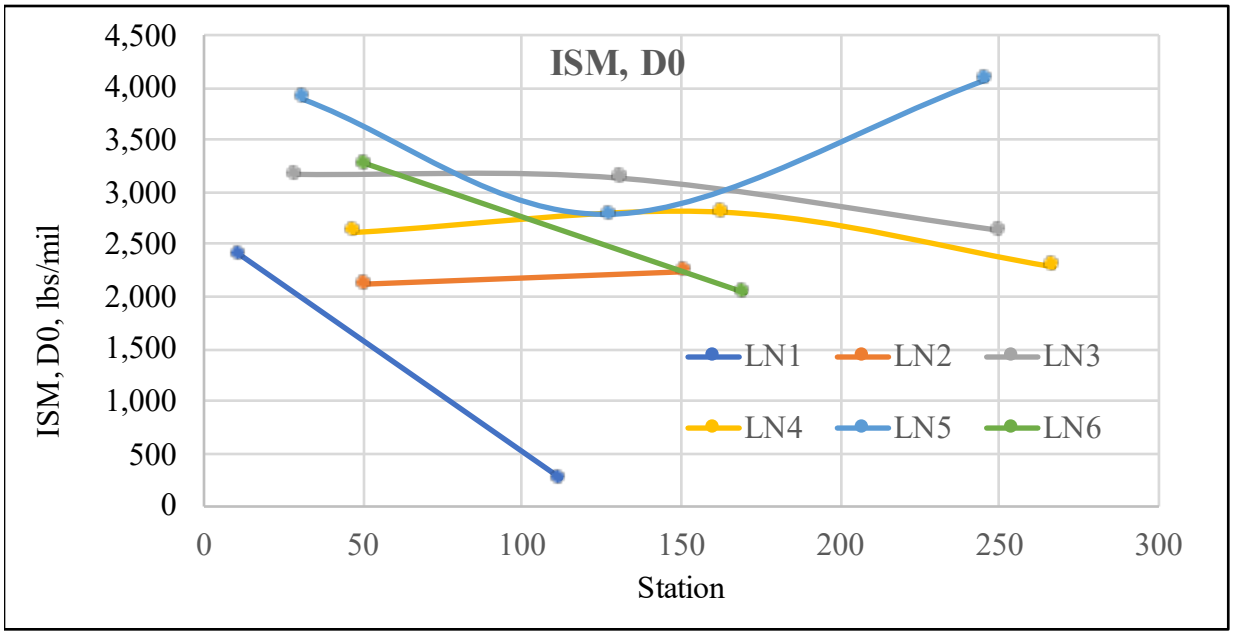


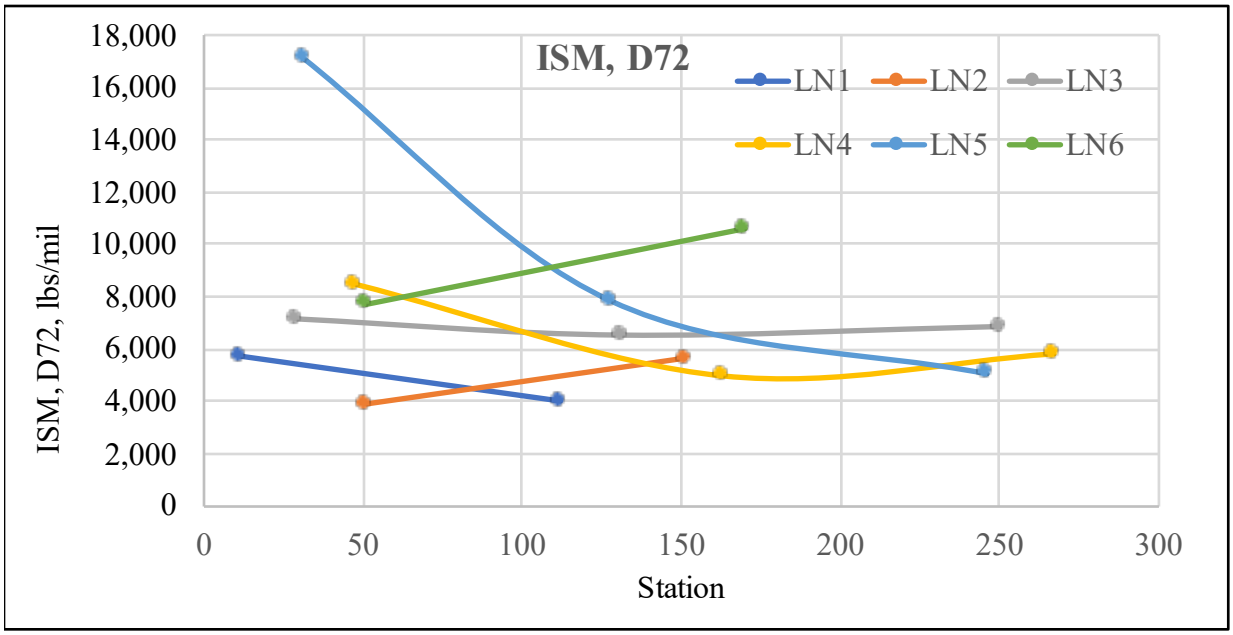
Hold Apron Runway 28 - AC



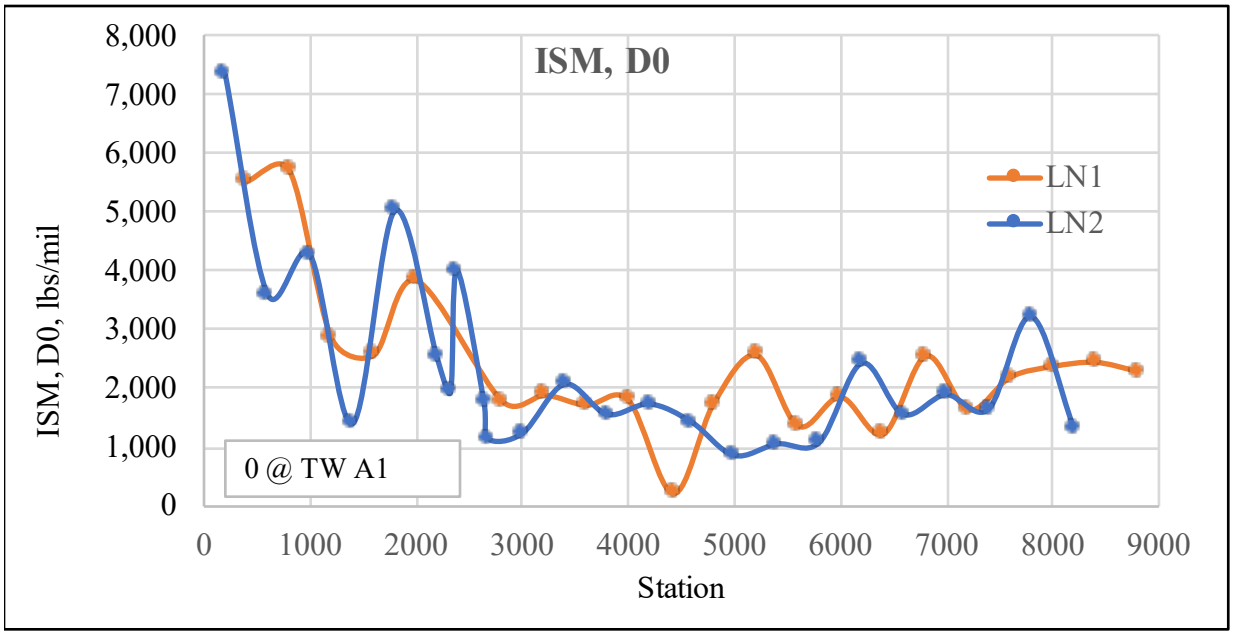


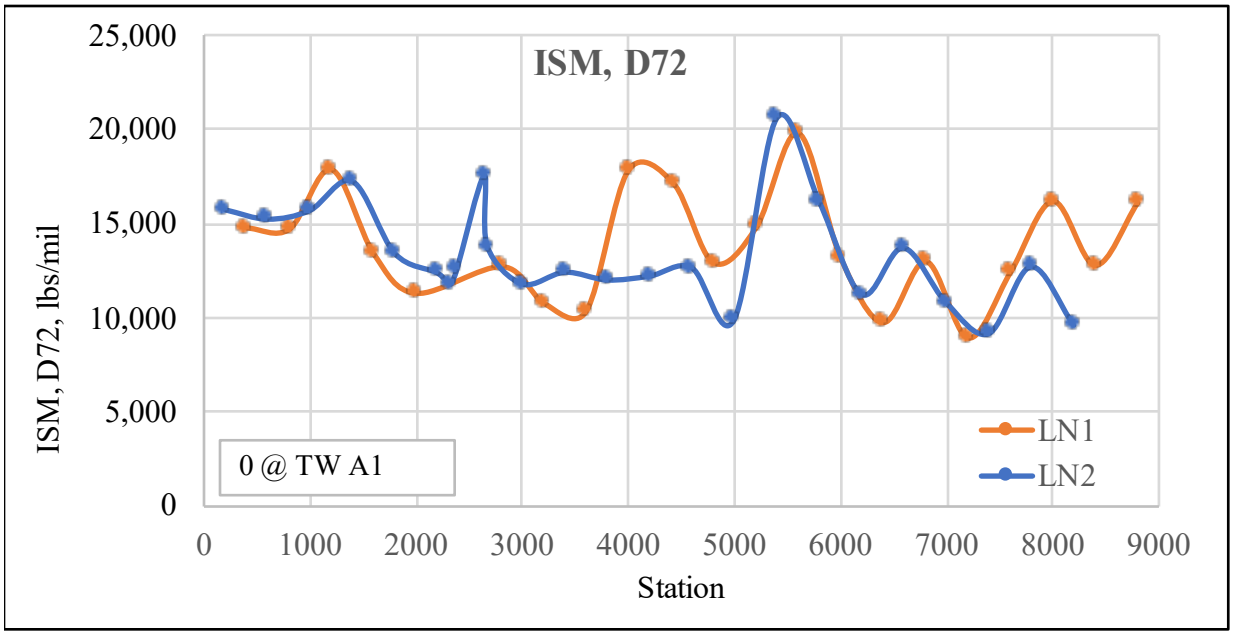
Hold Apron Runway 28 - PCC



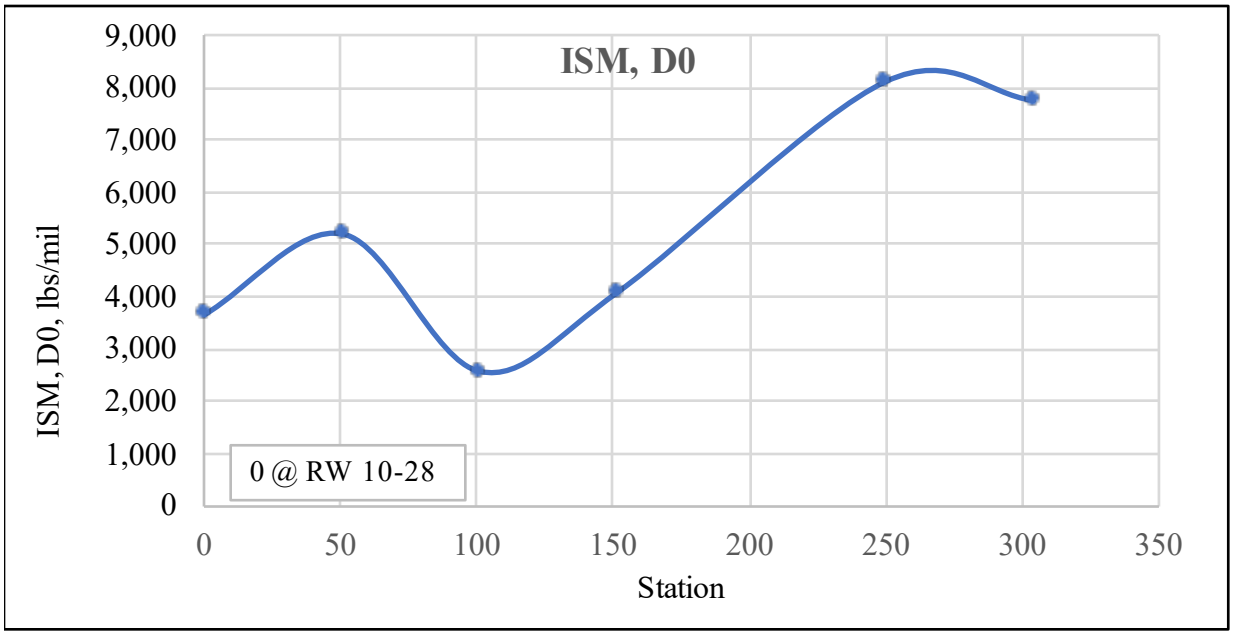


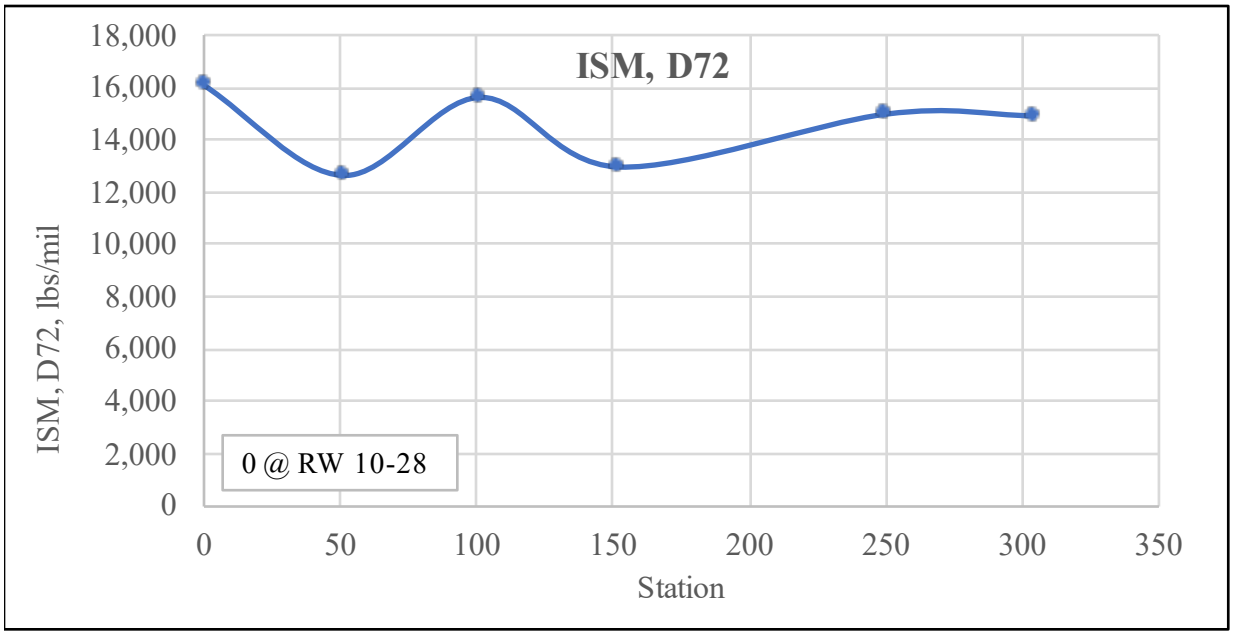
Taxiway A


ISM, D0
ISM, D0, lbs/mil
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
0 @ TW A1
LN1
LN2
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
Station

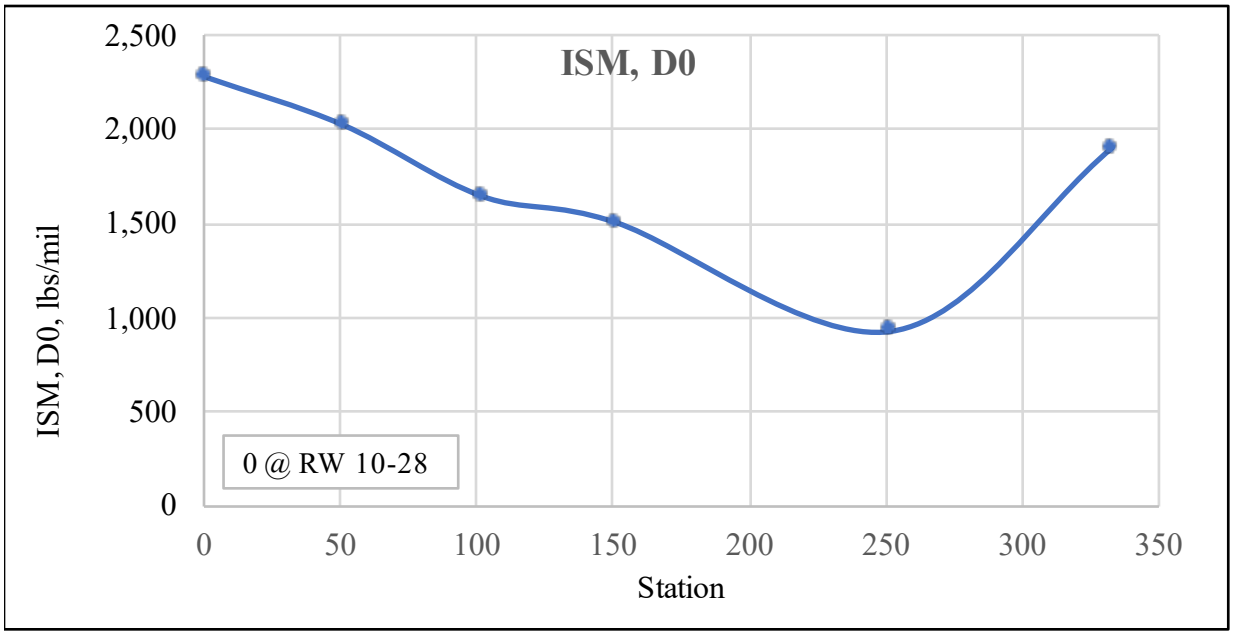

ISM, D72
ISM, D72, lbs/mil
25,000
20,000
15,000
10,000
5,000
0
0 @ TW A1
LN1
LN2
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
Station

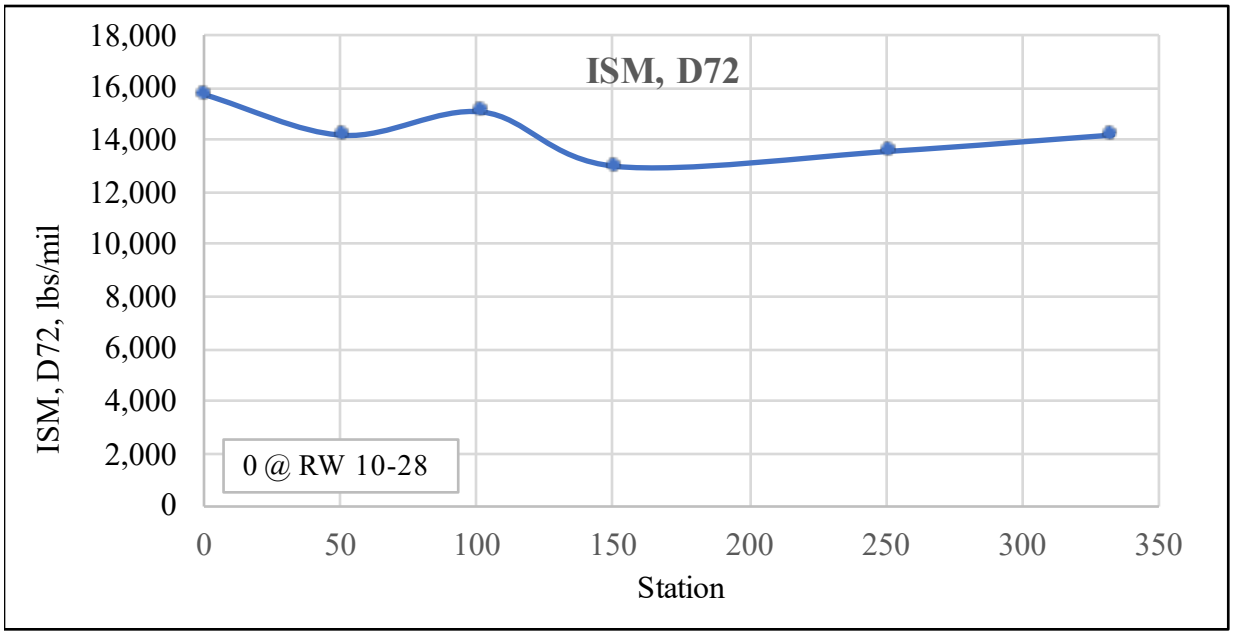
Taxiway A1


ISM, D0
ISM, D0, lbs/mil
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

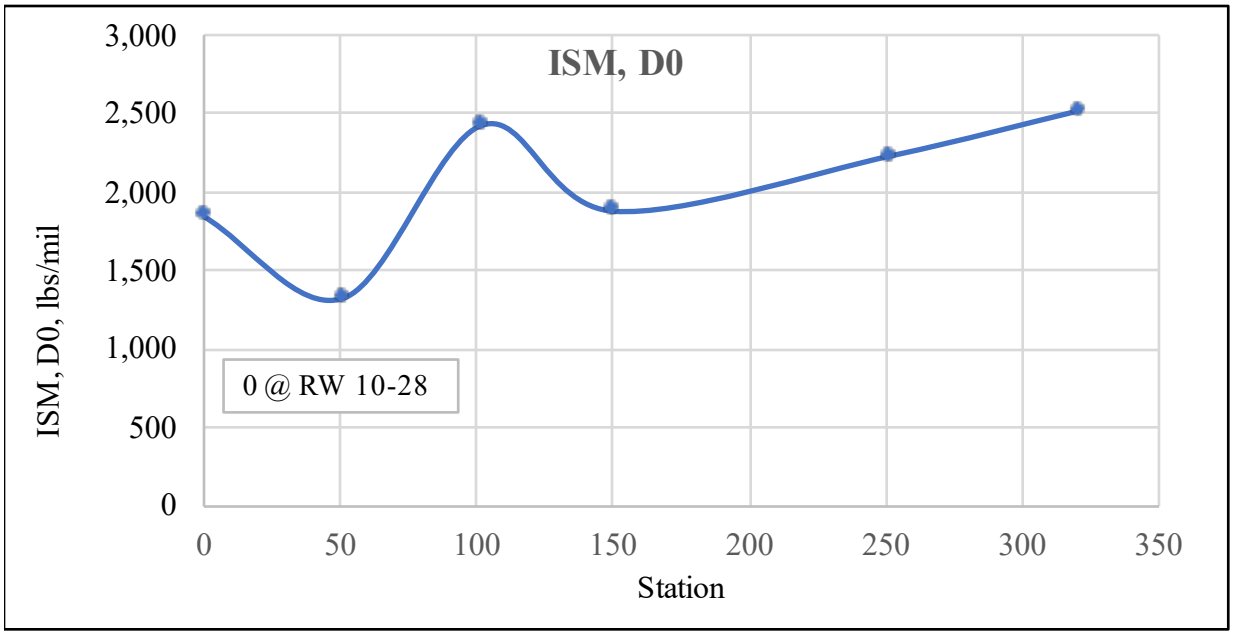

ISM, D72
ISM, D72, lbs/mil
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

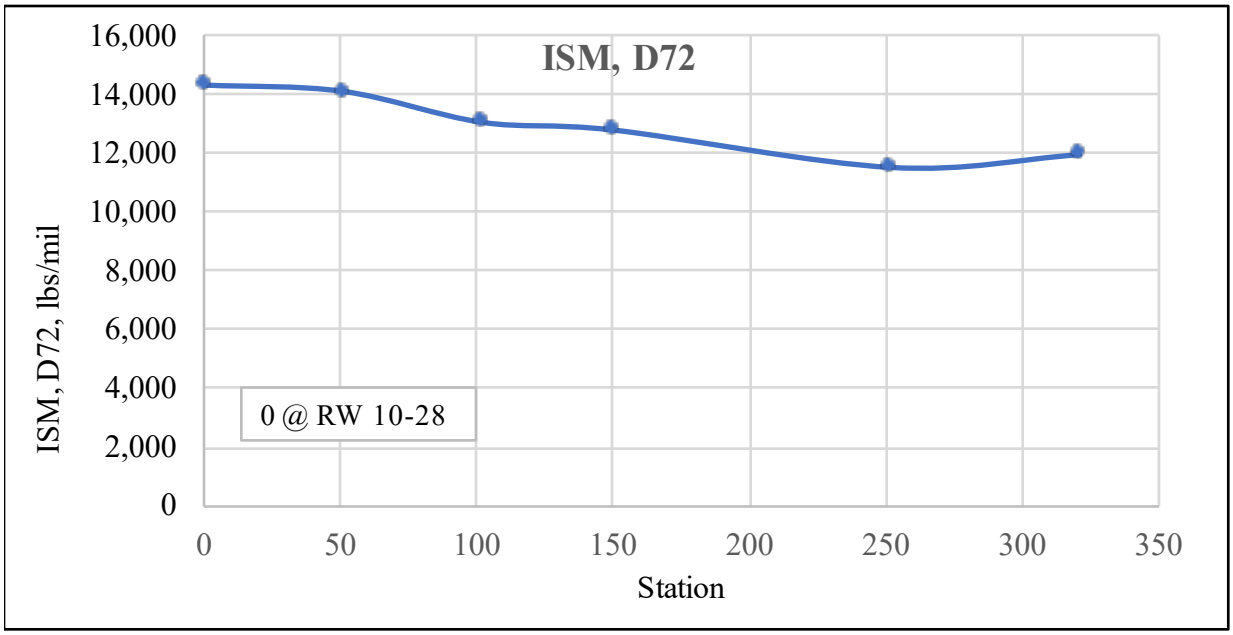
Taxiway A2


ISM, D0
ISM, D0, lbs/mil
2,500
2,000
1,500
1,000
500
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

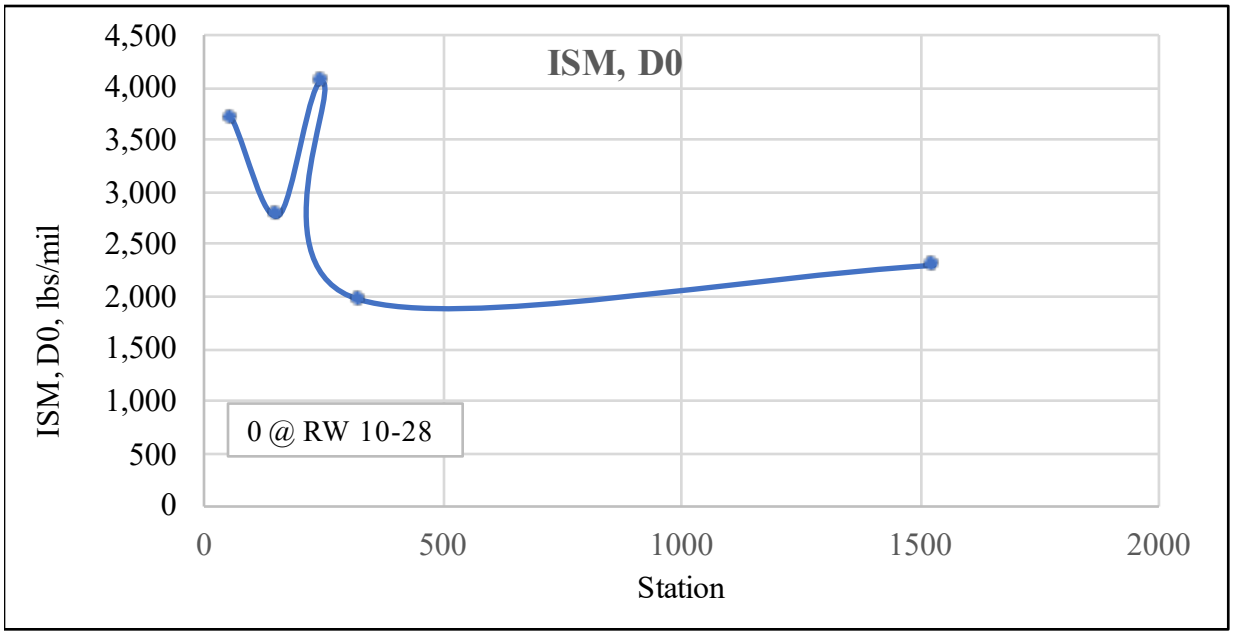

ISM, D72
ISM, D72, lbs/mil
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

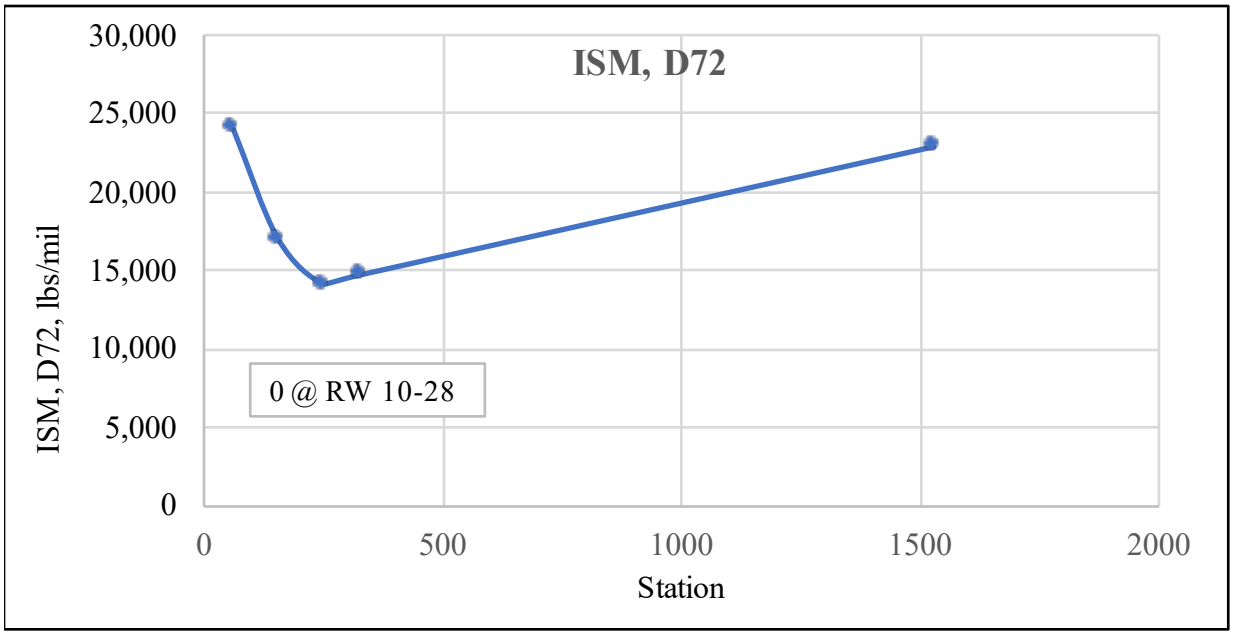
Taxiway A3


ISM, D0
ISM, D0, lbs/mil
3,000
2,500
2,000
1,500
1,000
500
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

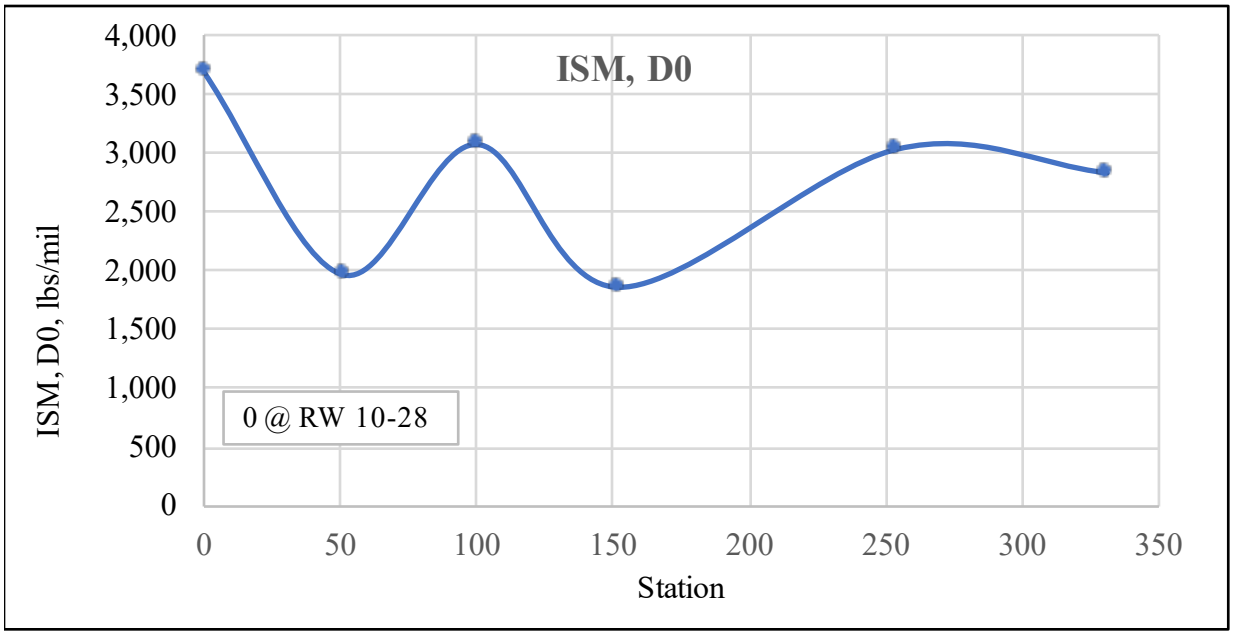

ISM, D72
ISM, D72, lbs/mil
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

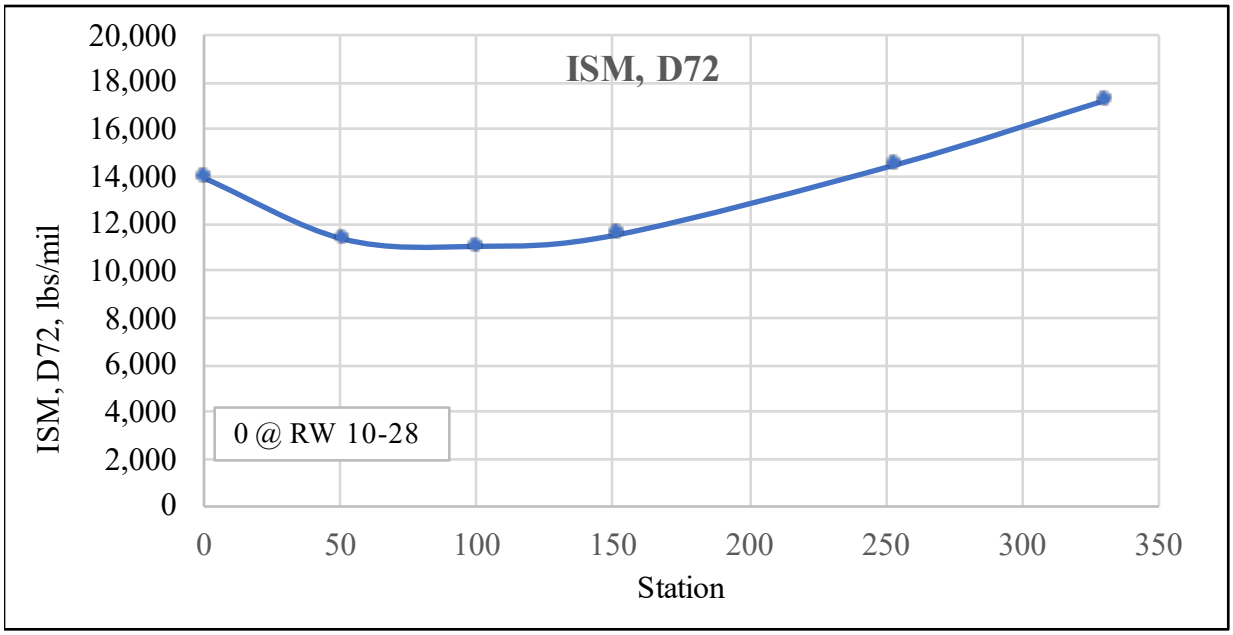
Taxiway A4


ISM, D0
ISM, D0, lbs/mil
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0 @ RW 10-28
0
500
1000
1500
2000
Station

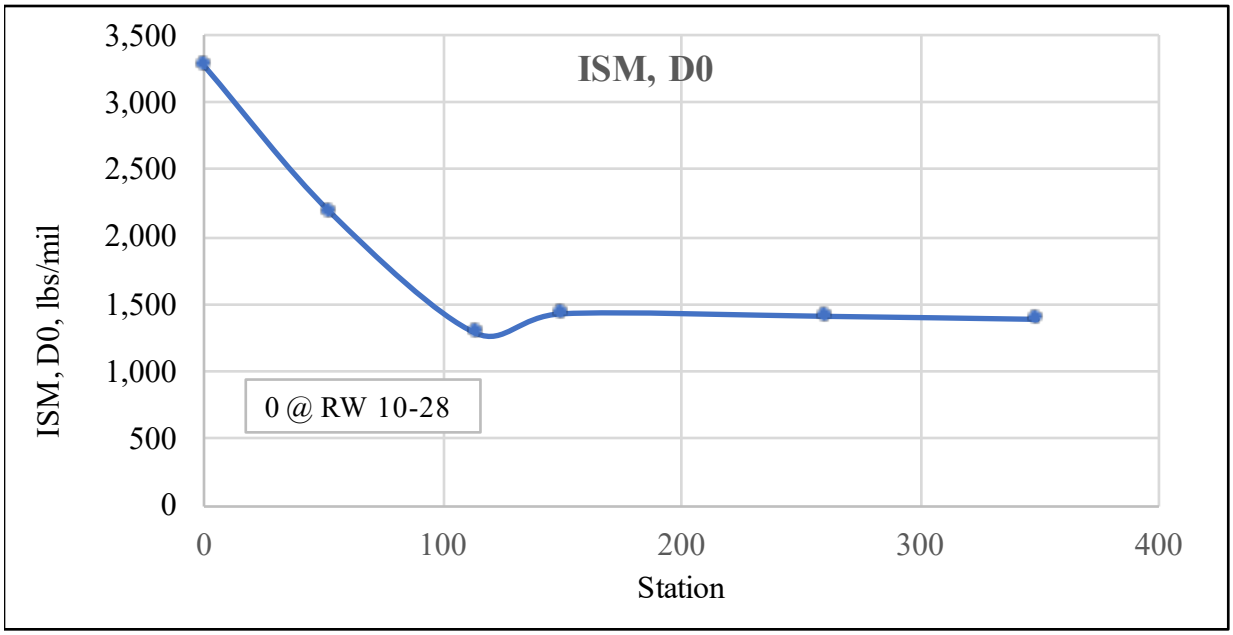

ISM, D72
ISM, D72, lbs/mil
30,000
25,000
20,000
15,000
10,000
5,000
0
0 @ RW 10-28
0
500
1000
1500
2000
Station

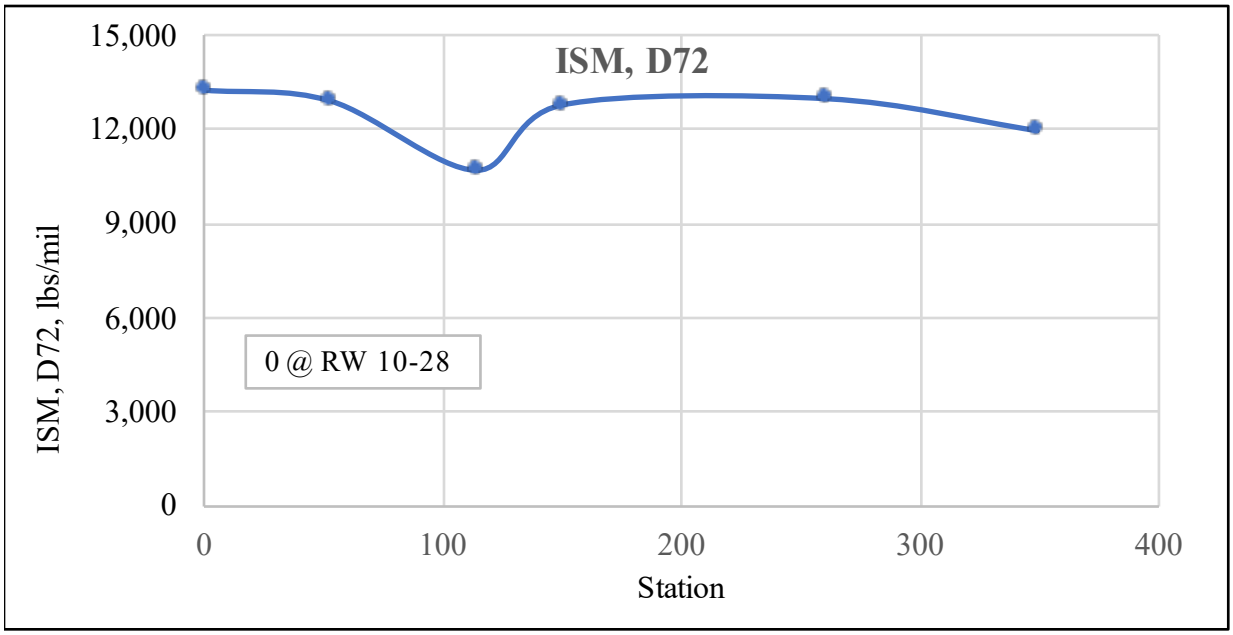
Taxiway A5


ISM, D0
ISM, D0, lbs/mil
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

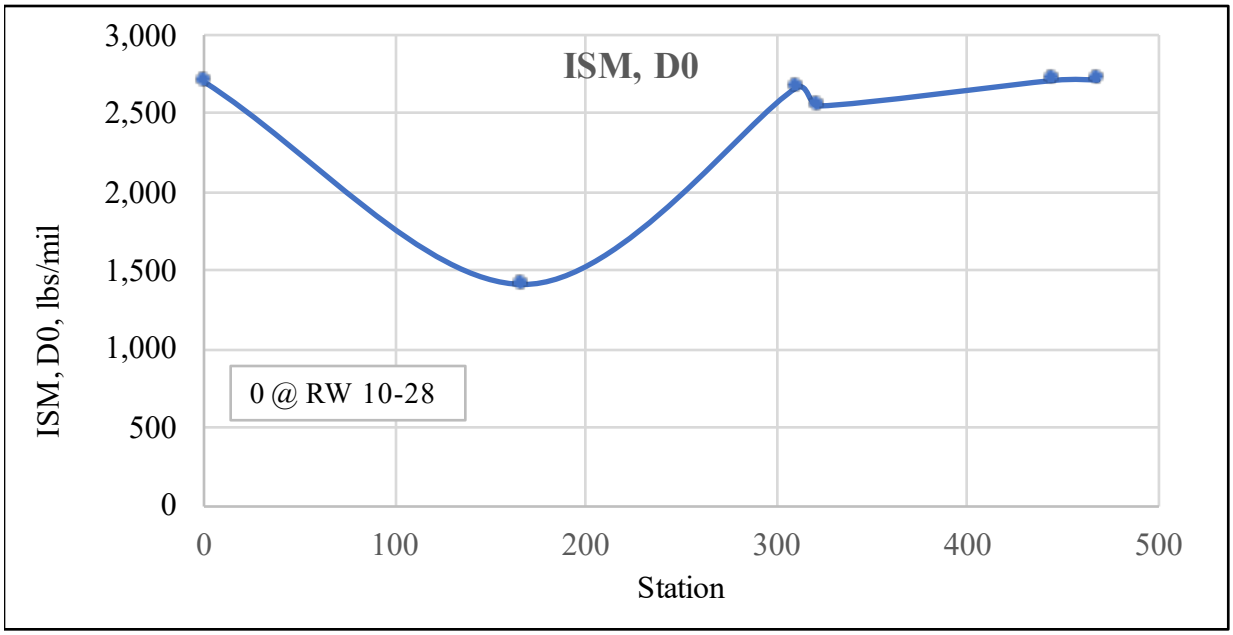

ISM, D72
ISM, D72, lbs/mil
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
350
Station

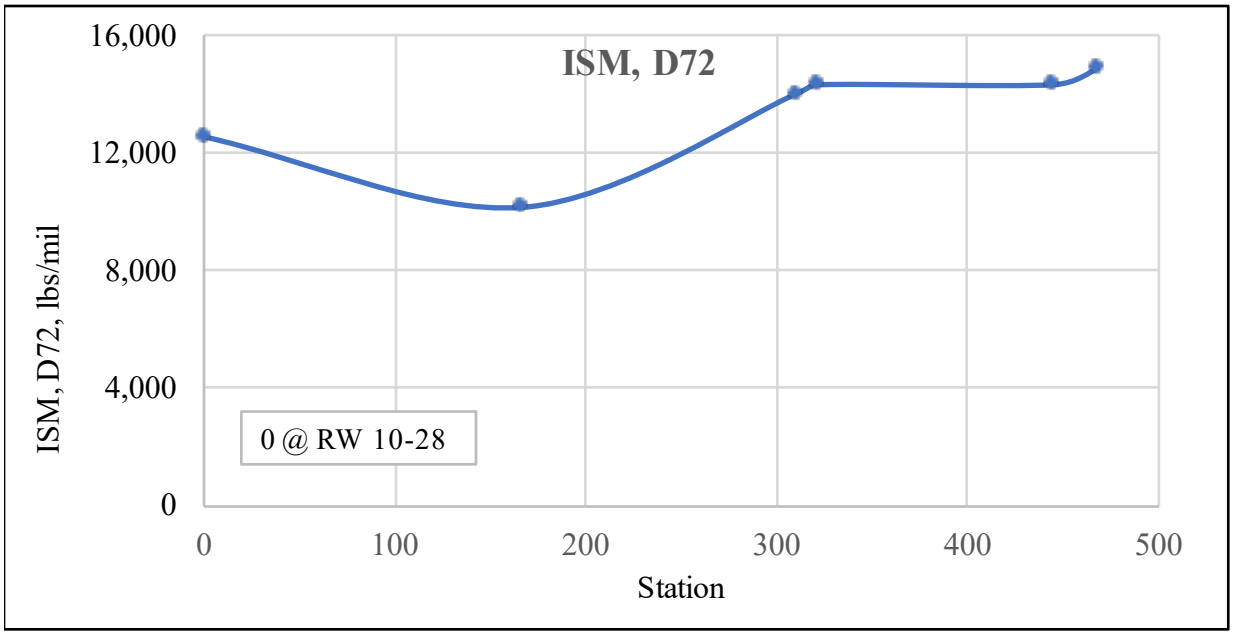
Taxiway A6


ISM, D0
ISM, D0, lbs/mil
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0 @ RW 10-28
0
100
200
300
400
Station

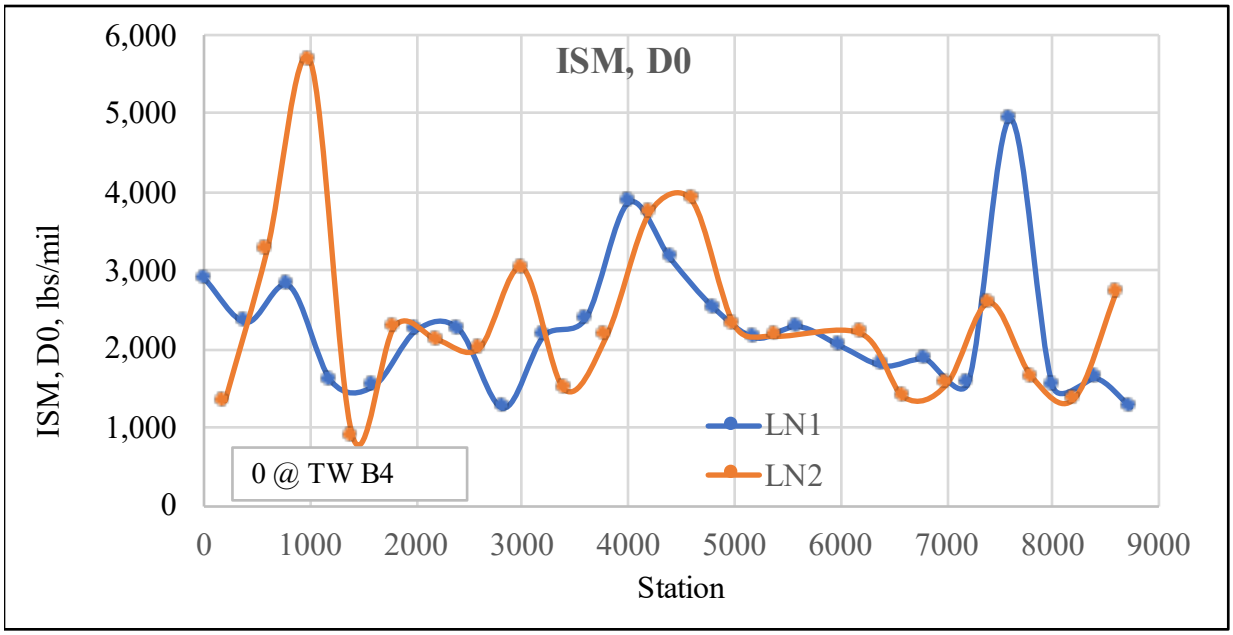

ISM, D72
ISM, D72, lbs/mil
15,000
12,000
9,000
6,000
3,000
0
0 @ RW 10-28
0
100
200
300
400
Station

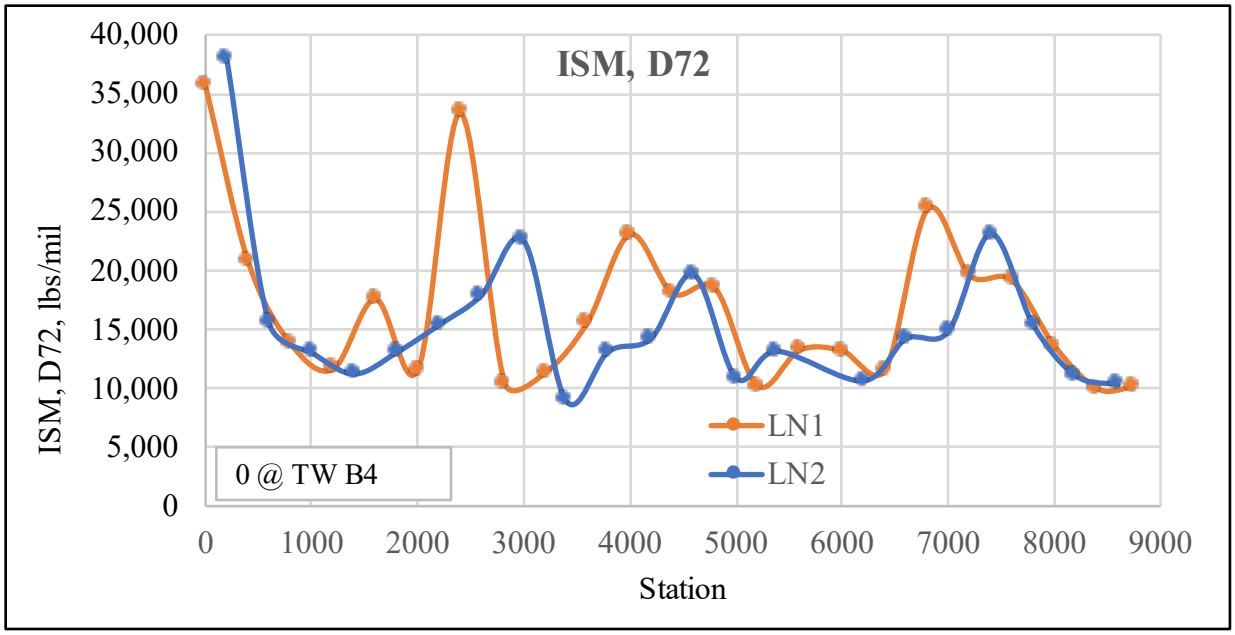
Taxiway A7


ISM, D0
ISM, D0, lbs/mil
3,000
2,500
2,000
1,500
1,000
500
0
0 @ RW 10-28
0
100
200
300
400
500
Station

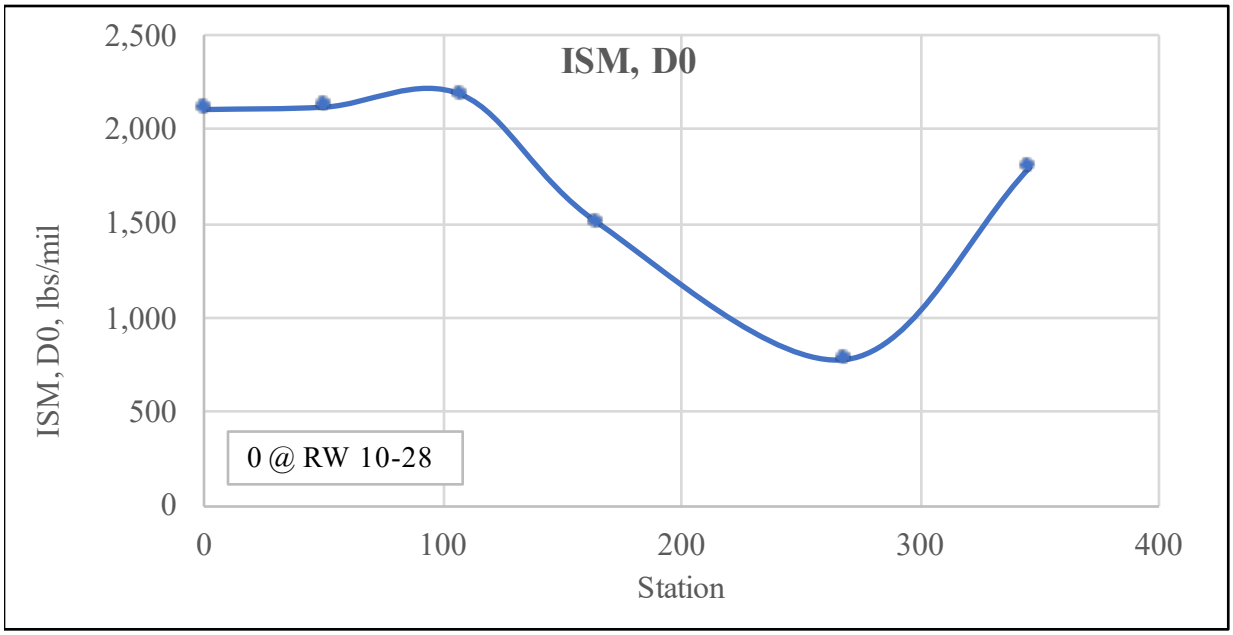

ISM, D72
ISM, D72, lbs/mil
16,000
12,000
8,000
4,000
0
0 @ RW 10-28
0
100
200
300
400
500
Station

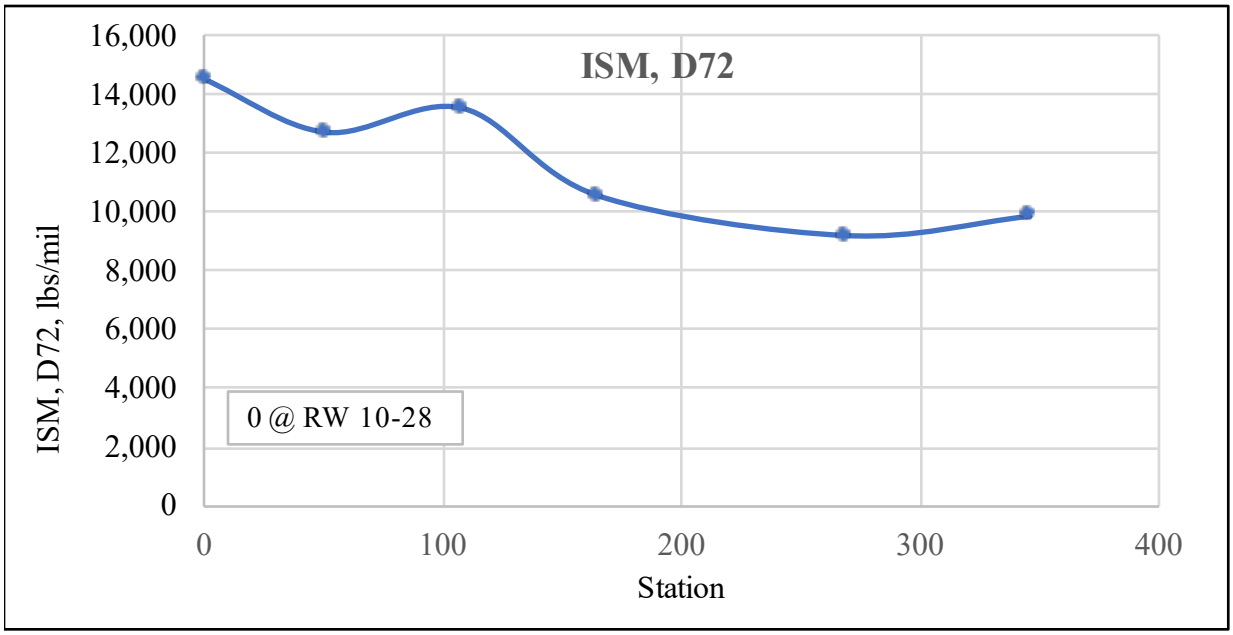
Taxiway B


ISM, D0
ISM, D0, lbs/mil
6,000
5,000
4,000
3,000
2,000
1,000
0
0 @ TW B4
LN1
LN2
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
Station

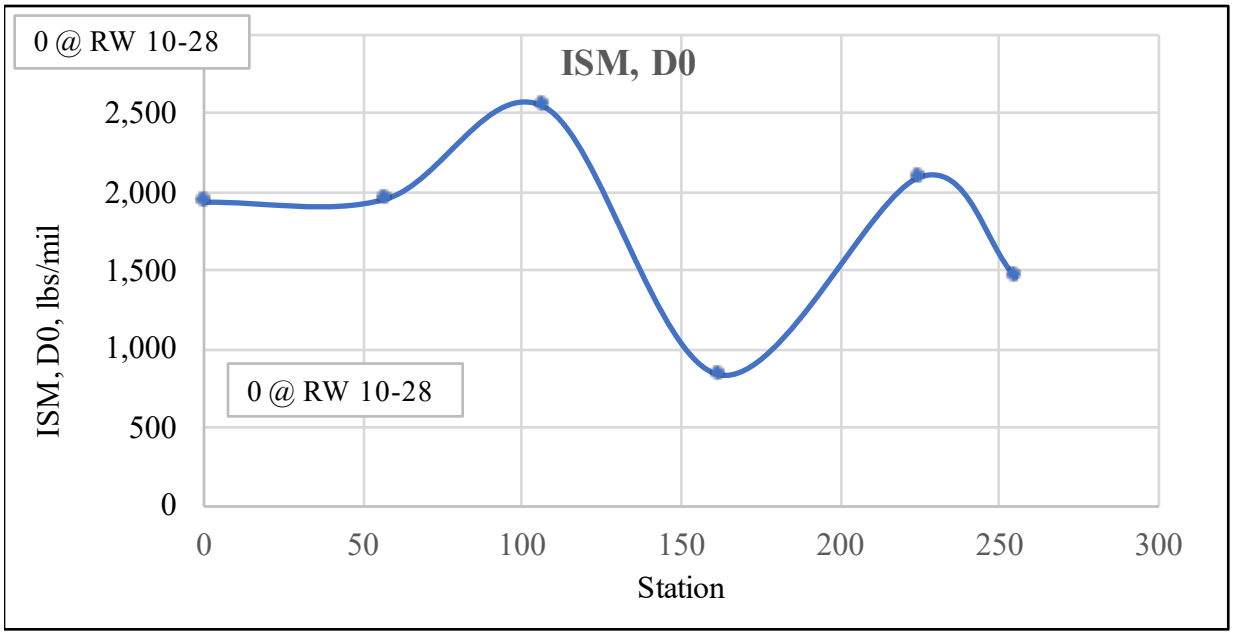

ISM, D72
ISM, D72, lbs/mil
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
0 @ TW B4
LN1
LN2
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
Station

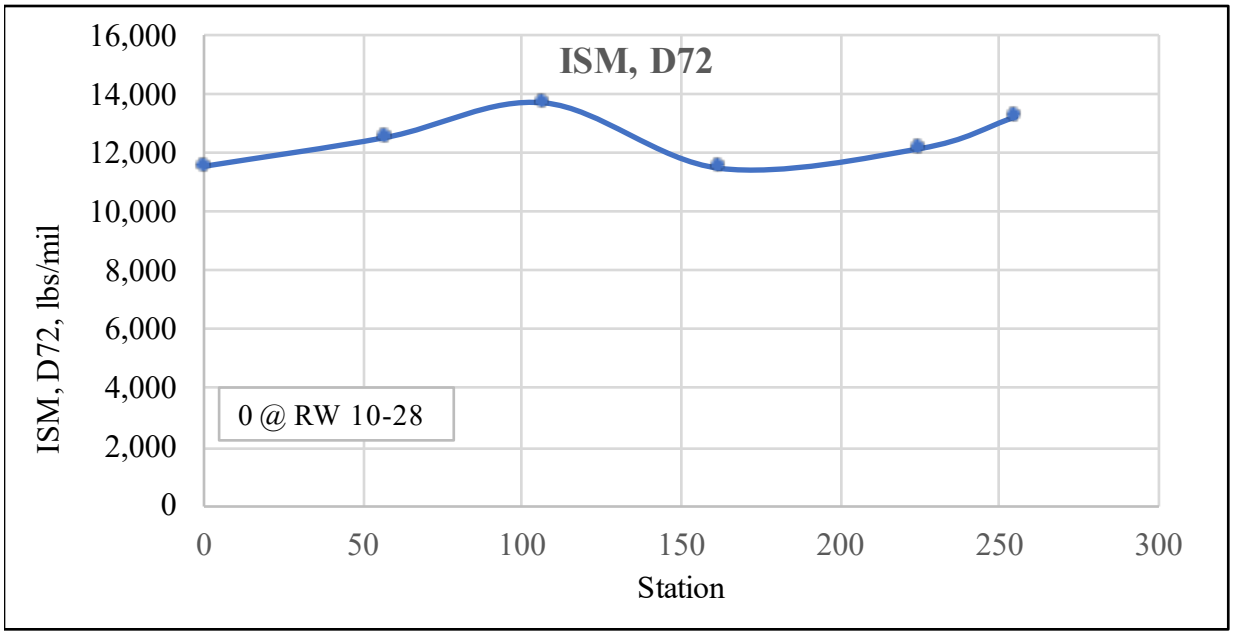
Taxiway B1


ISM, D0
2,500
2,000
1,500
1,000
500
0
ISM, D0, lbs/mil
0 @ RW 10-28
0
100
200
300
400
Station

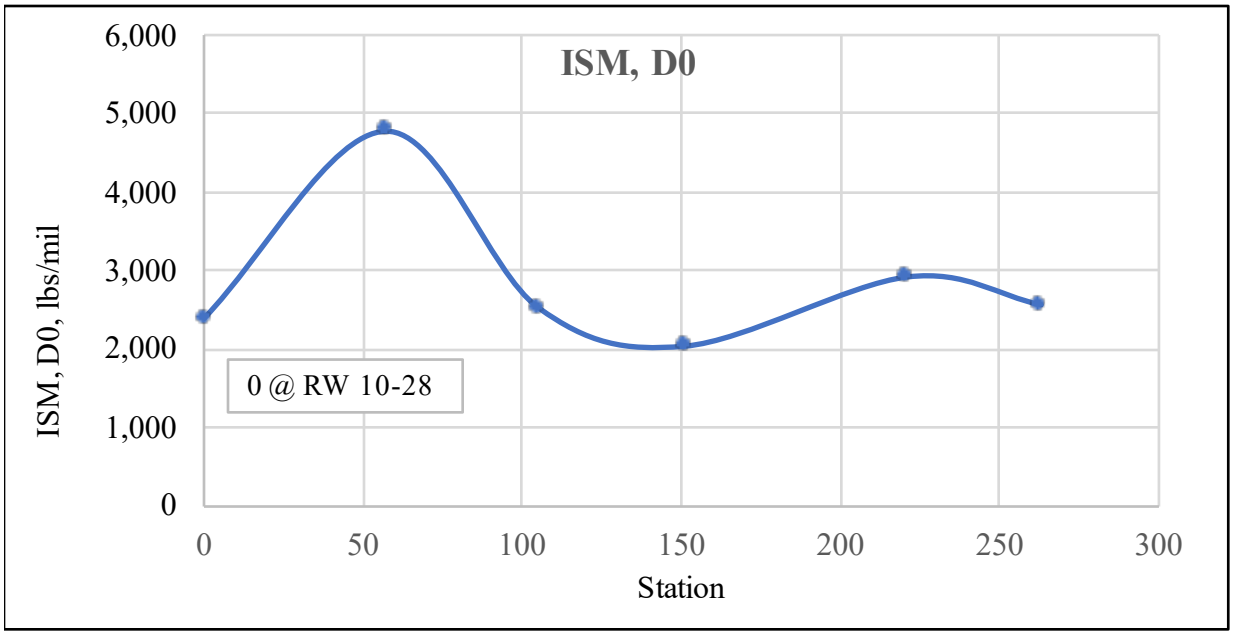

ISM, D72
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
ISM, D72, lbs/mil
0 @ RW 10-28
0
100
200
300
400
Station

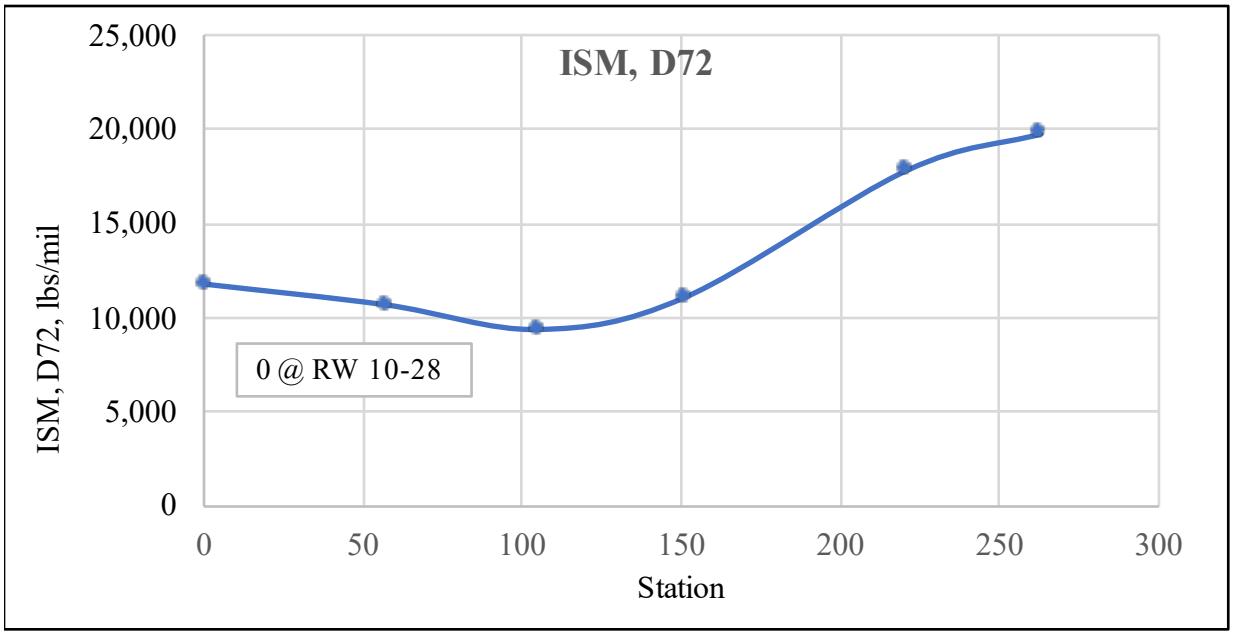
Taxiway B3


0 @ RW 10-28
ISM, D0
2,500
2,000
1,500
1,000
500
0
ISM, D0, lbs/mil
0 @ RW 10-28
0
50
100
150
200
250
300
Station

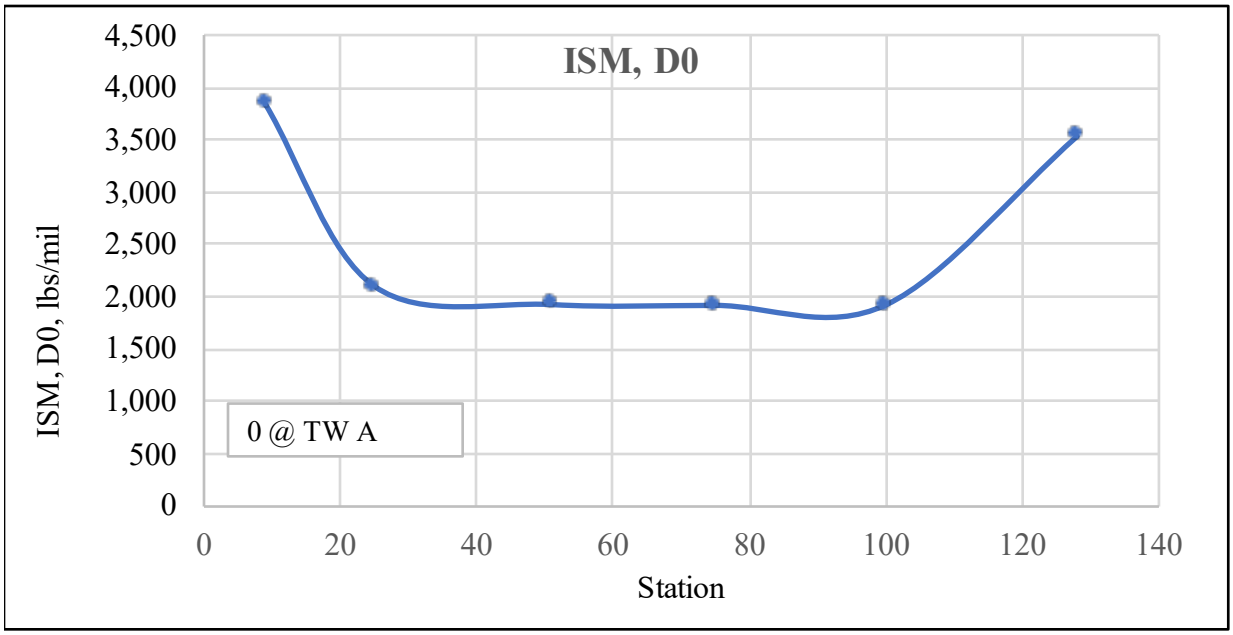

16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
ISM, D72
ISM, D72, lbs/mil
0 @ RW 10-28
0
50
100
150
200
250
300
Station

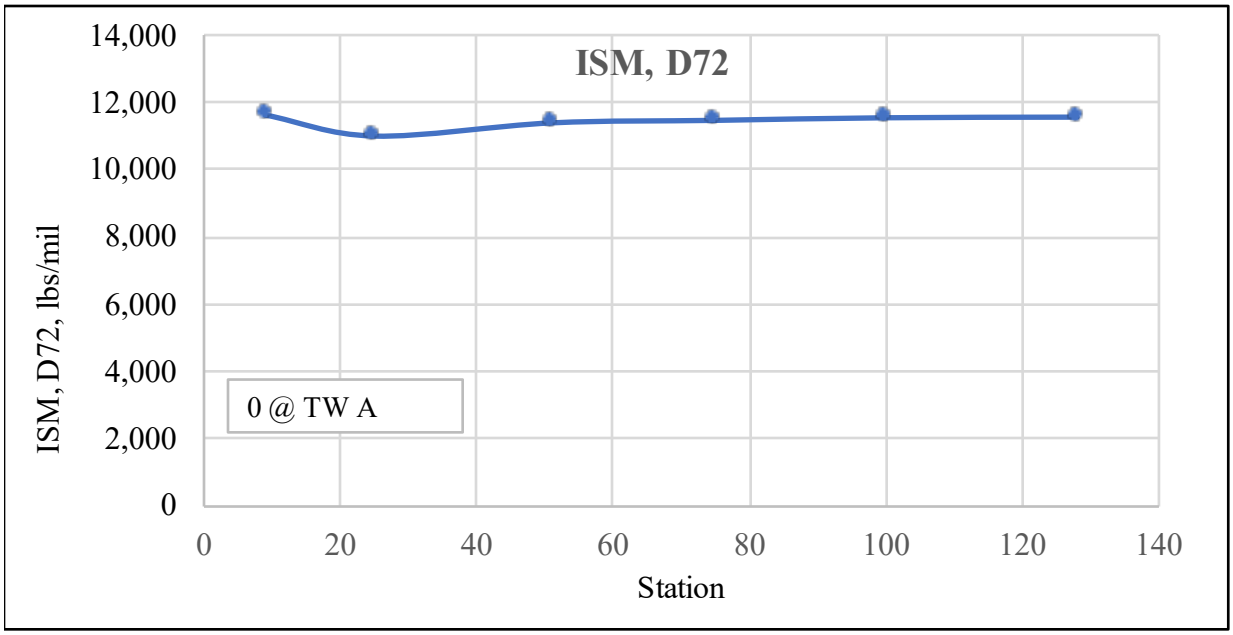
Taxiway B4


ISM, D0
ISM, D0, lbs/mil
6,000
5,000
4,000
3,000
2,000
1,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
Station

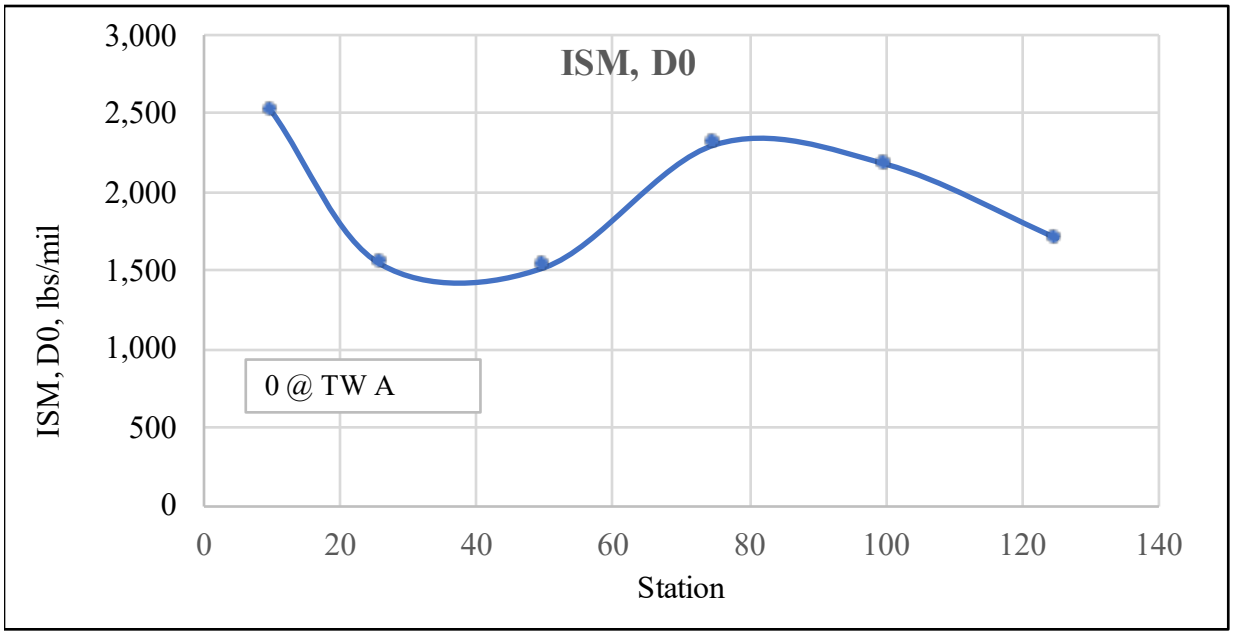

ISM, D72
ISM, D72, lbs/mil
25,000
20,000
15,000
10,000
5,000
0
0 @ RW 10-28
0
50
100
150
200
250
300
Station

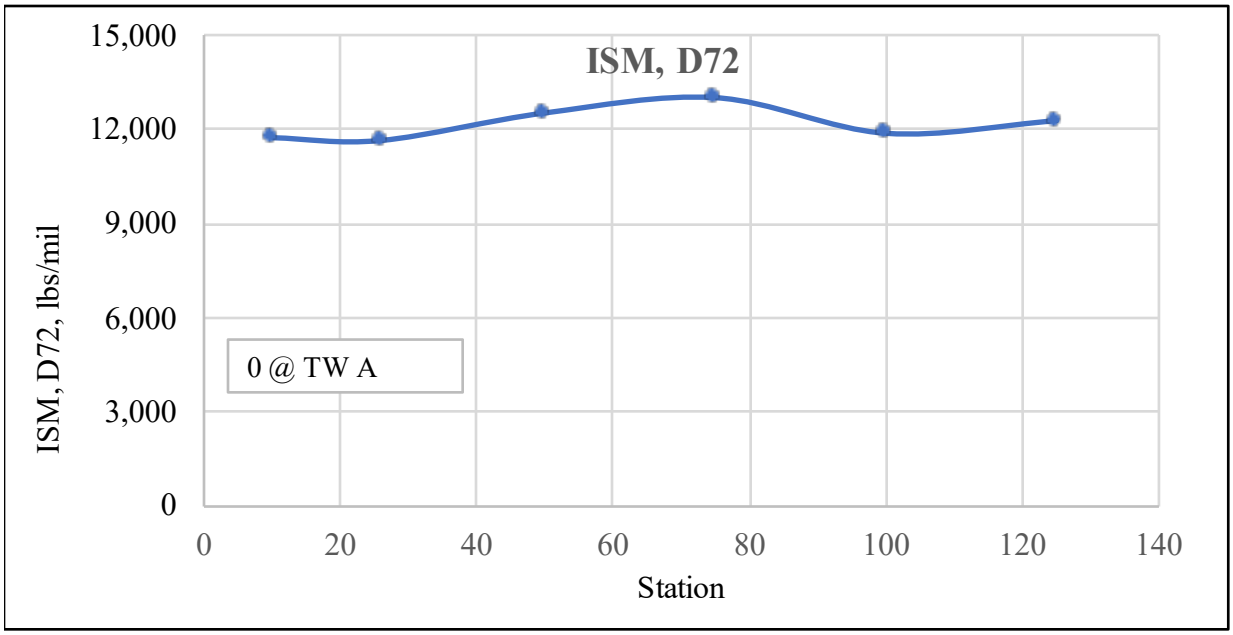
Taxiway C1


ISM, D0
ISM, D0, lbs/mil
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0 @ TW A
0
20
40
60
80
100
120
140
Station

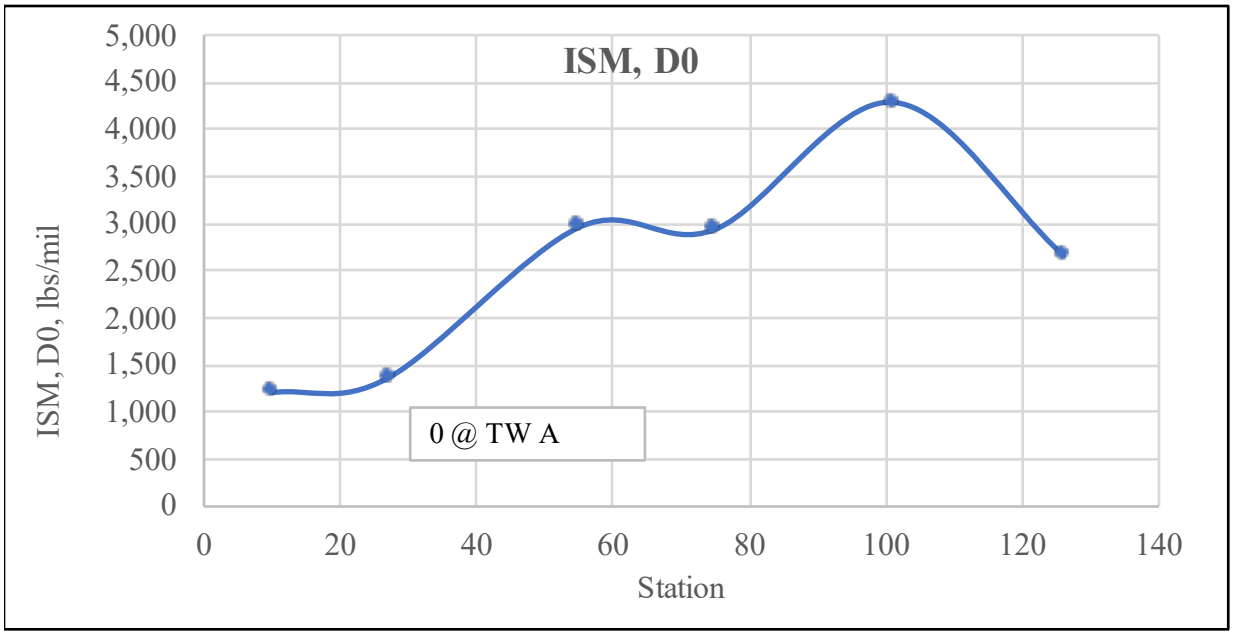

ISM, D72
ISM, D72, lbs/mil
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0 @ TW A
0
20
40
60
80
100
120
140
Station

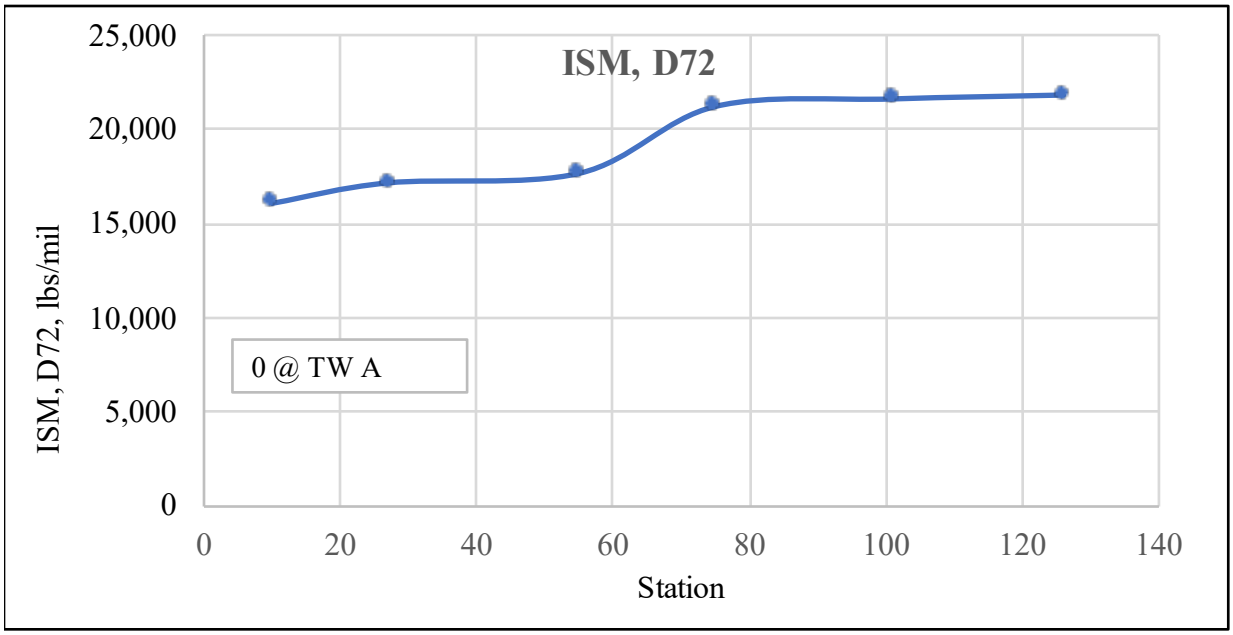
Taxiway C2


ISM, D0
ISM, D0, lbs/mil
3,000
2,500
2,000
1,500
1,000
500
0
0 @ TW A
0
20
40
60
80
100
120
140
Station

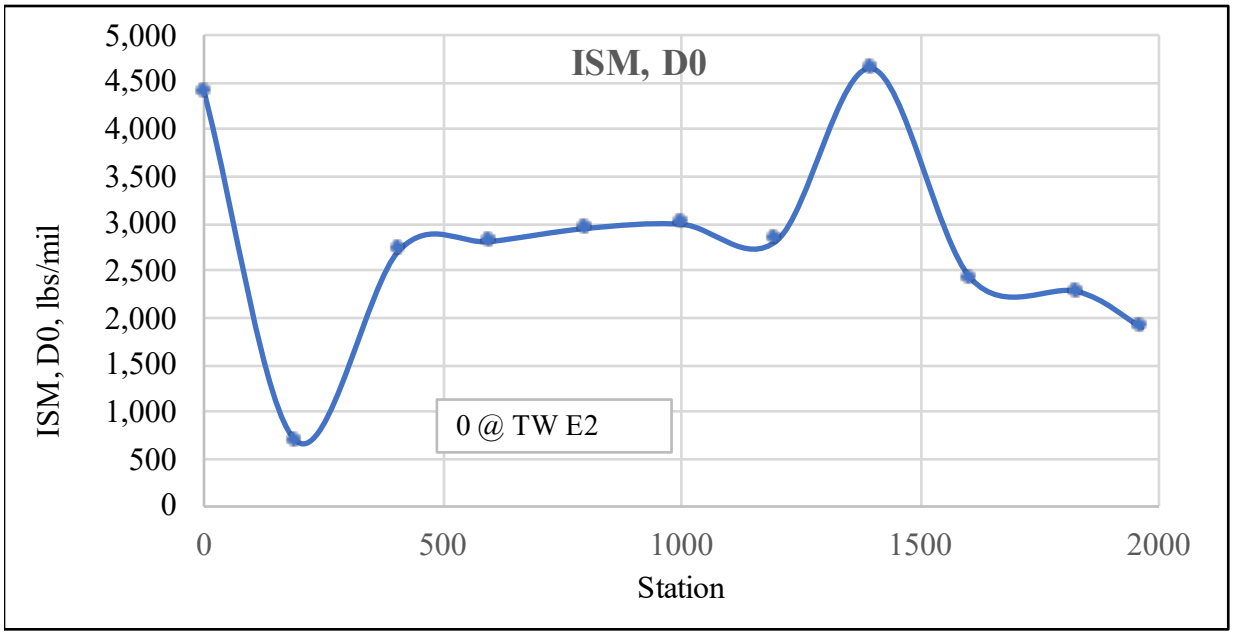

ISM, D72
ISM, D72, lbs/mil
15,000
12,000
9,000
6,000
3,000
0
0 @ TW A
0
20
40
60
80
100
120
140
Station

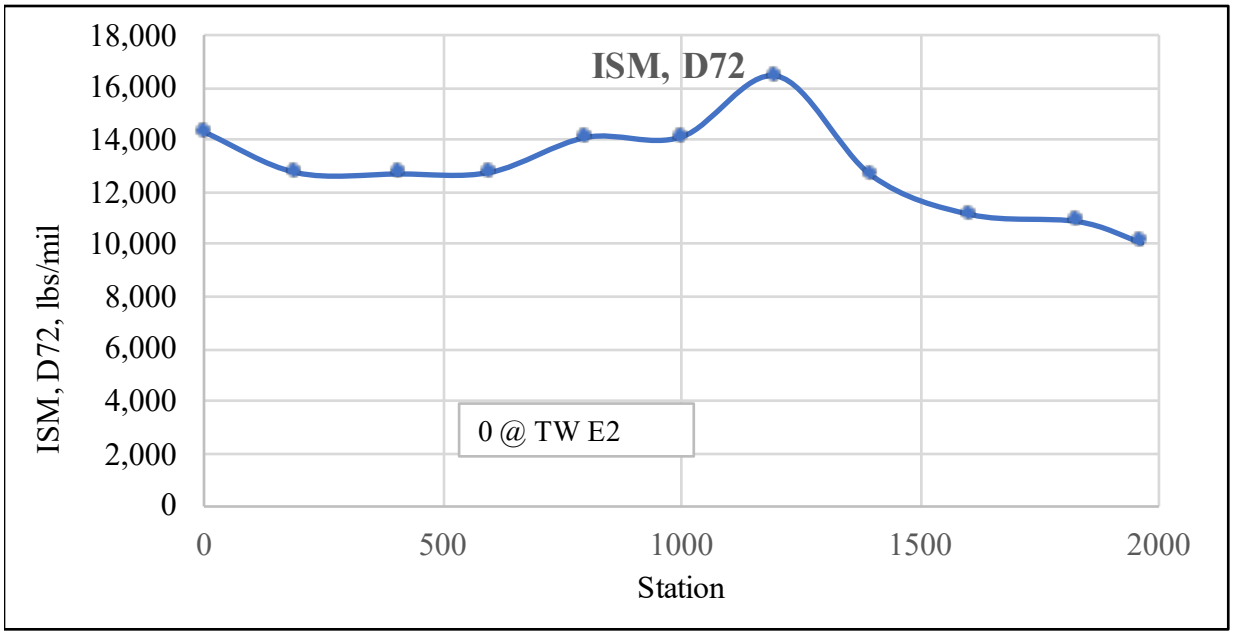
Taxiway C3


ISM, D0
ISM, D0, lbs/mil
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0 @ TW A
0
20
40
60
80
100
120
140
Station

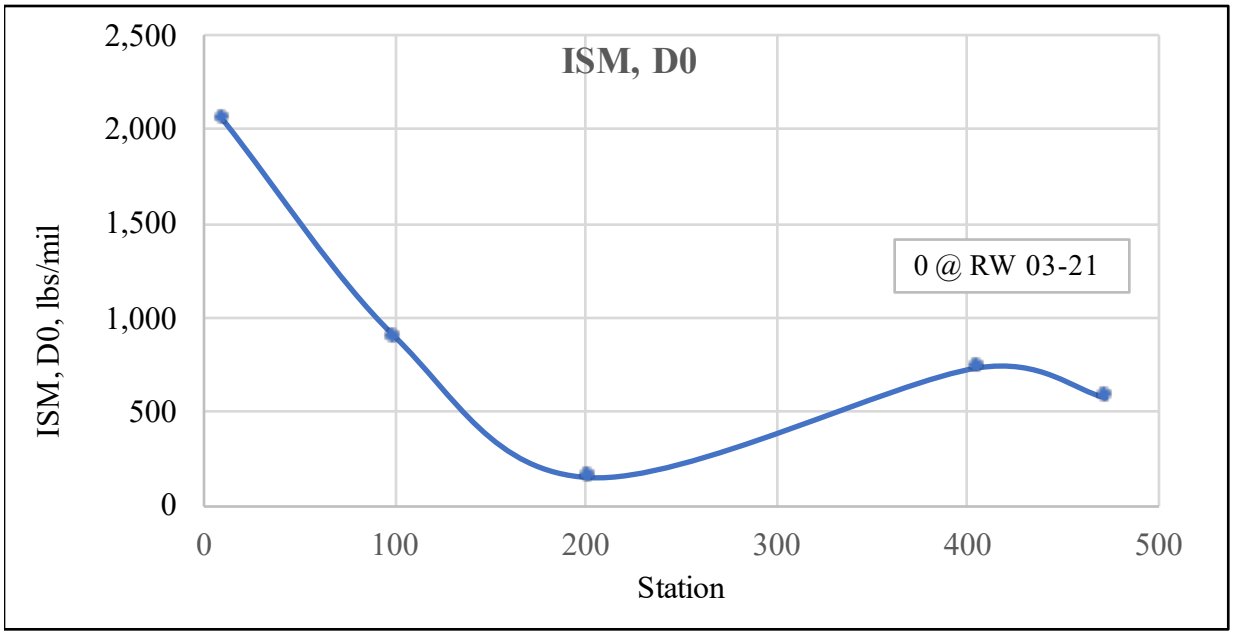

ISM, D72
ISM, D72, lbs/mil
25,000
20,000
15,000
10,000
5,000
0
0 @ TW A
0
20
40
60
80
100
120
140
Station

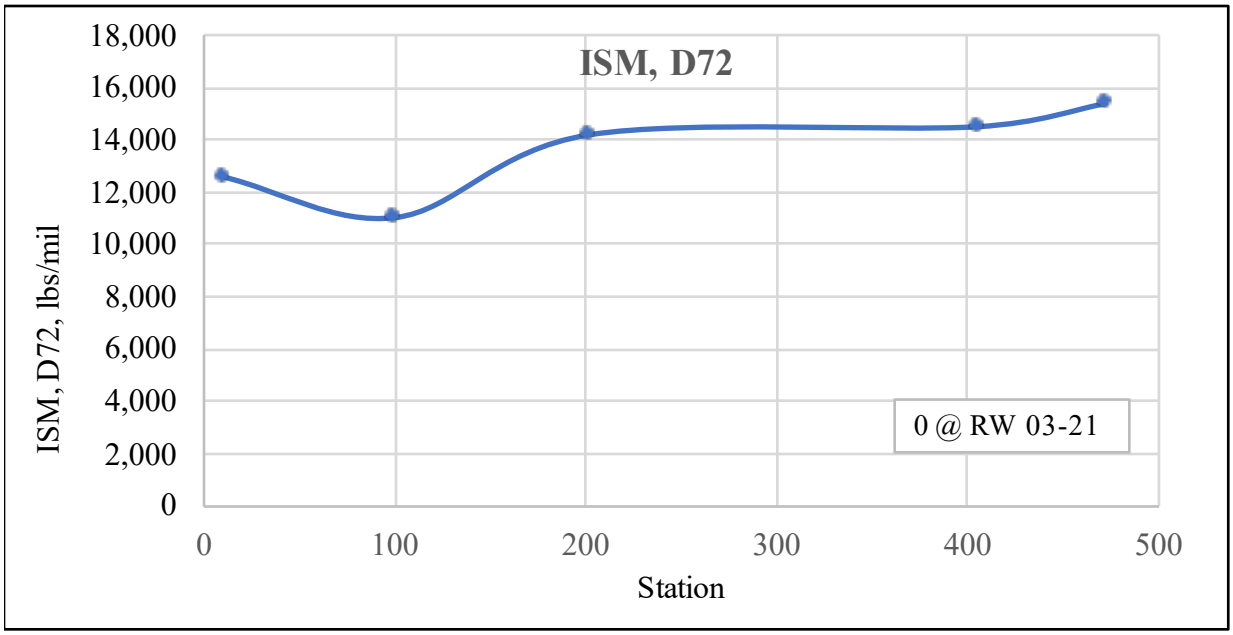
Taxiway E


ISM, D0
ISM, D0, lbs/mil
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0
500
1000
1500
2000
Station
0 @ TW E2

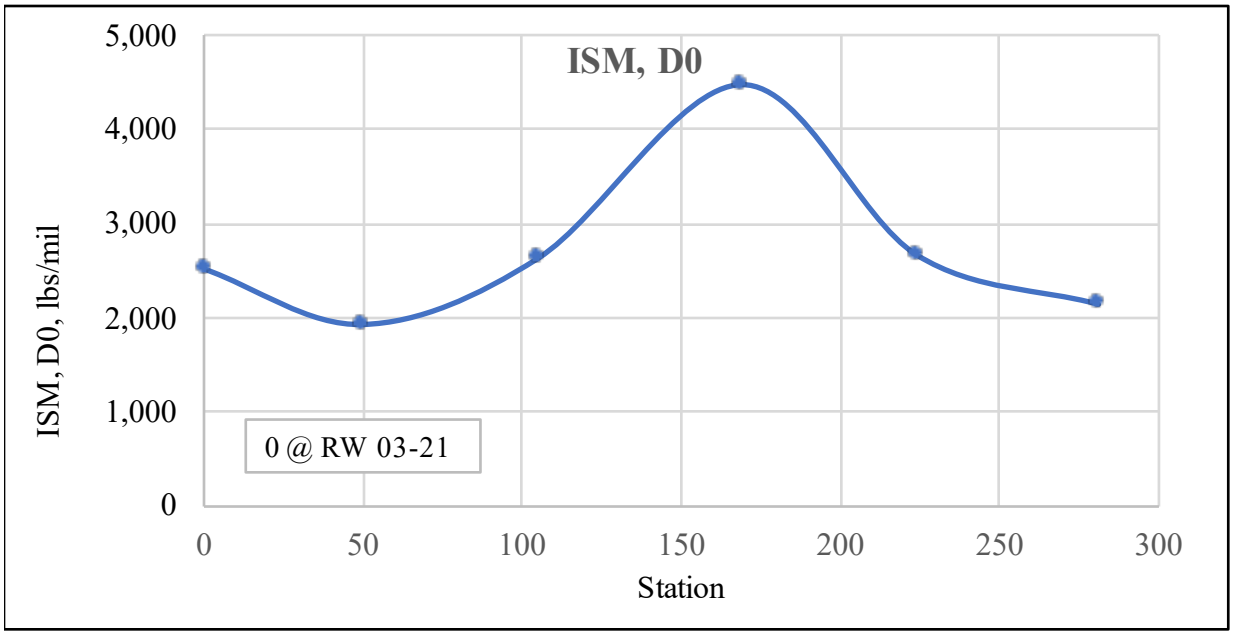

ISM, D72
ISM, D72, lbs/mil
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0
500
1000
1500
2000
Station
0 @ TW E2

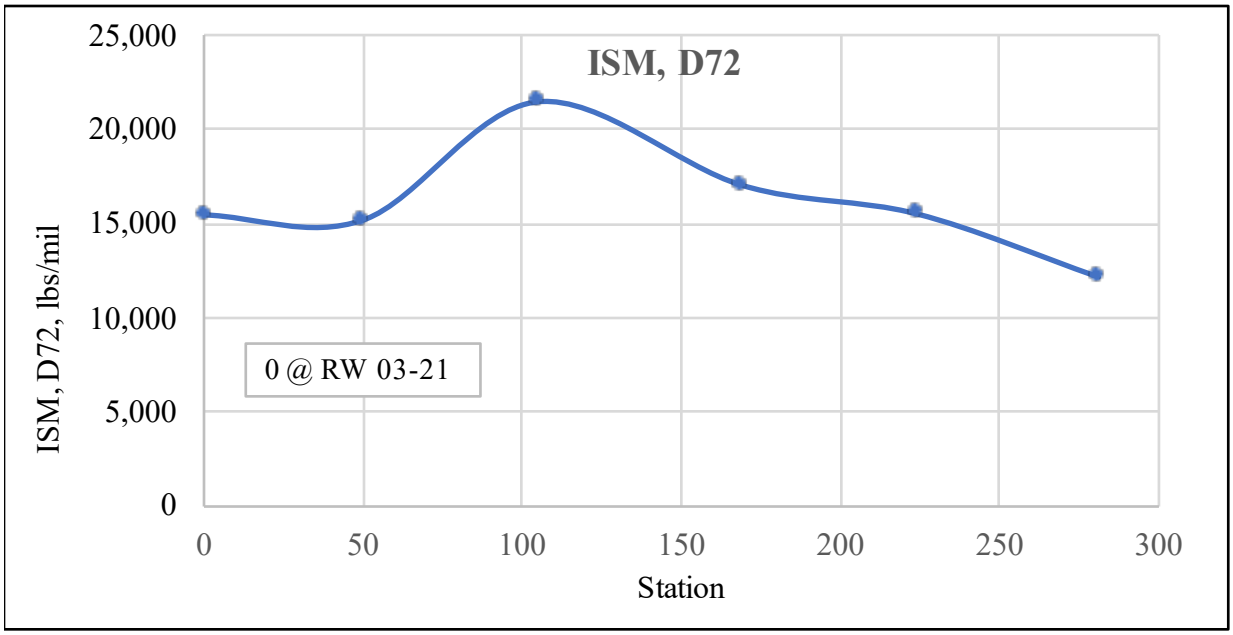
Taxiway E1


ISM, D0
ISM, D0, lbs/mil
2,500
2,000
1,500
1,000
500
0
0
100
200
300
400
500
Station
0 @ RW 03-21

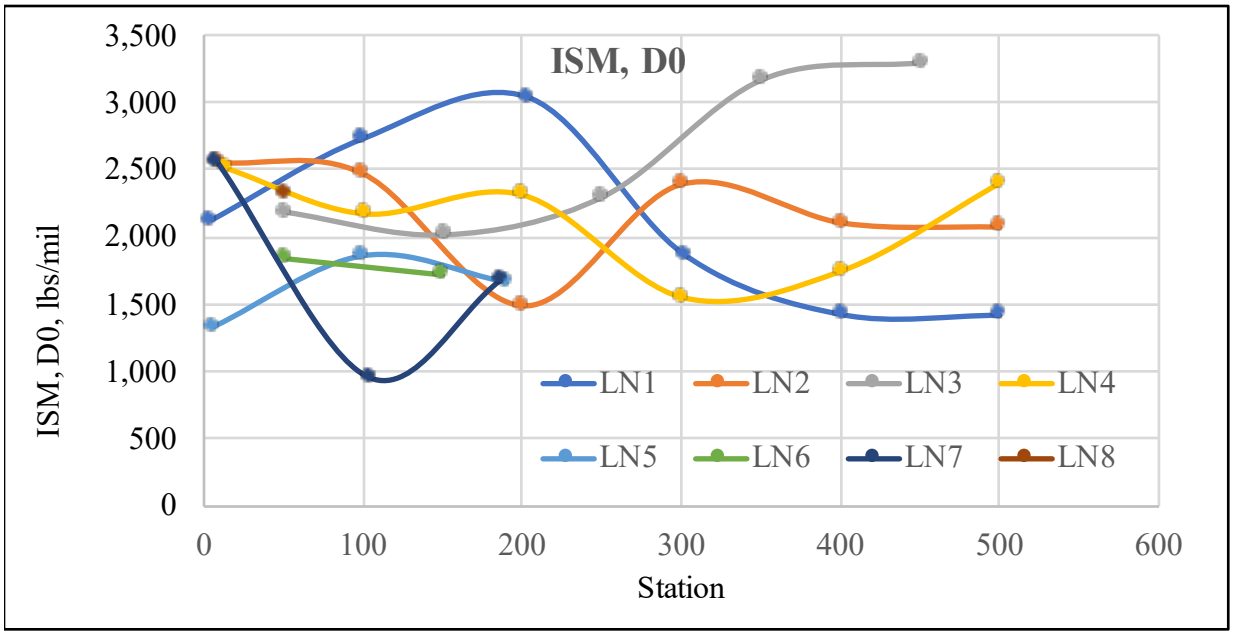

ISM, D72
ISM, D72, lbs/mil
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
0
100
200
300
400
500
Station
0 @ RW 03-21

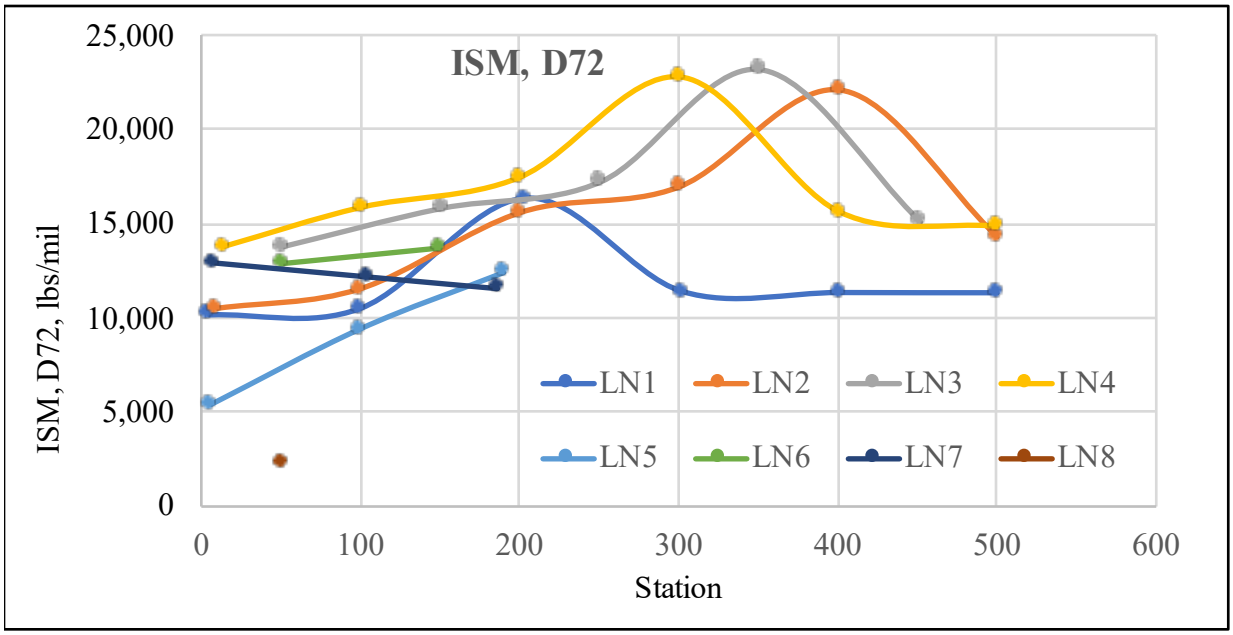
Taxiway E2


ISM, D0
ISM, D0, lbs/mil
5,000
4,000
3,000
2,000
1,000
0
0 @ RW 03-21
0
50
100
150
200
250
300
Station

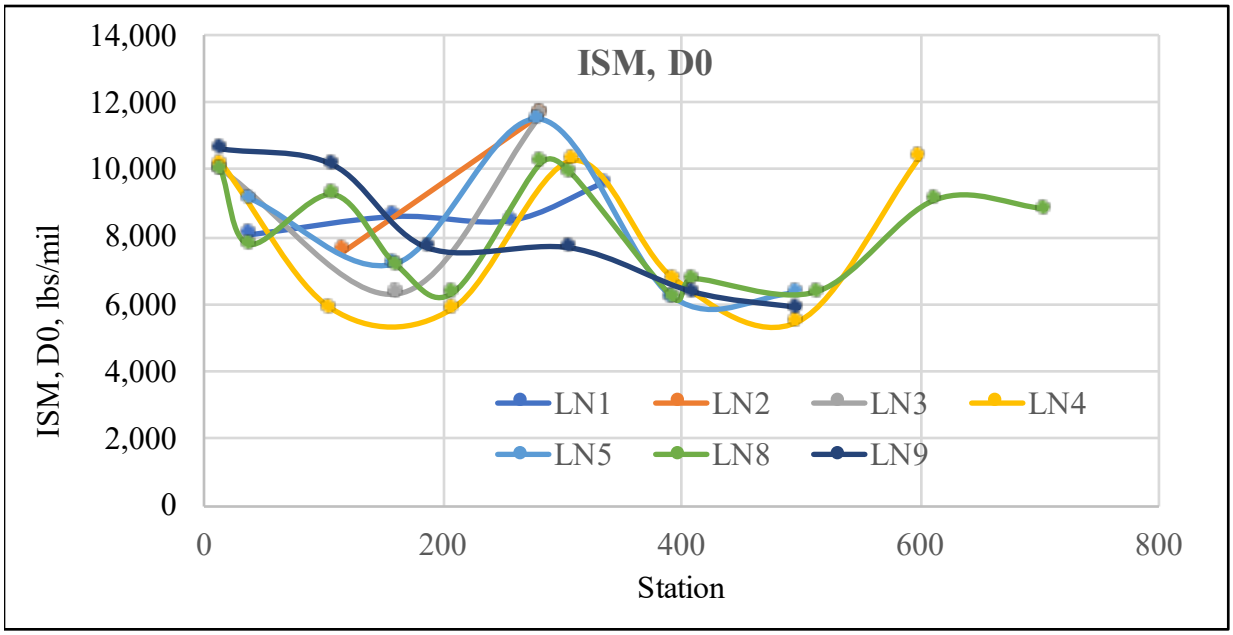

ISM, D72
ISM, D72, lbs/mil
25,000
20,000
15,000
10,000
5,000
0
0 @ RW 03-21
0
50
100
150
200
250
300
Station

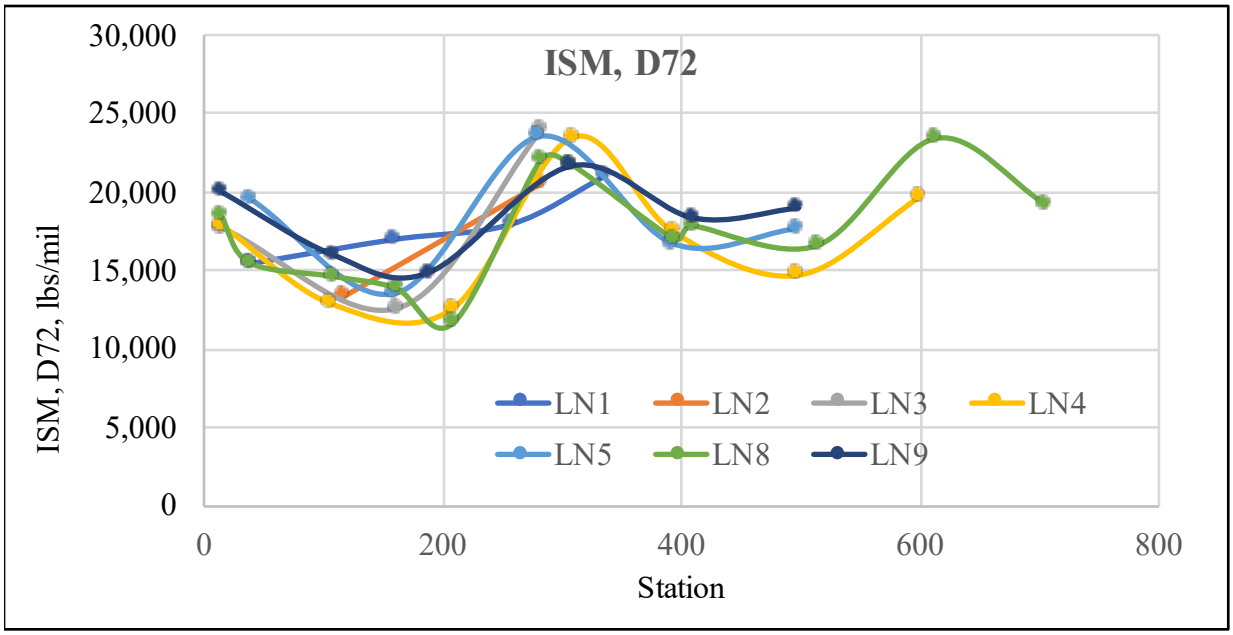
Terminal Apron, AC Pavement



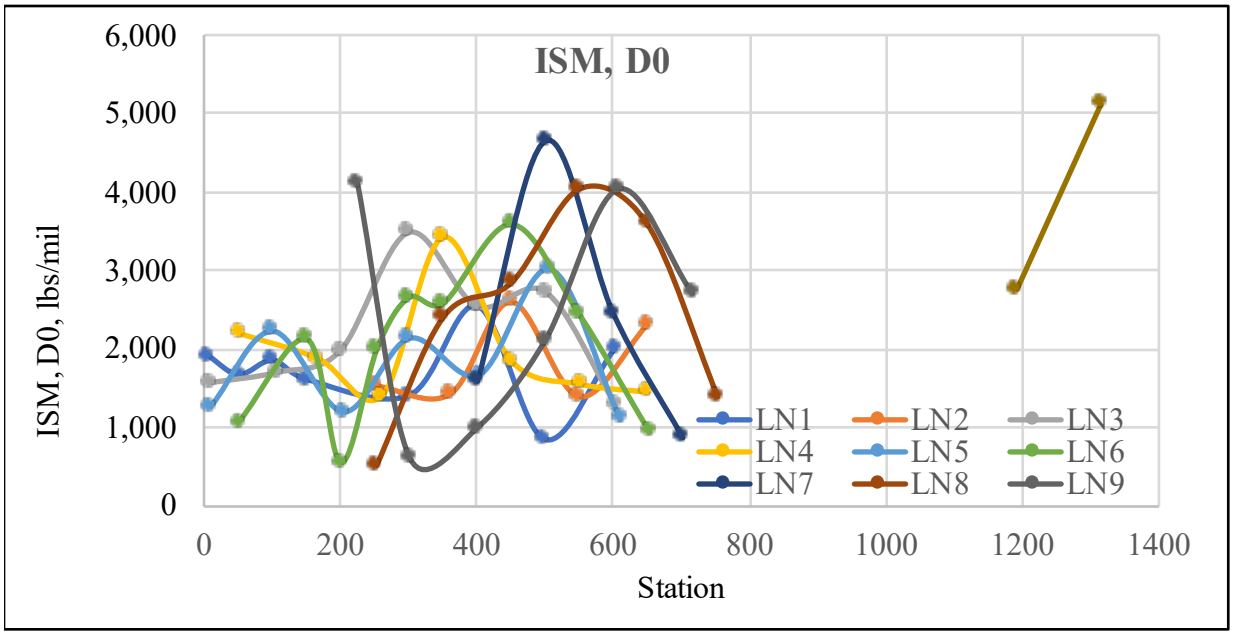


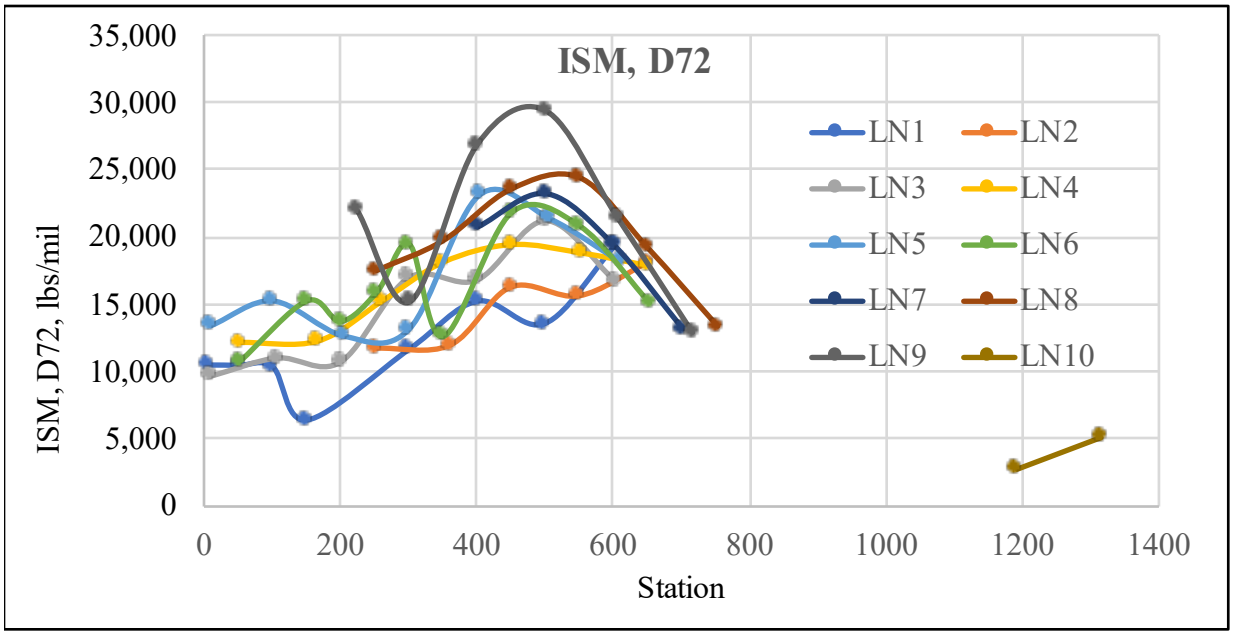
Terminal Apron - PCC Pavement



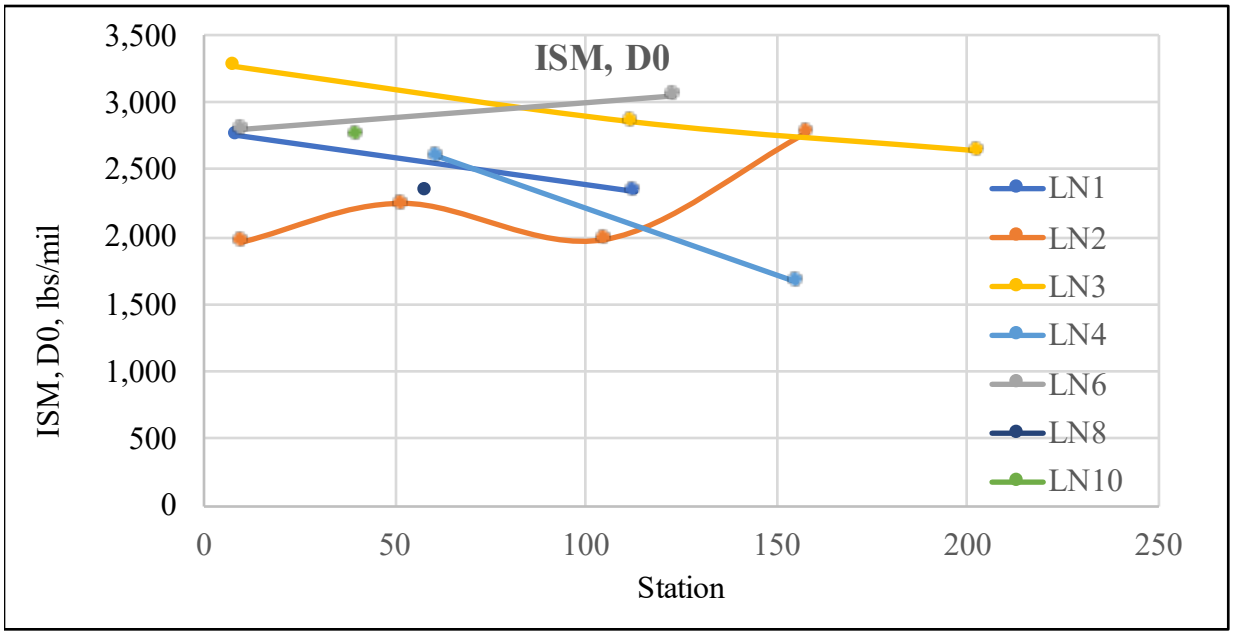


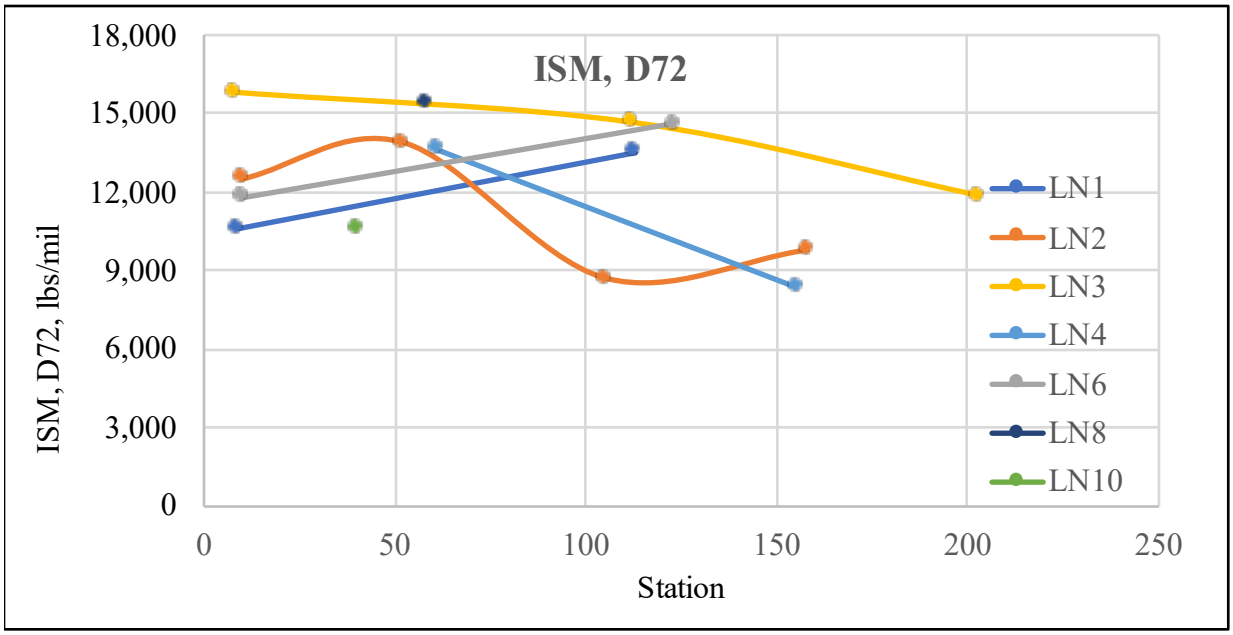
West Ramp - AC Pavement





West Ramp - PCC Pavement





APPENDIX I

STRUCTURAL EVALUATION RESULTS

I1: Backcalculated Elastic Layer Modulus Values
I2: Summary of Elastic Layer Modulus Values
I3: FAARFIELD PCR Analysis Output
I4: Section PCR

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::ATERM::10 Layer Model: APC

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond
Asphalt Overlay	Asphalt Cement	10	200000	100000	2500000	0.45	Fully Bonded
PCC Base Slab	Portland Cement	6	4000000	2500000	10000000	0.15	Partially Bonded
Natural Subgrade	Cohesionless Cut	109	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
338137	86103	25%
4E+06	5E+06	103%
27148	10278	38%

Station Information

Station	Drop		Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
5		3	24686	Measured		11.6	7.49	5.94	4.66	3.66	2.88	2.43	338046	5193367	20728
				Computed	8.60%	11.59	7.35	6.14	4.86	3.7	2.71	1.92			
100		3	24798	Measured		9.08	5.9	5.03	4.21	3.47	2.84	2.36	473775	10000000	21289
				Computed	8.20%	9.03	6.03	5.2	4.26	3.37	2.58	1.91			
204		3	24865	Measured		8.19	3.68	3.04	2.48	2.11	1.74	1.52	319666	10000000	47720
				Computed	21.50%	8.17	3.94	3.21	2.45	1.77	1.24	0.83			
302		3	24642	Measured		13.19	8.89	6.14	4.52	3.43	2.69	2.16	390071	757728	25233
				Computed	15.30%	13.19	8.69	6.57	4.75	3.3	2.2	1.41			
401		3	24510	Measured		17.21	10.11	6.81	4.63	3.43	2.64	2.16	227644	532609	25608
				Computed	18.60%	17.21	9.97	7.15	4.91	3.23	2.05	1.24			
500		3	24370	Measured		17.17	10.97	7.72	5.36	3.75	2.76	2.15	279622	446867	22310
				Computed	13.40%	17.17	10.87	7.92	5.53	3.7	2.38	1.46			

Representative basin is Station 5, Drop 3

Section: MGM::ATERM::20 Layer Model: With Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Portland Cement Con	Portland Cement	14	4000000	2500000	10000000	0.15	Partially Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	104	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
9E+06	2E+06	22%
119474	60734	51%
39547	11935	30%

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
14	3	24836	Measured		2.48	2.23	2.07	1.9	1.73	1.52	1.34	10000000	150000	39450
			Computed	13.90%	2.82	2.51	2.2	1.88	1.56	1.27	1.01			
15	3	25218	Measured		2.48	2.27	2.11	1.94	1.75	1.56	1.41	10000000	5000	29318
			Computed	40.60%	3.79	3.45	3.11	2.73	2.35	1.98	1.64			
15	3	24204	Measured		2.28	2.05	1.88	1.72	1.54	1.35	1.21	10000000	150000	48132
			Computed	15.80%	2.51	2.21	1.92	1.62	1.33	1.07	0.84			
15	3	25184	Measured		2.52	2.29	2.12	1.95	1.79	1.58	1.42	10000000	150000	41215
			Computed	15.90%	2.81	2.49	2.18	1.86	1.54	1.25	0.99			
38	3	25326	Measured		3.14	2.86	2.63	2.39	2.16	1.88	1.64	10000000	150000	28435
			Computed	9.80%	3.34	3.01	2.68	2.33	1.97	1.64	1.33			
38	3	24683	Measured		3.17	2.84	2.56	2.31	2.05	1.79	1.59	10000000	150000	28098
			Computed	8.20%	3.27	2.95	2.63	2.29	1.94	1.61	1.31			
39	3	25044	Measured		2.74	2.42	2.18	1.94	1.72	1.47	1.28	10000000	5000	52183
			Computed	11.40%	3.15	2.82	2.5	2.15	1.81	1.49	1.2			
40	3	25032	Measured		2.87	2.58	2.34	2.13	1.94	1.69	1.49	10000000	150000	33718
			Computed	11.50%	3.05	2.73	2.42	2.08	1.75	1.44	1.15			
49	3	24776	Measured		3.93	3.2	2.64	2.23	1.9	1.59	1.36	4991556	150000	43398
			Computed	13.50%	3.83	3.23	2.71	2.19	1.71	1.31	0.96			
159	3	25314	Measured		2.94	2.67	2.41	2.16	1.93	1.7	1.49	10000000	5000	25980
			Computed	31.00%	3.96	3.63	3.28	2.89	2.5	2.12	1.76			
257	3	25132	Measured		2.96	2.65	2.41	2.16	1.9	1.64	1.4	10000000	150000	24018
			Computed	17.50%	3.58	3.25	2.92	2.55	2.18	1.83	1.51			
281	3	25202	Measured		2.19	1.92	1.74	1.57	1.42	1.24	1.07	10000000	150000	53467
			Computed	14.30%	2.5	2.18	1.89	1.58	1.29	1.03	0.8			
282	3	24870	Measured		2.44	2.18	1.97	1.75	1.55	1.31	1.13	10000000	150000	28500
			Computed	29.00%	3.28	2.95	2.63	2.28	1.94	1.61	1.31			
283	3	25292	Measured		2.17	2.13	1.99	1.8	1.63	1.42	1.23	10000000	5000	31562
			Computed	49.20%	3.7	3.37	3.03	2.66	2.28	1.91	1.58			
283	3	25190	Measured		2.16	1.91	1.74	1.58	1.39	1.22	1.05	10000000	150000	60000
			Computed	16.10%	2.37	2.06	1.77	1.47	1.2	0.95	0.73			
308	3	24712	Measured		3.22	2.33	2.09	1.82	1.6	1.33	1.14	2500000	150000	60000
			Computed	34.90%	4.67	3.56	2.74	2.02	1.44	0.99	0.65			
308	3	25008	Measured		2.53	2.27	2.02	1.78	1.54	1.31	1.15	10000000	150000	45477
			Computed	9.80%	2.67	2.35	2.05	1.74	1.43	1.15	0.91			
309	3	25376	Measured		2.47	2.17	1.93	1.7	1.47	1.26	1.08	10000000	150000	50248
			Computed	10.30%	2.59	2.27	1.97	1.66	1.36	1.09	0.85			
336	3	25438	Measured		2.64	2.33	2.08	1.85	1.61	1.4	1.21	9771732	150000	28198
			Computed	26.00%	3.41	3.07	2.73	2.37	2.01	1.67	1.35			

Representative basin is Station 15, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::ATERM::30 Layer Model: With Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Portland Cement Conc	Portland Cement	14	4000000	2500000	10000000	0.15	Partially Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	105	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
9E+06	2E+06	26%
77500	76422	99%
27662	11564	42%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
26	3	24874	Measured		3.9	3.35	2.84	2.43	2.08	1.75	1.52	10000000	5000	24107
			Computed	18.4%	4.01	3.68	3.33	2.95	2.56	2.17	1.82			
107	3	25131	Measured		4.28	3.75	3.34	2.92	2.58	2.23	1.95	9013974	5000	20279
			Computed	11.5%	4.55	4.18	3.79	3.36	2.92	2.48	2.08			
108	3	24345	Measured		2.4	2.18	2.06	1.91	1.81	1.65	1.52	10000000	150000	40247
			Computed	19.0%	2.75	2.44	2.14	1.83	1.52	1.24	0.98			
108	3	24743	Measured		2.67	2.48	2.35	2.22	2.08	1.9	1.69	10000000	150000	31077
			Computed	16.4%	3.15	2.83	2.51	2.17	1.83	1.51	1.23			
118	3	25049	Measured		3.3	2.99	2.79	2.56	2.33	2.07	1.87	10000000	5000	22105
			Computed	20.3%	4.17	3.83	3.48	3.09	2.69	2.29	1.93			
160	3	24945	Measured		3.46	3.23	2.98	2.72	2.44	2.13	1.84	10000000	150000	22454
			Computed	7.6%	3.68	3.35	3.02	2.65	2.27	1.92	1.58			
161	3	24697	Measured		3.44	3.21	2.94	2.65	2.37	2.05	1.78	10000000	150000	22742
			Computed	6.6%	3.62	3.3	2.97	2.6	2.23	1.88	1.55			
163	3	24898	Measured		3.94	3.61	3.36	3.08	2.65	2.33	1.97	10000000	150000	16483
			Computed	5.0%	4.23	3.9	3.55	3.16	2.75	2.36	1.99			
174	3	25070	Measured		7.68	2.56	2.23	1.95	1.7	1.42	1.2	2500000	5000	54712
			Computed	61.4%	6.44	5.24	4.24	3.28	2.44	1.75	1.2			
188	3	24249	Measured		3.16	2.91	2.72	2.46	2.2	1.91	1.63	10000000	5000	22413
			Computed	21.2%	4.01	3.69	3.35	2.97	2.58	2.2	1.85			

Representative basin is Station 108, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::ATERM::40 Layer Model: With Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Portland Cement Conc	Portland Cement	15	4000000	2500000	10000000	0.15	Partially Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	104	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
7E+06	1E+06	21%
136818	43719	32%
24941	5132.1	21%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
208	3	24897	Measured		4.24	3.89	3.59	3.22	2.82	2.42	1.98	8294097	150000	15910
			Computed	1.3%	4.29	3.92	3.57	3.18	2.78	2.39	2.01			
209	3	24538	Measured		3.86	3.61	3.37	3.05	2.73	2.4	2.1	10000000	150000	14057
			Computed	2.8%	4.06	3.75	3.45	3.11	2.76	2.4	2.07			
393	3	25094	Measured		4.04	3.6	3.22	2.77	2.35	1.88	1.5	6175555	150000	25985
			Computed	2.4%	4.04	3.56	3.14	2.69	2.25	1.84	1.48			
394	3	24863	Measured		4.03	3.63	3.25	2.78	2.33	1.84	1.46	6004956	150000	26375
			Computed	2.9%	4.04	3.55	3.12	2.67	2.23	1.82	1.45			
394	3	25269	Measured		3.74	3.37	3.03	2.65	2.23	1.83	1.45	6987980	150000	25047
			Computed	2.3%	3.88	3.45	3.06	2.65	2.24	1.85	1.5			
409	3	25163	Measured		3.72	3.33	2.97	2.59	2.19	1.77	1.41	6769437	150000	26281
			Computed	2.0%	3.84	3.4	3.01	2.59	2.18	1.8	1.45			
410	3	24786	Measured		3.89	3.43	3.05	2.61	2.19	1.73	1.35	5900355	150000	28864
			Computed	2.2%	3.9	3.4	2.98	2.53	2.1	1.7	1.35			
496	3	25105	Measured		3.96	3.49	3.11	2.67	2.23	1.81	1.42	6023652	150000	27928
			Computed	2.1%	3.96	3.47	3.05	2.6	2.16	1.76	1.4			
498	3	24507	Measured		4.15	3.55	3.08	2.61	2.15	1.7	1.29	4996064	150000	30047
			Computed	1.1%	4.13	3.56	3.08	2.58	2.11	1.68	1.31			
498	3	25163	Measured		4.58	4.18	3.77	3.22	2.7	2.15	1.71	5896916	5000	27177
			Computed	2.9%	4.66	4.14	3.68	3.19	2.69	2.23	1.81			
514	3	24920	Measured		3.9	3.5	3.04	2.64	2.25	1.82	1.5	6283887	150000	26680
			Computed	2.2%	3.93	3.46	3.05	2.61	2.19	1.79	1.43			

Representative basin is Station 394, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::AWEST::10 Layer Model: No P155

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Concrete	Asphalt Cement	10	200000	70000	2000000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	115	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
1E+06	287213	28%
33080	11757	36%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
7	3	24896	Measured		13.01	8	6.03	4.68	3.67	2.92	2.37	989704	33276
			Computed	32.1%	12.61	9.2	6.24	4.04	2.54	1.56	0.94		
10	3	25151	Measured		15.95	10.92	8.27	6.15	4.6	3.44	2.6	1001813	23202
			Computed	22.3%	15.53	11.92	8.49	5.74	3.74	2.36	1.44		
51	3	25145	Measured		14.99	9.9	7.29	5.38	4.05	3.09	2.4	909653	27685
			Computed	26.6%	14.65	10.84	7.45	4.88	3.09	1.9	1.14		
101	3	25054	Measured		13.43	8.75	6.56	4.99	3.88	3.03	2.42	1082553	29662
			Computed	28.1%	13.03	9.79	6.83	4.53	2.9	1.81	1.09		
107	3	25349	Measured		14.85	9.6	7.2	5.33	3.94	2.97	2.3	899458	28849
			Computed	26.9%	14.5	10.65	7.27	4.73	2.98	1.83	1.1		
125	3	25288	Measured		14.81	11.07	7.56	5.21	3.66	2.61	2.06	987401	25963
			Computed	16.9%	14.75	11.14	7.8	5.2	3.34	2.09	1.26		
126	3	25748	Measured		9.67	5.36	3.81	2.61	1.93	1.49	1.18	958220	60000
			Computed	29.6%	9.49	6.23	3.87	2.33	1.4	0.85	0.52		
151	3	25104	Measured		15.52	11.06	8.67	6.98	5.68	4.67	3.91	1606880	17529
			Computed	21.0%	14.76	12.26	9.49	6.98	4.94	3.37	2.2		
200	3	25513	Measured		12.85	8.5	6.66	5.22	4.02	3.07	2.38	1362208	28167
			Computed	24.5%	12.38	9.64	6.96	4.78	3.16	2.02	1.25		
204	3	24866	Measured		12.24	8.29	6.32	4.76	3.71	2.95	2.33	1348444	29281
			Computed	25.1%	11.85	9.18	6.59	4.5	2.96	1.88	1.16		
251	3	25036	Measured		16.29	11.14	7.85	5.25	3.69	2.74	2.13	752388	26810
			Computed	22.0%	16.12	11.65	7.83	5.02	3.13	1.9	1.13		
301	3	24887	Measured		17.6	11.42	7.95	5.38	3.74	2.7	2.13	605646	27215
			Computed	24.4%	17.43	12.13	7.89	4.91	2.99	1.79	1.06		
401	3	25616	Measured		10.04	6.18	4.95	3.87	2.96	2.21	1.68	1459466	41612
			Computed	28.1%	9.69	7.25	5.03	3.33	2.13	1.33	0.81		
603	3	25416	Measured		12.58	8.14	5.52	3.57	2.44	1.72	1.31	799684	41313
			Computed	21.6%	12.49	8.49	5.41	3.33	2.01	1.21	0.72		
650	3	25534	Measured		11.03	5.94	4.4	3.33	2.49	1.86	1.41	760949	55640
			Computed	36.4%	10.85	6.89	4.17	2.47	1.46	0.88	0.54		

Representative basin is Station 7, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::AWEST::20 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	14	200000	100000	2500000	0.45	Fully Bonded
Natural Subgrade	Cohesionless Cut	111	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
676607	533888	79%
42742	16518	39%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
300	3	25634	Measured		7.35	4.32	3.43	2.78	2.24	1.8	1.51	1015766	51614
			Computed	26.5%	7.15	4.97	3.6	2.52	1.72	1.14	0.73		
351	3	25766	Measured		7.52	4.34	3.57	2.84	2.25	1.73	1.42	982754	51456
			Computed	25.1%	7.32	5.06	3.65	2.55	1.73	1.14	0.73		
361	3	24821	Measured		17.34	9	6.54	4.84	3.61	2.65	2.07	271829	31655
			Computed	29.2%	17.19	9.92	6.38	4.04	2.52	1.55	0.94		
400	3	25379	Measured		9.95	4.67	3.69	2.92	2.33	1.85	1.51	474999	58812
			Computed	36.2%	9.82	5.59	3.58	2.26	1.42	0.89	0.55		
404	3	26136	Measured		15.57	4.01	3.25	2.54	1.86	1.47	1.13	217726	60000
			Computed	39.5%	15.47	6.75	3.76	2.19	1.32	0.82	0.51		
450	3	25427	Measured		9.76	5.35	4.18	3.26	2.5	1.91	1.56	607273	47290
			Computed	28.3%	9.6	6.12	4.19	2.79	1.82	1.16	0.72		
450	3	25918	Measured		9.12	3.71	2.93	2.31	1.77	1.37	1.1	586138	60000
			Computed	29.4%	8.9	5.33	3.51	2.27	1.45	0.91	0.57		
451	3	25969	Measured		7.23	3.51	2.97	2.39	1.9	1.5	1.19	946267	60000
			Computed	27.2%	6.98	4.65	3.28	2.25	1.5	0.98	0.62		
451	3	25474	Measured		13.78	4.42	3.37	2.71	2.13	1.66	1.31	257761	60000
			Computed	38.3%	13.67	6.36	3.65	2.17	1.31	0.81	0.5		
500	3	24192	Measured		28.38	16.58	9.5	5.49	3.32	2.27	1.78	152902	19542
			Computed	12.0%	28.46	15.98	10.11	6.31	3.89	2.37	1.42		
501	3	26015	Measured		5.59	3.58	2.92	2.3	1.79	1.42	1.12	1586100	59187
			Computed	18.9%	5.45	3.99	3	2.18	1.53	1.05	0.7		
501	3	25563	Measured		12.03	2.62	2.06	1.66	1.34	1.05	0.87	333209	60000
			Computed	60.9%	11.87	6.04	3.63	2.21	1.35	0.84	0.52		
501	3	25675	Measured		9.41	3.82	3.14	2.48	2	1.54	1.21	539194	60000
			Computed	32.6%	9.21	5.39	3.51	2.25	1.42	0.89	0.56		
508	3	25822	Measured		8.55	3.67	3	2.36	1.88	1.48	1.21	662548	60000
			Computed	30.4%	8.32	5.13	3.45	2.26	1.46	0.93	0.58		
550	3	25029	Measured		17.9	12.11	7.78	4.82	2.93	2	1.6	327825	23821
			Computed	10.9%	18.01	11.62	8.01	5.35	3.48	2.2	1.35		
551	3	25875	Measured		6.4	3.53	2.75	2.18	1.72	1.37	1.06	1201883	60000

Appendix I1
Backcalculated Elastic Layer Modulus Values

			Computed	21.0%	6.17	4.31	3.13	2.2	1.5	1	0.65		
551	3	25610	Measured		10.52	6.06	4.57	3.32	2.36	1.67	1.23	550027	44945
			Computed	20.0%	10.42	6.57	4.47	2.96	1.91	1.21	0.75		
553	3	25225	Measured		16.23	8.31	5.73	3.87	2.46	1.68	1.34	265302	38531
			Computed	20.1%	16.17	8.77	5.45	3.37	2.07	1.27	0.77		
600	3	25689	Measured		10.45	7.05	5.23	3.75	2.62	1.81	1.32	701348	35248
			Computed	9.2%	10.4	7.22	5.23	3.66	2.48	1.63	1.04		
603	3	24929	Measured		19.17	12.27	7.82	4.72	2.84	1.9	1.49	278542	24491
			Computed	10.3%	19.24	11.9	7.98	5.22	3.33	2.08	1.26		
607	3	25882	Measured		6.41	3.38	2.96	2.43	1.97	1.54	1.21	1202694	60000
			Computed	26.2%	6.17	4.31	3.13	2.2	1.5	1	0.65		
610	3	25091	Measured		22.61	11.7	7.62	4.56	2.83	1.84	1.38	181909	28595
			Computed	11.3%	22.59	11.95	7.32	4.48	2.73	1.66	1		
650	3	25973	Measured		7.23	3.47	2.87	2.42	2.01	1.66	1.35	950349	60000
			Computed	30.9%	6.97	4.65	3.28	2.25	1.5	0.98	0.62		
651	3	25033	Measured		17.21	10.2	6.81	4.32	2.76	1.85	1.4	292034	29726
			Computed	10.5%	17.2	10.27	6.74	4.34	2.73	1.69	1.03		
653	3	24966	Measured		26.31	15.45	9.44	5.52	3.31	2.14	1.65	176216	20957
			Computed	9.5%	26.37	15.1	9.67	6.09	3.78	2.31	1.38		
702	3	24670	Measured		28.14	17.16	10.07	5.85	3.53	2.34	1.87	167830	18625
			Computed	12.4%	28.25	16.47	10.66	6.77	4.22	2.58	1.55		
716	3	25736	Measured		9.49	6.21	5.37	4.34	3.45	2.64	1.99	1127586	28405
			Computed	15.0%	9.16	7.06	5.51	4.14	3.01	2.11	1.44		
753	3	25309	Measured		18.07	12.17	8.22	5.45	3.61	2.53	1.89	348441	22599
			Computed	9.0%	18.11	11.97	8.37	5.67	3.72	2.38	1.47		
1192	3	25627	Measured		9.27	8.19	6.61	4.95	3.45	2.3	1.6	1391747	20969
			Computed	13.7%	9.56	7.79	6.36	5	3.81	2.81	2.01		
1315	3	25848	Measured		6.09	5.12	5.05	4.02	3.04	2.27	1.78	2500000	25779
			Computed	12.6%	5.5	4.62	6.52	3.75	2.95	2.26	1.69		

Representative basin is Station 450, Drop 3

Section: MGM::AWEST::30 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Concrete	Asphalt Cement	10	200000	70000	2000000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	115	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
972814	**609965**	**63%**
38584	**13053**	**34%**

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop		Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
167	3	25303	Measured		13.44	9.39	6.93	5.02	3.66	2.67	2.06	1135066	28533
			Computed	20.8%	13.18	10.01	7.06	4.73	3.06	1.92	1.17		
205	3	24934	Measured		20.68	10.81	7.97	5.58	3.88	2.71	1.97	346022	31691
			Computed	34.0%	20.45	12.31	7.14	4.1	2.38	1.41	0.84		
254	3	25665	Measured		12.74	8.71	6.14	4.13	2.83	2.02	1.61	976557	35483
			Computed	20.3%	12.61	9.1	6.11	3.91	2.44	1.49	0.89		
261	3	25311	Measured		17.93	12.54	8.89	5.53	3.9	2.88	1.66	697875	24181
			Computed	13.9%	17.84	12.95	8.74	5.62	3.5	2.13	1.27		
301	3	25429	Measured		11.88	8.77	6.82	5.02	3.48	2.52	1.93	1612875	27379
			Computed	13.6%	11.65	9.27	6.86	4.82	3.25	2.12	1.33		
301	3	25695	Measured		9.65	6.55	4.76	3.34	2.36	1.71	1.32	1381152	45149
			Computed	21.3%	9.51	6.97	4.76	3.1	1.96	1.21	0.74		
351	3	25481	Measured		10.57	7.14	5.15	3.44	2.33	1.64	1.29	1162768	42828
			Computed	19.3%	10.45	7.53	5.05	3.24	2.02	1.24	0.75		
351	3	25756	Measured		9.96	7.52	6.23	4.98	3.81	2.77	2.04	2000000	30595
			Computed	21.1%	10.1	8.13	6.09	4.33	2.96	1.96	1.25		
400	3	25219	Measured		25.32	3.35	2.54	2	1.5	1.22	0.94	118593	60000
			Computed	64.4%	25.29	8.35	3.7	1.98	1.18	0.73	0.47		
401	3	25305	Measured		15.88	4.98	3.44	2.68	2.04	1.56	1.22	297229	60000
			Computed	40.4%	15.77	7.59	3.87	2.11	1.23	0.75	0.47		

Representative basin is Station 254, Drop 3

Section: MGM::AWEST::40 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	10	200000	100000	2500000	0.45	Fully Bonded
Natural Subgrade	Cohesionless Cut	115	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
433623	**444266**	**102%**
30803	**14202**	**46%**

Station Information

Station	Drop		Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
51	3	24801	Measured		23.06	14.43	8.65	5.52	3.78	2.75	2.32	317227	25059
			Computed	25.4%	23.01	14.61	8.82	5.19	3.05	1.8	1.07		
51	3	25343	Measured		11.5	8.63	6.87	5.22	3.83	2.81	2.08	1779590	25043
			Computed	12.2%	11.21	9.18	7	5.07	3.53	2.37	1.54		
101	3	25484	Measured		11.42	7.61	5.13	3.48	2.64	2.06	1.67	904912	41828
			Computed	27.3%	11.3	7.96	5.24	3.3	2.04	1.24	0.75		

151	3	25339	Measured		11.9	8.04	6.05	4.32	3.09	2.17	1.66	1079601	34254
			Computed	20.6%	11.67	8.7	6.03	3.98	2.54	1.58	0.96		
201	3	23912	Measured		42.87	22.23	8.8	3.83	2.74	2.14	1.74	100000	19179
			Computed	28.4%	42.89	21.47	11.16	6.07	3.48	2.08	1.25		
225	3	25908	Measured		6.29	2.92	2.28	1.92	1.62	1.39	1.18	2500000	60000
			Computed	37.1%	6.09	4.72	3.4	2.33	1.55	1	0.63		
253	3	23483	Measured		45.24	18.62	9.31	4.68	2.58	1.69	1.34	100000	17921
			Computed	27.0%	43.69	22.35	11.74	6.41	3.67	2.18	1.32		
302	3	24335	Measured		39.62	18.7	7.71	3.51	2.16	1.76	1.6	100000	23138
			Computed	25.9%	39.49	18.56	9.36	5.05	2.91	1.75	1.07		

Representative basin is Station 151, Drop 3

Section: MGM::AWEST::50 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Portland Cement Conc	Portland Cement	15	4000000	2500000	10000000	0.15	Partially Bonded	**1E+07**	**147454**	**1%**
Base	Unbound Aggregate	6	60000	5000	150000	0.35	Fully Bonded	**150000**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	104	10000	5000	600000	0.4		**36227**	**4147**	**11%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
600	3	25035	Measured		2.41	2.17	1.99	1.79	1.61	1.38	1.27	10000000	150000	40427
			Computed	11.1%	2.58	2.28	2.02	1.74	1.46	1.21	0.97			
613	3	25063	Measured		2.75	2.44	2.16	1.87	1.6	1.3	1.07	9744602	150000	36117
			Computed	0.6%	2.75	2.44	2.17	1.88	1.59	1.31	1.07			
705	3	25015	Measured		2.83	2.52	2.26	1.97	1.72	1.44	1.3	10000000	150000	32136
			Computed	4.2%	2.85	2.55	2.28	1.99	1.69	1.41	1.16			

Representative basin is Station 613, Drop 3

Section: MGM::AWEST::80 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Portland Cement Conc	Portland Cement	8	4000000	2500000	10000000	0.15	Partially Bonded	**6E+06**	**2E+06**	**42%**
Base	Unbound Aggregate	6	60000	5000	150000	0.35	Fully Bonded	**125833**	**59196**	**47%**
Natural Subgrade	Cohesionless Cut	111	10000	5000	60000	0.4		**22688**	**9401**	**41%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
40	3	25787	Measured		12.58	10.73	8.26	6.05	4.28	3	2.11	3969417	150000	20920
			Computed	4.9%	12.56	10.74	8.33	6.1	4.28	2.88	1.85			
58	3	25767	Measured		10.97	9.2	7.12	5.19	3.61	2.41	1.67	3846076	150000	34352
			Computed	24.5%	9.66	7.94	5.83	4.03	2.66	1.69	1.03			
61	3	25884	Measured		9.95	8.49	6.76	5.09	3.7	2.58	1.9	4996864	150000	30326
			Computed	18.2%	9.32	7.9	6.05	4.37	3.02	2	1.28			
105	3	25911	Measured		13.07	11.74	9.41	7.09	5.35	4.01	2.97	10000000	5000	11623
			Computed	23.6%	12.35	11.44	9.97	8.37	6.81	5.39	4.15			
123	3	26033	Measured		8.54	7.2	5.92	4.53	3.34	2.39	1.78	7478968	150000	26560
			Computed	4.0%	8.47	7.44	5.98	4.56	3.34	2.36	1.6			
155	3	25700	Measured		15.41	13.78	11.46	8.97	6.69	4.71	3.07	4722902	150000	12348
			Computed	4.3%	15.47	13.79	11.34	8.88	6.69	4.86	3.4			

Representative basin is Station 40, Drop 3

Section: MGM::AWEST::90 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Portland Cement Conc	Portland Cement	8	4000000	2500000	10000000	0.15	Partially Bonded
Base	Unbound Aggregate	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	111	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
6E+06	3E+06	41%
133889	48333	36%
25331	5531.9	22%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
8	3	25939	Measured		7.94	6.93	5.53	4.23	3.19	2.31	1.64	6296461	150000	31814
			Computed	11.2%	8.25	7.08	5.52	4.07	2.87	1.95	1.27			
9	3	25885	Measured		9.4	8.3	6.8	5.32	4.03	3.1	2.44	8091095	150000	20583
			Computed	5.5%	9.33	8.33	6.87	5.4	4.09	2.99	2.1			
10	3	25812	Measured		9.22	7.98	6.3	4.68	3.35	2.54	2.19	6425318	150000	25511
			Computed	10.1%	9.17	8	6.37	4.81	3.48	2.42	1.62			
10	3	25881	Measured		13.18	10.65	8.04	5.7	3.86	2.65	2.07	2500000	150000	26462
			Computed	17.6%	13.4	10.83	7.79	5.27	3.4	2.11	1.26			
52	3	25725	Measured		11.43	9.76	7.7	5.7	4.1	2.74	1.85	4682843	150000	22169
			Computed	1.6%	11.31	9.75	7.64	5.66	4.02	2.74	1.79			

112	3	25822	Measured		9.04	7.94	6.45	4.92	3.65	2.58	1.76	7129750	150000	24439
			Computed	1.4%	8.98	7.89	6.36	4.87	3.58	2.54	1.73			
113	3	25806	Measured		11.04	8.07	6.58	5.12	3.85	2.77	1.91	2500000	150000	35638
			Computed	31.3%	11.31	8.87	6.15	4	2.5	1.51	0.88			
158	3	25865	Measured		9.31	8.41	7.16	5.73	4.44	3.35	2.64	9766589	150000	17627
			Computed	2.4%	9.3	8.43	7.12	5.76	4.49	3.39	2.48			
203	3	25765	Measured		9.76	8.75	7.31	5.79	4.44	3.18	2.17	8473298	5000	23735
			Computed	2.5%	9.8	8.81	7.33	5.81	4.42	3.25	2.3			

Representative basin is Station 10, Drop 3

Section: MGM::RW0321::10C Layer Model: 7" AC

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	7	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	112	20715	15715	25715	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
334386	**282682**	**85%**
124740	**37212**	**30%**
19512	**3730.2**	**19%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
1706	3	24267	Measured		25.07	10.38	7.55	5.77	4.55	3.57	2.89	100000	150000	25715
			Computed	38.5%	30.22	13.94	8.13	4.76	2.82	1.69	1.01			
1719	3	23866	Measured		28.35	16.59	10.95	7.54	5.55	4.23	3.36	193419	150000	16422
			Computed	24.5%	29.83	18.55	11.91	7.48	4.61	2.8	1.67			
2000	3	24574	Measured		38.45	8.71	7.23	5.77	4.5	3.54	2.77	100000	53953	25715
			Computed	49.9%	37.81	16.58	8.3	4.59	2.69	1.63	1			
2044	3	24750	Measured		12.94	11.47	8.92	6.61	4.85	3.61	2.76	2500000	150000	20264
			Computed	17.7%	13.73	11.38	8.5	6.05	4.15	2.76	1.77			
2199	3	23659	Measured		38.34	22.2	12.34	7.43	4.96	3.55	2.77	158839	59644	16061
			Computed	19.7%	38.34	22.14	12.68	7.39	4.38	2.62	1.56			
2408	3	23976	Measured		33.82	12.97	8.94	6.2	4.45	3.14	2.38	100000	83657	25715
			Computed	34.5%	33.54	15.02	8.08	4.58	2.69	1.62	0.99			
2600	3	24401	Measured		19.85	14.6	10.44	7.42	5.5	4.17	3.24	935998	150000	17362
			Computed	20.4%	19.67	15.12	10.61	7.16	4.69	2.98	1.84			
2800	3	24288	Measured		16.76	11.67	11.04	7.35	5.19	3.79	2.95	2500000	150000	15715
			Computed	17.5%	13.15	15.55	10.09	7.38	5.2	3.54	2.32			
2993	3	23641	Measured		29.13	19.61	11.84	7.59	5.3	3.83	2.97	314084	94349	15715
			Computed	19.2%	29.13	19.48	12.33	7.67	4.71	2.86	1.71			
3202	3	23862	Measured		26.96	18.23	11.3	7.07	4.78	3.46	2.68	349434	104761	16997
			Computed	17.3%	26.96	18.15	11.56	7.22	4.45	2.71	1.62			

3398	3	24374	Measured		20.32	14.79	10.52	7.21	4.97	3.5	2.57	799249	150000	17826
			Computed	14.3%	20.19	15.2	10.51	7	4.53	2.86	1.75			
3606	3	24367	Measured		19.07	13.7	9.74	6.65	4.38	3.16	2.4	358641	150000	19388
			Computed	20.2%	23.7	15.82	10.23	6.48	4.03	2.47	1.48			
3797	3	24377	Measured		21.74	13.61	9.18	6.2	4.33	3.13	2.39	268577	150000	20044
			Computed	21.0%	25.15	15.88	10.06	6.26	3.85	2.34	1.4			
3977	3	24820	Measured		14.48	11.42	8.5	6.18	4.47	3.26	2.48	2231076	150000	20226
			Computed	13.0%	14.29	11.73	8.68	6.13	4.17	2.75	1.75			

Representative basin is Station 3398, Drop 3

Section: MGM::RW0321::20C Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	9	200000	100000	2500000	0.45	Fully Bonded	**426212**	**321539**	**75%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**114668**	**57991**	**51%**
Natural Subgrade	Cohesionless Cut	110	10000	5000	60000	0.4		**20473**	**3546**	**17%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
10	3	24044	Measured		17.17	12.43	8.56	5.9	4.12	2.96	2.22	564598	150000	20157
			Computed	12.3%	17.15	12.42	8.74	5.95	3.94	2.54	1.58			
199	3	24509	Measured		16.71	11.37	7.98	5.69	4.15	3.03	2.34	548607	150000	22687
			Computed	18.8%	16.6	11.75	8.12	5.44	3.56	2.27	1.4			
400	3	24129	Measured		16.16	12.77	9.69	7.11	5.25	3.9	2.98	1062957	150000	15730
			Computed	10.1%	16.04	12.94	9.85	7.19	5.07	3.45	2.27			
598	3	24243	Measured		22.57	14.71	10.14	7.19	5.34	4.01	3.23	310157	150000	17458
			Computed	21.0%	22.48	15.1	10.38	6.95	4.53	2.88	1.77			
801	3	24412	Measured		15.78	12.04	8.56	5.95	4.18	3.08	2.29	797120	150000	19771
			Computed	10.8%	15.77	12	8.7	6.07	4.11	2.69	1.71			
998	3	24252	Measured		16.44	10.19	7.14	5.08	3.65	2.72	2.08	429087	150000	26854
			Computed	23.0%	16.34	10.74	7.1	4.6	2.93	1.83	1.12			
1177	3	23861	Measured		58.63	13.14	8.04	5.36	3.96	3.02	2.43	100000	5000	24516
			Computed	59.4%	55.34	28.3	12.17	5.13	2.43	1.37	0.85			
1399	3	23464	Measured		36.92	15.71	9.57	6.25	4.52	3.42	2.68	100000	42246	22240
			Computed	31.8%	36.62	17.12	9.08	5.14	3.03	1.83	1.11			
1441	3	23597	Measured		25.65	15.68	9.8	6.78	4.96	3.72	2.93	192299	150000	17483
			Computed	20.1%	25.65	15.59	10.39	6.79	4.34	2.71	1.65			
1458	3	23574	Measured		32.98	19	10.58	6.64	4.64	3.53	2.85	157292	49430	17835
			Computed	22.9%	32.99	18.87	11.14	6.64	3.99	2.41	1.44			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Representative basin is Station 199, Drop 3

Section: MGM::RW1028::10C Layer Model: APC on Subgrade

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	11	200000	100000	2500000	0.45	Fully Bonded	**520188**	**312392**	**60%**
PCC Base Slab	Portland Cement	10	4000000	2500000	10000000	0.15	Partially Bonded	**3E+06**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	104	10000	5000	60000	0.4		**12433**	**886.91**	**7%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
202	2	17943	Measured		6.87	5.37	4.52	3.76	3.11	2.57	2.09	565096	2500000	11262
			Computed	5.3%	6.94	5.01	4.48	3.9	3.31	2.75	2.23			
402	2	18099	Measured		5.66	4.52	3.89	3.32	2.88	2.45	2.08	855769	2500000	12383
			Computed	2.3%	5.69	4.35	3.89	3.41	2.91	2.44	2			
601	2	17850	Measured		17.51	3.59	3.34	3.02	2.68	2.37	2.05	100000	2500000	12698
			Computed	48.3%	16.11	6.44	5.6	4.71	3.78	2.92	2.18			
800	2	17917	Measured		6.41	4.67	4.04	3.52	2.92	2.44	2.03	559888	2500000	13390
			Computed	2.1%	6.51	4.58	4.06	3.51	2.94	2.41	1.93			

Representative basin is Station 800, Drop 2

Section: MGM::RW1028::20C Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	15	200000	100000	2500000	0.45	Fully Bonded	**815643**	**375018**	**46%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**111906**	**55600**	**50%**
Natural Subgrade	Cohesionless Cut	104	10000	5000	60000	0.4		**22429**	**7481**	**33%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
1005	2	17787	Measured		6.85	3.29	2.59	2.42	2.13	1.69	1.32	608442	150000	26424
			Computed	30.8%	7.39	5.09	3.89	2.9	2.1	1.48	1.01			

Appendix I1
Backcalculated Elastic Layer Modulus Values

1202	2	17858	Measured		4.29	3.01	2.62	2.34	2.01	1.73	1.49	2317592	150000	25315
			Computed	12.6%	4.07	3.38	2.86	2.36	1.89	1.48	1.13			
1401	2	18135	Measured		6.32	3.55	2.76	2.47	2.17	1.82	1.6	738529	150000	34497
			Computed	26.4%	6.14	4.19	3.16	2.34	1.68	1.17	0.79			
1605	2	17741	Measured		9.28	7.41	5.75	4.41	3.37	2.62	2.12	765631	26924	15745
			Computed	6.4%	9.3	7.27	5.86	4.56	3.44	2.52	1.79			
1800	2	17765	Measured		10.24	7.94	6.11	4.62	3.43	2.58	2.04	636019	20373	16122
			Computed	6.0%	10.26	7.83	6.19	4.73	3.5	2.5	1.73			
2001	2	17610	Measured		9.42	6.96	5.43	4.22	3.2	2.53	2	568525	150000	15976
			Computed	6.3%	9.41	6.93	5.52	4.29	3.24	2.38	1.7			
2201	2	17814	Measured		10.41	8.18	6.23	4.65	3.44	2.63	2.11	643343	10727	16807
			Computed	7.3%	10.45	8.01	6.33	4.82	3.55	2.52	1.73			
2400	2	17786	Measured		7.38	5.93	4.71	3.74	2.88	2.27	1.78	1001971	78458	17535
			Computed	4.2%	7.39	5.85	4.79	3.8	2.93	2.2	1.6			
2620	2	17816	Measured		8.27	6.1	4.76	3.74	2.96	2.3	1.88	689571	150000	18248
			Computed	8.1%	8.23	6.13	4.9	3.81	2.89	2.12	1.51			
2802	2	17777	Measured		8.37	6.68	5.36	4.21	3.32	2.59	2.11	845430	118940	14909
			Computed	4.7%	8.38	6.6	5.42	4.33	3.36	2.54	1.86			
3004	2	18140	Measured		7.73	5.86	4.84	3.93	3.19	2.54	2.06	945616	150000	16399
			Computed	6.9%	7.64	6.02	4.96	3.97	3.1	2.35	1.73			
3201	2	17902	Measured		7.53	5.98	4.99	4.11	3.34	2.7	2.2	1107780	150000	14376
			Computed	5.0%	7.46	6.06	5.09	4.16	3.31	2.57	1.94			
3401	2	18076	Measured		9.03	6.52	5.08	3.9	3.04	2.33	1.83	580009	150000	18181
			Computed	7.0%	9.04	6.55	5.17	3.98	2.98	2.16	1.52			
3602	2	18003	Measured		7.87	5.94	4.38	3.28	2.47	1.84	1.41	742841	36337	23629
			Computed	6.9%	7.89	5.83	4.51	3.38	2.46	1.73	1.18			
3801	2	17859	Measured		12.47	7.71	4.98	3.25	2.19	1.54	1.14	292289	16909	28740
			Computed	12.6%	12.48	7.61	5.13	3.36	2.14	1.33	0.8			
4001	2	17844	Measured		7.21	4.85	3.53	2.5	1.77	1.29	0.99	595065	85497	32290
			Computed	7.3%	7.21	4.82	3.55	2.56	1.79	1.22	0.81			
4201	2	18053	Measured		9.31	6.27	4.43	3.05	2.08	1.5	1.07	477977	24196	29309
			Computed	7.6%	9.32	6.22	4.48	3.12	2.11	1.38	0.88			
4403	2	18024	Measured		5.05	3.43	2.8	2.14	1.66	1.24	0.94	1060122	150000	36844
			Computed	8.8%	5	3.61	2.8	2.11	1.55	1.11	0.77			
4608	2	17888	Measured		7.9	5.19	3.68	2.58	1.78	1.2	0.84	525539	48068	33595
			Computed	4.0%	7.9	5.17	3.71	2.6	1.77	1.17	0.75			
4801	2	18154	Measured		7.95	6.33	4.88	3.63	2.66	1.92	1.39	900633	5000	28018
			Computed	3.0%	8	6.2	4.91	3.73	2.72	1.92	1.3			
5001	2	18081	Measured		17.66	6.76	5.31	3.95	2.92	2.08	1.51	100000	150000	33318
			Computed	36.6%	18.31	6.53	3.91	2.55	1.65	1.06	0.67			
5201	2	18043	Measured		7.48	5.53	4.5	3.55	2.78	2.21	1.76	844749	150000	19295
			Computed	7.2%	7.42	5.65	4.56	3.58	2.74	2.03	1.46			
5404	2	18279	Measured		5.62	4.32	3.59	2.82	2.17	1.67	1.31	1263407	150000	24512
			Computed	3.7%	5.61	4.38	3.57	2.83	2.18	1.63	1.19			
5603	2	18207	Measured		4.94	3.85	3.2	2.61	2.13	1.69	1.35	1682372	150000	24670
			Computed	5.5%	4.88	3.94	3.27	2.64	2.08	1.59	1.18			

5802	2	18156	Measured		7.08	5.39	4.32	3.33	2.62	1.95	1.56	893283	150000	20569
			Computed	4.4%	7.07	5.38	4.34	3.41	2.6	1.92	1.38			
5807	2	18129	Measured		6.12	5.04	4.05	3.23	2.49	1.95	1.52	1403772	25414	21444
			Computed	3.4%	6.13	4.97	4.1	3.28	2.54	1.91	1.4			
6601	2	18064	Measured		8.17	6.25	4.89	3.77	2.96	2.42	1.99	756908	150000	17498
			Computed	8.1%	8.16	6.19	5	3.93	3	2.23	1.61			
6612	2	18122	Measured		8.77	6.76	5.2	3.98	3.1	2.47	1.98	697157	119882	16973
			Computed	6.9%	8.78	6.63	5.32	4.15	3.15	2.32	1.65			
6802	2	18037	Measured		7.37	5.84	4.81	3.93	3.22	2.58	2.15	1100719	150000	15341
			Computed	6.0%	7.31	5.9	4.94	4.02	3.18	2.45	1.84			
7000	2	18042	Measured		7.73	6.05	4.81	3.77	2.95	2.31	1.91	851790	150000	17332
			Computed	5.9%	7.76	6	4.88	3.87	2.98	2.24	1.63			
7201	2	17965	Measured		7.8	5.85	4.62	3.71	3.04	2.4	1.94	820794	150000	17875
			Computed	8.5%	7.75	5.93	4.81	3.79	2.91	2.17	1.57			
7401	2	18149	Measured		8.44	6.42	5.1	4.06	3.26	2.67	2.22	787094	150000	16040
			Computed	8.7%	8.38	6.46	5.27	4.18	3.23	2.42	1.76			
7610	2	18164	Measured		13.46	4.46	3.57	2.7	1.9	1.3	1.06	147135	150000	42774
			Computed	28.6%	13.43	5.21	3.14	2.03	1.31	0.84	0.53			
7800	2	18043	Measured		6.06	2.81	2.53	2.14	1.85	1.51	1.24	706776	150000	18947
			Computed	68.1%	8.11	6.03	4.81	3.74	2.82	2.07	1.47			
8000	2	18255	Measured		5.88	4.52	4	3.47	2.95	2.47	2.12	1950584	150000	15473
			Computed	7.1%	5.67	4.82	4.17	3.5	2.87	2.3	1.8			

Representative basin is Station 6612, Drop 2

Section: MGM::RW1028::30C Layer Model: APC on Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	8.5	200000	100000	2500000	0.45	Fully Bonded	**693089**	**435808**	**63%**
PCC Base Slab	Portland Cement	11	4000000	2500000	10000000	0.15	Partially Bonded	**4E+06**	**3E+06**	**84%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**121000**	**64846**	**54%**
Natural Subgrade	Cohesionless Cut	99.5	10000	5000	60000	0.4		**23055**	**4535.2**	**20%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)	E4 (psi)
8200	3	23869	Measured		8.23	4.68	4.57	4.47	2.33	1.95	1.65	402695	2500000	150000	21822
			Computed	13.7%	8.23	5.13	4.45	3.68	2.93	2.25	1.68				
8404	3	24249	Measured		5.53	3.6	3.17	2.71	2.29	1.89	1.54	520719	10000000	5000	25637
			Computed	9.6%	5.89	3.65	3.37	2.97	2.55	2.13	1.74				
8600	3	24375	Measured		4.67	3.4	3.02	2.6	2.19	1.81	1.51	1356145	2500000	150000	25200

Appendix I1
Backcalculated Elastic Layer Modulus Values

			Computed	9.1%	5.04	3.89	3.38	2.86	2.34	1.87	1.46			
8809	3	24265	Measured		6.06	4.42	3.83	3.23	2.7	2.18	1.76	897877	2500000	150000	15679
			Computed	24.6%	7.01	5.4	4.79	4.11	3.42	2.79	2.21			
9001	3	24094	Measured		8.97	4.92	3.9	3.14	2.56	2.05	1.68	288007	2500000	150000	26938
			Computed	7.7%	8.98	4.78	4.12	3.33	2.58	1.93	1.39			

Representative basin is Station 8200, Drop 3

Section: MGM::TWA::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	16	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	103	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
413695	**233219**	**56%**
122502	**55616**	**45%**
29553	**10809**	**37%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
5206	3	25478	Measured		9.93	6.52	5.22	4.09	3.12	2.33	1.72	630844	150000	26509
			Computed	7.3%	9.89	6.79	5.25	3.98	2.94	2.11	1.47			
5400	3	24940	Measured		23.49	12.77	7.77	4.53	2.63	1.67	1.21	176703	6060	38679
			Computed	15.1%	23.5	12.7	7.85	4.65	2.63	1.44	0.76			
5601	3	24948	Measured		18.31	11.21	6.73	4.11	2.6	1.75	1.26	260678	5000	47095
			Computed	16.6%	18.37	10.86	7.11	4.43	2.61	1.46	0.77			
5801	3	24840	Measured		22.76	13.32	7.58	4.83	3.19	2.16	1.54	195273	5000	37971
			Computed	20.5%	22.81	12.94	8.26	5.02	2.9	1.6	0.84			
6000	3	25326	Measured		13.65	6.54	4.83	3.72	3.02	2.37	1.92	324720	150000	29566
			Computed	18.4%	13.14	7.53	5.39	3.85	2.69	1.83	1.21			
6200	3	25630	Measured		10.54	5.91	4.88	4.04	3.32	2.73	2.28	534148	150000	29325
			Computed	21.7%	10.36	6.75	5.08	3.77	2.72	1.92	1.31			
6404	3	25071	Measured		20.4	11.4	7.88	5.65	4.23	3.2	2.57	191658	150000	18426
			Computed	10.6%	20.41	11.26	8.12	5.89	4.17	2.87	1.92			
6589	3	25237	Measured		16.13	9.74	6.84	4.91	3.52	2.5	1.84	287284	91536	22780
			Computed	6.3%	16.13	9.67	6.97	4.98	3.48	2.36	1.56			
6806	3	25601	Measured		10.02	6.26	5.14	4.13	3.28	2.58	1.97	633096	150000	26776
			Computed	13.3%	9.88	6.78	5.24	3.97	2.93	2.1	1.46			
6991	3	25571	Measured		13.47	8.07	6.39	4.94	3.82	2.98	2.36	391846	150000	22585
			Computed	13.6%	13.38	8.55	6.44	4.79	3.47	2.45	1.67			
7205	3	25186	Measured		15.35	10.04	7.6	5.8	4.43	3.48	2.82	358187	150000	17328
			Computed	9.6%	15.32	10.1	7.76	5.89	4.35	3.12	2.17			
7396	3	25678	Measured		15.5	9.7	7.6	5.91	4.56	3.49	2.8	354819	150000	18077

Appendix I1
Backcalculated Elastic Layer Modulus Values

			Computed	10.8%	15.42	10.06	7.7	5.81	4.27	3.05	2.11			
7600	3	25302	Measured		11.53	6.98	5.37	4.2	3.3	2.59	2.04	461665	147443	26705
			Computed	14.9%	11.43	7.34	5.51	4.08	2.94	2.06	1.4			
7794	3	25678	Measured		7.96	5.61	4.72	3.92	3.2	2.61	2.02	1138353	150000	24321
			Computed	9.0%	7.8	5.97	4.88	3.89	3.01	2.27	1.67			
8001	3	25416	Measured		10.7	5.87	4.72	3.72	2.83	2.14	1.57	450423	150000	33479
			Computed	16.0%	10.62	6.46	4.71	3.4	2.4	1.65	1.1			
8196	3	25110	Measured		18.69	8.65	6.78	5.17	3.83	3.03	2.61	190729	150000	24298
			Computed	22.0%	18.62	9.51	6.59	4.64	3.21	2.16	1.41			
8402	3	25580	Measured		10.46	6.4	5.06	4.03	3.18	2.51	2	551562	150000	28025
			Computed	15.1%	10.36	6.86	5.21	3.89	2.83	2	1.37			
8592	3	25770	Measured		10.72	4.23	3.09	2.37	1.85	1.41	1.12	314514	150000	60000
			Computed	26.0%	10.67	4.97	3.17	2.09	1.38	0.9	0.58			

Representative basin is Station 7600, Drop 3

Section: MGM::TWA::20 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	14	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	105	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
335111	**152983**	**46%**
108401	**53498**	**49%**
25300	**10538**	**42%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
2814	2	19056	Measured		11.29	7.29	5.31	3.87	2.85	2.06	1.58	371502	150000	21984
			Computed	8.8%	11.28	7.31	5.39	3.9	2.75	1.88	1.25			
3001	2	18941	Measured		16.42	8.77	5.81	4.09	2.99	2.23	1.74	173180	150000	21055
			Computed	13.4%	16.42	8.72	6.02	4.17	2.83	1.87	1.2			
3208	2	19191	Measured		10.48	6.75	5.11	3.88	3	2.38	1.96	447192	150000	22215
			Computed	16.0%	10.4	7.01	5.24	3.84	2.73	1.89	1.26			
3399	2	19310	Measured		9.8	4.92	3.83	3.03	2.46	2.04	1.71	352813	150000	34667
			Computed	29.1%	9.71	5.62	3.88	2.66	1.79	1.18	0.76			
3602	2	19185	Measured		10.36	8.09	6.03	4.44	3.3	2.51	1.99	710613	26704	18637
			Computed	8.2%	10.39	7.93	6.17	4.62	3.35	2.35	1.59			
3799	2	19119	Measured		14.2	9.47	6.83	4.71	3.3	2.28	1.64	329016	55506	18663
			Computed	5.5%	14.2	9.45	6.83	4.81	3.3	2.19	1.41			
4000	2	18981	Measured		11.2	3.74	2.98	2.42	1.91	1.44	1.13	194684	150000	55045
			Computed	37.6%	11.17	4.53	2.68	1.69	1.08	0.68	0.43			
4199	2	19111	Measured		11.72	6.02	4.61	3.52	2.69	2.09	1.65	306152	150000	27173

			Computed	20.6%	11.34	6.69	4.71	3.29	2.25	1.5	0.97			
4425	2	19023	Measured		11.34	7.72	5.49	3.82	2.66	1.86	1.39	433335	48996	23409
			Computed	7.4%	11.34	7.67	5.55	3.89	2.66	1.76	1.13			
4596	2	19066	Measured		16.65	10.34	6.86	4.59	3.04	2.09	1.55	241342	31131	20486
			Computed	9.6%	16.66	10.28	6.98	4.64	3.01	1.91	1.18			
4803	2	19051	Measured		11.6	6.95	4.94	3.63	2.71	2.04	1.59	317937	150000	24520
			Computed	14.3%	11.57	7.06	5.06	3.58	2.48	1.66	1.09			
4993	2	18715	Measured		21.15	11.77	7.89	5.48	3.83	2.67	1.95	143567	88477	15747
			Computed	8.3%	21.15	11.7	8.05	5.54	3.73	2.45	1.56			

Representative basin is Station 4803, Drop 2

Section: MGM::TWA::30 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	14	200000	100000	2500000	0.45	Fully Bonded	**192389**	**130658**	**68%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**150000**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	105	10000	5000	60000	0.4		**46006**	**17525**	**38%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	24557	Measured		13.91	7.4	5.21	3.62	2.55	1.87	1.4	284778	150000	33614
			Computed	13.8%	13.9	7.6	5.15	3.5	2.34	1.53	0.98			
132	3	25125	Measured		21.75	6.46	5.22	4.04	3.12	2.37	1.82	100000	150000	58398
			Computed	48.7%	22.35	6.32	3.32	2.04	1.29	0.82	0.52			

Representative basin is Station 0, Drop 3

Section: MGM::TWA::40 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	24	200000	100000	2500000	0.45	Fully Bonded	**1E+06**		
Natural Subgrade	Cohesionless Cut	101	10000	5000	60000	0.4		**10266**		
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	
0	3	24671	Measured		6.8	6.15	5.46	4.22	3.25	2.51	1.96	1273508	10266	
			Computed	23.8%	5.59	6.98	4.99	4.43	3.87	3.33	2.82			
125	3	24762	Measured		12.74	5.92	4.96	4.11	3.36	2.64	2.1	289704	26237	**This FWD point is in fi**
			Computed	18.1%	12.61	6.79	5.01	3.77	2.78	2	1.39			

Representative basin is Station 0, Drop 3

Section: MGM::TWA::50 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	24	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	95	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
1E+06	**955153**	**81%**
59390	**68487**	**115%**
23642	**11159**	**47%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
400	3	25850	Measured		4.69	4.25	3.57	3.01	2.55	2.15	1.75	2500000	5000	13815
			Computed	12.8%	4.59	3.84	3.51	3.18	2.84	2.51	2.18			
600	3	26053	Measured		7.24	4.31	3.55	2.98	2.5	2.06	1.71	667243	150000	26484
			Computed	7.7%	7.19	4.51	3.64	2.97	2.38	1.86	1.43			
806	3	26037	Measured		4.57	4.39	3.71	3.1	2.57	2.13	1.77	2500000	20472	14067
			Computed	10.3%	4.34	3.59	3.26	2.94	2.61	2.29	1.98			
997	3	25904	Measured		6.05	4.27	3.56	2.98	2.49	2.06	1.65	994490	97092	22292
			Computed	1.1%	6.07	4.25	3.58	3.02	2.5	2.03	1.62			
1201	3	25911	Measured		9.06	3.49	2.99	2.56	2.15	1.77	1.45	365361	150000	45196
			Computed	23.7%	8.99	4.26	3.02	2.25	1.66	1.2	0.84			
1400	3	25510	Measured		18.15	6.48	4.26	3.22	2.46	1.93	1.48	145756	150000	33702
			Computed	15.3%	18.17	6.74	4.27	3.03	2.15	1.5	1.03			
1601	3	25847	Measured		10.07	6.57	4.84	3.71	2.99	2.38	1.93	477938	5000	31870
			Computed	6.4%	10.1	6.34	5.01	3.96	3.04	2.28	1.66			
1799	3	25759	Measured		5.76	5.13	4.63	3.72	2.95	2.35	1.92	2500000	5000	8483
			Computed	26.5%	4.67	5.42	4.32	3.97	3.61	3.24	2.88			
2001	3	25773	Measured		6.72	5.75	4.81	3.97	3.27	2.68	2.28	1153731	5000	15992
			Computed	5.8%	6.92	5.33	4.67	4.07	3.48	2.92	2.42			
2194	3	25801	Measured		10.14	6.64	5.27	4.12	3.26	2.57	2.08	502180	6332	24514
			Computed	3.7%	10.15	6.57	5.28	4.24	3.33	2.54	1.89			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Representative basin is Station 997, Drop 3

Section: MGM::TWA1::10 Layer Model: APC on Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	9	200000	100000	2500000	0.45	Fully Bonded
PCC Base Slab	Portland Cement	10	4000000	2500000	10000000	0.15	Partially Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	100	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
2E+06	1E+06	71%
6E+06	4E+06	70%
68982	75922	110%
32143	3847	12%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)	E4 (psi)
0	3	25411	Measured		6.95	3.27	2.93	2.57	2.21	1.85	1.58	475361	2500000	150000	40116
			Computed	19.3%	6.87	3.93	3.27	2.58	1.95	1.42	1				
51	3	25531	Measured		4.91	4.2	3.84	3.34	2.88	2.39	2.02	2500000	2500000	5000	30116
			Computed	9.6%	4.87	4.07	3.58	3.07	2.57	2.11	1.69				
101	3	25459	Measured		9.87	5.31	3.61	3.01	2.46	1.98	1.63	268905	2500000	17877	34302
			Computed	12.2%	9.97	5.05	4.25	3.35	2.52	1.82	1.26				
152	3	25536	Measured		6.22	4.52	3.89	3.33	2.87	2.39	1.97	391123	10000000	5000	30116
			Computed	10.0%	7.28	4.05	3.69	3.21	2.69	2.19	1.73				
200	3	26117	Measured		3.74	3.56	3.51	3.16	2.42	1.99	1.66	2500000	10000000	5000	30116
			Computed	15.6%	2.98	3.6	2.73	2.44	2.13	1.82	1.53				
250	3	25320	Measured		3.57	3.45	3.35	3.12	2.34	1.89	1.69	2500000	2500000	150000	30116
			Computed	20.6%	3.41	2.95	2.49	4.18	2.05	1.64	1.28				
304	3	25654	Measured		3.79	3.4	3.31	2.97	2.5	2.08	1.72	2500000	10000000	150000	30116
			Computed	30.3%	2.48	2.25	3.08	1.98	1.7	1.44	1.19				

Representative basin is Station 51, Drop 3

Section: MGM::TWA2::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	13	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	106	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
286684	95775	33%
131723	44771	34%
36698	9988	27%

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25010	Measured		10.97	4.77	3.49	2.92	2.39	1.93	1.59	349776	150000	55599
			Computed	36.1%	10.92	5.6	3.53	2.26	1.45	0.92	0.58			
51	3	25226	Measured		12.47	5.94	5.01	3.88	3.08	2.38	1.78	371119	150000	38578
			Computed	29.6%	12.34	7.12	4.8	3.21	2.12	1.37	0.87			
102	3	24850	Measured		15.11	7.98	5.08	3.6	2.66	2.03	1.65	258198	150000	34586
			Computed	20.3%	15.1	8.04	5.3	3.51	2.29	1.47	0.93			
151	3	24802	Measured		16.47	8.15	5.68	4.19	3.17	2.43	1.91	230219	150000	32098
			Computed	24.4%	16.41	8.6	5.66	3.76	2.46	1.58	0.99			
252	3	24418	Measured		26.28	12.84	7.03	4.47	3.16	2.34	1.8	135404	40335	27070
			Computed	20.5%	26.29	12.72	7.46	4.49	2.73	1.67	1.02			
333	3	25246	Measured		13.26	7.85	5.41	3.83	2.85	2.23	1.78	375389	150000	32254
			Computed	18.7%	13.23	8	5.53	3.78	2.53	1.66	1.06			

Representative basin is Station 102, Drop 3

Section: MGM::TWA3::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	13	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	106	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
683990	**417298**	**61%**
116375	**57677**	**50%**
25503	**3342.1**	**13%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25031	Measured		13.57	9.36	6.69	4.71	3.3	2.35	1.75	498724	101853	24661
			Computed	7.3%	13.57	9.31	6.77	4.79	3.3	2.21	1.43			
51	3	24938	Measured		18.82	10.08	6.36	4.36	3.16	2.3	1.77	204249	141395	27032
			Computed	14.5%	18.82	9.98	6.65	4.45	2.93	1.89	1.19			
102	3	24900	Measured		10.26	9.11	6.55	4.73	3.4	2.49	1.91	1284914	5000	21538
			Computed	23.3%	11.76	9.71	7.85	6.07	4.52	3.25	2.25			
150	3	24914	Measured		13.26	7.98	5.84	4.3	3.25	2.52	1.95	408337	150000	28825
			Computed	18.7%	13.19	8.35	5.91	4.12	2.8	1.85	1.19			
252	3	25312	Measured		11.34	6.97	5.45	4.31	3.44	2.74	2.2	617840	150000	29089
			Computed	21.4%	11.15	7.69	5.66	4.06	2.83	1.92	1.26			
321	3	25196	Measured		10	7.87	6.17	4.69	3.55	2.7	2.11	1089875	150000	21872
			Computed	5.7%	9.99	7.84	6.23	4.79	3.57	2.58	1.81			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Representative basin is Station 0, Drop 3

Section: MGM::TWA4::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	15	200000	100000	2500000	0.45	Fully Bonded	**516208**	**210095**	**41%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**59513**	**33108**	**56%**
Natural Subgrade	Cohesionless Cut	104	10000	5000	60000	0.4		**28961**	**4717.8**	**16%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
60	2	18995	Measured		8.81	5.33	3.77	2.58	1.72	1.15	0.8	418563	90407	35117
			Computed	2.6%	8.81	5.34	3.74	2.59	1.75	1.16	0.75			
103	2	18827	Measured		10.78	6.84	4.77	3.24	2.23	1.51	1.09	375496	40741	27953
			Computed	6.2%	10.78	6.81	4.8	3.3	2.21	1.45	0.92			
155	2	18981	Measured		7.93	5.98	4.58	3.37	2.41	1.67	1.19	880648	19074	25812
			Computed	2.9%	7.64	5.77	4.51	3.4	2.48	1.75	1.19			
250	2	19033	Measured		6.05	4.67	4.56	3.51	2.65	1.89	1.41	2500000	5000	17994
			Computed	22.5%	4.97	4.34	5.7	3.68	3.05	2.46	1.94			
324	2	19095	Measured		9.88	6.86	5.07	3.67	2.6	1.84	1.32	510002	50852	23591
			Computed	4.1%	9.88	6.83	5.1	3.71	2.61	1.79	1.18			
1529	2	18906	Measured		9.26	5.6	4.04	2.74	1.84	1.22	0.83	396330	96493	32332
			Computed	1.8%	9.26	5.63	3.97	2.77	1.88	1.25	0.81			

Representative basin is Station 324, Drop 2

Section: MGM::TWA5::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	15	200000	100000	2500000	0.45	Fully Bonded	**740747**	**413541**	**56%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**150000**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	104	10000	5000	60000	0.4		**34354**	**8187**	**24%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	24942	Measured		6.77	4.28	3.53	2.89	2.39	2.04	1.79	1164290	150000	37366
			Computed	19.7%	6.57	4.81	3.75	2.85	2.11	1.51	1.05			
51	3	24966	Measured		12.7	6.19	4.72	3.84	3.16	2.62	2.2	326738	150000	34617
			Computed	28.8%	12.59	7.04	4.88	3.39	2.3	1.53	0.99			
100	3	25162	Measured		8.19	5.8	4.87	4.05	3.36	2.75	2.28	1243499	150000	23261
			Computed	11.7%	7.97	6.24	5.11	4.06	3.13	2.35	1.72			
152	3	24809	Measured		13.34	6.6	5.22	4.05	3.21	2.61	2.15	311063	150000	31886
			Computed	25.8%	13.24	7.45	5.2	3.62	2.48	1.65	1.07			
254	3	25102	Measured		8.28	5.7	4.44	3.43	2.69	2.14	1.73	877614	150000	31015
			Computed	12.3%	8.2	5.88	4.56	3.45	2.53	1.81	1.25			
331	3	25188	Measured		8.9	4.58	3.56	2.81	2.23	1.81	1.46	521276	150000	47981
			Computed	25.6%	8.83	5.21	3.63	2.52	1.71	1.14	0.74			

Representative basin is Station 254, Drop 3

Section: MGM::TWA6::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	13	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	106	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
297391	**39977**	**13%**
112894	**42236**	**37%**
29508	**3846.5**	**13%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	24906	Measured		7.61	5.08	4.05	3.38	2.83	2.3	1.88	1380314	150000	32925
			Computed	18.5%	7.34	5.65	4.41	3.33	2.43	1.73	1.19			
53	3	25031	Measured		11.47	4.8	3.8	3.36	2.83	2.34	1.94	347895	150000	50471
			Computed	39.4%	11.37	5.99	3.83	2.48	1.6	1.02	0.64			
114	3	24495	Measured		19.05	12.17	8.32	5.72	4.09	2.97	2.29	279356	96558	19692
			Computed	11.2%	19.06	12.06	8.52	5.9	3.99	2.63	1.67			
150	3	24784	Measured		17.32	9.92	6.62	4.62	3.35	2.45	1.94	248616	150000	25374
			Computed	14.3%	17.33	9.91	6.82	4.67	3.12	2.04	1.3			
261	3	24520	Measured		17.37	10.57	6.59	4.46	3.19	2.4	1.89	283128	67766	26466
			Computed	16.8%	17.38	10.42	6.96	4.59	2.97	1.89	1.17			
349	3	24633	Measured		17.73	11.62	7.68	5.28	3.77	2.76	2.06	327959	63038	22119
			Computed	12.6%	17.74	11.47	7.98	5.43	3.6	2.33	1.47			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Representative basin is Station 114, Drop 3

Section: MGM::TWA7::10 Layer Model: APC on Subgrade

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	10.5	200000	100000	2500000	0.45	Fully Bonded	**407440**	**189193**	**46%**
PCC Base Slab	Portland Cement	11	4000000	2500000	10000000	0.15	Partially Bonded	**3E+06**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	103.5	10000	5000	60000	0.4		**18767**	**5590**	**30%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	24594	Measured		9.1	6	5.03	4.01	3.16	2.48	1.96	397997	2500000	17160
			Computed	7.7%	9.14	5.62	4.95	4.21	3.47	2.78	2.17			
167	3	24065	Measured		17.03	10.75	7.8	5.58	4.12	3.04	2.37	157866	2500000	9650
			Computed	34.5%	17.11	8.9	7.97	6.9	5.76	4.66	3.67			
310	3	24495	Measured		9.2	6.22	4.92	3.89	3.03	2.29	1.75	672553	2500000	17461
			Computed	14.7%	7.15	4.97	4.4	3.78	3.16	2.58	2.06			
322	3	24620	Measured		9.66	5	3.9	3.14	2.54	2.07	1.72	276169	2500000	25848
			Computed	6.3%	9.66	4.75	4.07	3.36	2.66	2.03	1.5			
445	3	24622	Measured		9.08	5.86	4.6	3.61	2.87	2.22	1.72	366965	2500000	19447
			Computed	9.8%	9.12	5.33	4.66	3.93	3.2	2.53	1.95			
468	3	24532	Measured		9.04	5.45	4.36	3.48	2.73	2.1	1.65	573088	2500000	23038
			Computed	12.3%	6.94	4.43	3.86	3.26	2.66	2.12	1.64			

Representative basin is Station 0, Drop 3

Section: MGM::TWB::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	18.5	200000	100000	2500000	0.45	Fully Bonded	**319873**	**208750**	**65%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**134670**	**38512**	**29%**
Natural Subgrade	Cohesionless Cut	100.5	10000	5000	60000	0.4		**39881**	**15900**	**40%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
199	3	25439	Measured		18.93	4	2.72	1.87	1.3	0.9	0.67	124533	150000	60000
			Computed	18.5%	18.9	5.68	3.07	1.95	1.27	0.83	0.54			
400	3	25570	Measured		10.91	4.61	3.57	2.77	2.15	1.62	1.23	306089	150000	48531
			Computed	22.0%	10.86	5.16	3.47	2.41	1.66	1.12	0.74			
595	3	26052	Measured		7.99	4.98	3.95	3.23	2.62	2.07	1.67	705978	150000	31860
			Computed	11.5%	7.94	5.25	4.1	3.18	2.4	1.76	1.26			
803	3	25468	Measured		9.07	6.19	4.69	3.7	2.92	2.31	1.85	629855	150000	24924
			Computed	6.5%	9.07	6.11	4.85	3.8	2.9	2.16	1.56			
999	3	26056	Measured		5.27	4.59	4.2	3.48	2.89	2.39	2	2500000	72669	17452
			Computed	8.8%	4.56	5.4	4.04	3.51	2.99	2.5	2.05			
1201	3	25333	Measured		15.91	5.62	4.48	3.77	3.17	2.62	2.18	100000	150000	60000
			Computed	52.5%	22.22	5.99	3.05	1.92	1.24	0.81	0.53			
1401	3	25675	Measured		28.87	7.26	5.61	4.42	3.52	2.79	2.29	100000	28043	34525
			Computed	38.6%	28.15	10.76	6.09	3.69	2.26	1.39	0.85			
1600	3	25476	Measured		16.63	4.58	3.37	2.81	2.31	1.83	1.45	100000	150000	60000
			Computed	42.2%	22.35	6.02	3.06	1.93	1.25	0.82	0.53			
1799	3	25906	Measured		11.28	5.63	4.5	3.67	2.97	2.45	1.99	371729	150000	32256
			Computed	20.9%	11.18	6.3	4.61	3.39	2.45	1.72	1.18			
2002	3	25606	Measured		11.42	5.68	4.56	3.82	3.2	2.67	2.21	523461	150000	22004
			Computed	15.6%	10.54	7	5.52	4.32	3.29	2.45	1.77			
2201	3	25523	Measured		12.04	6.92	4.89	3.74	2.85	2.12	1.66	346258	150000	28001
			Computed	8.3%	12.04	6.88	5.08	3.77	2.74	1.94	1.34			
2401	3	25674	Measured		11.37	2.89	2.11	1.66	1.31	1.03	0.77	264009	150000	60000
			Computed	31.9%	11.29	4.75	3	2.01	1.35	0.9	0.59			
2596	3	25551	Measured		12.68	5.5	4.29	3.3	2.5	1.88	1.43	266566	150000	38895
			Computed	19.2%	12.63	6.09	4.16	2.93	2.03	1.38	0.92			

Representative basin is Station 1799, Drop 3

Section: MGM::TWB::20 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Concrete	Asphalt Cement	11.5	200000	70000	2000000	0.35	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	107.5	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
1E+06	603768	47%
115224	52063	45%
29452	7138	24%

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
2820	3	25627	Measured		20.47	9.46	7.16	5.27	3.95	3.05	2.46	212798	150000	29584
			Computed	30.6%	20.38	10.58	6.75	4.34	2.75	1.72	1.06			
2998	3	25893	Measured		8.52	5.88	4.33	3.03	2.12	1.52	1.15	1119312	150000	43365
			Computed	11.3%	8.48	6.03	4.31	2.98	2.01	1.32	0.85			
3203	3	25641	Measured		11.82	8.8	6.81	5.11	3.76	2.85	2.26	1056346	150000	22978
			Computed	10.8%	11.71	9.03	6.9	5.09	3.63	2.51	1.68			
3399	3	25560	Measured		17.2	8.82	6.99	5.52	4.35	3.46	2.87	336197	150000	27431
			Computed	31.2%	17.02	10.28	6.94	4.63	3.02	1.93	1.2			
3601	3	25759	Measured		10.74	8	5.97	4.3	3.08	2.2	1.65	1031862	150000	28212
			Computed	7.6%	10.73	8.03	5.99	4.32	3.02	2.04	1.34			
3795	3	25552	Measured		11.78	9.91	7.34	5.24	3.72	2.6	1.95	1521854	5000	30922
			Computed	7.0%	11.88	9.65	7.45	5.44	3.79	2.53	1.61			
4001	3	26046	Measured		6.74	5.79	4.01	2.75	1.94	1.45	1.13	2000000	84863	43661
			Computed	8.6%	6.97	5.41	4.07	2.94	2.05	1.39	0.91			
4198	3	25735	Measured		7.97	6.89	6.23	4.61	3.37	2.45	1.81	2000000	150000	25599
			Computed	12.5%	7.07	8.64	5.63	4.32	3.2	2.3	1.6			
4400	3	25819	Measured		8.2	7.31	5.44	3.91	2.74	1.93	1.43	2000000	59479	29767
			Computed	4.4%	8.52	6.89	5.38	4.02	2.9	2.03	1.37			
4600	3	25769	Measured		6.98	6.62	5.23	3.69	2.58	1.78	1.31	2000000	33538	25417
			Computed	29.0%	7.8	9.47	6.17	4.66	3.4	2.4	1.64			
4805	3	25815	Measured		10.21	7.55	5.42	3.79	2.62	1.86	1.4	1042099	115026	32782
			Computed	7.8%	10.22	7.51	5.48	3.86	2.63	1.75	1.13			
5000	3	25656	Measured		11.14	8.6	6.76	5.17	3.93	3.03	2.36	1336319	150000	21613
			Computed	9.5%	11.02	8.79	6.9	5.21	3.8	2.69	1.84			
5201	3	25513	Measured		11.89	8.61	6.92	5.33	4.22	3.2	2.5	1147525	150000	21548
			Computed	12.9%	11.65	9.14	7.08	5.29	3.82	2.68	1.81			

Representative basin is Station 4805, Drop 3

Section: MGM::TWB::40 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	18.5	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	101.5	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
439822		**0%**
150000		**0%**
24443		**0%**

Appendix I1
Backcalculated Elastic Layer Modulus Values

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
5600	3	25562	Measured		11.16	6.82	5.23	4.2	3.21	2.48	1.93	439822	150000	24443
			Computed	8.0%	11.12	6.97	5.36	4.11	3.07	2.24	1.59			

Representative basin is Station 5600, Drop 3

Section: MGM::TWB::50 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	18.5	200000	100000	2500000	0.45	Fully Bonded	**396191**		**0%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**150000**		**0%**
Natural Subgrade	Cohesionless Cut	100.5	10000	5000	60000	0.4		**25634**		**0%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
6001	3	25590	Measured		12.54	5.83	4.73	3.75	3	2.39	1.94	396191	150000	25634
			Computed	13.7%	11.56	6.98	5.28	4	2.95	2.13	1.49			

Representative basin is Station 6001, Drop 3

Section: MGM::TWB::60 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	18.5	200000	100000	2500000	0.45	Fully Bonded	**235886**	**99322**	**42%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**150000**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	100.5	10000	5000	60000	0.4		**35597**	**15798**	**44%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
6199	3	25507	Measured		11.61	7.26	5.84	4.66	3.73	2.96	2.4	461476	150000	20447
			Computed	9.7%	11.54	7.56	5.94	4.64	3.53	2.61	1.88			
6406	3	25258	Measured		14.12	6.73	5.1	4.05	3.26	2.61	2.18	257637	150000	28461

			Computed	20.7%	14.05	7.31	5.2	3.78	2.69	1.87	1.26			
6599	3	25407	Measured		18.3	7.75	5.77	4.23	3.14	2.32	1.79	100000	150000	48900
			Computed	44.8%	23.12	6.77	3.66	2.35	1.54	1.01	0.65			
6804	3	25443	Measured		13.59	4.46	3.11	2.38	1.83	1.36	1.01	198076	150000	60000
			Computed	25.4%	13.56	5.06	3.03	1.99	1.32	0.87	0.56			
6999	3	25323	Measured		16.29	7.74	5.94	4.37	3.21	2.33	1.71	213033	150000	25866
			Computed	9.7%	16.25	8.16	5.75	4.16	2.95	2.05	1.38			
7203	3	25431	Measured		16.13	5.97	4.32	3.17	2.38	1.77	1.3	141322	150000	48968
			Computed	29.8%	17.98	6.2	3.63	2.38	1.58	1.04	0.67			
7400	3	25654	Measured		9.89	3.95	2.94	2.24	1.77	1.38	1.11	326085	150000	60000
			Computed	24.2%	9.85	4.49	2.94	2.01	1.36	0.91	0.6			
7600	3	25494	Measured		5.17	4.56	3.51	2.74	2.16	1.68	1.33	2500000	12897	22213
			Computed	21.4%	5.04	4.22	3.71	3.19	2.69	2.22	1.79			
7801	3	25494	Measured		15.44	7.19	5.25	3.84	2.82	2.14	1.66	218249	150000	29962
			Computed	13.1%	15.41	7.48	5.17	3.69	2.59	1.78	1.19			
8000	3	25415	Measured		16.64	7.55	5.65	4.28	3.19	2.47	1.87	200870	150000	27440
			Computed	15.5%	16.6	8.03	5.56	3.98	2.8	1.93	1.29			
8200	3	25460	Measured		18.6	8.01	6.23	4.84	3.73	2.92	2.3	174837	150000	24955
			Computed	19.9%	18.63	8.82	6.08	4.36	3.07	2.11	1.41			
8401	3	25452	Measured		15.57	9.65	7.35	5.68	4.44	3.33	2.55	303157	150000	16563
			Computed	4.4%	15.57	9.65	7.46	5.76	4.35	3.19	2.28			

Representative basin is Station 6199, Drop 3

Section: MGM::TWB1::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	16	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	103	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
277847	132736	48%
132062	47459	36%
30145	7285.8	24%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25386	Measured		12.06	6.41	5.27	4.17	3.12	2.29	1.75	384770	150000	30237
			Computed	16.3%	11.96	7.15	5.19	3.75	2.64	1.81	1.21			
51	3	25272	Measured		11.93	6.59	5.05	3.89	3.01	2.46	1.99	385306	150000	30561
			Computed	19.4%	11.85	7.07	5.12	3.7	2.6	1.79	1.19			
108	3	25689	Measured		11.77	5.89	4.65	3.73	2.96	2.36	1.9	369690	150000	35193
			Computed	23.7%	11.67	6.65	4.71	3.34	2.32	1.57	1.03			
165	3	25211	Measured		16.77	8.48	6.4	4.88	3.78	2.99	2.39	232531	150000	24598

			Computed	19.7%	16.7	9.07	6.42	4.57	3.19	2.17	1.43			
269	3	25195	Measured		32.32	9.66	7.56	5.8	4.46	3.52	2.74	100000	24434	26493
			Computed	36.9%	31.41	13.63	7.9	4.76	2.89	1.76	1.07			
346	3	25120	Measured		13.96	8.53	6.57	5.1	3.99	3.16	2.55	372634	150000	20965
			Computed	13.9%	13.88	8.9	6.73	5.02	3.66	2.59	1.77			
8598	3	25149	Measured		9.23	8.37	6.19	4.78	3.81	3	2.44	1200025	5156	22231
			Computed	5.9%	9.48	7.66	6.37	5.12	4	3.02	2.22			
8734	3	25090	Measured		19.82	8.54	6.57	5.06	3.96	3.14	2.49	100000	150000	42969
			Computed	48.1%	23.72	7.51	4.24	2.72	1.76	1.13	0.72			

Representative basin is Station 0, Drop 3

Section: MGM::TWB3::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	19	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	100	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
254762	**144253**	**57%**
126115	**67012**	**53%**
37231	**13904**	**37%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25516	Measured		13.18	5.29	4.34	3.68	3.08	2.58	2.21	320181	150000	29492
			Computed	23.4%	12.19	6.68	4.87	3.59	2.6	1.84	1.26			
57	3	25424	Measured		13	4.39	3.77	3.24	2.84	2.39	2.03	237474	150000	44017
			Computed	35.5%	12.91	5.71	3.76	2.61	1.79	1.21	0.8			
107	3	25750	Measured		10.13	3.5	3.11	2.76	2.47	2.13	1.88	478735	150000	30390
			Computed	34.4%	9.69	5.88	4.46	3.39	2.51	1.81	1.27			
162	3	25479	Measured		30.43	5.3	4.42	3.73	3.14	2.65	2.22	100000	6689	60000
			Computed	64.9%	29.34	11.67	6.26	3.33	1.71	0.85	0.43			
225	3	25754	Measured		12.28	4.99	4.23	3.59	2.98	2.5	2.12	292179	150000	36162
			Computed	28.6%	12.17	6.14	4.3	3.09	2.18	1.51	1.02			
255	3	25393	Measured		17.4	4.42	3.81	3.26	2.76	2.37	1.92	100000	150000	60000
			Computed	48.9%	22.25	5.98	3.03	1.91	1.24	0.81	0.53			

Representative basin is Station 57, Drop 3

Section: MGM::TWB4::10 Layer Model: Default model

Appendix I1
Backcalculated Elastic Layer Modulus Values

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Asphalt Overlay	Asphalt Cement	17	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	102	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
552478	162284	29%
150000	0	0%
31925	15304	48%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25656	Measured		8.83	3.91	2.8	1.97	1.37	0.98	0.72	417592	150000	60000
			Computed	8.9%	8.78	4.46	2.99	2.05	1.39	0.92	0.61			
0	3	25597	Measured		10.69	6.56	5.34	4.34	3.43	2.72	2.17	540707	150000	24531
			Computed	13.0%	10.58	7.06	5.47	4.18	3.11	2.26	1.59			
57	3	25457	Measured		6.34	5.33	5.32	4.4	3.59	2.94	2.38	2500000	150000	13424
			Computed	10.2%	5.57	6.43	4.96	4.33	3.71	3.11	2.56			
105	3	25343	Measured		10.01	7.25	6.14	5.16	4.18	3.36	2.7	852037	150000	16506
			Computed	5.9%	9.89	7.56	6.28	5.11	4.05	3.13	2.35			
151	3	25156	Measured		12.33	6.84	5.79	4.72	3.78	2.94	2.27	409332	150000	23531
			Computed	16.0%	12.17	7.7	5.84	4.4	3.22	2.3	1.59			
221	3	25859	Measured		8.85	5.06	4.16	3.28	2.54	1.9	1.45	586799	150000	36231
			Computed	13.4%	8.79	5.54	4.15	3.08	2.23	1.57	1.08			
263	3	25684	Measured		10.01	6.2	4.8	3.59	2.62	1.89	1.3	508399	150000	30751
			Computed	2.3%	10.02	6.32	4.75	3.54	2.57	1.82	1.25			

Representative basin is Station 221, Drop 3

Section: MGM::TWC1::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond
Asphalt Overlay	Asphalt Cement	10	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	109	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
976221	871435	89%
150000	0	0%
29926	1232	4%

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
9	3	25694	Measured		7.52	6.69	6.01	4.65	3.58	2.77	2.21	2500000	150000	27956
			Computed	20.00%	6.97	8.37	5.5	4.15	3.03	2.14	1.46			

25	3	25410	Measured		12.09	7.42	6.07	4.75	3.73	2.82	2.31	880089	150000	29957
			Computed	25.70%	11.76	8.62	6.14	4.23	2.83	1.84	1.17			
51	3	25519	Measured		13.24	6.8	5.62	4.48	3.54	2.75	2.24	424782	150000	30806
			Computed	31.90%	15.14	9.67	6.42	4.19	2.69	1.69	1.05			
75	3	25571	Measured		13.32	7.74	6.27	4.88	3.75	2.89	2.23	634272	150000	31108
			Computed	28.10%	13.06	9.01	6.2	4.15	2.71	1.73	1.08			
100	3	25512	Measured		13.25	6.9	5.83	4.62	3.67	2.81	2.21	441960	150000	29803
			Computed	31.10%	15.16	9.83	6.58	4.32	2.79	1.76	1.09			

Representative basin is Station 25, Drop 3

Section: MGM::TWC2::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond
Asphalt Overlay	Asphalt Cement	10	200000	100000	2500000	0.45	Fully Bonded
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesionless Cut	109	10000	5000	60000	0.4	
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded

Avg.	Std. Dev	COV
2E+06	**995063**	**63%**
95777	**71717**	**75%**
22127	**3405**	**15%**

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
10	3	25816	Measured		10.29	7.35	6.04	4.82	3.74	2.86	2.2	1819093	150000	25686
			Computed	14.70%	9.93	8.09	6.26	4.65	3.33	2.31	1.55			
26	3	25274	Measured		16.42	11.9	8.31	5.65	3.92	2.78	2.17	548247	150000	21235
			Computed	10.10%	16.43	11.79	8.43	5.83	3.92	2.56	1.62			
50	3	25296	Measured		16.62	11.82	8.38	5.59	3.79	2.68	2.02	509379	143050	21881
			Computed	9.40%	16.74	11.81	8.34	5.71	3.8	2.46	1.55			
75	3	25495	Measured		11.07	10.74	7.7	5.37	3.72	2.64	1.96	2500000	5000	24785
			Computed	10.60%	11.41	9.8	7.86	5.98	4.36	3.06	2.06			
100	3	25173	Measured		11.7	11.56	8.4	5.76	3.95	2.8	2.12	2500000	30834	17050
			Computed	14.80%	10	11.55	8.15	6.35	4.77	3.47	2.43			

Representative basin is Station 10, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::TWC3::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	10	200000	100000	2500000	0.45	Fully Bonded	1E+06	889522	70%
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	103610	65181	63%
Natural Subgrade	Cohesionless Cut	109	10000	5000	60000	0.4		34315	5790	17%
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
10	3	25083	Measured		20.76	12.34	7.39	4.25	2.78	1.99	1.56	282495	54694	28813
			Computed	15.70%	20.76	12.32	7.41	4.45	2.68	1.63	0.99			
27	3	25057	Measured		18.38	13.11	8.46	5.16	3.06	1.95	1.46	580132	13357	28138
			Computed	11.30%	18.39	13.06	8.5	5.23	3.11	1.81	1.04			
55	3	25794	Measured		8.71	6.54	4.91	3.61	2.68	1.98	1.46	1717649	150000	35224
			Computed	11.90%	8.59	6.74	5.02	3.59	2.48	1.67	1.08			
75	3	25673	Measured		8.73	6.48	4.51	3.08	2.15	1.57	1.21	1297964	150000	41554
			Computed	12.10%	8.72	6.46	4.59	3.14	2.09	1.36	0.86			
101	3	25720	Measured		6.84	6	4.59	3.12	2.11	1.53	1.19	2500000	150000	37844
			Computed	11.10%	5.8	7.15	4.44	3.25	2.31	1.58	1.05			

Representative basin is Station 75, Drop 3

Section: MGM::TWE::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	16	200000	100000	2500000	0.45	Fully Bonded	523232	196839	38%
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	131875	51265	39%
Natural Subgrade	Cohesionless Cut	103	10000	5000	60000	0.4		33612	6623	20%
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
194	3	25488	Measured		36.87	5.54	4.57	3.82	3.11	2.5	2	100000	5000	29068
			Computed	107.4%	37.62	18.54	10.74	6	3.24	1.71	0.89			
409	3	25520	Measured		9.39	5.4	4.32	3.54	2.96	2.42	2.01	605333	150000	33030
			Computed	21.3%	9.23	6.04	4.55	3.37	2.43	1.7	1.16			

Appendix I1
Backcalculated Elastic Layer Modulus Values

601	3	25657	Measured		9.13	5.25	4.34	3.62	2.96	2.48	2.01	662094	150000	32433
			Computed	20.8%	8.95	5.99	4.55	3.4	2.47	1.75	1.2			
801	3	25513	Measured		8.65	4.63	3.81	3.19	2.65	2.17	1.81	621071	150000	39352
			Computed	24.4%	8.49	5.4	3.99	2.91	2.07	1.44	0.97			
1000	3	25681	Measured		8.58	4.8	4.04	3.34	2.72	2.21	1.82	682639	150000	36407
			Computed	21.4%	8.41	5.55	4.18	3.09	2.23	1.57	1.07			
1200	3	25308	Measured		8.97	5.35	4.09	3.12	2.4	1.89	1.54	578660	150000	37434
			Computed	16.1%	8.91	5.63	4.15	3.03	2.15	1.49	1			
1399	3	25505	Measured		7.25	5.49	5.49	4.16	3.2	2.51	2.02	2500000	5000	18075
			Computed	19.8%	6.09	7.01	5.35	4.59	3.84	3.14	2.51			
1607	3	25514	Measured		10.57	6.69	5.19	4.11	3.32	2.74	2.29	572725	150000	26096
			Computed	16.4%	10.45	7.06	5.42	4.09	3	2.14	1.48			
5385	3	25226	Measured		11.64	6.13	4.57	3.48	2.71	2.19	1.92	363336	150000	35073
			Computed	22.1%	11.58	6.57	4.65	3.29	2.28	1.54	1.02			

Representative basin is Station 601, Drop 3

Section: MGM::TWE::20 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	16	200000	100000	2500000	0.45	Fully Bonded	**466925**	**66484**	**14%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**150000**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	103	10000	5000	60000	0.4		**23375**	**3584**	**15%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
1831	3	25448	Measured		11.17	6.69	5.36	4.29	3.45	2.85	2.34	513936	150000	25909
			Computed	17.9%	11.02	7.29	5.54	4.15	3.03	2.14	1.47			
1964	3	25365	Measured		13.36	8.26	6.57	5.11	4.1	3.19	2.52	419914	150000	20840
			Computed	13.2%	13.25	8.74	6.68	5.03	3.69	2.63	1.82			

Representative basin is Station 1831, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::TWE1::10 Layer Model: Without Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	12	200000	100000	2500000	0.45	Fully Bonded	**731450**	**737671**	**101%**
Natural Subgrade	Cohesionless Cut	113	10000	5000	60000	0.4		**17917**	**2336.3**	**13%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
10	3	25171	Measured		12.84	12.28	8.98	6.04	4.02	2.69	2	1253062	16265
			Computed	20.50%	11.12	13.41	8.91	6.84	5.07	3.63	2.5		
100	3	24486	Measured		27.22	17.03	10.3	6.11	3.92	2.77	2.22	209837	19569
			Computed	15.20%	27.26	16.77	10.58	6.51	3.95	2.37	1.4		

Representative basin is Station 10, Drop 3

Section: MGM::TWE1::20 Layer Model: Without Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Asphalt Concrete	Asphalt Cement	12	200000	70000	2000000	0.35	Fully Bonded	**90407**	**23951**	**26%**
Natural Subgrade	Cohesionless Cut	113	10000	5000	60000	0.4		**23155**	**12190**	**53%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
202	3	23988	Measured		156.79	19	10.15	5.95	3.25	2.04	1.69	70000	5000
			Computed	277.20%	96.37	61.62	39.84	24.9	15.19	9.08	5.28		
304	3	24341	Measured		32.96	14.46	8.62	5.45	3.42	2.36	2.04	116068	27161
			Computed	27.40%	32.94	15.02	7.98	4.44	2.57	1.53	0.92		
405	3	23925	Measured		32.56	13.95	6.37	3.82	2.76	2.03	1.65	105560	30178
			Computed	24.30%	32.57	13.76	7.06	3.88	2.25	1.35	0.82		
472	3	23844	Measured		41.33	14.46	6.15	3.38	2.33	1.87	1.55	70000	30281
			Computed	22.40%	41.24	14.58	6.93	3.74	2.17	1.32	0.81		

Representative basin is Station 304, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::TWE2::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	16	200000	100000	2500000	0.45	Fully Bonded	**439573**	**54506**	**12%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**117847**	**55691**	**47%**
Natural Subgrade	Cohesionless Cut	103	10000	5000	60000	0.4		**36601**	**9995**	**27%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25672	Measured		10.19	5.97	4.6	3.53	2.71	2.04	1.66	500732	150000	33820
			Computed	15.10%	10.12	6.31	4.64	3.38	2.4	1.66	1.12			
50	3	25522	Measured		13.22	8.38	5.89	4.09	2.89	2.15	1.68	396126	53540	28291
			Computed	9.90%	13.23	8.3	5.98	4.23	2.92	1.96	1.27			
105	3	25543	Measured		9.7	5.18	3.63	2.59	1.91	1.52	1.19	421862	150000	47692
			Computed	17.00%	9.68	5.31	3.66	2.54	1.73	1.15	0.75			

Representative basin is Station 0, Drop 3

Section: MGM::TWE2::20 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Asphalt Concrete	Asphalt Cement	16	200000	70000	2000000	0.35	Fully Bonded	**1E+06**	**840236**	**66%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**137194**	**25613**	**19%**
Natural Subgrade	Cohesionless Cut	103	10000	5000	60000	0.4		**28195**	**5697**	**20%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
0	3	25596	Measured		5.82	4.92	4.09	3.33	2.76	2.2	1.79	2000000	150000	26128
			Computed	5.90%	6.02	4.84	4.06	3.32	2.65	2.06	1.56			
169	3	25548	Measured		5.75	5.71	4.63	3.56	2.68	1.98	1.5	2000000	98775	24089
			Computed	9.30%	5.16	6.36	4.35	3.57	2.85	2.22	1.68			
224	3	25755	Measured		9.66	5.46	4.31	3.37	2.67	2.05	1.66	587694	150000	36629
			Computed	18.50%	9.58	5.98	4.38	3.18	2.25	1.55	1.04			
281	3	25435	Measured		11.86	6.86	5.62	4.54	3.53	2.69	2.09	504047	150000	25934
			Computed	15.50%	11.72	7.57	5.69	4.22	3.05	2.14	1.46			

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::A10::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Portland Cement Con	Portland Cement	11	4000000	2500000	10000000	0.15	Partially Bonded	**5E+06**	**3E+06**	**62%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**68339**	**70199**	**103%**
Natural Subgrade	Cohesionless Cut	108	10000	5000	60000	0.4		**46059**	**13550**	**29%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
9	3	25251	Measured		3.97	3.41	2.9	2.34	1.8	1.38	1.1	9008079	150000	43730
			Computed	3.20%	3.94	3.46	2.9	2.34	1.82	1.38	1.01			
9	3	25073	Measured		4.83	4.18	3.5	2.83	2.19	1.68	1.28	7125928	150000	35829
			Computed	2.50%	4.82	4.22	3.53	2.83	2.19	1.65	1.2			
16	3	24873	Measured		7.14	4.23	3.21	2.4	1.8	1.36	1.07	2500000	23999	60000
			Computed	20.60%	6.56	5.09	3.71	2.55	1.67	1.05	0.64			
17	3	24616	Measured		9.03	1.54	1.3	1.09	0.93	0.76	0.63	2500000	5000	60000
			Computed	205.10%	8.26	6.71	5.1	3.64	2.46	1.58	0.96			
18	3	25372	Measured		6.22	5.39	4.5	3.55	2.66	2	1.42	5353060	10303	36250
			Computed	1.10%	6.17	5.37	4.44	3.51	2.68	1.97	1.4			
19	3	24939	Measured		3.4	2.97	2.57	2.14	1.74	1.37	1.07	10000000	70596	51790
			Computed	9.40%	3.46	3.03	2.54	2.04	1.58	1.19	0.87			
27	3	24858	Measured		8.18	2.51	2.03	1.59	1.28	1.02	0.83	2500000	5000	60000
			Computed	108.30%	8.34	6.77	5.15	3.68	2.49	1.6	0.97			
28	3	24753	Measured		6.44	3.35	2.56	1.93	1.53	1.09	0.89	2500000	5000	60000
			Computed	70.90%	8.31	6.75	5.12	3.66	2.48	1.59	0.97			
30	3	25406	Measured		4.7	4.34	3.67	2.95	2.24	1.64	1.26	10000000	5000	44224
			Computed	9.20%	4.66	4.2	3.63	3.02	2.43	1.91	1.46			
31	3	25428	Measured		4.33	3.62	3.07	2.51	1.97	1.51	1.16	8226863	150000	41429
			Computed	3.70%	4.25	3.73	3.12	2.5	1.94	1.46	1.07			
38	3	24940	Measured		6.68	3.87	3.03	2.31	1.75	1.39	0.99	2500000	5000	60000
			Computed	49.20%	8.37	6.8	5.16	3.69	2.5	1.6	0.97			
47	3	25090	Measured		3.7	3.32	2.82	2.33	1.89	1.48	1.15	8062752	150000	34115
			Computed	20.50%	4.66	4.12	3.49	2.83	2.23	1.7	1.26			
51	3	25170	Measured		5.2	4.63	4.06	3.38	2.78	2.39	2.15	10000000	150000	22731
			Computed	6.60%	5.15	4.69	4.11	3.48	2.86	2.3	1.8			
56	3	24298	Measured		12.12	2.31	1.78	1.43	1.19	0.95	0.74	2500000	5000	32170
			Computed	196.50%	9.82	8.24	6.52	4.89	3.51	2.41	1.58			
56	3	25372	Measured		3.35	3.28	2.87	2.35	1.86	1.45	1.1	10000000	150000	45810
			Computed	8.20%	3.25	3.68	2.74	2.21	1.73	1.32	0.97			
57	3	24763	Measured		7.1	1.51	1.28	1.09	0.9	0.79	0.66	2500000	5000	60000

Appendix I1
Backcalculated Elastic Layer Modulus Values

			Computed	210.40%	8.31	6.75	5.13	3.66	2.48	1.59	0.97			
60	3	25383	Measured		4.92	4.22	3.76	3.24	2.74	2.22	1.77	2500000	150000	60000
			Computed	40.10%	6.12	4.67	3.38	2.31	1.52	0.97	0.59			
67	3	25330	Measured		7.68	1.52	1.33	1.09	0.99	0.8	0.7	2500000	5000	60000
			Computed	209.90%	8.5	6.9	5.24	3.75	2.54	1.63	0.99			
71	3	24769	Measured		9.71	4.1	3.19	2.43	1.85	1.37	1.06	2500000	5000	55145
			Computed	45.70%	8.5	6.93	5.29	3.8	2.6	1.68	1.03			
109	3	25157	Measured		4.86	4.33	3.74	3.06	2.44	1.92	1.59	8839306	144338	29029
			Computed	3.10%	4.84	4.34	3.73	3.08	2.47	1.93	1.46			
116	3	24955	Measured		12.5	1.49	1.31	1.09	0.93	0.81	0.7	2500000	5000	28373
			Computed	333.90%	10.54	8.9	7.1	5.38	3.9	2.72	1.81			
118	3	25320	Measured		5.1	4.34	3.8	3.18	2.64	2.09	1.73	9136736	150000	26995
			Computed	4.00%	4.97	4.48	3.87	3.22	2.6	2.05	1.57			
118	3	25176	Measured		3.88	3.37	2.88	2.39	1.9	1.51	1.19	10000000	150000	40798
			Computed	4.20%	3.87	3.43	2.91	2.37	1.88	1.44	1.07			
128	3	24759	Measured		15.61	2.78	2.27	1.84	1.49	1.2	0.97	2500000	5000	17983
			Computed	234.60%	12.43	10.76	8.84	6.94	5.24	3.81	2.67			
128	3	24715	Measured		8.59	1.89	1.57	1.29	0.99	0.84	0.67	2500000	5000	60000
			Computed	161.60%	8.29	6.74	5.12	3.65	2.47	1.59	0.96			
132	3	25179	Measured		4.69	4.07	3.46	2.89	2.44	2.16	0.78	9294619	150000	30537
			Computed	30.50%	4.61	4.14	3.55	2.94	2.36	1.84	1.4			
137	3	24875	Measured		8.42	3.42	2.66	2.06	1.6	1.25	1	2500000	5000	60000
			Computed	63.80%	8.35	6.78	5.15	3.68	2.49	1.6	0.97			
158	3	25572	Measured		3.76	3.4	2.9	2.39	1.9	1.56	1.26	10000000	150000	42304
			Computed	7.20%	3.86	3.42	2.89	2.35	1.85	1.42	1.06			
163	3	25151	Measured		4.06	3.58	3.05	2.56	2.14	1.73	1.43	10000000	107630	36513
			Computed	7.30%	4.09	3.65	3.12	2.57	2.05	1.58	1.19			
167	3	24805	Measured		9.02	2.17	1.77	1.38	1.13	0.91	0.77	2500000	5000	60000
			Computed	135.80%	8.32	6.76	5.14	3.67	2.48	1.6	0.97			
169	3	25044	Measured		6.74	3.38	2.84	2.3	1.83	1.4	1.11	2500000	5000	60000
			Computed	57.70%	8.4	6.82	5.18	3.7	2.51	1.61	0.98			
177	3	24809	Measured		9.61	1.69	1.4	1.13	0.95	0.78	0.66	2500000	5000	60000
			Computed	189.40%	8.33	6.76	5.14	3.67	2.48	1.6	0.97			
177	3	24738	Measured		7.82	3.58	2.79	2.15	1.62	1.25	0.97	2500000	5000	60000
			Computed	57.70%	8.3	6.74	5.12	3.66	2.48	1.59	0.97			
228	3	25225	Measured		5.48	4.74	3.98	3.13	2.43	1.78	1.28	5938045	150000	33581
			Computed	0.80%	5.46	4.75	3.93	3.12	2.39	1.78	1.27			
236	3	25213	Measured		4.88	1.46	1.28	1.09	0.92	0.84	0.72	2500000	150000	42712
			Computed	167.30%	7.22	5.72	4.29	3.06	2.08	1.37	0.86			

Representative basin is Station 19, Drop 3

Appendix I1
Backcalculated Elastic Layer Modulus Values

Section: MGM::A28::10 Layer Model: Default model

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Asphalt Overlay	Asphalt Cement	24	200000	100000	2500000	0.45	Fully Bonded	**800666**	**196950**	**25%**
Base	Unbound Aggregat	6	60000	5000	150000	0.35	Fully Bonded	**150000**	**0**	**0%**
Natural Subgrade	Cohesionless Cut	95	10000	5000	60000	0.4		**27334**	**0**	**0%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)	E3 (psi)
10	3	25731	Measured		5.92	3.54	3.1	2.67	2.29	1.96	1.67	906944	150000	27384
			Computed	9.60%	5.83	3.87	3.2	2.65	2.16	1.73	1.35			
51	3	25727	Measured		5.55	3.64	3.1	2.66	2.24	1.88	1.58	1028281	150000	25818
			Computed	5.10%	5.52	3.78	3.17	2.66	2.19	1.77	1.4			
118	3	25583	Measured		6.73	3.87	3.34	2.92	2.49	2.1	1.74	740420	150000	26359
			Computed	10.30%	6.64	4.26	3.47	2.85	2.3	1.82	1.4			
150	3	25562	Measured		6.31	3.56	3.21	2.88	2.57	1.94	1.63	823502	150000	26601
			Computed	10.00%	6.2	4.06	3.33	2.76	2.24	1.78	1.38			
218	3	25505	Measured		8	4.74	3.23	2.69	2.22	1.84	1.53	504183	150000	30508
			Computed	9.20%	8.01	4.57	3.55	2.81	2.18	1.66	1.23			

Representative basin is Station 150, Drop 3

Section: MGM::A28::20 Layer Model: without Agg. Base

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Rat	Bond	Avg.	Std. Dev	COV
Portland Cement Con	Portland Cement	12	4000000	2500000	10000000	0.15	Partially Bonded	**5E+06**	**2E+06**	**53%**
Natural Subgrade	Cohesionless Cut	113	10000	5000	60000	0.4		**19885**	**13369**	**67%**
Bedrock	Bedrock	0	1000000	1000000	1000000	0.5	Fully Bonded			

Station Information

Station	Drop	Load (lb)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)	E1 (psi)	E2 (psi)
11	3	25465	Measured		10.57	10.06	9.22	8.09	6.98	5.63	4.43	5483214	7739
			Computed	3.50%	10.77	10	9.04	7.96	6.85	5.78	4.78		
21	3	25421	Measured		10.45	2.74	2.34	2	1.74	1.48	1.25	2500000	28773
			Computed	92.70%	8.28	6.85	5.46	4.15	3.04	2.14	1.45		
29	3	25648	Measured		8.74	8.09	8.04	7.03	5.95	4.76	3.58	7657108	8267

Appendix I1
Backcalculated Elastic Layer Modulus Values

			Computed	9.00%	8.31	8.87	7.58	6.76	5.9	5.05	4.26		
31	3	26047	Measured		6.7	5.94	5.18	4.4	3.75	3.25	1.52	6227886	19111
			Computed	19.20%	6.66	6	5.24	4.42	3.63	2.91	2.27		
36	3	25748	Measured		9.08	4.61	3.83	3.16	2.62	2.13	1.76	2500000	49272
			Computed	30.40%	6.4	5.02	3.8	2.74	1.9	1.26	0.81		
38	3	25222	Measured		9.43	4.4	3.61	2.99	2.51	2.1	1.75	2500000	31668
			Computed	28.50%	7.83	6.42	5.08	3.83	2.77	1.94	1.3		
47	3	25762	Measured		9.85	8.91	7.81	6.51	5.21	3.97	3.03	3851874	13544
			Computed	2.50%	9.9	8.86	7.67	6.42	5.21	4.12	3.17		
51	3	25935	Measured		8.16	7.93	7.07	5.82	4.74	3.9	3.36	5966672	12333
			Computed	4.40%	7.68	8.39	6.84	5.9	4.97	4.1	3.3		
51	3	25413	Measured		12.28	11.97	11.52	10.44	9.22	7.91	6.49	5839943	5000
			Computed	4.00%	12.11	12.85	11.14	10.01	8.83	7.66	6.54		
54	3	25765	Measured		18.86	3.31	2.88	2.48	2.1	1.75	1.43	2500000	9735
			Computed	238.40%	14.44	12.85	11.06	9.18	7.4	5.79	4.41		
58	3	25084	Measured		5.81	5.7	4.72	3.83	3.09	2.44	1.99	6190581	21801
			Computed	3.30%	6.03	5.4	4.68	3.92	3.19	2.53	1.95		
60	3	25372	Measured		7.7	4	3.41	2.89	2.46	2.09	1.78	2500000	42130
			Computed	27.30%	6.82	5.45	4.19	3.07	2.16	1.46	0.95		
112	3	25488	Measured		94.35	11.56	10.88	9.89	8.85	7.57	6.33	2500000	5000
			Computed	48.00%	19.84	18.19	16.19	13.99	11.79	9.72	7.83		
128	3	25946	Measured		9.3	8.75	7.92	6.75	5.65	4.37	3.31	5121813	11183
			Computed	4.60%	9.5	8.68	7.71	6.63	5.57	4.57	3.66		
131	3	25784	Measured		9.61	8.69	8.23	7.6	6.36	5.09	3.94	7614781	7376
			Computed	10.30%	8.87	8.13	9.45	7.27	6.38	5.5	4.67		
136	3	26022	Measured		5.5	4.16	3.56	3.03	2.53	2.05	1.73	5749979	34003
			Computed	10.70%	5.21	4.53	3.81	3.08	2.41	1.83	1.34		
138	3	25855	Measured		7.9	3.42	3.01	2.57	2.22	1.9	1.61	2500000	44581
			Computed	33.00%	6.76	5.36	4.1	2.99	2.09	1.41	0.91		
151	3	25593	Measured		11.42	10.39	9.48	8.36	7.15	5.81	4.52	4582786	8512
			Computed	2.50%	11.32	10.41	9.3	8.08	6.84	5.67	4.6		
160	3	25898	Measured		8.86	4.03	3.37	2.85	2.41	2	1.65	2500000	36854
			Computed	29.20%	7.45	6.03	4.7	3.49	2.49	1.71	1.13		
163	3	25928	Measured		9.23	9.08	8.59	7.86	7.09	6.14	5.2	10000000	5465
			Computed	2.20%	9.53	9.08	8.46	7.73	6.95	6.16	5.39		
170	3	25889	Measured		12.69	7.66	6.63	5.45	4.34	3.29	2.44	2500000	17485
			Computed	13.20%	10.84	9.31	7.72	6.13	4.71	3.49	2.5		
174	3	25704	Measured		9.28	3.7	3.19	2.75	2.38	2	1.66	2500000	34612
			Computed	37.20%	7.63	6.21	4.87	3.64	2.61	1.81	1.2		
177	3	25534	Measured		12.15	4.19	3.56	3.02	2.53	2.07	1.74	2500000	22315
			Computed	58.20%	9.46	7.98	6.5	5.06	3.8	2.75	1.92		
246	3	25837	Measured		9.75	9.09	8.17	7.25	6.34	6.19	5.1	10000000	5532
			Computed	19.30%	8.99	8.38	7.66	6.88	9.44	6.09	5.33		
250	3	25771	Measured		9.78	8.98	8.2	7.13	6.03	4.85	3.75	5310390	9921
			Computed	2.70%	9.82	9.03	8.07	7.01	5.94	4.92	3.99		
256	3	25483	Measured		12.28	4.69	3.99	3.4	2.88	2.38	2	2500000	29392

Appendix I1
Backcalculated Elastic Layer Modulus Values

			Computed	28.60%	8.22	6.78	5.39	4.1	2.99	2.1	1.42		
258	3	25795	Measured		10.75	3.64	3.19	2.76	2.32	2	1.68	2500000	27893
			Computed	53.60%	8.54	7.08	5.66	4.32	3.17	2.24	1.52		
267	3	25766	Measured		11.27	10.64	9.71	8.52	7.23	5.77	4.42	4839059	7929
			Computed	4.20%	11.48	10.6	9.53	8.32	7.1	5.94	4.86		
276	3	25609	Measured		5.16	4.45	4.37	3.71	3.15	2.57	2.19	10000000	19246
			Computed	7.10%	4.74	5.15	4.23	3.67	3.11	2.58	2.09		

Representative basin is Station 31, Drop 3

Appendix I2
Summary of Elastic Layer Modulus Values

Branch	Section	Surface	Area, sf	PCI	Age, Years	AC/PCC, "E", psi			Aggregate Base/PCC, "E", psi			Subgrade, "E", psi		
						Avg.	Std. Dev	COV	Avg.	Std. Dev	COV	Avg.	Std. Dev	COV
Runway 03-21	10C	AAC	117,357	51	14	334,386	282,682	85%	124,740	37,212	30%	19,512	3,730	19%
	20C	AAC	74,752	63	14	426,212	321,539	75%	114,668	57,991	51%	20,473	3,546	17%
Runway 10-28	10C	APC	50,000	72	15	520,188	312,392	60%	2,500,000	0	0%	12,433	887	7%
	20C	AAC	351,000	61	15	815,643	375,018	46%	111,906	55,600	50%	22,429	7,481	33%
	30C	APC	50,000	48	15	693,089	435,808	63%	4,000,000	3,354,102	84%	23,055	4,535	20%
Taxiway A	10	AAC	273,225	98	3	413,695	233,219	56%	122,502	55,616	45%	29,553	10,809	37%
	20	AAC	178,879	98	2	335,111	152,983	46%	108,401	53,498	49%	25,300	10,538	42%
	30	AAC	21,974	44	14	192,389	130,658	68%	150,000	0	0%	46,006	17,525	38%
	40	AAC	24,722	55	14	1,273,508	0	0%				10,266	0	0%
	50	AAC	153,161	95	5	1,180,670	955,153	81%	59,390	68,487	115%	23,642	11,159	47%
Taxiway A1	10	APC	48,429	92	5	1,590,770	1,135,592	71%	5,714,286	4,008,919	70%	32,143	3,847	12%
Taxiway A2	10	AAC	56,020	88	5	286,684	95,775	33%	131,723	44,771	34%	36,698	9,988	27%
Taxiway A3	10	AAC	23,816	91	3	683,990	417,298	61%	116,375	57,677	50%	25,503	3,342	13%
Taxiway A4	10	AAC	23,724	90	3	516,208	210,095	41%	59,513	33,108	56%	28,961	4,718	16%
Taxiway A5	10	AAC	33,953	94	2	740,747	413,541	56%	150,000	0	0%	34,354	8,187	24%
Taxiway A6	10	AAC	34,293	92	2	297,391	39,977	13%	112,894	42,236	37%	29,508	3,847	13%
Taxiway A7	10	APC	34,912	93	2	407,440	189,193	46%	2,500,000	0	0%	18,767	5,590	30%
Taxiway B	10	AAC	189,035	58	12	319,873	208,750	65%	134,670	38,512	29%	39,881	15,900	40%
	20	AC	200,510	73	10	1,292,639	603,768	47%	115,224	52,063	45%	29,452	7,138	24%
	40	AAC	16,743	39	14	439,822	0	0%	150,000	0	0%	24,443	0	0%
	50	AAC	21,947	46	14	396,191	0	0%	150,000	0	0%	25,634	0	0%
	60	AAC	181,800	63	12	235,886	99,322	42%	150,000	0	0%	35,597	15,798	44%
Taxiway B1	10	AAC	84,244	62	12	277,847	132,736	48%	132,062	47,459	36%	30,145	7,286	24%
Taxiway B3	10	AAC	36,644	57	12	254,762	144,253	57%	126,115	67,012	53%	37,231	13,904	37%
Taxiway B4	10	AAC	35,789	60	12	552,478	162,284	29%	150,000	0	0%	31,925	15,304	48%
Taxiway C1	10	AAC	15,544	53	26	976,221	871,435	89%	150,000	0	0%	29,926	1,232	4%
Taxiway C2	10	AAC	24,345	98	2	1,575,344	995,063	63%	95,777	71,717	75%	22,127	3,405	15%
Taxiway C3	10	AC	23,241	99	2	1,275,648	889,522	70%	103,610	65,181	63%	34,315	5,790	17%
Taxiway E	10	AC	71,385	53	23	523,232	196,839	38%	131,875	51,265	39%	33,612	6,623	20%
	20	AAC	22,770	45	23	466,925	66,484	14%	150,000	0	0%	23,375	3,584	15%

Appendix I2
Summary of Elastic Layer Modulus Values

Branch	Section	Surface	Area, sf	PCI	Age, Years	AC/PCC, "E", psi			Aggregate Base/PCC, "E", psi			Subgrade, "E", psi		
						Avg.	Std. Dev	COV	Avg.	Std. Dev	COV	Avg.	Std. Dev	COV
Taxiway E1	10	AAC	17,349	60	14	731,450	737,671	101%				17,917	2,336	13%
	20	AC	28,070	30	20	90,407	23,951	26%				23,155	12,190	53%
Taxiway E2	10	AAC	8,404	56	14	439,573	54,506	12%	117,847	55,691	47%	36,601	9,995	27%
	20	AC	8,979	45	23	1,272,935	840,236	66%	137,194	25,613	19%	28,195	5,697	20%
Terminal Apron	10	APC	159,124	41	26	338,137	86,103	25%	4,488,429	4,629,312	103%	27,148	10,278	38%
	20	PCC	105,852	47	28	9,329,647	2,011,750	22%				39,547	11,935	30%
	30	PCC	35,063	74	18	9,151,397	2,357,517	26%	77,500	76,422	99%	27,662	11,564	42%
	40	PCC	127,860	58	18	6,666,627	1,381,418	21%	136,818	43,719	32%	24,941	5,132	21%
West Apron	10	AC	72,332	99	2	1,034,964	287,213	28%				33,080	11,757	36%
	20	AAC	193,206	69	12	676,607	533,888	79%				42,742	16,518	39%
	30	AAC	54,470	80	12	972,814	609,965	63%				38,584	13,053	34%
	40	AAC	55,352	71	12	433,623	444,266	102%				30,803	14,202	46%
	50	PCC	35,654	100	2	9,914,867	147,454	1%	150,000	0	0%	36,227	4,147	11%
	80	PCC	29,138	42	31	5,835,705	2,425,914	42%	125,833	59,196	47%	22,688	9,401	41%
	90	PCC	141,197	44	30	6,207,262	2,551,237	41%	133,889	48,333	36%	25,331	5,532	22%
RW 10 Hold Apron	10	PCC	88,237	72	15	5,385,297	3,344,146	62%	68,339	70,199	103%	46,059	13,550	29%
RW 28 Hold Apron	10	APC	26,184	95	5	800,666	196,950	25%	150,000	0	0%	27,334	0	0%
	20	PCC	81,404	74	14	4,721,934	2,499,253	53%				19,885	13,369	67%

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW10-28-10C,N,S

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,103

39 PCR	910/F/C/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW10-28-10C,N,S

This file name = PCR Results for HMA Overlay on Rigid 2024-09-11 12:14:10

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: RW10-28-10C,N,S in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA Overlay on Rigid

Subgrade Modulus =12,400psi (Subgrade Category is C)

Evaluation Pavement Thickness = 21.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	352
2	B737-400	150,500	93.80	185	12	186
3	CRJ100LR/200LR	53,250	93.00	179	3,108	37,191
4	CRJ700	73,000	95.00	142	76	1,065
5	ERJ-145 XR	53,352	95.00	175	655	8,027
6	Beechcraft Baron 55	5,424	95.00	56	2,922	22,022
7	Cessna 182 Skylane	3,110	95.00	50	1,390	10,039
8	S-10	10,000	95.00	50	3,669	29,844
9	C-130	155,000	95.00	105	688	6,962
10	C-17A	585,000	95.00	138	95	1,810
11	D-30	30,000	95.00	85	1,370	15,853
12	BeechJet-400/400A	16,300	95.00	90	3,073	24,779
13	B747-400	877,000	46.60	200	10	152
14	B747-400 Belly	877,000	46.60	200	10	152
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	18,686
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	12,231
17	Bombardier CL-604/605	48,200	95.00	145	1,780	20,677
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	760
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	919
20	Hawker-800/800XP	28,120	95.00	135	1,925	20,720
21	F-35A(UDA)	67,950	88.00	294	6,802	55,870

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/C
1	DC/MD-10-30/30F/40	54	1,051,426	24.4	913.2

Results Table 3. HMA Overlay on Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (C)	ACR/F/C
1	A321-200 std	197,100	95.6	212	26.9	521.3
2	B737-400	150,500	93.8	185	23.7	393.4
3	CRJ100LR/200LR	53,250	93	179	15.2	139.2
4	CRJ700	73,000	95	142	16.9	171.3
5	ERJ-145 XR	53,352	95	175	15.2	139.5
6	Beechcraft Baron 55	5,424	95	56	4.6	17.3
7	Cessna 182 Skylane	3,110	95	50	4.6	10.8
8	S-10	10,000	95	50	6.4	30.3
9	C-130	155,000	95	105	21.7	313.6
10	C-17A	585,000	95	138	27.3	549.9
11	D-30	30,000	95	85	10.3	66.9
12	BeechJet-400/400A	16,300	95	90	9.8	61.2
13	B747-400	877,000	93.2	200	28.5	607.1
14	Cessna Citation M2 C525	10,500	95	98	7.7	40.3
15	Cessna Citation II/Bravo C550/551	15,000	95	130	9.8	60.7
16	Bombardier CL-604/605	48,200	95	145	15.4	142.8
17	DC/MD-10-30/30F/40	583,000	92	177	28.0	582.3
18	Hawker-800/800XP	28,120	95	135	10.8	73.3
19	F-35A(UDA)	67,950	88	294	20.7	277.9

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW10-28-20C,N,S

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	910/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW10-28-20C,N,S

This file name = PCR Results for HMA on Aggregate 2024-09-11 14:24:36

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: RW10-28-20C,N,S in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =22,400psi (Subgrade Category is A)

Evaluation Pavement Thickness = 21.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	352
2	B737-400	150,500	93.80	185	12	186
3	CRJ100LR/200LR	53,250	93.00	179	3,108	37,191
4	CRJ700	73,000	95.00	142	76	1,065
5	ERJ-145 XR	53,352	95.00	175	655	8,027
6	Beechcraft Baron 55	5,424	95.00	56	2,922	22,022
7	Cessna 182 Skylane	3,110	95.00	50	1,390	10,039
8	S-10	10,000	95.00	50	3,669	29,844
9	C-130	155,000	95.00	105	688	6,962
10	C-17A	585,000	95.00	138	95	1,810
11	D-30	30,000	95.00	85	1,370	15,853
12	BeechJet-400/400A	16,300	95.00	90	3,073	24,779
13	B747-400	877,000	46.60	200	10	152
14	B747-400 Belly	877,000	46.60	200	10	152
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	18,686
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	12,231
17	Bombardier CL-604/605	48,200	95.00	145	1,780	20,677
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	760
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	919
20	Hawker-800/800XP	28,120	95.00	135	1,925	20,720
21	F-35A(UDA)	67,950	88.00	294	6,802	55,870

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	54	1,051,426	24.4	913.2

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW10-28-30C,N,S

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	910/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW10-28-30C,N,S

This file name = PCR Results for HMA Overlay on Rigid 2024-09-11 14:36:36

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: RW10-28-30C,N,S in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA Overlay on Rigid

Subgrade Modulus =23,050psi (Subgrade Category is A)

Evaluation Pavement Thickness = 19.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	352
2	B737-400	150,500	93.80	185	12	186
3	CRJ100LR/200LR	53,250	93.00	179	3,108	37,191
4	CRJ700	73,000	95.00	142	76	1,065
5	ERJ-145 XR	53,352	95.00	175	655	8,027
6	Beechcraft Baron 55	5,424	95.00	56	2,922	22,022
7	Cessna 182 Skylane	3,110	95.00	50	1,390	10,039
8	S-10	10,000	95.00	50	3,669	29,844
9	C-130	155,000	95.00	105	688	6,962
10	C-17A	585,000	95.00	138	95	1,810
11	D-30	30,000	95.00	85	1,370	15,853
12	BeechJet-400/400A	16,300	95.00	90	3,073	24,779
13	B747-400	877,000	46.60	200	10	152
14	B747-400 Belly	877,000	46.60	200	10	152
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	18,686
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	12,231
17	Bombardier CL-604/605	48,200	95.00	145	1,780	20,677
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	760
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	919
20	Hawker-800/800XP	28,120	95.00	135	1,925	20,720
21	F-35A(UDA)	67,950	88.00	294	6,802	55,870

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	DC/MD-10-30/30F/40	54	1,051,426	24.4	913.2

Results Table 3. HMA Overlay on Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	A321-200 std	197,100	95.6	212	13.1	583.6
2	B737-400	150,500	93.8	185	11.2	429.6
3	CRJ100LR/200LR	53,250	93	179	6.6	151
4	CRJ700	73,000	95	142	7.3	182.7
5	ERJ-145 XR	53,352	95	175	6.6	151.7
6	Beechcraft Baron 55	5,424	95	56	2.0	10.8
7	Cessna 182 Skylane	3,110	95	50	2.0	7
8	S-10	10,000	95	50	2.0	14.3
9	C-130	155,000	95	105	8.9	274.3
10	C-17A	585,000	95	138	12.2	506.6
11	D-30	30,000	95	85	4.1	59.8
12	BeechJet-400/400A	16,300	95	90	3.5	45.2
13	B747-400	877,000	93.2	200	13.1	582.3
14	Cessna Citation M2 C525	10,500	95	98	2.8	30.3
15	Cessna Citation II/Bravo C550/551	15,000	95	130	3.8	51.9
16	Bombardier CL-604/605	48,200	95	145	6.3	137.9
17	DC/MD-10-30/30F/40	583,000	92	177	12.9	562.7
18	Hawker-800/800XP	28,120	95	135	4.5	72.7
19	F-35A(UDA)	67,950	88	294	9.3	294.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW03-21-10C,E,W

Gross Weight (In THSDS)

35 S	68
36 D	108
37 2D	186
38 2D/2D2	0

39 PCR	250/F/B/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW03-21-10C,E,W

This file name = PCR Results for HMA on Aggregate 2024-09-09 11:19:51

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: RW03-21-10C,E,W in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =19,500psi (Subgrade Category is B)

Evaluation Pavement Thickness = 13.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	7,881
2	Cessna 182 Skylane	3,110	95.00	50	695	3,520
3	S-10	10,000	95.00	50	1,834	11,092
4	BeechJet-400/400A	16,300	95.00	90	500	2,981
5	Cessna Citation M2 C525	10,500	95.00	98	500	2,717
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	500	2,775
7	Bombardier CL-604/605	48,200	95.00	145	500	4,880
8	Hawker-800/800XP	28,120	95.00	135	500	4,428

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/B
1	Bombardier CL-604/605	500	79,433	17.1	252.2

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (B)	ACR/F/B
1	Beechcraft Baron 55	5,424	95	56	4.6	16.7
2	Cessna 182 Skylane	3,110	95	50	4.6	10.5
3	S-10	10,000	95	50	4.6	23.8
4	BeechJet-400/400A	16,300	95	90	7.8	56.8
5	Cessna Citation M2 C525	10,500	95	98	6.1	37.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	8.0	58.7
7	Bombardier CL-604/605	48,200	95	145	11.7	119.1
8	Hawker-800/800XP	28,120	95	135	8.3	62.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW03-21-20C,E,W

Gross Weight (In THSDS)

35 S	92
36 D	154
37 2D	253
38 2D/2D2	0

39 PCR	360/F/B/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW03-21-20C,E,W

This file name = PCR Results for HMA on Aggregate 2024-09-09 11:22:25

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: RW03-21-20C,E,W in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =20,450psi (Subgrade Category is B)

Evaluation Pavement Thickness = 15.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	8,678
2	Cessna 182 Skylane	3,110	95.00	50	695	3,901
3	S-10	10,000	95.00	50	1,834	12,067
4	BeechJet-400/400A	16,300	95.00	90	500	3,249
5	Cessna Citation M2 C525	10,500	95.00	98	500	2,987
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	500	3,048
7	Bombardier CL-604/605	48,200	95.00	145	500	5,119
8	Hawker-800/800XP	28,120	95.00	135	500	4,673

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/B
1	Bombardier CL-604/605	500	103,042	20.0	357.6

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (B)	ACR/F/B
1	Beechcraft Baron 55	5,424	95	56	4.6	16.7
2	Cessna 182 Skylane	3,110	95	50	4.6	10.5
3	S-10	10,000	95	50	4.6	23.8
4	BeechJet-400/400A	16,300	95	90	7.8	56.8
5	Cessna Citation M2 C525	10,500	95	98	6.1	37.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	8.0	58.7
7	Bombardier CL-604/605	48,200	95	145	11.7	119.1
8	Hawker-800/800XP	28,120	95	135	8.3	62.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA-10

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1400/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA-10

This file name = PCR Results for HMA on Aggregate 2024-09-11 14:37:58

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =29,550psi (Subgrade Category is A)

Evaluation Pavement Thickness = 22.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	361
2	B737-400	150,500	93.80	185	12	188
3	CRJ100LR/200LR	53,250	93.00	179	3,108	37,859
4	CRJ700	73,000	95.00	142	76	1,080
5	ERJ-145 XR	53,352	95.00	175	655	8,166
6	Beechcraft Baron 55	5,424	95.00	56	4,383	34,173
7	Cessna 182 Skylane	3,110	95.00	50	2,085	15,604
8	S-10	10,000	95.00	50	5,503	46,150
9	C-130	155,000	95.00	105	688	7,123
10	C-17A	585,000	95.00	138	95	1,857
11	D-30	30,000	95.00	85	1,370	16,153
12	BeechJet-400/400A	16,300	95.00	90	3,073	25,560
13	B747-400	877,000	46.60	200	10	156
14	B747-400 Belly	877,000	46.60	200	10	156
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	19,323
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	12,643
17	Bombardier CL-604/605	48,200	95.00	145	1,780	21,070
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	780
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	933
20	Hawker-800/800XP	28,120	95.00	135	1,925	21,159
21	F-35A(UDA)	67,950	88.00	294	6,802	57,584

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	54	1,464,616	29.6	1403.0

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA-20

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	940/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA-20

This file name = PCR Results for HMA on Aggregate 2024-09-11 14:43:07

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA-20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =25,300psi (Subgrade Category is A)

Evaluation Pavement Thickness = 20.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	342
2	B737-400	150,500	93.80	185	12	184
3	CRJ100LR/200LR	53,250	93.00	179	3,108	36,514
4	CRJ700	73,000	95.00	142	76	1,051
5	ERJ-145 XR	53,352	95.00	175	655	7,885
6	Beechcraft Baron 55	5,424	95.00	56	4,383	31,886
7	Cessna 182 Skylane	3,110	95.00	50	2,085	14,507
8	S-10	10,000	95.00	50	5,503	43,361
9	C-130	155,000	95.00	105	688	6,798
10	C-17A	585,000	95.00	138	95	1,762
11	D-30	30,000	95.00	85	1,370	15,549
12	BeechJet-400/400A	16,300	95.00	90	3,073	23,991
13	B747-400	877,000	46.60	200	10	148
14	B747-400 Belly	877,000	46.60	200	10	148
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	18,045
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	11,816
17	Bombardier CL-604/605	48,200	95.00	145	1,780	20,280
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	740
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	896
20	Hawker-800/800XP	28,120	95.00	135	1,925	20,277
21	F-35A(UDA)	67,950	88.00	294	6,802	54,142

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	54	1,076,004	24.6	938.4

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA-30

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	2560/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA-30

This file name = PCR Results for HMA on Aggregate 2024-09-11 14:44:45

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA-30 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =46,000psi (Subgrade Category is A)

Evaluation Pavement Thickness = 20.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	342
2	B737-400	150,500	93.80	185	12	184
3	CRJ100LR/200LR	53,250	93.00	179	3,108	36,514
4	CRJ700	73,000	95.00	142	76	1,051
5	ERJ-145 XR	53,352	95.00	175	655	7,885
6	Beechcraft Baron 55	5,424	95.00	56	4,383	31,886
7	Cessna 182 Skylane	3,110	95.00	50	2,085	14,507
8	S-10	10,000	95.00	50	5,503	43,361
9	C-130	155,000	95.00	105	688	6,798
10	C-17A	585,000	95.00	138	95	1,762
11	D-30	30,000	95.00	85	1,370	15,549
12	BeechJet-400/400A	16,300	95.00	90	3,073	23,991
13	B747-400	877,000	46.60	200	10	148
14	B747-400 Belly	877,000	46.60	200	10	148
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	18,045
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	11,816
17	Bombardier CL-604/605	48,200	95.00	145	1,780	20,280
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	740
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	896
20	Hawker-800/800XP	28,120	95.00	135	1,925	20,277
21	F-35A(UDA)	67,950	88.00	294	6,802	54,142

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	54	2,095,192	39.0	2556.3

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA-40

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1950/F/C/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA-40

This file name = PCR Results for HMA on Aggregate 2024-09-11 14:46:19

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA-40 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =10,250psi (Subgrade Category is C)

Evaluation Pavement Thickness = 30.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	392
2	B737-400	150,500	93.80	185	12	202
3	CRJ100LR/200LR	53,250	93.00	179	3,108	42,903
4	CRJ700	73,000	95.00	142	76	1,187
5	ERJ-145 XR	53,352	95.00	175	655	9,220
6	Beechcraft Baron 55	5,424	95.00	56	4,383	42,958
7	Cessna 182 Skylane	3,110	95.00	50	2,085	19,826
8	S-10	10,000	95.00	50	5,503	56,840
9	C-130	155,000	95.00	105	688	8,357
10	C-17A	585,000	95.00	138	95	2,019
11	D-30	30,000	95.00	85	1,370	18,422
12	BeechJet-400/400A	16,300	95.00	90	3,073	31,572
13	B747-400	877,000	46.60	200	10	187
14	B747-400 Belly	877,000	46.60	200	10	187
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	24,236
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	15,819
17	Bombardier CL-604/605	48,200	95.00	145	1,780	24,038
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	938
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	986
20	Hawker-800/800XP	28,120	95.00	135	1,925	24,494
21	F-35A(UDA)	67,950	88.00	294	6,802	70,767

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/C
1	B747-400	10	1,718,176	47.1	1947.9

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (C)	ACR/F/C
1	A321-200 std	197,100	95.6	212	26.9	521.3
2	B737-400	150,500	93.8	185	23.7	393.4
3	CRJ100LR/200LR	53,250	93	179	15.2	139.2
4	CRJ700	73,000	95	142	16.9	171.3
5	ERJ-145 XR	53,352	95	175	15.2	139.5
6	Beechcraft Baron 55	5,424	95	56	4.6	17.3
7	Cessna 182 Skylane	3,110	95	50	4.6	10.8
8	S-10	10,000	95	50	6.4	30.3
9	C-130	155,000	95	105	21.7	313.6
10	C-17A	585,000	95	138	27.3	549.9
11	D-30	30,000	95	85	10.3	66.9
12	BeechJet-400/400A	16,300	95	90	9.8	61.2
13	B747-400	877,000	93.2	200	28.5	607.1
14	Cessna Citation M2 C525	10,500	95	98	7.7	40.3
15	Cessna Citation II/Bravo C550/551	15,000	95	130	9.8	60.7
16	Bombardier CL-604/605	48,200	95	145	15.4	142.8
17	DC/MD-10-30/30F/40	583,000	92	177	28.0	582.3
18	Hawker-800/800XP	28,120	95	135	10.8	73.3
19	F-35A(UDA)	67,950	88	294	20.7	277.9

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA-50

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	2000/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA-50

This file name = PCR Results for HMA on Aggregate 2024-09-11 14:47:37

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA-50 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =23,600psi (Subgrade Category is A)

Evaluation Pavement Thickness = 30.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	392
2	B737-400	150,500	93.80	185	12	202
3	CRJ100LR/200LR	53,250	93.00	179	3,108	42,903
4	CRJ700	73,000	95.00	142	76	1,187
5	ERJ-145 XR	53,352	95.00	175	655	9,220
6	Beechcraft Baron 55	5,424	95.00	56	4,383	42,958
7	Cessna 182 Skylane	3,110	95.00	50	2,085	19,826
8	S-10	10,000	95.00	50	5,503	56,840
9	C-130	155,000	95.00	105	688	8,357
10	C-17A	585,000	95.00	138	95	2,019
11	D-30	30,000	95.00	85	1,370	18,422
12	BeechJet-400/400A	16,300	95.00	90	3,073	31,572
13	B747-400	877,000	46.60	200	10	187
14	B747-400 Belly	877,000	46.60	200	10	187
15	Cessna Citation M2 C525	10,500	95.00	98	2,473	24,236
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	15,819
17	Bombardier CL-604/605	48,200	95.00	145	1,780	24,038
18	DC/MD-10-30/30F/40	583,000	75.00	177	54	938
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	54	986
20	Hawker-800/800XP	28,120	95.00	135	1,925	24,494
21	F-35A(UDA)	67,950	88.00	294	6,802	70,767

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	54	1,834,284	34.9	1999.8

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB-10

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	5510/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB-10

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:03:05

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =39,850psi (Subgrade Category is A)

Evaluation Pavement Thickness = 24.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	103
2	B737-400	150,500	93.80	185	3	48
3	CRJ100LR/200LR	53,250	93.00	179	777	9,873
4	CRJ700	73,000	95.00	142	19	279
5	ERJ-145 XR	53,352	95.00	175	164	2,130
6	Beechcraft Baron 55	5,424	95.00	56	731	6,168
7	Cessna 182 Skylane	3,110	95.00	50	348	2,830
8	S-10	10,000	95.00	50	917	8,261
9	C-130	155,000	95.00	105	172	1,880
10	C-17A	585,000	95.00	138	24	497
11	D-30	30,000	95.00	85	343	4,228
12	BeechJet-400/400A	16,300	95.00	90	768	6,869
13	B747-400	877,000	46.60	200	3	50
14	B747-400 Belly	877,000	46.60	200	3	50
15	Cessna Citation M2 C525	10,500	95.00	98	618	5,221
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	3,417
17	Bombardier CL-604/605	48,200	95.00	145	445	5,508
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	215
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	246
20	Hawker-800/800XP	28,120	95.00	135	481	5,556
21	F-35A(UDA)	67,950	88.00	294	1,701	15,456

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	14	3,033,872	56.0	5512.3

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB-20

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1060/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB-20

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:05:30

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB-20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =29,450psi (Subgrade Category is A)

Evaluation Pavement Thickness = 17.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	87
2	B737-400	150,500	93.80	185	3	44
3	CRJ100LR/200LR	53,250	93.00	179	777	8,697
4	CRJ700	73,000	95.00	142	19	253
5	ERJ-145 XR	53,352	95.00	175	164	1,884
6	Beechcraft Baron 55	5,424	95.00	56	731	4,834
7	Cessna 182 Skylane	3,110	95.00	50	348	2,189
8	S-10	10,000	95.00	50	917	6,635
9	C-130	155,000	95.00	105	172	1,596
10	C-17A	585,000	95.00	138	24	415
11	D-30	30,000	95.00	85	343	3,699
12	BeechJet-400/400A	16,300	95.00	90	768	5,498
13	B747-400	877,000	46.60	200	3	41
14	B747-400 Belly	877,000	46.60	200	3	41
15	Cessna Citation M2 C525	10,500	95.00	98	618	4,104
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	2,693
17	Bombardier CL-604/605	48,200	95.00	145	445	4,817
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	179
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	217
20	Hawker-800/800XP	28,120	95.00	135	481	4,784
21	F-35A(UDA)	67,950	88.00	294	1,701	12,445

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	17	1,190,118	26.0	1061.2

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB-30&40

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1880/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB-30&40

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:06:44

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB-30&40 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =24,400psi (Subgrade Category is A)

Evaluation Pavement Thickness = 24.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	103
2	B737-400	150,500	93.80	185	3	48
3	CRJ100LR/200LR	53,250	93.00	179	777	9,873
4	CRJ700	73,000	95.00	142	19	279
5	ERJ-145 XR	53,352	95.00	175	164	2,130
6	Beechcraft Baron 55	5,424	95.00	56	731	6,168
7	Cessna 182 Skylane	3,110	95.00	50	348	2,830
8	S-10	10,000	95.00	50	917	8,261
9	C-130	155,000	95.00	105	172	1,880
10	C-17A	585,000	95.00	138	24	497
11	D-30	30,000	95.00	85	343	4,228
12	BeechJet-400/400A	16,300	95.00	90	768	6,869
13	B747-400	877,000	46.60	200	3	50
14	B747-400 Belly	877,000	46.60	200	3	50
15	Cessna Citation M2 C525	10,500	95.00	98	618	5,221
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	3,417
17	Bombardier CL-604/605	48,200	95.00	145	445	5,508
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	215
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	246
20	Hawker-800/800XP	28,120	95.00	135	481	5,556
21	F-35A(UDA)	67,950	88.00	294	1,701	15,456

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	14	1,768,412	33.9	1881.2

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB-50

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	2030/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB-50

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:08:31

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB-50 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =25,600psi (Subgrade Category is A)

Evaluation Pavement Thickness = 24.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	103
2	B737-400	150,500	93.80	185	3	48
3	CRJ100LR/200LR	53,250	93.00	179	777	9,873
4	CRJ700	73,000	95.00	142	19	279
5	ERJ-145 XR	53,352	95.00	175	164	2,130
6	Beechcraft Baron 55	5,424	95.00	56	731	6,168
7	Cessna 182 Skylane	3,110	95.00	50	348	2,830
8	S-10	10,000	95.00	50	917	8,261
9	C-130	155,000	95.00	105	172	1,880
10	C-17A	585,000	95.00	138	24	497
11	D-30	30,000	95.00	85	343	4,228
12	BeechJet-400/400A	16,300	95.00	90	768	6,869
13	B747-400	877,000	46.60	200	3	50
14	B747-400 Belly	877,000	46.60	200	3	50
15	Cessna Citation M2 C525	10,500	95.00	98	618	5,221
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	3,417
17	Bombardier CL-604/605	48,200	95.00	145	445	5,508
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	215
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	246
20	Hawker-800/800XP	28,120	95.00	135	481	5,556
21	F-35A(UDA)	67,950	88.00	294	1,701	15,456

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	14	1,850,630	35.1	2030.2

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB-60

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	4110/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB-60

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:09:48

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB-60 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =35,600psi (Subgrade Category is A)

Evaluation Pavement Thickness = 24.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	103
2	B737-400	150,500	93.80	185	3	48
3	CRJ100LR/200LR	53,250	93.00	179	777	9,873
4	CRJ700	73,000	95.00	142	19	279
5	ERJ-145 XR	53,352	95.00	175	164	2,130
6	Beechcraft Baron 55	5,424	95.00	56	731	6,168
7	Cessna 182 Skylane	3,110	95.00	50	348	2,830
8	S-10	10,000	95.00	50	917	8,261
9	C-130	155,000	95.00	105	172	1,880
10	C-17A	585,000	95.00	138	24	497
11	D-30	30,000	95.00	85	343	4,228
12	BeechJet-400/400A	16,300	95.00	90	768	6,869
13	B747-400	877,000	46.60	200	3	50
14	B747-400 Belly	877,000	46.60	200	3	50
15	Cessna Citation M2 C525	10,500	95.00	98	618	5,221
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	3,417
17	Bombardier CL-604/605	48,200	95.00	145	445	5,508
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	215
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	246
20	Hawker-800/800XP	28,120	95.00	135	481	5,556
21	F-35A(UDA)	67,950	88.00	294	1,701	15,456

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	14	2,642,099	48.8	4109.1

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWE-10

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1140/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWE-10

This file name = PCR Results for HMA on Aggregate 2024-09-09 11:24:44

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWE-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =33,600psi (Subgrade Category is A)

Evaluation Pavement Thickness = 22.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	11,391
2	Cessna 182 Skylane	3,110	95.00	50	695	5,201
3	S-10	10,000	95.00	50	1,834	15,381
4	BeechJet-400/400A	16,300	95.00	90	500	4,159
5	Cessna Citation M2 C525	10,500	95.00	98	500	3,907
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	500	3,973
7	Bombardier CL-604/605	48,200	95.00	145	500	5,918
8	Hawker-800/800XP	28,120	95.00	135	500	5,496

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	500	285,212	27.0	1141.5

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWE-20

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	840/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWE-20

This file name = PCR Results for HMA on Aggregate 2024-09-09 11:25:41

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWE-20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =23,350psi (Subgrade Category is A)

Evaluation Pavement Thickness = 22.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	11,391
2	Cessna 182 Skylane	3,110	95.00	50	695	5,201
3	S-10	10,000	95.00	50	1,834	15,381
4	BeechJet-400/400A	16,300	95.00	90	500	4,159
5	Cessna Citation M2 C525	10,500	95.00	98	500	3,907
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	500	3,973
7	Bombardier CL-604/605	48,200	95.00	145	500	5,918
8	Hawker-800/800XP	28,120	95.00	135	500	5,496

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	500	218,975	23.5	839.7

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA1

Gross Weight (In THSDS)

35 S	120
36 D	173
37 2D	327
38 2D/2D2	775

39 PCR	500/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA1

This file name = PCR Results for HMA Overlay on Rigid 2024-09-11 15:40:16

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: TWA1 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA Overlay on Rigid

Subgrade Modulus =32,100psi (Subgrade Category is A)

Evaluation Pavement Thickness = 25.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 24.630

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	11	70
2	B737-400	150,500	93.80	185	6	37
3	CRJ100LR/200LR	53,250	93.00	179	1,554	6,311
4	CRJ700	73,000	95.00	142	38	198
5	ERJ-145 XR	53,352	95.00	175	328	1,370
6	Beechcraft Baron 55	5,424	95.00	56	1,461	2,540
7	Cessna 182 Skylane	3,110	95.00	50	695	969
8	S-10	10,000	95.00	50	1,834	4,522
9	C-130	155,000	95.00	105	344	1,619
10	C-17A	585,000	95.00	138	48	808
11	D-30	30,000	95.00	85	685	3,082
12	BeechJet-400/400A	16,300	95.00	90	1,537	3,625
13	B747-400	877,000	46.60	200	5	31
14	B747-400 Belly	877,000	46.60	200	5	31
15	Cessna Citation M2 C525	10,500	95.00	98	1,237	2,241
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	796	1,511
17	Bombardier CL-604/605	48,200	95.00	145	890	3,924
18	DC/MD-10-30/30F/40	583,000	75.00	177	27	164
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	27	205
20	Hawker-800/800XP	28,120	95.00	135	963	3,354
21	F-35A(UDA)	67,950	88.00	294	3,401	8,674

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	A321-200 std	32	173,665	12.1	502.0

Results Table 3. HMA Overlay on Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	A321-200 std	197,100	95.6	212	13.1	583.6
2	B737-400	150,500	93.8	185	11.2	429.6
3	CRJ100LR/200LR	53,250	93	179	6.6	151
4	CRJ700	73,000	95	142	7.3	182.7
5	ERJ-145 XR	53,352	95	175	6.6	151.7
6	Beechcraft Baron 55	5,424	95	56	2.0	10.8
7	Cessna 182 Skylane	3,110	95	50	2.0	7
8	S-10	10,000	95	50	2.0	14.3
9	C-130	155,000	95	105	8.9	274.3
10	C-17A	585,000	95	138	12.2	506.6
11	D-30	30,000	95	85	4.1	59.8
12	BeechJet-400/400A	16,300	95	90	3.5	45.2
13	B747-400	877,000	93.2	200	13.1	582.3
14	Cessna Citation M2 C525	10,500	95	98	2.8	30.3
15	Cessna Citation II/Bravo C550/551	15,000	95	130	3.8	51.9
16	Bombardier CL-604/605	48,200	95	145	6.3	137.9
17	DC/MD-10-30/30F/40	583,000	92	177	12.9	562.7
18	Hawker-800/800XP	28,120	95	135	4.5	72.7
19	F-35A(UDA)	67,950	88	294	9.3	294.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA2

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	5170/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA2

This file name = PCR Results for HMA on Aggregate 2024-09-11 16:56:12

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA2 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =36,700psi (Subgrade Category is A)

Evaluation Pavement Thickness = 19.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	1	15
2	B737-400	150,500	93.80	185	1	15
3	CRJ100LR/200LR	53,250	93.00	179	63	726
4	CRJ700	73,000	95.00	142	2	27
5	ERJ-145 XR	53,352	95.00	175	14	165
6	Beechcraft Baron 55	5,424	95.00	56	59	414
7	Cessna 182 Skylane	3,110	95.00	50	28	187
8	S-10	10,000	95.00	50	74	564
9	C-130	155,000	95.00	105	14	135
10	C-17A	585,000	95.00	138	2	36
11	D-30	30,000	95.00	85	28	312
12	BeechJet-400/400A	16,300	95.00	90	62	468
13	B747-400	877,000	46.60	200	1	14
14	B747-400 Belly	877,000	46.60	200	1	14
15	Cessna Citation M2 C525	10,500	95.00	98	50	352
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	32	229
17	Bombardier CL-604/605	48,200	95.00	145	36	402
18	DC/MD-10-30/30F/40	583,000	75.00	177	2	27
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	2	32
20	Hawker-800/800XP	28,120	95.00	135	39	402
21	F-35A(UDA)	67,950	88.00	294	137	1,055

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	2	2,942,807	54.4	5169.4

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA3

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1890/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA3

This file name = PCR Results for HMA on Aggregate 2024-09-11 16:57:49

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA3 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =25,500psi (Subgrade Category is A)

Evaluation Pavement Thickness = 19.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	1	15
2	B737-400	150,500	93.80	185	1	15
3	CRJ100LR/200LR	53,250	93.00	179	63	726
4	CRJ700	73,000	95.00	142	2	27
5	ERJ-145 XR	53,352	95.00	175	14	165
6	Beechcraft Baron 55	5,424	95.00	56	59	414
7	Cessna 182 Skylane	3,110	95.00	50	28	187
8	S-10	10,000	95.00	50	74	564
9	C-130	155,000	95.00	105	14	135
10	C-17A	585,000	95.00	138	2	36
11	D-30	30,000	95.00	85	28	312
12	BeechJet-400/400A	16,300	95.00	90	62	468
13	B747-400	877,000	46.60	200	1	14
14	B747-400 Belly	877,000	46.60	200	1	14
15	Cessna Citation M2 C525	10,500	95.00	98	50	352
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	32	229
17	Bombardier CL-604/605	48,200	95.00	145	36	402
18	DC/MD-10-30/30F/40	583,000	75.00	177	2	27
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	2	32
20	Hawker-800/800XP	28,120	95.00	135	39	402
21	F-35A(UDA)	67,950	88.00	294	137	1,055

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	2	1,774,007	34.0	1891.0

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA4

This file name = PCR Results for HMA on Aggregate 2024-09-11 16:59:09

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA4 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =28,950psi (Subgrade Category is A)

Evaluation Pavement Thickness = 21.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	1	16
2	B737-400	150,500	93.80	185	1	15
3	CRJ100LR/200LR	53,250	93.00	179	63	754
4	CRJ700	73,000	95.00	142	2	28
5	ERJ-145 XR	53,352	95.00	175	14	172
6	Beechcraft Baron 55	5,424	95.00	56	59	445
7	Cessna 182 Skylane	3,110	95.00	50	28	202
8	S-10	10,000	95.00	50	74	602
9	C-130	155,000	95.00	105	14	142
10	C-17A	585,000	95.00	138	2	38
11	D-30	30,000	95.00	85	28	324
12	BeechJet-400/400A	16,300	95.00	90	62	500
13	B747-400	877,000	46.60	200	1	15
14	B747-400 Belly	877,000	46.60	200	1	15
15	Cessna Citation M2 C525	10,500	95.00	98	50	378
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	32	246
17	Bombardier CL-604/605	48,200	95.00	145	36	418
18	DC/MD-10-30/30F/40	583,000	75.00	177	2	28
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	2	34
20	Hawker-800/800XP	28,120	95.00	135	39	420
21	F-35A(UDA)	67,950	88.00	294	137	1,125

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	2	2,418,950	44.7	3407.4

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA5

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	5680/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA5

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:00:28

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA5 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =34,350psi (Subgrade Category is A)

Evaluation Pavement Thickness = 21.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	1	16
2	B737-400	150,500	93.80	185	1	15
3	CRJ100LR/200LR	53,250	93.00	179	63	754
4	CRJ700	73,000	95.00	142	2	28
5	ERJ-145 XR	53,352	95.00	175	14	172
6	Beechcraft Baron 55	5,424	95.00	56	59	445
7	Cessna 182 Skylane	3,110	95.00	50	28	202
8	S-10	10,000	95.00	50	74	602
9	C-130	155,000	95.00	105	14	142
10	C-17A	585,000	95.00	138	2	38
11	D-30	30,000	95.00	85	28	324
12	BeechJet-400/400A	16,300	95.00	90	62	500
13	B747-400	877,000	46.60	200	1	15
14	B747-400 Belly	877,000	46.60	200	1	15
15	Cessna Citation M2 C525	10,500	95.00	98	50	378
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	32	246
17	Bombardier CL-604/605	48,200	95.00	145	36	418
18	DC/MD-10-30/30F/40	583,000	75.00	177	2	28
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	2	34
20	Hawker-800/800XP	28,120	95.00	135	39	420
21	F-35A(UDA)	67,950	88.00	294	137	1,125

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	2	3,077,071	56.8	5680.6

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA6

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	2620/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA6

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:01:38

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWA6 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =29,500psi (Subgrade Category is A)

Evaluation Pavement Thickness = 19.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	1	15
2	B737-400	150,500	93.80	185	1	15
3	CRJ100LR/200LR	53,250	93.00	179	63	726
4	CRJ700	73,000	95.00	142	2	27
5	ERJ-145 XR	53,352	95.00	175	14	165
6	Beechcraft Baron 55	5,424	95.00	56	59	414
7	Cessna 182 Skylane	3,110	95.00	50	28	187
8	S-10	10,000	95.00	50	74	564
9	C-130	155,000	95.00	105	14	135
10	C-17A	585,000	95.00	138	2	36
11	D-30	30,000	95.00	85	28	312
12	BeechJet-400/400A	16,300	95.00	90	62	468
13	B747-400	877,000	46.60	200	1	14
14	B747-400 Belly	877,000	46.60	200	1	14
15	Cessna Citation M2 C525	10,500	95.00	98	50	352
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	32	229
17	Bombardier CL-604/605	48,200	95.00	145	36	402
18	DC/MD-10-30/30F/40	583,000	75.00	177	2	27
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	2	32
20	Hawker-800/800XP	28,120	95.00	135	39	402
21	F-35A(UDA)	67,950	88.00	294	137	1,055

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	2	2,123,392	39.5	2624.3

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWA7

Gross Weight (In THSDS)

35 S	120
36 D	241
37 2D	421
38 2D/2D2	938

39 PCR	780/R/B/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWA7

This file name = PCR Results for HMA Overlay on Rigid 2024-09-11 18:18:35

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: TWA7 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA Overlay on Rigid

Subgrade Modulus =18,750psi (Subgrade Category is B)

Evaluation Pavement Thickness = 27.5 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.150

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	11	70
2	B737-400	150,500	93.80	185	6	37
3	CRJ100LR/200LR	53,250	93.00	179	1,554	6,311
4	CRJ700	73,000	95.00	142	38	198
5	ERJ-145 XR	53,352	95.00	175	328	1,370
6	Beechcraft Baron 55	5,424	95.00	56	1,461	2,540
7	Cessna 182 Skylane	3,110	95.00	50	695	969
8	S-10	10,000	95.00	50	1,834	4,522
9	C-130	155,000	95.00	105	344	1,619
10	C-17A	585,000	95.00	138	48	808
11	D-30	30,000	95.00	85	685	3,082
12	BeechJet-400/400A	16,300	95.00	90	1,537	3,625
13	B747-400	877,000	46.60	200	5	31
14	B747-400 Belly	877,000	46.60	200	5	31
15	Cessna Citation M2 C525	10,500	95.00	98	1,237	2,241
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	796	1,511
17	Bombardier CL-604/605	48,200	95.00	145	890	3,924
18	DC/MD-10-30/30F/40	583,000	75.00	177	27	164
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	27	205
20	Hawker-800/800XP	28,120	95.00	135	963	3,354
21	F-35A(UDA)	67,950	88.00	294	3,401	8,674

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/B
1	B747-400	29	954,662	16.0	777.5

Results Table 3. HMA Overlay on Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (B)	ACR/R/B
1	A321-200 std	197,100	95.6	212	14.1	608.4
2	B737-400	150,500	93.8	185	12.1	450.4
3	CRJ100LR/200LR	53,250	93	179	7.1	158.5
4	CRJ700	73,000	95	142	7.9	196.3
5	ERJ-145 XR	53,352	95	175	7.1	159.7
6	Beechcraft Baron 55	5,424	95	56	2.0	11.4
7	Cessna 182 Skylane	3,110	95	50	2.0	7.2
8	S-10	10,000	95	50	2.1	16.8
9	C-130	155,000	95	105	10.0	305.2
10	C-17A	585,000	95	138	13.7	573.7
11	D-30	30,000	95	85	4.6	68.1
12	BeechJet-400/400A	16,300	95	90	3.8	48.7
13	B747-400	877,000	93.2	200	15.0	685.6
14	Cessna Citation M2 C525	10,500	95	98	3.1	32.2
15	Cessna Citation II/Bravo C550/551	15,000	95	130	4.0	53.7
16	Bombardier CL-604/605	48,200	95	145	6.8	145.9
17	DC/MD-10-30/30F/40	583,000	92	177	14.4	636.6
18	Hawker-800/800XP	28,120	95	135	4.9	77.9
19	F-35A(UDA)	67,950	88	294	9.7	290.9

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB1

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	2070/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB1

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:11:13

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB1 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =30,100psi (Subgrade Category is A)

Evaluation Pavement Thickness = 22.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	98
2	B737-400	150,500	93.80	185	3	47
3	CRJ100LR/200LR	53,250	93.00	179	777	9,465
4	CRJ700	73,000	95.00	142	19	270
5	ERJ-145 XR	53,352	95.00	175	164	2,045
6	Beechcraft Baron 55	5,424	95.00	56	731	5,699
7	Cessna 182 Skylane	3,110	95.00	50	348	2,604
8	S-10	10,000	95.00	50	917	7,690
9	C-130	155,000	95.00	105	172	1,781
10	C-17A	585,000	95.00	138	24	469
11	D-30	30,000	95.00	85	343	4,044
12	BeechJet-400/400A	16,300	95.00	90	768	6,388
13	B747-400	877,000	46.60	200	3	47
14	B747-400 Belly	877,000	46.60	200	3	47
15	Cessna Citation M2 C525	10,500	95.00	98	618	4,829
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	3,163
17	Bombardier CL-604/605	48,200	95.00	145	445	5,267
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	202
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	242
20	Hawker-800/800XP	28,120	95.00	135	481	5,287
21	F-35A(UDA)	67,950	88.00	294	1,701	14,400

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	14	1,869,371	35.4	2065.3

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB3

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	6890/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB3

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:12:32

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB3 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =31,550psi (Subgrade Category is A)

Evaluation Pavement Thickness = 25.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	1	17
2	B737-400	150,500	93.80	185	1	16
3	CRJ100LR/200LR	53,250	93.00	179	63	807
4	CRJ700	73,000	95.00	142	2	30
5	ERJ-145 XR	53,352	95.00	175	14	183
6	Beechcraft Baron 55	5,424	95.00	56	59	505
7	Cessna 182 Skylane	3,110	95.00	50	28	231
8	S-10	10,000	95.00	50	74	676
9	C-130	155,000	95.00	105	14	155
10	C-17A	585,000	95.00	138	2	42
11	D-30	30,000	95.00	85	28	348
12	BeechJet-400/400A	16,300	95.00	90	62	562
13	B747-400	877,000	46.60	200	1	17
14	B747-400 Belly	877,000	46.60	200	1	17
15	Cessna Citation M2 C525	10,500	95.00	98	50	429
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	32	279
17	Bombardier CL-604/605	48,200	95.00	145	36	449
18	DC/MD-10-30/30F/40	583,000	75.00	177	2	31
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	2	35
20	Hawker-800/800XP	28,120	95.00	135	39	455
21	F-35A(UDA)	67,950	88.00	294	137	1,262

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	2	3,362,541	62.3	6892.5

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWB4

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	2630/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWB4

This file name = PCR Results for HMA on Aggregate 2024-09-11 17:13:51

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWB4 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =31,900psi (Subgrade Category is A)

Evaluation Pavement Thickness = 23.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 0.000

At least one aircraft has 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	6	101
2	B737-400	150,500	93.80	185	3	47
3	CRJ100LR/200LR	53,250	93.00	179	777	9,630
4	CRJ700	73,000	95.00	142	19	273
5	ERJ-145 XR	53,352	95.00	175	164	2,079
6	Beechcraft Baron 55	5,424	95.00	56	731	5,888
7	Cessna 182 Skylane	3,110	95.00	50	348	2,695
8	S-10	10,000	95.00	50	917	7,920
9	C-130	155,000	95.00	105	172	1,821
10	C-17A	585,000	95.00	138	24	481
11	D-30	30,000	95.00	85	343	4,118
12	BeechJet-400/400A	16,300	95.00	90	768	6,582
13	B747-400	877,000	46.60	200	3	48
14	B747-400 Belly	877,000	46.60	200	3	48
15	Cessna Citation M2 C525	10,500	95.00	98	618	4,987
16	Cessna Citation II/Bravo C550/551	15,000	95.00	130	398	3,265
17	Bombardier CL-604/605	48,200	95.00	145	445	5,364
18	DC/MD-10-30/30F/40	583,000	75.00	177	14	207
19	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	244
20	Hawker-800/800XP	28,120	95.00	135	481	5,396
21	F-35A(UDA)	67,950	88.00	294	1,701	14,825

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	DC/MD-10-30/30F/40	14	2,125,456	39.5	2629.3

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6
6	Beechcraft Baron 55	5,424	95	56	4.6	15.8
7	Cessna 182 Skylane	3,110	95	50	4.6	10.1
8	S-10	10,000	95	50	4.6	21.6
9	C-130	155,000	95	105	13.5	252.7
10	C-17A	585,000	95	138	16.0	376.7
11	D-30	30,000	95	85	4.9	40
12	BeechJet-400/400A	16,300	95	90	5.4	46.3
13	B747-400	877,000	93.2	200	18.0	473.8
14	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
15	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
16	Bombardier CL-604/605	48,200	95	145	8.3	99.1
17	DC/MD-10-30/30F/40	583,000	92	177	18.2	481.1
18	Hawker-800/800XP	28,120	95	135	5.9	53.4
19	F-35A(UDA)	67,950	88	294	14.4	288.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWC1

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	870/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWC1

This file name = PCR Results for HMA on Aggregate 2024-09-05 22:19:10

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWC1 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =29,900psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.010

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	47.80	212	22	303
2	B737-400	150,500	46.91	185	12	168
3	CRJ100LR/200LR	53,250	46.50	179	3,108	33,729
4	CRJ700	73,000	47.50	142	76	990
5	ERJ-145 XR	53,352	47.50	175	655	7,301

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	A321-200 std	22	352,999	23.9	874.1

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	47.8	212	17.7	439.8
2	B737-400	150,500	46.91	185	15.1	318.6
3	CRJ100LR/200LR	53,250	46.5	179	8.9	111.5
4	CRJ700	73,000	47.5	142	10.0	138.6
5	ERJ-145 XR	53,352	47.5	175	8.9	112.6

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWC2

Gross Weight (In THSDS)

35 S	98
36 D	171
37 2D	313
38 2D/2D2	0

39 PCR	360/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWC2

This file name = PCR Results for HMA on Aggregate 2024-09-05 22:25:45

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWC2 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =22,100psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	731	4,540
2	Cessna 182 Skylane	3,110	95.00	50	348	2,048
3	S-10	10,000	95.00	50	917	6,275
4	BeechJet-400/400A	16,300	95.00	90	1,537	10,396
5	Cessna Citation M2 C525	10,500	95.00	98	1,237	7,721
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	796	5,066
7	Bombardier CL-604/605	48,200	95.00	145	890	9,322
8	Hawker-800/800XP	28,120	95.00	135	963	9,233

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	890	115,837	16.2	364.2

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWC3

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	493
38 2D/2D2	999

39 PCR	580/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWC3

This file name = PCR Results for HMA on Aggregate 2024-09-05 22:27:21

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWC3 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =34,300psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	731	4,540
2	Cessna 182 Skylane	3,110	95.00	50	348	2,048
3	S-10	10,000	95.00	50	917	6,275
4	BeechJet-400/400A	16,300	95.00	90	1,537	10,396
5	Cessna Citation M2 C525	10,500	95.00	98	1,237	7,721
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	796	5,066
7	Bombardier CL-604/605	48,200	95.00	145	890	9,322
8	Hawker-800/800XP	28,120	95.00	135	963	9,233

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	890	162,604	20.1	580.6

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWE1-10&20

Gross Weight (In THSDS)

35 S	120
36 D	205
37 2D	347
38 2D/2D2	830

39 PCR	510/F/B/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWE1-10&20

This file name = PCR Results for HMA on Aggregate 2024-09-09 11:27:08

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWE1-10&20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =17,900psi (Subgrade Category is B)

Evaluation Pavement Thickness = 18.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	731	4,931
2	Cessna 182 Skylane	3,110	95.00	50	348	2,236
3	S-10	10,000	95.00	50	917	6,754
4	BeechJet-400/400A	16,300	95.00	90	250	1,822
5	Cessna Citation M2 C525	10,500	95.00	98	250	1,693
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	250	1,725
7	Bombardier CL-604/605	48,200	95.00	145	250	2,735
8	Hawker-800/800XP	28,120	95.00	135	250	2,516

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/B
1	Bombardier CL-604/605	250	136,170	22.9	505.1

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (B)	ACR/F/B
1	Beechcraft Baron 55	5,424	95	56	4.6	16.7
2	Cessna 182 Skylane	3,110	95	50	4.6	10.5
3	S-10	10,000	95	50	4.6	23.8
4	BeechJet-400/400A	16,300	95	90	7.8	56.8
5	Cessna Citation M2 C525	10,500	95	98	6.1	37.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	8.0	58.7
7	Bombardier CL-604/605	48,200	95	145	11.7	119.1
8	Hawker-800/800XP	28,120	95	135	8.3	62.8

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: TWE2-10&20

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1060/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: TWE2-10&20

This file name = PCR Results for HMA on Aggregate 2024-09-09 11:33:59

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: TWE2-10&20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =28,200psi (Subgrade Category is A)

Evaluation Pavement Thickness = 22.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	731	5,699
2	Cessna 182 Skylane	3,110	95.00	50	348	2,604
3	S-10	10,000	95.00	50	917	7,690
4	BeechJet-400/400A	16,300	95.00	90	250	2,079
5	Cessna Citation M2 C525	10,500	95.00	98	250	1,953
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	250	1,987
7	Bombardier CL-604/605	48,200	95.00	145	250	2,959
8	Hawker-800/800XP	28,120	95.00	135	250	2,748

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	250	266,909	26.1	1058.0

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: Terminal Apron-10

Gross Weight (In THSDS)

35 S	120
36 D	240
37 2D	468
38 2D/2D2	960

39 PCR	550/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: Terminal Apron-10

This file name = PCR Results for HMA Overlay on Rigid 2024-09-09 12:08:36

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: Terminal Apron-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA Overlay on Rigid

Subgrade Modulus =27,150psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.020

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	95.60	212	22	75
2	B737-400	150,500	93.80	185	12	12,622
3	CRJ100LR/200LR	53,250	93.00	179	3,108	397
4	CRJ700	73,000	95.00	142	76	2,737
5	ERJ-145 XR	53,352	95.00	175	655	118

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	A320-200 std	25	194,381	12.8	553.5

Results Table 3. HMA Overlay on Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	A321-200 std	197,100	95.6	212	17.7	439.8
2	B737-400	150,500	93.8	185	15.1	318.6
3	CRJ100LR/200LR	53,250	93	179	8.9	111.5
4	CRJ700	73,000	95	142	10.0	138.6
5	ERJ-145 XR	53,352	95	175	8.9	112.6

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: Terminal Apron - 20

Gross Weight (In THSDS)

35 S	120
36 D	173
37 2D	328
38 2D/2D2	777

39 PCR	500/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: Terminal Apron - 20

This file name = PCR Results for New Rigid 2024-09-10 12:01:45

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: Terminal Apron - 20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =39,550psi (Subgrade Category is A)

Evaluation Pavement Thickness = 20.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 14.780

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	47.80	212	22	140
2	B737-400	150,500	46.91	185	12	75
3	CRJ100LR/200LR	53,250	46.50	179	3,108	12,622
4	CRJ700	73,000	47.50	142	76	397
5	ERJ-145 XR	53,352	47.50	175	655	2,737

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	A321-200 std	22	174,058	12.2	503.3

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	A321-200 std	197,100	47.8	212	13.1	583.6
2	B737-400	150,500	46.91	185	11.2	429.6
3	CRJ100LR/200LR	53,250	46.5	179	6.6	151
4	CRJ700	73,000	47.5	142	7.3	182.7
5	ERJ-145 XR	53,352	47.5	175	6.6	151.7

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: Terminal Apron-30

Gross Weight (In THSDS)

35 S	120
36 D	185
37 2D	349
38 2D/2D2	819

39 PCR	540/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: Terminal Apron-30

This file name = PCR Results for New Rigid 2024-09-06 17:25:53

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: Terminal Apron-30 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =27,650psi (Subgrade Category is A)

Evaluation Pavement Thickness = 20.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 3.120

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	47.80	212	22	140
2	B737-400	150,500	46.91	185	12	75
3	CRJ100LR/200LR	53,250	46.50	179	3,108	12,622
4	CRJ700	73,000	47.50	142	76	397
5	ERJ-145 XR	53,352	47.50	175	655	2,737

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	A321-200 std	22	185,913	12.6	544.4

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	A321-200 std	197,100	47.8	212	13.1	583.6
2	B737-400	150,500	46.91	185	11.2	429.6
3	CRJ100LR/200LR	53,250	46.5	179	6.6	151
4	CRJ700	73,000	47.5	142	7.3	182.7
5	ERJ-145 XR	53,352	47.5	175	6.6	151.7

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: Terminal Apron-40

Gross Weight (In THSDS)

35 S	120
36 D	187
37 2D	353
38 2D/2D2	827

39 PCR	550/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: Terminal Apron-40

This file name = PCR Results for New Rigid 2024-09-06 17:43:52

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: Terminal Apron-40 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =24,900psi (Subgrade Category is A)

Evaluation Pavement Thickness = 20.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 2.360

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	A321-200 std	197,100	47.80	212	22	140
2	B737-400	150,500	46.91	185	12	75
3	CRJ100LR/200LR	53,250	46.50	179	3,108	12,622
4	CRJ700	73,000	47.50	142	76	397
5	ERJ-145 XR	53,352	47.50	175	655	2,737

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	A321-200 std	22	188,373	12.7	553.0

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	A321-200 std	197,100	47.8	212	13.1	583.6
2	B737-400	150,500	46.91	185	11.2	429.6
3	CRJ100LR/200LR	53,250	46.5	179	6.6	151
4	CRJ700	73,000	47.5	142	7.3	182.7
5	ERJ-145 XR	53,352	47.5	175	6.6	151.7

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-10

Gross Weight (In THSDS)

35 S	120
36 D	229
37 2D	441
38 2D/2D2	913

39 PCR	520/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-10

This file name = PCR Results for HMA on Aggregate 2024-09-09 10:52:13

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: APWEST-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =33,050psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	9,073
2	Cessna 182 Skylane	3,110	95.00	50	695	4,090
3	S-10	10,000	95.00	50	1,834	12,550
4	BeechJet-400/400A	16,300	95.00	90	3,073	20,785
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	15,436
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	10,126
7	Bombardier CL-604/605	48,200	95.00	145	1,780	18,645
8	Hawker-800/800XP	28,120	95.00	135	1,925	18,457

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	1,780	150,116	19.2	522.8

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-20

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	550
38 2D/2D2	1,120

39 PCR	1050/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-20

This file name = PCR Results for HMA on Aggregate 2024-09-09 10:43:21

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: APWEST-20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =42,700psi (Subgrade Category is A)

Evaluation Pavement Thickness = 20.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	10,629
2	Cessna 182 Skylane	3,110	95.00	50	695	4,836
3	S-10	10,000	95.00	50	1,834	14,451
4	BeechJet-400/400A	16,300	95.00	90	3,073	23,991
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	18,045
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	11,816
7	Bombardier CL-604/605	48,200	95.00	145	1,780	20,280
8	Hawker-800/800XP	28,120	95.00	135	1,925	20,277

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	1,780	265,945	26.0	1053.7

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-30

Gross Weight (In THSDS)

35 S	120
36 D	250
37 2D	526
38 2D/2D2	1,050

39 PCR	620/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-30

This file name = PCR Results for HMA on Aggregate 2024-09-09 10:43:38

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: APWEST-30 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =38,500psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	9,073
2	Cessna 182 Skylane	3,110	95.00	50	695	4,090
3	S-10	10,000	95.00	50	1,834	12,550
4	BeechJet-400/400A	16,300	95.00	90	3,073	20,785
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	15,436
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	10,126
7	Bombardier CL-604/605	48,200	95.00	145	1,780	18,645
8	Hawker-800/800XP	28,120	95.00	135	1,925	18,457

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	1,780	170,181	20.6	615.6

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-40

Gross Weight (In THSDS)

35 S	120
36 D	215
37 2D	406
38 2D/2D2	855

39 PCR	480/F/A/X/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-40

This file name = PCR Results for HMA on Aggregate 2024-09-09 10:51:31

Evaluation pavement type is flexible and design program is FAARFIELD.

Structure name: APWEST-40 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA on Aggregate

Subgrade Modulus =30,800psi (Subgrade Category is A)

Evaluation Pavement Thickness = 16.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

No aircraft have 4 or more wheels per gear.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	9,073
2	Cessna 182 Skylane	3,110	95.00	50	695	4,090
3	S-10	10,000	95.00	50	1,834	12,550
4	BeechJet-400/400A	16,300	95.00	90	3,073	20,785
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	15,436
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	10,126
7	Bombardier CL-604/605	48,200	95.00	145	1,780	18,645
8	Hawker-800/800XP	28,120	95.00	135	1,925	18,457

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/F/A
1	Bombardier CL-604/605	1,780	141,926	18.6	484.8

Results Table 3. HMA on Aggregate ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/F/A
1	Beechcraft Baron 55	5,424	95	56	4.6	15.8
2	Cessna 182 Skylane	3,110	95	50	4.6	10.1
3	S-10	10,000	95	50	4.6	21.6
4	BeechJet-400/400A	16,300	95	90	5.4	46.3
5	Cessna Citation M2 C525	10,500	95	98	4.6	32.7
6	Cessna Citation II/Bravo C550/551	15,000	95	130	5.9	54.2
7	Bombardier CL-604/605	48,200	95	145	8.3	99.1
8	Hawker-800/800XP	28,120	95	135	5.9	53.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-50

Gross Weight (In THSDS)

35 S	120
36 D	169
37 2D	320
38 2D/2D2	759

39 PCR	490/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-50

This file name = PCR Results for New Rigid 2024-09-09 11:00:40

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: APWEST-50 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =36,200psi (Subgrade Category is A)

Evaluation Pavement Thickness = 21.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.000

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	2,540
2	Cessna 182 Skylane	3,110	95.00	50	695	969
3	S-10	10,000	95.00	50	1,834	4,522
4	BeechJet-400/400A	16,300	95.00	90	3,073	7,247
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	4,481
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	3,020
7	Bombardier CL-604/605	48,200	95.00	145	1,780	7,848
8	Hawker-800/800XP	28,120	95.00	135	1,925	6,704

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	Bombardier CL-604/605	1,780	136,025	12.0	487.7

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	Beechcraft Baron 55	5,424	95	56	2.0	10.8
2	Cessna 182 Skylane	3,110	95	50	2.0	7
3	S-10	10,000	95	50	2.0	14.3
4	BeechJet-400/400A	16,300	95	90	3.5	45.2
5	Cessna Citation M2 C525	10,500	95	98	2.8	30.3
6	Cessna Citation II/Bravo C550/551	15,000	95	130	3.8	51.9
7	Bombardier CL-604/605	48,200	95	145	6.3	137.9
8	Hawker-800/800XP	28,120	95	135	4.5	72.7

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-80

Gross Weight (In THSDS)

35 S	52
36 D	67
37 2D	137
38 2D/2D2	0

39 PCR	160/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-80

This file name = PCR Results for New Rigid 2024-09-09 11:07:17

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: APWEST-80 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =22,650psi (Subgrade Category is A)

Evaluation Pavement Thickness = 14.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.070

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	2,540
2	Cessna 182 Skylane	3,110	95.00	50	695	969
3	S-10	10,000	95.00	50	1,834	4,522
4	BeechJet-400/400A	16,300	95.00	90	3,073	7,247
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	4,481
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	3,020
7	Bombardier CL-604/605	48,200	95.00	145	1,780	7,848
8	Hawker-800/800XP	28,120	95.00	135	1,925	6,704

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	Bombardier CL-604/605	1,780	53,675	6.7	157.6

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	Beechcraft Baron 55	5,424	95	56	2.0	10.8
2	Cessna 182 Skylane	3,110	95	50	2.0	7
3	S-10	10,000	95	50	2.0	14.3
4	BeechJet-400/400A	16,300	95	90	3.5	45.2
5	Cessna Citation M2 C525	10,500	95	98	2.8	30.3
6	Cessna Citation II/Bravo C550/551	15,000	95	130	3.8	51.9
7	Bombardier CL-604/605	48,200	95	145	6.3	137.9
8	Hawker-800/800XP	28,120	95	135	4.5	72.7

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: APWEST-90

Gross Weight (In THSDS)

35 S	52
36 D	67
37 2D	137
38 2D/2D2	0

39 PCR	160/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: APWEST-90

This file name = PCR Results for New Rigid 2024-09-09 11:15:42

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: APWEST-90 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =25,300psi (Subgrade Category is A)

Evaluation Pavement Thickness = 14.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2

CDF = 0.070

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	Beechcraft Baron 55	5,424	95.00	56	1,461	2,540
2	Cessna 182 Skylane	3,110	95.00	50	695	969
3	S-10	10,000	95.00	50	1,834	4,522
4	BeechJet-400/400A	16,300	95.00	90	3,073	7,247
5	Cessna Citation M2 C525	10,500	95.00	98	2,473	4,481
6	Cessna Citation II/Bravo C550/551	15,000	95.00	130	1,591	3,020
7	Bombardier CL-604/605	48,200	95.00	145	1,780	7,848
8	Hawker-800/800XP	28,120	95.00	135	1,925	6,704

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	Bombardier CL-604/605	1,780	53,642	6.7	157.5

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	Beechcraft Baron 55	5,424	95	56	2.0	10.8
2	Cessna 182 Skylane	3,110	95	50	2.0	7
3	S-10	10,000	95	50	2.0	14.3
4	BeechJet-400/400A	16,300	95	90	3.5	45.2
5	Cessna Citation M2 C525	10,500	95	98	2.8	30.3
6	Cessna Citation II/Bravo C550/551	15,000	95	130	3.8	51.9
7	Bombardier CL-604/605	48,200	95	145	6.3	137.9
8	Hawker-800/800XP	28,120	95	135	4.5	72.7

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW10 Hold Apron-10

Gross Weight (In THSDS)

35 S	93
36 D	120
37 2D	236
38 2D/2D2	0

39 PCR	340/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW10 Hold Apron-10

This file name = PCR Results for New Rigid 2024-09-12 17:00:13

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: RW10 Hold Apron-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =46,050psi (Subgrade Category is A)

Evaluation Pavement Thickness = 17.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 3947.010

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	C-130	155,000	95.00	105	172	810
2	C-17A	585,000	95.00	138	24	404
3	D-30	30,000	95.00	85	343	1,543
4	B747-400	877,000	46.60	200	3	19
5	B747-400 Belly	877,000	46.60	200	3	19
6	DC/MD-10-30/30F/40	583,000	75.00	177	14	85
7	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	106
8	F-35A(UDA)	67,950	88.00	294	1,701	4,339

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	B747-400	44	594,690	9.9	338.1

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	C-130	155,000	95	105	8.9	274.3
2	C-17A	585,000	95	138	12.2	506.6
3	D-30	30,000	95	85	4.1	59.8
4	B747-400	877,000	93.2	200	13.1	582.3
5	DC/MD-10-30/30F/40	583,000	92	177	12.9	562.7
6	F-35A(UDA)	67,950	88	294	9.3	294.4

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW28 Hold Apron-10

Gross Weight (In THSDS)

35 S	120
36 D	179
37 2D	337
38 2D/2D2	797

39 PCR	520/R/A/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW28 Hold Apron-10

This file name = PCR Results for HMA Overlay on Rigid 2024-09-12 19:57:33

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: RW28 Hold Apron-10 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: HMA Overlay on Rigid

Subgrade Modulus =27,300psi (Subgrade Category is A)

Evaluation Pavement Thickness = 25.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 5.960

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	C-130	155,000	95.00	105	172	810
2	C-17A	585,000	95.00	138	24	404
3	D-30	30,000	95.00	85	343	1,543
4	B747-400	877,000	46.60	200	3	19
5	B747-400 Belly	877,000	46.60	200	3	19
6	DC/MD-10-30/30F/40	583,000	75.00	177	14	85
7	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	106
8	F-35A(UDA)	67,950	88.00	294	1,701	4,339

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/A
1	B747-400	43	813,520	12.4	521.9

Results Table 3. HMA Overlay on Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (A)	ACR/R/A
1	C-130	155,000	95	105	8.9	274.2
2	C-17A	585,000	95	138	12.2	506.6
3	D-30	30,000	95	85	4.1	59.8
4	B747-400	877,000	93.2	200	13.1	582.4
5	DC/MD-10-30/30F/40	583,000	92	177	12.9	562.8
6	F-35A(UDA)	67,950	88	294	9.3	294.5

Federal Aviation Administration FAARFIELD 2.1 Airport Master Record

FAARFIELD 2.1.1 (Build 12/21/2023)

RUNWAY DATA

Job Name: MGM

Structure: RW28 Hold Apron-20

Gross Weight (In THSDS)

35 S	120
36 D	174
37 2D	302
38 2D/2D2	727

39 PCR	530/R/B/W/T

Federal Aviation Administration FAARFIELD 2.1 PCR Report

FAARFIELD 2.1.1 (Build 12/21/2023)

Job Name: MGM

Structure: RW28 Hold Apron-20

This file name = PCR Results for New Rigid 2024-09-12 17:31:27

Evaluation pavement type is rigid and design program is FAARFIELD.

Structure name: RW28 Hold Apron-20 in job file: MGM.JOB.xml

Units = US Customary

Analysis Type: New Rigid

Subgrade Modulus =19,885psi (Subgrade Category is B)

Evaluation Pavement Thickness = 18.0 in.

Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 6

CDF = 22.320

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight	Tire Pressure (psi)	Annual Departure	20 Years Coverage
1	C-130	155,000	95.00	105	172	810
2	C-17A	585,000	95.00	138	24	404
3	D-30	30,000	95.00	85	343	1,543
4	B747-400	877,000	46.60	200	3	19
5	B747-400 Belly	877,000	46.60	200	3	19
6	DC/MD-10-30/30F/40	583,000	75.00	177	14	85
7	DC/MD-10-30/30F/40 Belly	583,000	17.00	153	14	106
8	F-35A(UDA)	67,950	88.00	294	1,701	4,339

Results Table 2. PCR Value

No.	Aircraft Name	Critical aircraft Total equiv. departures	Max allowable Gross Weight of critical aircraft (lbs)	ACR Thick at max. MGW (in.)	PCR/R/B
1	B747-400	46	738,629	13.2	531.8

Results Table 3. New Rigid ACR at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight (lbs)	Percent Gross Weight on Main Gear	Tire Pressure (psi)	ACR Thick (in.) (B)	ACR/R/B
1	C-130	155,000	95	105	10.0	305.2
2	C-17A	585,000	95	138	13.7	573.7
3	D-30	30,000	95	85	4.6	68.1
4	B747-400	877,000	93.2	200	15.0	685.6
5	DC/MD-10-30/30F/40	583,000	92	177	14.4	636.6
6	F-35A(UDA)	67,950	88	294	9.7	290.9

Appendix I4
Section Pavement Classification Rating (PCR)

Branch Name	SectionID	Surface Type	Area, sf	Critical Aircraft	Critical Aircraft ACR	PCR Rating	Allowable Loads, lbs, in thousands				PCR	ACR/ PCR
							SW	DW	2D	2D/2D2		
Runway 10-28	10 C,N,S	APC	150,000	DC-10	582	725/F/C/X/T	120	250	550	1,100	725	0.8
Runway 10-28	20 C,N,S	AAC	1,053,000	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Runway 10-28	30 C,N,S	APC	150,000	DC-10	563	700/R/A/W/T	120	250	550	1,120	700	0.8
Runway 03-21	10 C,E,W	AAC	361,795	CL-604	119	150/F/B/X/T	68	108	186	-	150	0.8
Runway 03-21	20 C,E,W	AAC	242,692	CL-604	119	150/F/B/X/T	92	154	253	-	150	0.8
Taxiway A	10	AAC	273,225	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A	20	AAC	178,879	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A	30	AAC	21,974	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A	40	AAC	24,722	B747-400	607	750/F/C/X/T	120	250	550	1,120	750	0.8
Taxiway A	50	AAC	153,161	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A1	10	APC	48,429	A321-200	584	500/R/A/W/T	120	173	327	775	500	1.2
Taxiway A2	10	AAC	56,020	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A3	10 & 20	AAC	39,507	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A4	10 & 20	AAC	39,827	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A5	10 & 20	AAC	63,188	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A6	10 & 20	AAC	58,417	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway A7	10 & 20	APC	64,489	B747-400	686	780/R/B/W/T	120	241	421	938	780	0.9
Taxiway B	10	AAC	189,035	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway B	20	AAC	200,510	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway B	30 & 40	AAC	21,279	DC-10	481	600/F/A/X/T	90	188	413	840	600	0.8
Taxiway B	50	AAC	21,947	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway B	60	AAC	181,800	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway B1	10	AAC	84,244	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway B3	10 & 20	AAC	74,201	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway B4	10 & 20	AAC	78,694	DC-10	481	600/F/A/X/T	120	250	550	1,120	600	0.8
Taxiway C1	10 & 20	AAC	23,946	A321-200	440	550/F/A/X/T	120	250	550	1,120	550	0.8
Taxiway C2	10	AAC	24,345	CL-604	99	125/F/A/X/T	98	171	313	-	125	0.8

Appendix I4
Section Pavement Classification Rating (PCR)

Branch Name	SectionID	Surface Type	Area, sf	Critical Aircraft	Critical Aircraft ACR	PCR Rating	Allowable Loads, lbs, in thousands				PCR	ACR/ PCR
							SW	DW	2D	2D/2D2		
Taxiway C3	10	AAC	23,241	CL-604	99	125/F/A/X/T	98	171	313	-	125	0.8
Taxiway E	10	AAC	71,385	CL-604	99	125/F/A/X/T	120	250	550	-	125	0.8
Taxiway E	20	AAC	22,770	CL-604	99	125/F/A/X/T	120	250	550	-	125	0.8
Taxiway E1	10 & 30	AAC	57,903	CL-604	119	150/F/B/X/T	120	250	550	-	150	0.8
Taxiway E1	20	AAC	57,903	CL-604	119	150/F/B/X/T	90	188	413	-	150	0.8
Taxiway E2	10 & 20	AAC	17,383	CL-604	99	125/F/A/X/T	120	250	550	-	125	0.8
Terminal Apron	10	APC	159,124	A321-200	440	550/F/A/X/T	120	240	468	-	550	0.8
Terminal Apron	20	PCC	105,852	A321-200	584	500/R/A/W/T	120	173	328	-	500	1.2
Terminal Apron	30	PCC	35,063	A321-200	584	540/R/A/W/T	120	185	349	-	540	1.1
Terminal Apron	40	PCC	127,860	A321-200	584	550/R/A/W/T	120	187	353	-	550	1.1
West Apron	10	AAC	72,332	CL-604	99	125/F/A/X/T	120	229	441	-	125	0.8
West Apron	20	AAC	193,206	CL-604	99	125/F/A/X/T	120	250	550	-	125	0.8
West Apron	30	AAC	54,470	CL-604	99	125/F/A/X/T	120	250	526	-	125	0.8
West Apron	40	AAC	55,352	CL-604	99	125/F/A/X/T	120	250	526	-	125	0.8
West Apron	50	PCC	35,654	CL-604	138	175/R/A/W/T	120	169	320	-	175	0.8
West Apron	80	PCC	29,138	CL-604	138	160/R/A/W/T	52	67	137	-	160	0.9
West Apron	90	PCC	141,197	CL-604	138	160/R/A/W/T	52	67	137	-	160	0.9
RW10 Hold Apron	10	PCC	88,237	B747-400	582	340/R/A/W/T	93	120	236	-	340	1.7
RW28 Hold Apron	10	APC	26,184	B747-400	582	520/R/A/W/T	120	179	337	797	520	1.1
RW28 Hold Apron	20	PCC	81,404	B747-400	686	530/R/B/W/T	120	174	302	727	530	1.3

APPENDIX J

LOCALIZED M&R POLICIES

J1: Safety (Stopgap) Maintenance
J2: Preventive Maintenance

Appendix J1
Localized Safety (Stopgap) Repair Policy

Distress	Distress Severity	Description	Code	Work Code	Work Unit
41	High	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
43	High	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
44	High	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
45	High	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
47	High	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
48	High	L & T CR	CS-AC	Crack Sealing - AC	Ft
50	High	PATCHING	PA-AD	Patching - AC Deep	SqFt
52	High	RAVELING	PA-AS	Patching - AC Shallow	SqFt
53	High	RUTTING	PA-AD	Patching - AC Deep	SqFt
54	High	SHOVING	GR-PP	Grinding (Localized)	Ft
55	N/A	SLIPPAGE CR	PA-AD	Patching - AC Deep	SqFt
56	High	SWELLING	PA-AD	Patching - AC Deep	SqFt
61	Medium	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	High	BLOW-UP	SL-PC	Slab Replacement - PCC	SqFt
62	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
63	High	LINEAR CR	PA-PF	Patching - PCC Full Depth	SqFt
63	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
64	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
64	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
66	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
67	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
70	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
71	High	FAULTING	GR-PP	Grinding (Localized)	Ft
72	High	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
74	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
76	High	ASR	SL-PC	Slab Replacement - PCC	SqFt

Appendix J2
Localized Preventive Repair Policy

Distress	Distress Severity	Description	Code	Work Code	Work Unit
41	Medium	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
41	High	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
42	N/A	BLEEDING	PA-AS	Patching - AC Shallow	SqFt
43	High	BLOCK CR	PA-AD	Patching - AC Deep	SqFt
43	Medium	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
44	Medium	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
44	Low	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
44	High	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
45	Low	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
45	Medium	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
45	High	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
47	Medium	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
47	High	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
48	High	L & T CR	CS-AC	Crack Sealing - AC	Ft
48	Medium	L & T CR	CS-AC	Crack Sealing - AC	Ft
49	N/A	OIL SPILLAGE	PA-AD	Patching - AC Deep	SqFt
50	High	PATCHING	PA-AD	Patching - AC Deep	SqFt
50	Medium	PATCHING	PA-AD	Patching - AC Deep	SqFt
52	High	RAVELING	PA-AS	Patching - AC Shallow	SqFt
53	High	RUTTING	PA-AD	Patching - AC Deep	SqFt
53	Medium	RUTTING	PA-AD	Patching - AC Deep	SqFt
53	Low	RUTTING	PA-AD	Patching - AC Deep	SqFt
54	Low	SHOVING	GR-PP	Grinding (Localized)	Ft
54	Medium	SHOVING	GR-PP	Grinding (Localized)	Ft
54	High	SHOVING	GR-PP	Grinding (Localized)	Ft
55	N/A	SLIPPAGE CR	PA-AD	Patching - AC Deep	SqFt
56	Low	SWELLING	PA-AD	Patching - AC Deep	SqFt
56	Medium	SWELLING	PA-AD	Patching - AC Deep	SqFt
56	High	SWELLING	PA-AD	Patching - AC Deep	SqFt
61	Medium	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	Low	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	High	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
62	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
62	Low	CORNER BREAK	CS-PC	Crack Sealing - PCC	Ft
62	Medium	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
63	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
63	High	LINEAR CR	PA-PP	Patching - PCC Partial Depth	SqFt

Appendix J2
Localized Preventive Repair Policy

Distress	Distress Severity	Description	Code	Work Code	Work Unit
64	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
64	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
65	High	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
65	Medium	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
66	Medium	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
66	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
67	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
67	Medium	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
69	N/A	PUMPING	JS-LC	Joint Seal (Localized)	Ft
70	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
70	Medium	SCALING	PA-PP	Patching - PCC Partial Depth	SqFt
71	High	FAULTING	GR-PP	Grinding (Localized)	Ft
71	Medium	FAULTING	GR-PP	Grinding (Localized)	Ft
72	High	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
72	Medium	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
74	Medium	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
74	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	Medium	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
76	High	ASR	SL-PC	Slab Replacement - PCC	SqFt
76	Medium	ASR	SL-PC	Slab Replacement - PCC	SqFt

APPENDIX K

K1: CIP - Section Level Repair Activity
K2: Year 1 Maintenance Plan

Appendix K1
Capital Improvement Plan - Section Level Repair Activity

Project Name	Branch ID	Section ID	Surface	Area, sf	Activity	Activity Type	PCI in Project Yr	Cost
25-01_West Apron Preservation	AWEST	20	AAC	193,206	P626 Slurry Seal	Preservation	65	$272,038
	AWEST	30	AAC	54,470	P626 Slurry Seal	Preservation	76	$76,695
	AWEST	40	AAC	55,352	P626 Slurry Seal	Preservation	68	$77,937
25-02_East Apron Preservation	AEAST	10	PCC	100,248	CPR_3%	Preservation	77	$282,569
25-03_TW E Rehabilitation	TWE	10	AC	71,385	Mill 3" & 4" AC Overlay	Rehabilitation	48	$533,110
	TWE2	20	AC	8,979	Mill 3" & 4" AC Overlay	Rehabilitation	39	$67,056
26-01_RW 10-28 Rehabilitation	BP10	10	AAC	24,978	Mill 3" & 4" AC Overlay	Rehabilitation	58	$192,134
	BP28	10	AAC	23,969	Mill 3" & 4" AC Overlay	Rehabilitation	64	$184,373
	RW1028	10C	AAC	50,000	Mill 3" & 4" AC Overlay	Rehabilitation	64	$384,607
	RW1028	10N	AAC	50,000	Mill 3" & 4" AC Overlay	Rehabilitation	47	$384,607
	RW1028	10S	AAC	50,000	Mill 3" & 4" AC Overlay	Rehabilitation	63	$384,607
	RW1028	20C	AAC	351,000	Mill 3" & 4" AC Overlay	Rehabilitation	53	$2,699,938
	RW1028	20N	AAC	351,000	Mill 3" & 4" AC Overlay	Rehabilitation	42	$2,699,938
	RW1028	20S	AAC	351,000	Mill 3" & 4" AC Overlay	Rehabilitation	54	$2,699,938
	RW1028	30C	AAC	50,000	Mill 3" & 4" AC Overlay	Rehabilitation	40	$384,607
	RW1028	30N	AAC	50,000	Mill 3" & 4" AC Overlay	Rehabilitation	37	$384,607
	RW1028	30S	AAC	50,000	Mill 3" & 4" AC Overlay	Rehabilitation	39	$384,607
	TWB1	10	AAC	84,244	Mill 3" & 4" AC Overlay	Rehabilitation	52	$648,016
	TWB3	10	AAC	36,644	Mill 3" & 4" AC Overlay	Rehabilitation	49	$281,870

Appendix K1
Capital Improvement Plan - Section Level Repair Activity

Project Name	Branch ID	Section ID	Surface	Area, sf	Activity	Activity Type	PCI in Project Yr	Cost
26-01_RW 10-28 Rehabilitation	TWB4	10	AAC	35,789	Mill 3" & 4" AC Overlay	Rehabilitation	51	$275,294
	TWE	20	AAC	22,770	Mill 3" & 4" AC Overlay	Rehabilitation	35	$175,150
27-01_RW 03-21 Rehabilitation	RW0321	10C	AAC	117,357	Mill 3" & 4" AC Overlay	Rehabilitation	40	$929,807
	RW0321	10E	AAC	119,557	Mill 3" & 4" AC Overlay	Rehabilitation	47	$947,238
	RW0321	10W	AAC	124,881	Mill 3" & 4" AC Overlay	Rehabilitation	41	$989,419
	RW0321	20C	AAC	74,752	Mill 3" & 4" AC Overlay	Rehabilitation	51	$592,252
	RW0321	20E	AAC	90,407	Mill 3" & 4" AC Overlay	Rehabilitation	50	$716,285
	RW0321	20W	AAC	77,533	Mill 3" & 4" AC Overlay	Rehabilitation	58	$614,286
	TWA	30	AAC	21,974	Mill 3" & 4" AC Overlay	Rehabilitation	30	$174,098
	TWA	40	AAC	24,722	Mill 3" & 4" AC Overlay	Rehabilitation	43	$195,870
	TWB	30	AAC	21,279	Mill 3" & 4" AC Overlay	Rehabilitation	24	$168,591
	TWB	40	AAC	16,743	Mill 3" & 4" AC Overlay	Rehabilitation	25	$132,653
	TWB	50	AAC	21,947	Mill 3" & 4" AC Overlay	Rehabilitation	32	$173,884
	TWE1	10	AAC	17,349	Mill 3" & 4" AC Overlay	Rehabilitation	48	$137,454
	TWE1	20	AC	28,070	AC Reconstruction	Reconstruction	16	$886,371
	TWE1	30	AC	12,484	AC Reconstruction	Reconstruction	31	$394,209
	TWE2	10	AAC	8,404	Mill 3" & 4" AC Overlay	Rehabilitation	44	$66,584
28-01_TW A Preservation	A10	10	PCC	88,237	CPR_3%	Preservation	63	$271,776
	A28	10	AAC	26,184	P608 Seal Coat	Preservation	85	$34,540
	A28	20	PCC	81,404	CPR_3%	Preservation	65	$250,730
	AWEST	10	AAC	72,332	P608 Seal Coat	Preservation	88	$95,416

Appendix K1
Capital Improvement Plan - Section Level Repair Activity

Project Name	Branch ID	Section ID	Surface	Area, sf	Activity	Activity Type	PCI in Project Yr	Cost
28-01_TW A Preservation	TWA	10	AAC	273,225	P608 Seal Coat	Preservation	90	$360,421
	TWA	20	AAC	178,879	P608 Seal Coat	Preservation	90	$235,966
	TWA	50	AAC	153,161	P608 Seal Coat	Preservation	85	$202,040
	TWA1	10	AAC	48,429	P608 Seal Coat	Preservation	76	$63,884
	TWA2	10	AAC	56,020	P608 Seal Coat	Preservation	67	$73,898
	TWA3	10	AAC	23,816	P608 Seal Coat	Preservation	74	$31,417
	TWA3	20	AAC	15,691	P608 Seal Coat	Preservation	90	$20,699
	TWA4	10	AAC	23,724	P608 Seal Coat	Preservation	72	$31,295
	TWA4	20	AAC	16,103	P608 Seal Coat	Preservation	90	$21,242
	TWA5	10	AAC	33,953	P608 Seal Coat	Preservation	82	$44,789
	TWA5	20	AAC	29,235	P608 Seal Coat	Preservation	89	$38,565
	TWA6	10	AAC	34,293	P608 Seal Coat	Preservation	76	$45,237
	TWA6	20	AAC	24,124	P608 Seal Coat	Preservation	89	$31,823
	TWA7	10	AAC	34,912	P608 Seal Coat	Preservation	79	$46,054
	TWA7	20	AAC	29,577	P608 Seal Coat	Preservation	90	$39,016
	TWC1	20	AAC	8,402	P608 Seal Coat	Preservation	90	$11,083
	TWC2	10	AAC	24,345	P608 Seal Coat	Preservation	90	$32,114
	TWC3	10	AAC	23,241	P608 Seal Coat	Preservation	90	$30,658

Appendix K1
Capital Improvement Plan - Section Level Repair Activity

Project Name	Branch ID	Section ID	Surface	Area, sf	Activity	Activity Type	PCI in Project Yr	Cost
28-02_TW B Rehabilitation	TWB	10	AAC	189,035	Mill 3" & 4" AC Overlay	Rehabilitation	42	$1,542,636
	TWB	20	AC	200,510	Mill 3" & 4" AC Overlay	Rehabilitation	52	$1,636,278
	TWB	60	AAC	181,800	Mill 3" & 4" AC Overlay	Rehabilitation	45	$1,483,594
	TWB3	20	AAC	37,557	Mill 3" & 4" AC Overlay	Rehabilitation	42	$306,487
	TWB4	20	AAC	42,905	Mill 3" & 4" AC Overlay	Rehabilitation	39	$350,130
28-03_Terminal Apron Reconstruction	ATERM	10	AAC	159,124	PCC Reconstruction	Reconstruction	30	$7,467,114
	TWC1	10	AAC	15,544	Mill 3" & 4" AC Overlay	Rehabilitation	36	$126,848
29-01_Terminal Apron Repair	ATERM	20	PCC	105,852	PCC Reconstruction	Reconstruction	36	$5,116,269
	ATERM	30	PCC	35,063	CPR_3%	Preservation	64	$111,236
	ATERM	40	PCC	127,860	CPR_10%	Rehabilitation	48	$1,059,115
30-01_Apron 01 Repair	A01	10	AC	64,435	Mill 3" & 4" AC Overlay	Rehabilitation	35	$557,850
	A01	20	PCC	18,523	PCC Reconstruction	Reconstruction	4	$371,319
	A01	30	AC	3,482	AC Reconstruction	Reconstruction	0	$58,470
31-01_West Apron Repair	AWEST	60	PCC	8,888	CPR_10%	Rehabilitation	57	$78,106
	AWEST	70	AC	34,236	Mill 3" & 4" AC Overlay	Rehabilitation	39	$305,292
	AWEST	80	PCC	29,138	CPR_10%	Rehabilitation	27	$256,061
	AWEST	90	PCC	141,197	CPR_10%	Rehabilitation	29	$1,240,819
	AWEST	95	AAC	8,770	Mill 3" & 3" AC Overlay	Rehabilitation	66	$60,564
	AWEST	100	AC	30,631	AC Reconstruction	Reconstruction	0	$529,787

Appendix K1
Capital Improvement Plan - Section Level Repair Activity

Project Name	Branch ID	Section ID	Surface	Area, sf	Activity	Activity Type	PCI in Project Yr	Cost
31-01_West Apron Repair	AWEST	110	PCC	2,747	PCC Reconstruction	Reconstruction	0	$56,719
	AWEST	120	AC	21,065	AC Reconstruction	Reconstruction	0	$364,335
	AWEST	130	AC	6,538	Mill 3" & 3" AC Overlay	Rehabilitation	41	$45,150
	AWEST	140	AC	8,173	Mill 3" & 3" AC Overlay	Rehabilitation	52	$56,441
	AWEST	145	AC	7,713	Mill 3" & 3" AC Overlay	Rehabilitation	29	$53,264
	AWEST	150	PCC	1,862	CPR_10%	Rehabilitation	39	$16,363
	AWEST	160	PCC	8,825	PCC Reconstruction	Reconstruction	4	$182,217
	AWEST	170	PCC	17,658	PCC Reconstruction	Reconstruction	1	$364,598
	AWEST	180	AC	7,573	AC Reconstruction	Reconstruction	6	$130,981
	AWEST	190	AC	5,645	Mill 3" & 3" AC Overlay	Rehabilitation	53	$38,983
	AWEST	200	AC	6,728	AC Reconstruction	Reconstruction	4	$116,366
	AWEST	210	PCC	9,446	PCC Reconstruction	Reconstruction	0	$195,039
	AWEST	220	PCC	5,481	PCC Reconstruction	Reconstruction	8	$113,170
	AWEST	230	PCC	9,393	PCC Reconstruction	Reconstruction	3	$193,945
31-02_East Apron Reconstruction	AEAST	20	AC	54,093	AC Reconstruction	Reconstruction	16	$935,580
	AEAST	30	PCC	1,413	CPR_10%	Rehabilitation	54	$12,417
	AEAST	40	AC	18,873	AC Reconstruction	Reconstruction	8	$326,423
	AEAST	50	AC	18,108	AC Reconstruction	Reconstruction	2	$313,192
	AEAST	60	AC	6,803	AC Reconstruction	Reconstruction	8	$117,663
	AEAST	70	PCC	1,900	PCC Reconstruction	Reconstruction	20	$39,231
No Activity	AWEST	50	PCC	35,654	No Activity	No Activity	N/A	$0

Appendix K2
Year 1 Maintenance Plan

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
A01	20	Safety	63	LINEAR CR	Medium	2	Slabs	6.67	Crack Sealing - PCC	50	Ft	$5.90	$295
A01	20	Safety	74	JOINT SPALL	High	2	Slabs	6.67	Patching - PCC Partial Depth	16	SqFt	$52.00	$840
A01	30	Safety	43	BLOCK CR	High	3,382	SqFt	97.13	Crack Sealing - AC	1,031	Ft	$2.43	$2,505
A10	10	Preventive	62	CORNER BREAK	Low	2	Slabs	0.81	Crack Sealing - PCC	15	Ft	$5.90	$86
A10	10	Preventive	63	LINEAR CR	Medium	4	Slabs	1.61	Crack Sealing - PCC	71	Ft	$5.90	$421
A28	20	Preventive	66	SMALL PATCH	Medium	2	Slabs	0.92	Patching - PCC Partial Depth	5	SqFt	$52.00	$262
AEAST	10	Preventive	62	CORNER BREAK	High	1	Slabs	0.18	Patching - PCC Full Depth	32	SqFt	$38.00	$1,227
AEAST	10	Preventive	63	LINEAR CR	Medium	4	Slabs	0.64	Crack Sealing - PCC	48	Ft	$5.90	$283
AEAST	10	Preventive	65	JT SEAL DMG	High	142	Slabs	25.54	Joint Seal (Localized)	3,841	Ft	$5.90	$22,661
AEAST	10	Preventive	65	JT SEAL DMG	Medium	415	Slabs	74.46	Joint Seal (Localized)	11,198	Ft	$5.90	$66,070
AEAST	10	Preventive	70	SCALING	Medium	2	Slabs	0.36	Patching - PCC Partial Depth	98	SqFt	$52.00	$5,118
AEAST	10	Preventive	74	JOINT SPALL	Medium	12	Slabs	2.09	Patching - PCC Partial Depth	75	SqFt	$52.00	$3,919
AEAST	10	Preventive	75	CORNER SPALL	Medium	7	Slabs	1.28	Patching - PCC Partial Depth	19	SqFt	$52.00	$995
AEAST	20	Safety	41	ALLIGATOR CR	High	242	SqFt	0.45	Patching - AC Deep	308	SqFt	$25.28	$7,787
AEAST	20	Safety	50	PATCHING	High	15	SqFt	0.03	Patching - AC Deep	34	SqFt	$25.28	$878
AEAST	20	Safety	52	RAVELING	High	415	SqFt	0.77	Patching - AC Shallow	416	SqFt	$15.17	$6,297
AEAST	30	Preventive	65	JT SEAL DMG	High	6	Slabs	75	Joint Seal (Localized)	165	Ft	$5.90	$974
AEAST	30	Preventive	65	JT SEAL DMG	Medium	2	Slabs	25	Joint Seal (Localized)	55	Ft	$5.90	$325
AEAST	30	Preventive	74	JOINT SPALL	Medium	1	Slabs	12.5	Patching - PCC Partial Depth	7	SqFt	$52.00	$336
AEAST	40	Safety	43	BLOCK CR	High	784	SqFt	4.15	Crack Sealing - AC	239	Ft	$2.43	$580

Appendix K2
Year 1 Maintenance Plan

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
AEAST	40	Safety	50	PATCHING	High	131	SqFt	0.69	Patching - AC Deep	181	SqFt	$25.28	$4,566
AEAST	40	Safety	52	RAVELING	High	131	SqFt	0.69	Patching - AC Shallow	130	SqFt	$15.17	$1,981
AEAST	50	Safety	41	ALLIGATOR CR	High	326	SqFt	1.8	Patching - AC Deep	403	SqFt	$25.28	$10,179
AEAST	50	Safety	50	PATCHING	High	26	SqFt	0.14	Patching - AC Deep	51	SqFt	$25.28	$1,280
AEAST	50	Safety	52	RAVELING	High	1,469	SqFt	8.11	Patching - AC Shallow	1,469	SqFt	$15.17	$22,292
AEAST	60	Safety	41	ALLIGATOR CR	High	60	SqFt	0.88	Patching - AC Deep	95	SqFt	$25.28	$2,406
AEAST	60	Safety	52	RAVELING	High	10	SqFt	0.15	Patching - AC Shallow	10	SqFt	$15.17	$152
ATERM	10	Safety	48	L & T CR	High	235	Ft	0.15	Crack Sealing - AC	236	Ft	$2.43	$572
ATERM	20	Safety	63	LINEAR CR	Medium	7	Slabs	4.17	Crack Sealing - PCC	176	Ft	$5.90	$1,039
ATERM	20	Safety	74	JOINT SPALL	High	4	Slabs	2.08	Patching - PCC Partial Depth	28	SqFt	$52.00	$1,478
ATERM	20	Safety	75	CORNER SPALL	High	5	Slabs	3.12	Patching - PCC Partial Depth	14	SqFt	$52.00	$739
ATERM	20	Safety	76	ASR	High	2	Slabs	1.04	Slab Replacement - PCC	1,100	SqFt	$16.00	$17,604
ATERM	30	Preventive	74	JOINT SPALL	High	2	Slabs	1.27	Patching - PCC Partial Depth	13	SqFt	$52.00	$648
ATERM	30	Preventive	75	CORNER SPALL	Medium	3	Slabs	2.53	Patching - PCC Partial Depth	9	SqFt	$52.00	$432
ATERM	40	Safety	62	CORNER BREAK	High	5	Slabs	0.91	Patching - PCC Full Depth	145	SqFt	$38.00	$5,528
ATERM	40	Safety	63	LINEAR CR	High	12	Slabs	2.33	Patching - PCC Full Depth	608	SqFt	$38.00	$23,128
ATERM	40	Safety	63	LINEAR CR	Medium	9	Slabs	1.72	Crack Sealing - PCC	137	Ft	$5.90	$809
AWEST	20	Preventive	48	L & T CR	Medium	3,969	Ft	2.05	Crack Sealing - AC	3,969	Ft	$2.43	$9,645

Appendix K2
Year 1 Maintenance Plan

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
AWEST	20	Preventive	49	OIL SPILLAGE	N/A	366	SqFt	0.19	Patching - AC Deep	447	SqFt	$25.28	$11,288
AWEST	30	Preventive	45	DEPRESSION	Medium	16	SqFt	0.03	Patching - AC Deep	36	SqFt	$25.28	$900
AWEST	30	Preventive	48	L & T CR	Medium	231	Ft	0.42	Crack Sealing - AC	231	Ft	$2.43	$561
AWEST	30	Preventive	49	OIL SPILLAGE	N/A	35	SqFt	0.06	Patching - AC Deep	64	SqFt	$25.28	$1,596
AWEST	40	Preventive	48	L & T CR	Medium	1,173	Ft	2.12	Crack Sealing - AC	1,173	Ft	$2.43	$2,850
AWEST	60	Preventive	62	CORNER BREAK	Low	1	Slabs	2.04	Crack Sealing - PCC	8	Ft	$5.90	$48
AWEST	60	Preventive	65	JT SEAL DMG	Medium	24	Slabs	48.98	Joint Seal (Localized)	617	Ft	$5.90	$3,641
AWEST	60	Preventive	65	JT SEAL DMG	High	25	Slabs	51.02	Joint Seal (Localized)	643	Ft	$5.90	$3,793
AWEST	60	Preventive	75	CORNER SPALL	Medium	5	Slabs	10.2	Patching - PCC Partial Depth	13	SqFt	$52.00	$700
AWEST	80	Safety	63	LINEAR CR	High	2	Slabs	1.27	Patching - PCC Full Depth	78	SqFt	$38.00	$2,960
AWEST	80	Safety	74	JOINT SPALL	High	6	Slabs	5.06	Patching - PCC Partial Depth	50	SqFt	$52.00	$2,572
AWEST	80	Safety	75	CORNER SPALL	High	6	Slabs	5.06	Patching - PCC Partial Depth	16	SqFt	$52.00	$857
AWEST	90	Safety	63	LINEAR CR	High	5	Slabs	0.68	Patching - PCC Full Depth	231	SqFt	$38.00	$8,781
AWEST	90	Safety	63	LINEAR CR	Medium	36	Slabs	4.76	Crack Sealing - PCC	493	Ft	$5.90	$2,909
AWEST	90	Safety	72	SHAT. SLAB	High	5	Slabs	0.68	Slab Replacement - PCC	960	SqFt	$16.00	$15,367
AWEST	95	Preventive	45	DEPRESSION	Low	20	SqFt	0.23	Patching - AC Deep	42	SqFt	$25.28	$1,062
AWEST	95	Preventive	48	L & T CR	Medium	50	Ft	0.57	Crack Sealing - AC	50	Ft	$2.43	$122
AWEST	95	Preventive	48	L & T CR	High	12	Ft	0.14	Crack Sealing - AC	12	Ft	$2.43	$29
AWEST	100	Safety	41	ALLIGATOR CR	High	1,922	SqFt	6.28	Patching - AC Deep	2,102	SqFt	$25.28	$53,154
AWEST	100	Safety	43	BLOCK CR	High	17,805	SqFt	58.13	Crack Sealing - AC	5,427	Ft	$2.43	$13,188
AWEST	110	Safety	62	CORNER BREAK	High	2	Slabs	16.67	Patching - PCC Full Depth	65	SqFt	$38.00	$2,454

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AWEST	110	Safety	63	LINEAR CR	Medium	4	Slabs	33.33	Crack Sealing - PCC	68	Ft	$5.90	$401
AWEST	110	Safety	76	ASR	High	6	Slabs	50	Slab Replacement - PCC	1,734	SqFt	$16.00	$27,744
AWEST	120	Safety	41	ALLIGATOR CR	High	5,767	SqFt	27.38	Patching - AC Deep	6,076	SqFt	$25.28	$153,607
AWEST	120	Safety	45	DEPRESSION	High	155	SqFt	0.74	Patching - AC Deep	210	SqFt	$25.28	$5,297
AWEST	120	Safety	53	RUTTING	High	2,062	SqFt	9.79	Patching - AC Deep	2,062	SqFt	$25.28	$52,128
AWEST	140	Preventive	45	DEPRESSION	Low	4	SqFt	0.05	Patching - AC Deep	16	SqFt	$25.28	$406
AWEST	140	Preventive	45	DEPRESSION	Medium	4	SqFt	0.05	Patching - AC Deep	16	SqFt	$25.28	$406
AWEST	140	Preventive	48	L & T CR	High	10	Ft	0.12	Crack Sealing - AC	10	Ft	$2.43	$24
AWEST	140	Preventive	48	L & T CR	Medium	50	Ft	0.61	Crack Sealing - AC	50	Ft	$2.43	$122
AWEST	140	Preventive	55	SLIPPAGE CR	N/A	25	SqFt	0.31	Patching - AC Deep	50	SqFt	$25.28	$1,242
AWEST	150	Safety	62	CORNER BREAK	High	1	Slabs	12.5	Patching - PCC Full Depth	32	SqFt	$38.00	$1,227
AWEST	160	Safety	63	LINEAR CR	Medium	21	Slabs	58.33	Crack Sealing - PCC	368	Ft	$5.90	$2,168
AWEST	170	Safety	63	LINEAR CR	Medium	7	Slabs	16.67	Crack Sealing - PCC	140	Ft	$5.90	$826
AWEST	170	Safety	66	SMALL PATCH	High	1	Slabs	2.38	Patching - PCC Partial Depth	2	SqFt	$52.00	$140
AWEST	170	Safety	74	JOINT SPALL	High	7	Slabs	16.67	Patching - PCC Partial Depth	56	SqFt	$52.00	$2,939
AWEST	170	Safety	75	CORNER SPALL	High	1	Slabs	2.38	Patching - PCC Partial Depth	2	SqFt	$52.00	$140
AWEST	180	Safety	41	ALLIGATOR CR	High	85	SqFt	1.12	Patching - AC Deep	126	SqFt	$25.28	$3,188
AWEST	190	Preventive	45	DEPRESSION	Low	100	SqFt	1.77	Patching - AC Deep	144	SqFt	$25.28	$3,647
AWEST	200	Safety	41	ALLIGATOR CR	High	135	SqFt	2.01	Patching - AC Deep	186	SqFt	$25.28	$4,696
AWEST	200	Safety	52	RAVELING	High	220	SqFt	3.27	Patching - AC Shallow	220	SqFt	$15.17	$3,337
AWEST	210	Safety	63	LINEAR CR	Medium	1	Slabs	5.56	Crack Sealing - PCC	24	Ft	$5.90	$142
AWEST	220	Safety	63	LINEAR CR	Medium	11	Slabs	61.11	Crack Sealing - PCC	201	Ft	$5.90	$1,184

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AWEST	230	Safety	62	CORNER BREAK	High	1	Slabs	4	Patching - PCC Full Depth	32	SqFt	$38.00	$1,227
AWEST	230	Safety	63	LINEAR CR	Medium	10	Slabs	40	Crack Sealing - PCC	200	Ft	$5.90	$1,180
AWEST	230	Safety	72	SHAT. SLAB	High	1	Slabs	4	Slab Replacement - PCC	400	SqFt	$16.00	$6,400
BP28	10	Preventive	48	L & T CR	Medium	686	Ft	2.86	Crack Sealing - AC	686	Ft	$2.43	$1,667
RW0321	10C	Safety	48	L & T CR	High	196	Ft	0.17	Crack Sealing - AC	196	Ft	$2.43	$475
RW0321	10E	Safety	48	L & T CR	High	139	Ft	0.12	Crack Sealing - AC	139	Ft	$2.43	$339
RW1028	10C	Preventive	48	L & T CR	Medium	274	Ft	0.55	Crack Sealing - AC	274	Ft	$2.43	$666
RW1028	10N	Safety	52	RAVELING	High	2	SqFt	.	Patching - AC Shallow	2	SqFt	$15.17	$30
RW1028	10S	Preventive	48	L & T CR	Medium	610	Ft	1.22	Crack Sealing - AC	610	Ft	$2.43	$1,482
RW1028	20C	Safety	48	L & T CR	High	430	Ft	0.12	Crack Sealing - AC	431	Ft	$2.43	$1,046
RW1028	20N	Safety	48	L & T CR	High	120	Ft	0.03	Crack Sealing - AC	120	Ft	$2.43	$292
RW1028	20S	Safety	48	L & T CR	High	1,003	Ft	0.29	Crack Sealing - AC	1,003	Ft	$2.43	$2,437
RW1028	30C	Safety	48	L & T CR	High	100	Ft	0.2	Crack Sealing - AC	100	Ft	$2.43	$243
RW1028	30N	Safety	48	L & T CR	High	200	Ft	0.4	Crack Sealing - AC	200	Ft	$2.43	$486
RW1028	30N	Safety	52	RAVELING	High	54	SqFt	0.11	Patching - AC Shallow	54	SqFt	$15.17	$819
RW1028	30S	Safety	48	L & T CR	High	500	Ft	1	Crack Sealing - AC	500	Ft	$2.43	$1,215
RW1028	30S	Safety	52	RAVELING	High	20	SqFt	0.04	Patching - AC Shallow	21	SqFt	$15.17	$303
TWA2	10	Preventive	48	L & T CR	Medium	107	Ft	0.19	Crack Sealing - AC	107	Ft	$2.43	$260
TWA3	10	Preventive	48	L & T CR	Medium	92	Ft	0.39	Crack Sealing - AC	92	Ft	$2.43	$224
TWA4	10	Preventive	48	L & T CR	Medium	242	Ft	1.02	Crack Sealing - AC	242	Ft	$2.43	$589
TWA6	10	Preventive	48	L & T CR	Medium	345	Ft	1.01	Crack Sealing - AC	345	Ft	$2.43	$839
TWA6	20	Preventive	48	L & T CR	Medium	8	Ft	0.03	Crack Sealing - AC	9	Ft	$2.43	$20
TWA7	10	Preventive	48	L & T CR	Medium	32	Ft	0.09	Crack Sealing - AC	32	Ft	$2.43	$78

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TWB	20	Preventive	48	L & T CR	Medium	3,320	Ft	1.66	Crack Sealing - AC	3,320	Ft	$2.43	$8,068
TWB1	10	Safety	45	DEPRESSION	High	10	SqFt	0.01	Patching - AC Deep	27	SqFt	$25.28	$670
TWC1	10	Safety	52	RAVELING	High	18	SqFt	0.12	Patching - AC Shallow	18	SqFt	$15.17	$273
TWE1	20	Safety	41	ALLIGATOR CR	High	524	SqFt	1.87	Patching - AC Deep	620	SqFt	$25.28	$15,673
TWE1	20	Safety	48	L & T CR	High	234	Ft	0.83	Crack Sealing - AC	234	Ft	$2.43	$569
TWE1	30	Safety	48	L & T CR	High	40	Ft	0.32	Crack Sealing - AC	40	Ft	$2.43	$97